

P03 – 109 – HAMPTON STATION

- REQUEST:
- A. Environmental Determination: Mitigated Negative Declaration
 - B. Mitigation Monitoring Plan
 - C. Tentative Map to subdivide 39.3+ gross acres into 177 Single Family lots, a 4.24± acre park/detention basin (Lot A), Lot B of 2.6± acres, Lot C of 1.6± acres, Lot D of 1.5± acres, Lot E of 1.5± acres, Lot F of 1± acre, and Lot G of 4.9± acres, within the R-1A zone;
 - D. Special Permit to construct 177 single family homes within the R-1A zone.

LOCATION: North of Meadowview Road, west of the Union Pacific Railroad/Regional Transit South Line
APN: 049-0050-023 and 049-0071-003
Airport Meadowview Community Plan Area
Council District 8

APPLICANT/OWNER:	Marvin L. Oates, Trustee c/o Buzz Oates Construction 8615 Elder Creek Road Sacramento, CA 95828
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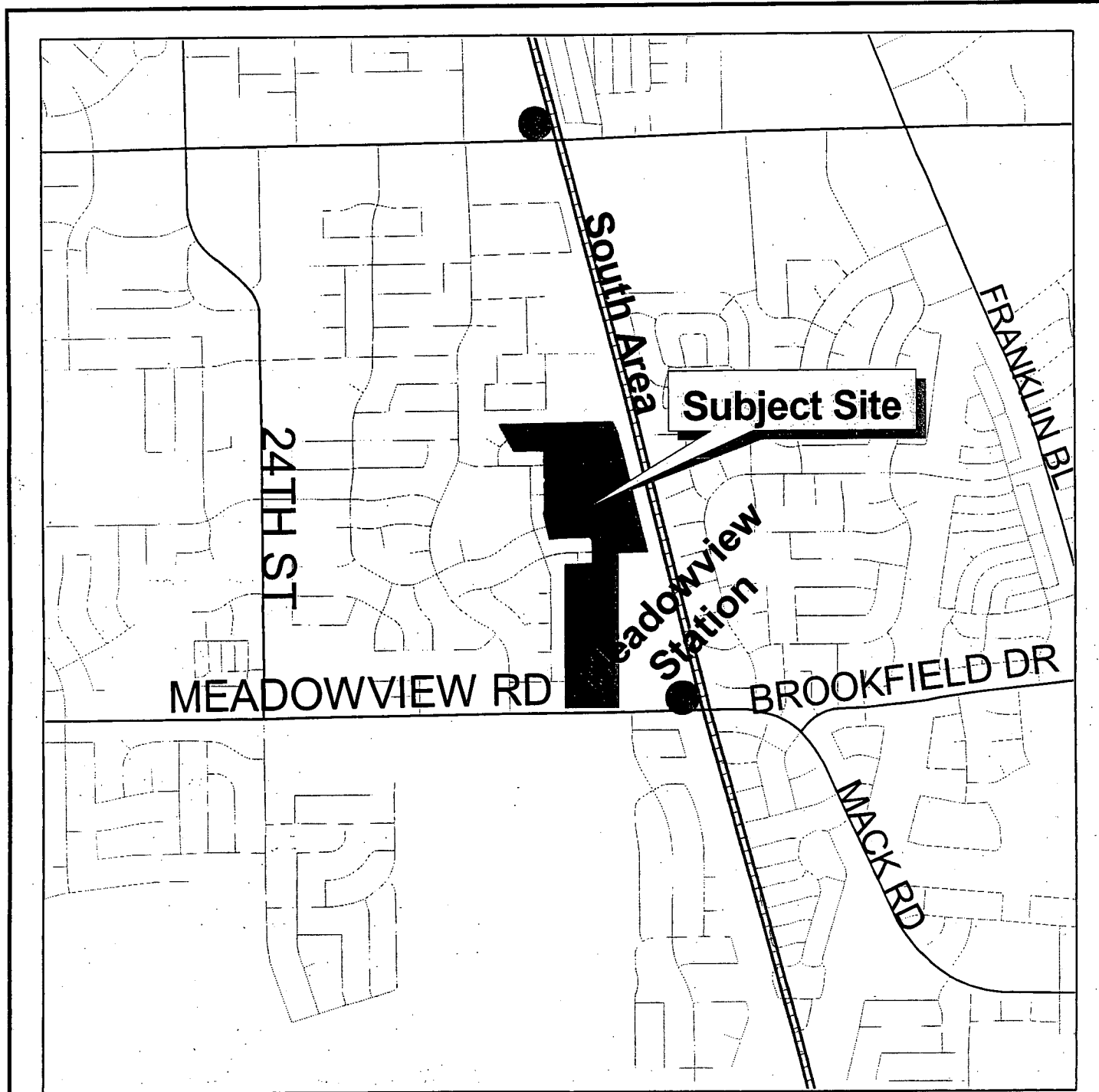
APPLICATION FILED:	September 16, 2003
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APPLICATION COMPLETED:	October 22, 2003
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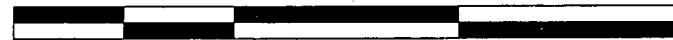
STAFF CONTACT:	Ellen Marshall, (916) 808-5851
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SUMMARY:

The applicant is seeking entitlements to subdivide 39.3+ gross acres into 177 Single Family lots, a 4.24± acre park/detention basin (Lot A), Lot B of 2.6± acres, Lot C of 1.6± acres, Lot D of 1.5± acres, Lot E of 1.5± acres, Lot F of 1± acre, and Lot G of 4.9± acres within the Single Family Alternative (R-1A) zone. In addition, the applicant is requesting approval of a Special Permit to allow the construction of 177 single-family homes within the R-1A zone. The northern end of the site will contain the single family residential and the southern portion will contain a park and several vacant parcels. The single family homes will be a mix of one and two story homes and range in size from 1412 square feet to 2,445 square feet. The applicant and Staff are in agreement with the project and all proposed conditions. Neighbors to the project have indicated concern over the proposed roads connecting with the existing roads in the area, but to date, no written objections to the project have been received.



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Vicinity Map
P03-109



January 1, 2003

RECOMMENDATION:

Staff recommends approval subject to conditions. The recommended approval is based on the projects consistency with the General Plan, South Sacramento Community Plan, and compliance with the Zoning Ordinance.

PROJECT INFORMATION:

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

Surrounding Land Use and Zoning:

North:	Residential, R-1A
South:	Residential, R-1-R
East:	Union Pacific Railroad/Residential, R-2A, R-1A-R, R-1
West:	Residential, R-1A

Property Area:	39.3± gross acres
Street Improvements:	To be Provided
Utilities:	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	Department of Public Works, Development Services Division
Building Permit	Building Division

BACKGROUND INFORMATION:

The City Planning Commission approved several projects on the project site in 1981 (P9203), 1984 (P83-420), and 1985 (P85-007). On December 13, 1988 the City Council approved the Tentative Map for a 273 lot subdivision (P88-107). A subsequent tentative map time extension was also approved by council for the project site on November 26, 1991(P91-224). Since that time, the approved tentative maps have expired. In September of 2003, Regional Transit's Meadowview Light Rail Station opened immediately adjacent to the site. On November 13, 2003, the project was scheduled to be heard before the Planning Commission. Staff recommended denial of the project based on the proposal's inconsistencies with City Policy, including the lack of appropriate densities adjacent to the Light Rail Station. At the Planning Commission meeting the item was withdrawn from the agenda to allow time for the applicant and staff to work out the project issues.

The current project addresses the City's concern with the density by locating the small lot single family residential to the north of the site and locating several larger parcels on the southern portion of the site that can be developed with commercial or higher density housing in the future. In addition, the applicant has worked with Parks and Utilities to provide a joint use park/detention basin on site.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

General Plan

The General Plan designates the project site for Low Density Residential development. The Low Density Residential designation generally consists of single-family dwellings with densities ranging from 4-15 dwelling units per net acre. Development under this designation will consist of single family detached units, duplexes, halfplexes, townhouses, condominiums, zero lot line units and cluster houses. Therefore, the proposed project is consistent with the General Plan.

Airport Meadowview Community Plan

The Airport Meadowview Community Plan designates the project site for Residential 7-15 du/na. The proposed project is 11 units per acre and is consistent with the Community Plan.

Transit for Livable Communities (TLC) Program

Sacramento Regional Transit's Transit for Livable Communities (TLC) project developed conceptual land use plans, joint development strategies, and implementation measures for twenty light rail stations through the Regional Transit (RT) system. These plans and recommendations emphasized walkable design, efficient use of land, and a mixture of residential, retail and office land uses all designed to support and help create unique, thriving communities at each station while increasing transit ridership. In essence, the creation of high quality Transit Oriented Development (TOD). The land use plans cover approximately a one-quarter mile radius around each light rail station.

In the November 13, 2003 Staff Report, staff made the following recommendations for development of the site, which were derived from Regional Transit's Transit for Livable Communities RT South Line Transit Overlay Map:

- Mixed Use Medium Density (MUR-2) located along the southern most portion of the project site along Meadowview Road. This would be similar to three story buildings, with the bottom floor used for neighborhood retail, and the upper floors consisting of apartments and/or lofts. In addition, office buildings or employment centers could be located under this designation.
- Multi-Family, Low Density (R-2) which allows 15-40 dwelling units per net acre, located in the central portion of the project site, directly west and north of the light rail parking lot. This land use designation would allow the development of townhouses and cluster homes.
- Single Family, Small Lot (R-3), which allows 10-20 dwelling units per net acre, located in the northern portion of the project site. This land use designation would also allow the development of townhomes, cluster homes, and small lot single family development.

Although the current request does not include a rezone to R-3, the applicant has modified the plan based on staff's comments to allow for higher density, small lot development at the north of the site with a density of 11 units per acre. The southern portion of the site is not proposed for development at this time and could eventually develop with higher density housing and mixed use developments. Any future development of this site requires Planning Commission approval.

R-1A Zoning District

The R-1A zoning district is a low to medium density residential zone intended to accommodate alternative single-family designs which are determined to be compatible with standard single-family areas and which might include single-family attached or detached units, townhomes, cluster housing, condominiums, cooperatives, or other similar projects. Approximate density for the R-1A zone is ten (10) dwelling units per acre, with a maximum of fifteen (15) dwelling units per acre.

The current proposal is compatible with nearby residential development and provides a transition from Light Rail and the single family homes to the west. The proposed project is consistent with the allowed uses prescribed by the Zoning Code.

B. Tentative Map

The Tentative Map will create 177 single family lots on 39.3± acres, a 4.24± acre park/detention basin and six additional lots ranging in size from 1± acre to 4.9± acres. Access to the subdivision will be via Meadowview Road, Loma Verde Way, 69th Street, Torrance Avenue, and Tisdale Way. The street design provides connectivity between the existing single family homes to the west and the project site.

The single family portion of the subdivision will consist of lots fronting on Verde Court, Vanderbilt Way, Torrance Way, Tisdale Way, Kennedy Way, 69th Street, and Hampton Way. The remaining lots front on Hampton Way. The park/detention basin site will front on Verde Court, Vanderbilt Way, Kennedy Way, and Hampton Drive.

The single family lots on the west side of Vanderbilt Way have been increased in width from the original submittal to 45 feet in width for interior lots and 50 feet for corner lots. The increased width was requested to provide greater consistency with the existing single family lots west of the project.

The map, as proposed, is compatible with the existing adjacent residential subdivision with regard to lot size and overall circulation. In addition, the project density remains consistent with the General Plan and Airport Meadowview Community Plan land use designations and R-1A zoning.

C. Development Information**Site Plan Design**

The project site that will be developed with this request consists of 39.3± gross acres in the Single Family Alternative (R-1A) zone and is currently vacant. The project proposes to construct 177 single family homes on 20± acres.

The Zoning Ordinance states that a special permit granted by the Planning Commission is required for any development within the R-1A zone. In the granting on the special permit, the Commission may modify any of the requirements or development standards for this zone.

House Plans: Please see table below for information regarding each house plan. The square footage given is the total living space as provided by the applicant.

Table 1
House Plans

	House Plan Model Number	Square Footage	No. of Stories	No. of Bedrms.	Garage Stalls	Max House Dims.	
						(width)	(depth)
1	1	1412	1	2	2	39'3"	53'
2	2	1570	2	3	2	29'5"	42'
3	3	1860	2	3	2*	29'5"	49'
4	4	2094	2	4	2*	29'5"	43'8"
5	5	1966	2	4	2	29'5"	47'
6	6	2445	3	5	2	29'5"	44'

* notes tandem parking stalls

The house plans also offer other features such as covered porches, recessed entries, and bedroom/den/loft options.

Height, Setbacks, and Lot Coverage: The one and two story homes are proposed for the 177 single family lots. The lots will range in size from 35' x 70' to 45' x 80'. The lots are smaller than the Zoning Ordinance standard of 52' x 100' and house plans are not required to be placed on specific lots. This necessitates decreased setbacks and increased lot coverages.

The maximum lot coverage for the R-1A zone is 40%. The R-1A zone allows an increased lot coverage upon approval by the Planning Commission. The smaller lot size will require an increase in maximum lot coverage. Although the applicant was unable to provide an exact percentage of lot coverage for the project, staff is supportive of the increase in lot coverage because the setbacks will ensure that the homes do not cover the entire lot. In addition, staff has concluded that an increase in lot coverage is appropriate based on the increased density near the light rail station.

The front yard setbacks are proposed at 12.5 feet, which varies from the Zoning Ordinance requirement of 25 feet. The Zoning Ordinance requires front yard setbacks in the R1-A zones shall be the same as specified in the R-1 zone, but the Planning Commission may approve setbacks that vary from the requirement. Staff supports the decreased setback because the living space of the homes would be at the 12.5 foot setback and the garage would be setback 18 feet. The rear yard setback will be 10 feet which allows adequate outdoor living space. The subdivision is proposed to have zero lot lines along one of the side yard property lines and the other side yard setback will be 5 feet. Staff is supportive of the proposed setbacks as zero-lot line subdivisions are permitted in the R-1A zone.

Elevations, Material, and Colors: Three elevations are proposed for each plan. All elevations are stucco with stone veneer or lap siding accent materials and 30-year dimensional composition shingles. Staff is not in support of the use of composition shingles and has conditioned the project to require a concrete tile roof on every home. The concrete tile will enhance the appearance of the homes and have a longer life than shingles.

The material differences between elevations are significant, and the applicant has further enhanced the homes by providing variations in other architectural elements. These include the use of distinctive treatments on porch columns and entry structures; the use of windows; arched soffits on porch entries and over doors versus squared soffits; and hipped roofs versus

gabled roofs.

Enhanced elevations are required whenever the side or rear elevation of a home faces a public street, park, Light Rail tracks, or other public space. Enhanced elevations shall include, at a minimum, trim around windows and doors, with shutter treatments and veneer materials continued from front elevations where visible to the public, and a two foot return of materials on the side or rear elevation, as appropriate. On enhanced side elevations and on enhanced rear elevations, window treatments, roof lines, and materials should match the front facade in appearance and quality.

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 (CEQA) 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 air quality, biological resources, and cultural resources. The mitigation measures are listed as conditions of approval.

During the public review period of September 20, 2005, to October 22, 2005 on the draft Initial Study, comment letters were received from the following entities: Department of Transportation commenting on the use of the remaining lots A through G as mixed-use to provide transit-oriented development, requesting two additional paved access trails from the remaining vacant lots to the Meadowview LRT Station crossing Tisdale Way, constructing weather protected kiosks, convenient access to the LRT station, ADA compliant design, and night lighting along the 8 foot wide off-street pedestrian trail, and disagreement with the Fehr & Peers traffic study the statement that "the project proposes an 8-foot wide off-street pedestrian trail" is not project mitigation; County Sanitation District 1 commenting that the property is outside the CSD-1 boundary but within the boundary for the SRCSD and that it will not significantly impact the CSD-1 and SRCSD Facilities; Public Utilities Commission commented that the development adjacent to the or near the rail corridor be planned with the safety of the rail corridor in mind and to consider pedestrian circulation patterns/destinations with respect to the railroad right of way; Sacramento Metropolitan Air Quality Management District suggested the removal of mitigation measure #9 related to reducing NOx since NOx emissions were not found to be significant, the project is subject to SMAQMD rules and regulations, and the request to have future environmental documents contact the entire URBEMIS run output; and California Regional Water Quality Control Board commenting that the project is required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activities, requiring that the project use long-term post-construction BMPs, Water Quality Certification must be obtained prior to initiation of project activities in accordance with the ACOE 404(b)(1) Guidelines, and the project may be required to file a Dewatering Permit. Where appropriate, these comments have been addressed in the Negative Declaration with revisions to applicable sections. However they do not substantiate recirculation of the Negative Declaration under Section 15073.5 of CEQA Guidelines.

B. Public/Neighborhood/Business Association Comments

The project was routed to the Eagles Neighborhood Association, the Polloch Ranch Neighborhood Association, and the Meadowview Development Committee. No comments were received from the neighborhood associations regarding this project. However, at a community meeting held on May 4, 2005, some residents expressed opposition to the proposed street connections to the existing neighborhood and concerns that school capacity is not adequate to handle the additional children housed by the development. Staff explained that City policy calls for interconnected neighborhood streets and such connections are especially important in this case to ensure access to the transit station. Staff also explained that the City has no control over the School District's response to growth and that state law precludes the use of school overcrowding as a reason to deny development permits.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. All comments have been included as conditions of approval.

D. Subdivision Review Committee Recommendation

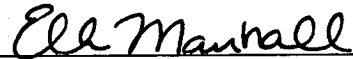
On October 5, 2005, the Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Notice of Decision.

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny A, B, C and D. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 calendar days of the Planning Commission action.

RECOMMENDATION: Staff recommends the Planning Commission take the following actions:

- A. Adopt the attached Notice of Decision and Findings of Fact ratifying the Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact (Attachment 1) approving the **Tentative Map** to subdivide 39.3+ gross acres into 177 Single Family lots, a 4.24± acre park/detention basin (Lot A), Lot B of 2.6± acres, Lot C of 1.6± acres, Lot D of 1.5± acres, Lot E of 1.5± acres, Lot F of 1± acre, and Lot G of 4.9± acres, within the R-1A zone, and;
- D. Adopt the attached Notice of Decision and Findings of Fact approving the **Special Permit** to construct 177 single family homes within the R-1A zone.

Report Prepared By,



Ellen Marshall, Associate Planner

Report Reviewed By,

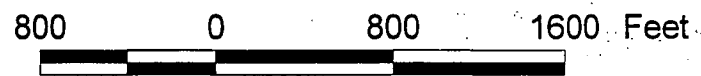
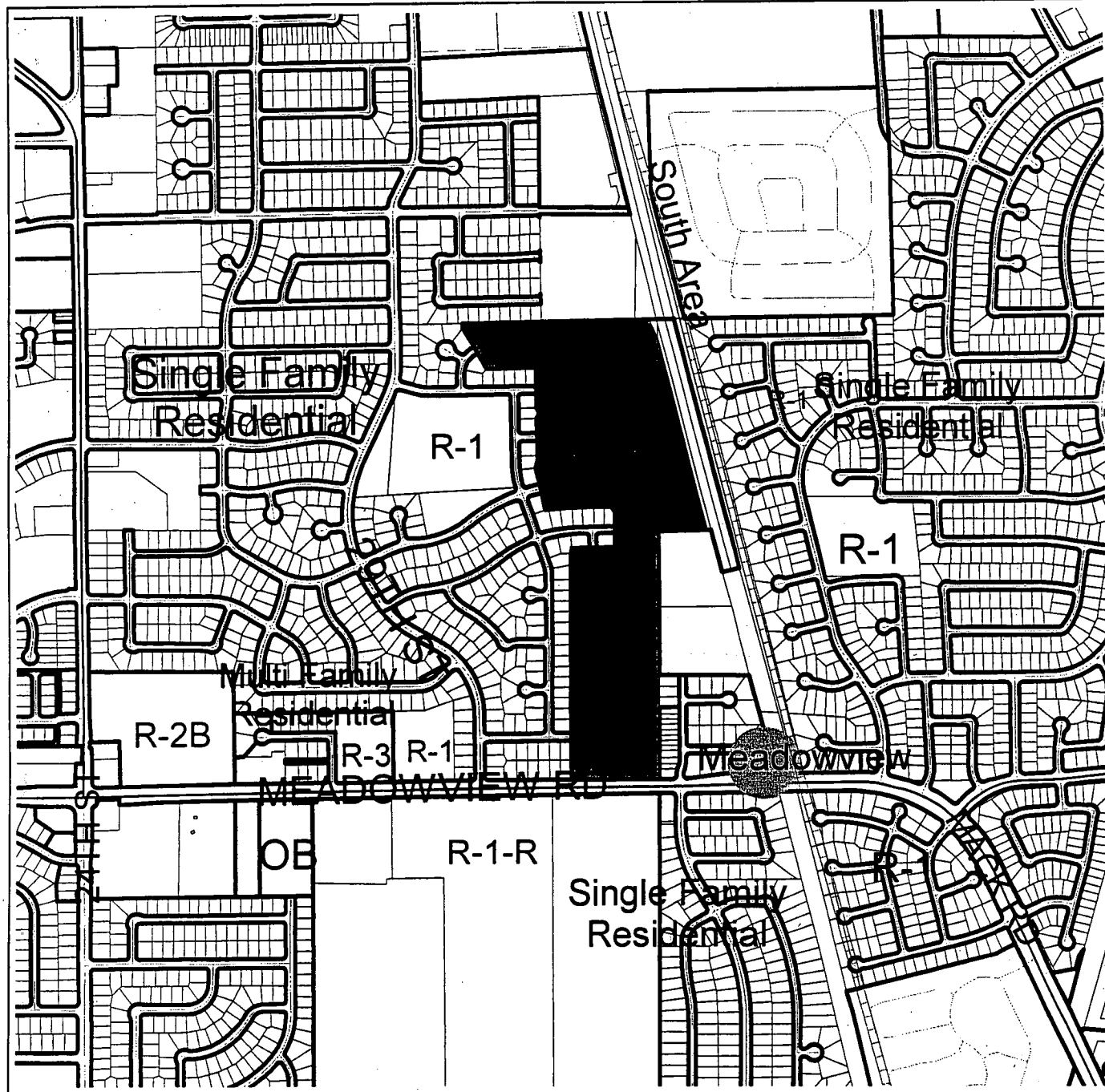


Thomas S. Pace, Senior Planner

Attachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Tentative Map
Exhibit 1B	Elevations Plan 1
Exhibit 1C	Plan 1 Floor Plan
Exhibit 1D	Elevations Plan 2
Exhibit 1E	Plan 2 Floor Plan
Exhibit 1F	Elevations Plan 3
Exhibit 1G	Plan 3 Floor Plan
Exhibit 1H	Elevations Plan 4
Exhibit 1I	Plan 4 Floor Plan
Exhibit 1J	Elevations Plan 5
Exhibit 1K	Plan 5 Floor Plan
Exhibit 1L	Elevations Plan 6
Exhibit 1M	Plan 6 Floor Plan
Exhibit 1N	Materials Description
Attachment 2	Land Use & Zoning Map

Attachment 2 – Land Use & Zoning Map



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January 1, 2003

Land Use & Zoning
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