



**REPORT TO
PLANNING COMMISSION
City of Sacramento**

915 I Street, Sacramento, CA 95814-2671

**PUBLIC HEARING
December 14, 2006**

To: Members of the Planning Commission

Subject: 48th Street Villas (P06-129)

A request to allow the development of two (2) single family detached units in the proposed Single Family Alternative Residential (R-1A) zone.

- A. Environmental Exemption** (CEQA section 15303).
- B. Rezone** of .17+/- net acres from Office (OB) zone to Single Family Alternative (R-1A) zone.
- C. Tentative Parcel Map** to subdivide one (1) lot into two (2) lots on .17+/- net acres in the proposed Single Family Alternative Residential (R-1A) zone.
- D. Subdivision Modification** to create a lot without street frontage.
- E. Special Permit** to allow alternative housing (two detached single family homes) on .17+/- acres in the proposed Single Family Alternative (R-1A) zone.

Location/Council District: 1510 48th Street
Assessor's Parcel Number 008-0424-030
Council District 3

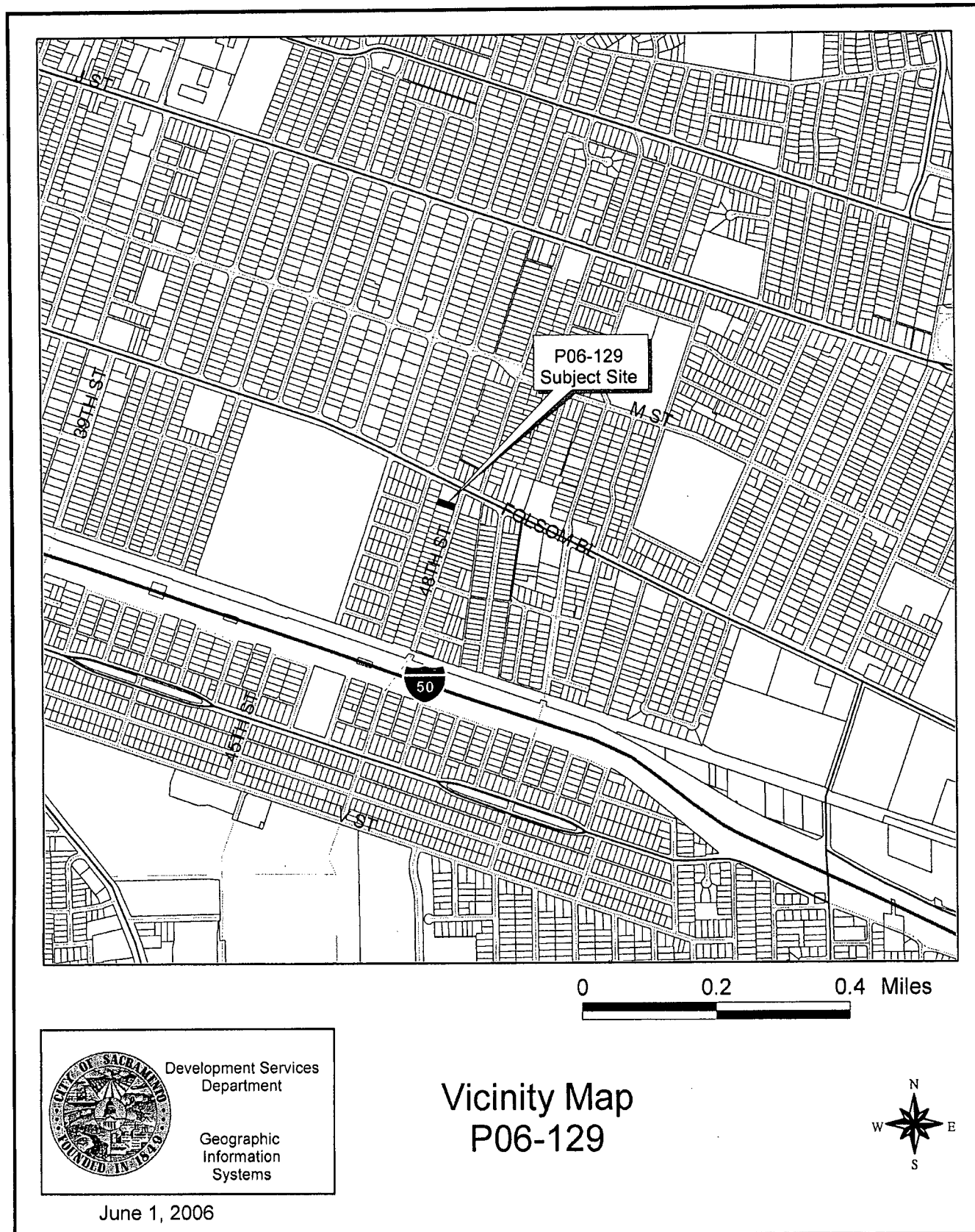
Recommendation: Staff recommends that the Commission approve A, C, D, E above based on the findings of fact in Attachment 1 and that the Commission recommend approval and forward to City Council the Rezone (B) above. At the time this report was written, **staff has resolved all of the outstanding issues with the redesign of the site and the reduction of the number of units proposed, however, neighborhood opposition may still remain with regard to the proposed density of the project.** The Commission has final approval authority over items A, C, D and E above. The Planning Commissions decision is appealable to City Council.

Staff Planner: Sally Shore, Assistant Planner, 808-8001

Applicant: Javed T. Siddiqui, JTS Engineering, 1808 J Street, Sacramento, CA 95814

Owner: Chris Givens, 48th Street Villas, LLC, 250 Hebron Circle, Sacramento, CA 95835

Vicinity Map:



Summary: The applicant is proposing to rezone and subdivide an existing 50-foot by 150-foot residential lot (.17± net acres) currently zoned Office Building (OB) into two lots in order to develop two single family residential units. The development of two units under the proposed zoning of Single Family Alternative (R-1A) will result in a density of 11 units per net acre. The project will create a rear parcel that will not have street frontage but will be accessible via a shared drive with an easement granting access to the rear property. The entrances to both dwelling units will be visible from the street. Both units will be a two-story floor plan of approximately 1,600 square feet with a two-car garage. In evaluating the project, the primary issues are site design, open space, setbacks, parking, and compatibility with the surrounding neighborhood.

Table 1: Project Information
General Plan Land Use designation: Community Neighborhood Commercial & Office
Community Plan Land Use designation: NA
Existing zoning of site: (OB) Office Zone
Proposed zoning of site: (R-1A) Single Family Alternative Residential Zone
Density allowed per OB zoning: Residential uses are not permitted in the OB zone
Density allowed per proposed R-1A zoning: Maximum 15 dwelling units per acre (2 units)
Proposed density: 11 dwelling units per acre
Existing use of site: Vacant
Property area: 0.17± net acres (7,500 square feet)

Background Information: The project site has remained undeveloped for over 25 years. Prior to 1986, the existing lot had split zoning, meaning that the lot had two different zoning classifications. The northern half of the lot adjacent to the parcel fronting Folsom Boulevard was zoned C-2 and the remaining southern half of the lot adjacent to the existing single family home to the south was zoned R-1 (see Attachment 6). In 1984, a request to allow parking maneuvering area within the R-1 zone (P84-423) was approved for 12 parking spaces for a medical office building proposed to the north of the lot within the C-2 zone. The project was modified in 1986 with the approval of P86-215 (which included a redesign moving the parking to the front of the lot with a single-story office at the rear) and P86-446 (which included a rezone from the split zoning of R-1/C-2 to the OB zone and waived a masonry wall requirement per the request of the residential neighbor to the south). The modifications, which also included the reduction of the required rear yard setback from 15 feet to five feet to allow the construction of the office closer to the rear property line, were approved and the property was rezoned, but the project was never built and the site remains vacant today.

Public/Neighborhood Outreach and Comments: The project was noticed to all neighbors within 500 feet of the subject site and routed to the Neighborhood Advisory Group, the East Sacramento Preservation Task Force, Friends of H Street, McKinley Elvas Neighborhood Association (MENA), and the East Sacramento Improvement Association (ESIA). The original proposal included three detached single family units,

one unit at the front of the parcel and two rear units accessible by a shared drive. Each unit was provided a one car garage and ten-foot rear yard setbacks within the proposed R-2A zone. ESIA provided comments (attached) outlining their concern with the original proposal of three single family units within the proposed R-2A zoning and suggested that two units would work better for the property. MENA also provided comments (attached) that the proposed multifamily zoning was acceptable but that the detached single family units may not be an appropriate product type for the site and that attached units may be more suitable.

Additionally, staff received three emails expressing opposition to the proposal from two adjacent neighbors to the west whose property abuts the rear of the subject site and from the owner of the hardware business across from the subject site on 48th Street. Both neighbors expressed concerns that the proposed R-2A multifamily density would decrease the property values of the predominantly single family neighborhood. Other concerns included the proximity of the two-story structures to the property line, the height of the structures not in keeping with the existing neighborhood, the increase in traffic and parking congestion due to the number of units proposed and the lack of onsite parking. Staff has attached a follow-up email from a concerned neighbor with property abutting the subject site that provides additional comments on the revised plans.

The applicant addressed many of the above concerns by redesigning the project and reducing the number of units from three to two detached single family homes and by proposing the property be rezoned to the R-1A Single Family Alternative zone instead of R-2A Multifamily zoning. With the revised proposal, the two units now provide a 15-foot rear yard setback and a two-car garage. The proposed structures are two-stories with both structures meeting the rear and side yard setback requirements in addition to the height requirements of the R-1A Single Family Alternative zone, which is the same as the Single Family (R-1) zone.

Environmental Considerations: The proposed project is categorically exempt from environmental review pursuant to CEQA guidelines (Section 15303).

Policy Considerations

General Plan Update Vision and Guiding Principles: While the City's General Plan is being updated, the City Council has adopted a vision for the future of the City as well as several guiding principles to help achieve this vision. This was done to ensure that new developments submitted during the ongoing update comply with the goals and policies that are being incorporated into the General Plan through the update. The applicable guiding principles that this proposal complies with include:

1. Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.
2. Include a mix of housing types within neighborhoods to promote a diversity of

household types and housing choices for residents of all ages and income levels to promote stable neighborhoods.

3. Use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.

The proposed project complies with the above guiding principles and is not contrary to any of the proposed policies.

The site is proposed to be rezoned from Office Building (OB) to Single Family Alternative (R-1A), in order to allow housing units within an existing residential neighborhood which the OB zone prohibits. The proposal will provide two residential single family units within 1,200 feet (within ¼ mile) of the 48th Street Light Rail Station and will utilize the infrastructure of the established neighborhood.

General Plan and Community Plan: The proposed project is consistent with the following land use designations and applicable policies of the General Plan to: "Promote infill development as a means to meet future housing needs" (GP, Policy 4, 2-16), "Develop residential land uses in a manner which is efficient and utilizes existing and planned urban resources" (GP, Goal C, 2-15), and "Continue to support development and rehabilitation efforts that add new and reconditioned units to the housing stock while eliminating neighborhood blight and deterioration" (GP, Policy 6, 2-16).

The subject site has a General Plan designation of Community/Neighborhood Commercial and Office. The Community/Neighborhood Commercial and Office land use designation within the Commerce and Industry Land Use Element of the General Plan includes uses which offer goods and services for the daily needs of adjacent residential areas. While housing is not the intended use of the General Plan's commercial designation, no General Plan Amendment is required since the General Plan does not require modification of existing land use designations for parcels less than 5 acres in size. There is no community plan adopted within East Sacramento.

The General Plan also "promotes mixed-use development of a community/neighborhood commercial districts through new construction and revitalization." (GP Policy 4, Goal B, p. 4-7). In order to meet future housing growth needs, General Plan policies encourage the development of infill parcels within existing neighborhoods. Incentives for infill development as mentioned within the General Plan include: "variations on setback and height limitations, reduced development standards, and mixing neighborhood commercial uses with residential development." (Page 1-20, General Plan.) Because the parcel size is less than five acres in area, a General Plan Amendment is not required to modify the commercial designation to a residential designation. There is no Community Plan designation within the subject site area.

The proposed residential project will provide ownership housing, thereby fulfilling the goals of the General Plan to provide infill development and a variety of housing product types.

Smart Growth Principles: Sacramento City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage:

- The concentration of new development and the targeting of infrastructure investments within the urban core of the region to allow for efficient use of existing facilities, infill, and reuse areas.
- Creating a range of housing opportunities and choices with a diversity of affordable housing near employment centers.
- Concentrating new development and targeting infrastructure investments within the urban core of the region.
- Fostering a walkable community.

The proposed project is designed to incorporate many elements of the Smart Growth Principles listed above. The single family ownership units will be located in an area within an existing established residential neighborhood and will add to the mix of housing available in the neighborhood. Within the area, adequate connections for multi-modal transportation (e.g. walking, bicycling, and transit) are provided. The orientation of the proposed units includes street facing units with entries visible from the street and a pedestrian path connecting the rear unit to the sidewalk which contributes to a pedestrian friendly streetscape. The project site is located on the Route 36 bus service on Folsom Boulevard and is within a 1/4 mile of the Light Rail Transit station located at the south end of 48th Street.

Rezone: The applicant is requesting to rezone the site to Single Family Alternative (R-1A) zone. Since 1986, this property has been zoned Office Building (OB), which does not permit residential uses. As mentioned earlier, prior to the 1986 rezone, this parcel was zoned two different classifications. The northern half of the property was zoned C-2, consistent with the office parcel located to the north of subject site that fronts Folsom Boulevard. The southern half of the parcel was zoned R-1, which is consistent with the established residential neighborhood to the south of the subject site. The present proposal is a request is to rezone the acreage from OB to Single Family Alternative (R-1A) which would allow two residential units on the site.

The rezone request is consistent with the General Plan in that parcels less than five acres are not required to amend the General Plan designation. The Single Family Alternative (R-1A) zone allows a maximum density of 15 du/na. The two unit project results in a density of 11 du/na. Based on the area of the lot, three single family residential units would not be permitted within the proposed R-1A zone. Planning staff supports the rezone request since the proposal will provide infill development on a parcel that has remained vacant for over 20 years. Additionally, the proposal provides an appropriate housing product on a parcel that buffers the Folsom commercial corridor before transitioning into a more traditional single family neighborhood.

Tentative Map: The project site consists of one lot totaling .17 net acres. The tentative map proposes to subdivide the existing 50-foot by 150-foot lot into two single family lots

of 4,500 and 3,000 square feet. The rear lot will have access to 48th Street via a private driveway with a recorded easement allowing access to the shared driveway. A 20 foot wide private utility easement will also be provided in order to provide the rear unit with underground wet and dry utilities.

The subdivision modification is required in order to create a parcel without street frontage. Because a special permit to develop alternative housing is also being requested, a variance to create a land-locked parcel is not required. In this case, staff finds that the special circumstances of the alternative housing Special Permit for single family alternative housing can be supported with the proposal of the recorded easement which will allow the rear lot access to 48th Street and to the utilities provided from the public right-of-way. The easement allows the development of higher density single family alternative ownership housing on a lot that is larger than the standard 100 feet deep but not large enough to develop deep lot housing. The creation of a rear lot without street frontage will not be detrimental to the public health and safety and it will not violate the density requirements of the zoning ordinance. For these reasons, staff supports the requested subdivision modification. The tentative map was reviewed at the subdivision review committee on December 6, 2006 and approved with the attached conditions.

Land Use: The applicant is proposing to subdivide one lot into two single family lots in order to construct two detached single family ownership units. Both units propose two-story floor plans consisting of three bedrooms, two and a half baths and a two car attached garage. The units range from 1,640 to 1,650 square feet, are under the 35-foot height limit, and comply with the standard rear and side yard setbacks required in the Single Family (R-1) zone. Each unit will have private open space in the form of a 15-foot rear yard in addition to covered porches and patios.

The design of the unit facing 48th Street is in keeping with architectural features found within the existing neighborhood in that decorative porches, visible entries, a mix of materials and a variety of massing forms have been provided. The density is within the R-1A zoning of 15 units per net acre and the proposal is consistent with City policies encouraging the development of infill parcels with residential units while maintaining an appropriate transition between the surrounding commercial uses to the north and the mixture of established single family homes to the south.

The applicant proposes to develop two homes each on a lot that deviates from the standard residential lot size and width standards. At 4,500 and 3,000 square feet, the proposal includes lot sizes smaller than the typical 5,200 square foot lots within the R-1 zone. Section 17.24.050(17) of the zoning code permits deviations from these standards in the R-1A zone with the issuance of a Special Permit.

According to the Sacramento City Code, Title 17 (Zoning Ordinance), Section 17.24.050 [footnote 8], approval of a Planning Commission Special Permit is required to develop alternative housing ownership within the R-1A zone. In evaluating special permit proposals of this type, the Commission is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

The proposed single family alternative housing development is compatible with the surrounding area and adds to the balance of housing types in the established neighborhood.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

Staff finds that the granting of the special permit will not be detrimental to public health, safety or welfare in that adequate parking is provided, the project is located within an area that has access to public transportation, employment, and services within the neighboring commercial corridor and each unit will be provided with adequate open space and a standard rear yard.

C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The proposed project is consistent with the General Plan policies supporting ownership housing and quality housing opportunities for all income households.

Parking

By providing each unit with an attached two car garage, the proposed project is in compliance with the parking requirement for single family development of one parking space per unit.

Table 2: Parking			
Use	Required Parking	Proposed Parking	Difference
Single Family Residential	1	2	+1

As indicated above, the project exceeds the minimum parking requirements.

Setbacks, Lot Coverage and Height

The Sacramento City Code states that a special permit is required for new dwellings that provide for individual ownership in a form other than standard single-family detached dwellings. With the special permit, issues such as setbacks, lot coverage, and design are included in the project review. With regards to setbacks, lot coverage, site design and height, the house plans have been submitted and reviewed for both of the proposed units.

Within the R-1A zone, setbacks, lot coverages, and heights are based on the standard single family (R-1) zone requirements. The approval of the special permit to allow alternative housing allows flexibility in setback and lot coverage variations where appropriate. As proposed, the lot coverages and the rear and interior side yard setbacks for both units meet the standard R-1A zone requirements as indicated in Tables 3 & 4 below.

With regards to the front setback, the standard R-1A zone minimum front yard setback requirement is determined by the average of the two front setbacks of the nearest buildings with front setbacks on the same side of the street on the same block. The 48th Street (front setback) should therefore be established at 25 feet, based on the setback of the office building located on the corner parcel fronting Folsom Boulevard to the north and the existing single family home to the south of the subject site, both of which are established at 25 feet. The proposal for the 48th Street facing unit is 20 feet, not the 25 foot average R-1 standard, however, staff is in support of the proposed 20-foot setback for the subject site because the distance of the proposed unit from the office to the north (50 feet) and the single family home to the south (35 feet) (due to an existing parking lot and two vehicle access driveways), are significant enough that the five foot variation in the front setbacks will not be noticeable.

The calculated lot coverage proposed for the front parcel is 29% and the lot coverage proposed for the rear parcel totals 40%. The maximum lot coverage allowed within the R-1A zone is 40%, therefore the project complies with the standard lot coverage requirements.

The Zoning Ordinance indicates that the definition of height shall be the vertical dimension measured from the average elevation of the finished lot grade at the front of the building to the plate line, where the roof meets the wall. In this proposal, while both units are proposed as two-story structures, the front unit plate height is measured at 20 feet and the rear unit plate height is measured at 18 feet. Both units are therefore under the 35 foot plate height limit specified within the R-1A zone.

Since the proposed project meets the following City Code (Title 17.24.050, footnote 8) criteria for such developments and provides ownership opportunities on a long standing vacant parcel within an established neighborhood, staff supports approval of the requested Special Permit:

"The proposed site development plan must integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features in such a way as to produce a development which provides for all desirable residential features and environmental amenities."

The applicant has provided a housing development that establishes detached single family residences visible from 48th Street, while providing pedestrian connectivity from the street to the rear unit. Additionally, the project provides private open space areas similar to single family development and establishes a strong architectural presence that will contribute to the transition from the Folsom Boulevard commercial corridor to the existing established neighborhood to the south.

Table 3: Height and Area Standards Unit 1 (Front Unit)			
Standard	Required	Proposed	Deviation
Height	35 feet maximum to plate	20 feet to plate	No
Front setback (48th Street)	Average of the adjacent buildings = 25 feet	20 feet	Yes
Rear setback	15 feet	15 feet	No
Interior Setbacks	3 feet	3 feet north 20 feet south	No
Lot Coverage	40% (R-1 standard)	29% lot coverage	No

Table 4: Height and Area Standards Unit 2 (Rear Unit)			
Standard	Required	Proposed	Deviation
Height	35 feet maximum to plate	18 feet to plate	No
Rear setback	15 feet	15 feet	No
Interior Setbacks	3 feet	3 feet north 5 feet south	No
Lot Coverage	40% (R-1 standard)	40% lot coverage	No

As indicated above, the project meets or exceeds all applicable setback and lot coverage requirements except for the front setback, which staff supports with the approval of the Special Permit to allow alternative housing.

Landscaping & Design

While a landscape plan has not been provided as part of the application, the project has been conditioned to require that the applicant landscape and provide irrigation for all yard areas of both units, including the front, side and rear yards.

Additionally, the applicant has submitted floor and elevation drawings that comply with the New Construction Single Family Residence checklist by providing decorative porches and doors, double hung windows with grids, sills and trim on all four sides and shutters on the front, breaking of the massing with gable ends and varying roof forms, 30-year compositional roofing and a mix of exterior materials. Therefore, staff is in support of the proposed house plans and design.

Subject: 48th Street Villas (P06-129)

December 14, 2006

Respectfully submitted by: _____

Sally Shore

SALLY SHORE
Assistant Planner

Recommendation Approved:



JEANNE CORCORAN
Senior Planner

Attachments

Attachment 1	Recommended Findings of Fact and Conditions of Approval
Exhibit A	Rezone Exhibit
Exhibit B	Tentative Map
Exhibit C	Site Plan
Exhibit D	Floor Plans
Exhibit E	Front Unit Elevations
Exhibit F	Rear Unit Elevations
Exhibit G	Streetscape Elevations
Attachment 2	Land Use & Zoning Map
Attachment 3	Comment Email: McKinley Elvas NA
Attachment 4	Comment Email: East Sac. Improvement Assoc.
Attachment 5	Comment Email: Adjacent Neighbor
Attachment 6	P84-423 Office Site Plan Approved for Subject Site in 1985

Attachment 1: Recommended Findings and Conditions

Findings Of Fact

- A. Environmental Determination: Categorical Exemption.** The City Planning Commission finds and determines that the proposed project is exempt from environmental review pursuant to Section 15303 of the California Environmental Quality Act.
- C. The Tentative Map** to subdivide one (1) lot into two (2) lots on .17± net acres in the proposed Single Family Alternative Residential (R-1A) zone is approved subject to the following Findings of Fact:
1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.
 2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the Central City Community Plan, and Chapter 16 of the City Code, which is a Specific Plan of the City. The City's General Plan and the Central City Community Plan designate the site as Community/Neighborhood Commercial & Office and Residential Office respectively. The General Plan designation of Community/Neighborhood Commercial & Office allows residential uses to support the revitalization and reuse of commercial districts.
 3. The site is physically suitable for the type of development proposed and suited for the proposed density.
 4. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
 5. The design of the subdivision or the type of improvements are not likely to cause serious public health problems.
 6. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.
- D. The Subdivision Modification** to create a lot without street frontage is approved subject to the following Findings of Fact:
1. That the property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are such special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in the particular case to conform to the strict application of these regulations in that the site is inadequate to construct a public street supports infill development and ownership opportunities;
 2. That the cost to the subdivider of strict or literal compliance with the regulation

is not the sole reason for granting the modification;

3. That the modification will not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity, in that the public services will be provided to the individual lots;
4. That granting the modification is in accord with the intent and purposes of these regulations and is consistent with the general plan and with all other applicable specific plans of the city promoting infill development and ownership housing.

E. The **Special Permit** to allow alternative housing (two detached single family homes) on .17+/- acres in the proposed Single Family Alternative (R-1A) zone is approved subject to the following Findings of Fact:

1. Granting of the Special Permit is based upon sound principles of land use in that:
 - a. The project promotes infill development as a means to meet future housing needs;
 - b. The residential units will be designed to enhance the existing neighborhood and are consistent with Smart Growth Principles;
 - c. The project will not adversely affect the surrounding land uses in that the units are being located in an area that transitions between an existing commercial corridor and a predominately residential neighborhood; and
 - d. Each unit will be provided a two car garage.
2. Granting the Special Permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
 - a. The proposed project will eliminate the potential for nuisance activities such as illegal dumping or parking on the vacant lot;
 - b. The proposed project supports development and rehabilitation efforts to eliminate neighborhood blight; and
 - c. The project is consistent with the Single Family Residential Design Principles, which provides for eyes on the street by utilizing prominent front entries, porch areas, and living space fronting on the street.
3. The project, as conditioned, complies with the General Plan Policies that promote infill development to meet future housing needs, maintain and improve residential neighborhoods and develop vacant land that utilizes existing and planned urban resources.

Conditions Of Approval

The **Tentative Map** to subdivide one (1) lot into two (2) lots and the **Subdivision Modification** to create a lot without street frontage on .17± net acres in the Single Family Alternative Residential (R-1A) zone is hereby approved subject to the following conditions:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P06-129). The design of any improvement not covered by these conditions shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Parcel Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Development Engineering Division.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

GENERAL: All Projects

- CD1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- CD2. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from Parcels 1, and 2 , at no cost, at the time of sale or other conveyance of either parcel.;
- CD3. Show all continuing and proposed/required easements on the Parcel Map;
- CD4. 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;

DEF: Streets

- CD5. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division;
- CD6. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;

PUBLIC/PRIVATE UTILITIES

- CD7. Dedicate the north 2.50-feet of Lot 3 as a public utility easement for underground facilities and appurtenances; (SMUD)
- CD8. Dedicate the south 2.50-feet of Lot 2 as a public utility easement for underground facilities and appurtenances; (SMUD)
- CD9. Dedicate the west 5-feet of the Parcel Map as a public utility easement for overhead and underground facilities and appurtenances; (SMUD)
- CD10. "We the undersigned, as Owner's of the land shown hereon, do hereby state that we are the only persons whose consent is necessary to pass clear title to said land and do hereby consent to the preparation and recordation of this map and offer for dedication and do hereby dedicate for public uses the Public Utility Easements (PUE) shown on this map (as "LOT 1-2") for public utility purposes including electric, gas, communication facilities and all other public utility purposes; together with any and all appurtenances thereto, including the right from time to time to trim and to cut down and clear away or otherwise control any trees or brush. The PUE's hereby offered for dedication are building, structure and well restricted and the construction thereof is prohibited; (PG&E)

CITY UTILITIES

- CD11. Provide separate sewer and metered domestic water services to each parcel;

- CD12. Only one sanitary sewer service and one domestic water service is allowed per parcel. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks, the back of sidewalk for attached sidewalks and within two feet of the right of way for alleys. The Department of Utilities will maintain the water, sewer, and storm drainage facilities within the public right of way to the point of service;
- CD13. The applicant shall show all easements that serve the subject parcel and existing utilities including services that cross property lines. The applicant must enter into and record an Agreement for Conveyance of Easements with the City for the repair and maintenance of existing and future utility services that cross property lines stating that private utility easements shall be conveyed to and reserved from Parcel 1 to 2 and/or from Parcel 2 to 1, at no cost, at the time of sale or other conveyance of either parcel. A note stating the following must be placed on the Final Map: "THE PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK , PAGE).";
- CD14. Either the lots must be graded so that drainage does not cross property lines or the applicant must enter into and record an Agreement for Conveyance of Easements with the City stating that a private reciprocal drainage easements shall be conveyed to and reserved from each parcel as needed, at no cost, at the time of sale or other conveyance of either parcel. A note stating the following must be placed on the Final Map: "THE PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK , PAGE).";
- CD15. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction;

FIRE

- CD16. All turning radii for fire access shall be designed as 35' inside and 55' outside;
- CD17. The entire length of the private drive shall be marked "No Parking Fire Lane" on both sides (CFC Appendix III-D, Section 3);
- CD18. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus. CFC 902.2.2.2 (See attached amendment for alternate pavement);
- CD19. Provide an on-site fire hydrant in accordance with CFC 903.4.2 and Appendix III-B, Section 5;

CD20. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. The private street may be reduced to 16' provided one of the following fire code exceptions is met (CFC Appendix III-D, Section 4):

- 1 All buildings in the subdivision are protected with an approved automatic sprinkler system; **OR**;
- 2 Provisions are made for emergency use of the side-walks by such means as mountable curbs capable of supporting the fire department's apparatus;

PPDD: Parks

CD21. Payment of In-lieu Park Fee: Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note);

CD22. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Development Services Department, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);

MISCELLANEOUS

CD23. CC&R's shall be approved by the City and recorded assuring maintenance of private drives. The two future property owners shall maintain all private drives, common areas, common landscaping, etc.;

The **Special Permit** to allow alternative housing (two detached single family homes) on .17+/- acres in the proposed Single Family Alternative (R-1A) zone is hereby approved subject to the following conditions of approval:

GENERAL: All Projects

- E1. Applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.
- E2. Any modification to the project shall be subject to review and approval by Planning Department staff prior to the issuance of building permits.

- E3. The buildings shall be sited as indicated in the report and exhibits. The applicant shall coordinate with the appropriate agencies regarding the driveway improvements associated with the overall project.
- E4. The **setbacks** shall be as follows:
- The front setback (48th Street) shall be twenty feet.
 - Along the northern property line, the setbacks shall be no less than three feet.
 - Along the southern property line, the setback for the front lot shall be no less than twenty feet. The southern property line setback for the rear lot shall be no less than five feet.
 - The rear property line shall be located no less than fifteen feet from the proposed residential structures on each lot.
 - The distance between the residential structure on the rear lot and the eastern property line of the rear lot, shall be no less than three feet.
- E5. A decorative light fixture shall be provided on the porch of each of the proposed units.
- E6. If street lighting is required, acorn street lighting shall be provided in accordance with required street improvements.
- E7. The front and rear setbacks within the development shall be landscaped and irrigated by the developer with a minimum of low ground cover and irrigation systems. A large canopy shade tree shall be provided within the front setback. The planter along the southern property line adjacent to the driveway shall be provided with low ground cover and irrigation.
- E8. Air conditioning ventilation systems shall be ground mounted and appropriately screened so as to not be visible from any street views.
- E9. A pedestrian path shall be established from the 48th Street sidewalk connecting the sidewalk with the rear unit adjacent to the driveway. The path shall be designated by decorative or scored concrete paving that denotes the path from the driveway.

DEVELOPMENT ENGINEERING:

- E10. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division;

- E11. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;
- E12. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from Parcels 1, and 2, at no cost, at the time of sale or other conveyance of either parcel;
- E13. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division;

UTILITIES:

- E14. Provide separate sewer and metered domestic water services to each parcel.
- E15. Only one sanitary sewer service and one domestic water service is allowed per parcel. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks, the back of sidewalk for attached sidewalks and within two feet of the right of way for alleys. The Department of Utilities will maintain the water, sewer, and storm drainage facilities within the public right of way to the point of service.
- E16. The applicant shall show all easements that serve the subject parcel and existing utilities including services that cross property lines. The applicant must enter into and record an Agreement for Conveyance of Easements with the City for the repair and maintenance of existing and future utility services that cross property lines stating that private utility easements shall be conveyed to and reserved from Parcel 1 to 2 and/or from Parcel 2 to 1, at no cost, at the time of sale or other conveyance of either parcel. A note stating the following must be placed on the Final Map: "THE PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK , PAGE)."
- E17. Either the lots must be graded so that drainage does not cross property lines or the applicant must enter into and record an Agreement for Conveyance of Easements with the City stating that a private reciprocal drainage easements shall be conveyed to and reserved from each parcel as needed, at no cost, at the time of sale or other conveyance of either parcel. A note stating the following must be placed on the Final Map: "THE PARCELS CREATED BY

THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK , PAGE).

- E18. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the 2 new alternative housing units is estimated to be 2 ESD. The Combined Sewer System fee to be paid prior to issuance of the building permit is estimated to be \$210 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.
- E19. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of the Tentative Map and Subdivision Modification:

1. The proposed project is located in the Flood zone designated as an Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof;
2. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the 2 new alternative housing units is estimated to be 2 ESD. The Combined Sewer System fee to be paid prior to issuance of the building permit is estimated to be \$210 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS;
3. Due to potential flooding in the area during heavy storms the Department of Utilities recommends the lowest finished floor elevation of the living space of the structures should be a minimum of 1.0 feet above the highest adjoining back of sidewalk and /or edge of alley elevation;
4. Developing this property will require the payment of sewer impact fees. Applicant should contact the Fee Quote desk at (916) 876-6100 for sewer impact fee information; (CSD-1)
5. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- a. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at \$8,940. This is based on 2 single family residential units and an average land value of \$250,000 per acre for the East Sacramento Planning Area, plus an additional 20% for off-site park infrastructure improvements. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
- b. Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$4,176. This is based on 2 single family units at the infill fee of \$2,088 each. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
- c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation

The following advisory notes are informational in nature and are not a requirement of the Special Permit:

Building

6. The 2nd floor bedroom window of unit 1 will have a maximum 6 inch overhang as the building code requires 30 inches clear between the overhang and the property line.

Fire

7. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.
8. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1)

Police

9. The developer/applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours. A security person shall be provided to patrol the project after normal working hours during all phases of construction, and adequate security lighting shall be provided to illuminate vulnerable equipment and materials.

10. All residential buildings shall display a street number in a prominent location on the street side in such a position that the number is easily visible to approaching emergency vehicles. The numerals shall be no less than four (4) inches in height and shall be of a contrasting color to the background to which they are attached. The numerals shall be illuminated at night.
11. All exterior doors shall be solid core with a minimum thickness of 1-3/4 inches.
12. Main entrance doors into the individual family units shall be secured with single-cylinder deadbolt locks with a minimum throw of one inch.
13. A viewing device (peephole) shall be installed in each individual unit entrance door and shall allow for 180 degree vision.
14. Exterior doors swinging out shall have nonremovable hinge pins or hinge studs to prevent removal of the door.
15. Single sliding glass doors shall have the movable section of the door adjusted in such a manner that the up and down play is taken up to prevent lifting with a pry tool to defeat the locking mechanism.
16. Secondary dead locks shall be installed on all single sliding glass doors accessible from ground level or adjacent balconies. Lock bolts shall be of hardened material or shall have hardened steel inserts.
17. Vision panels in exterior doors (if used) or within reach of the inside activating device, shall be of burglary-resistant glazing or equivalent.
18. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame. The vertical play shall be taken up to prevent lifting of the moveable section to defeat the locking mechanism.
19. The sliding portion of a sliding glass window shall be on the inside track.
20. Window locking devices shall be capable of withstanding a force of 300 pounds in any direction.

Urban Forest Services

21. All trees should be irrigated on a non-turf station by a minimum of two pop-up spray heads w/3'radius nozzles. Heads are to be installed 30" to 40" from the center trunk line of each tree.
22. Trees should be planted in a gradual mound 2"to 3" higher than the surrounding grade.
23. Trees planters should be mulched w/ wood chips (playground fiber or coarser) to a depth of approximately 3"

Subject: 48th Street Villas (P06-129)

December 14, 2006

24. No turf, groundcovers or shrubs should be planted within 3' of the center trunk line of any trees, (4' for large canopy species).

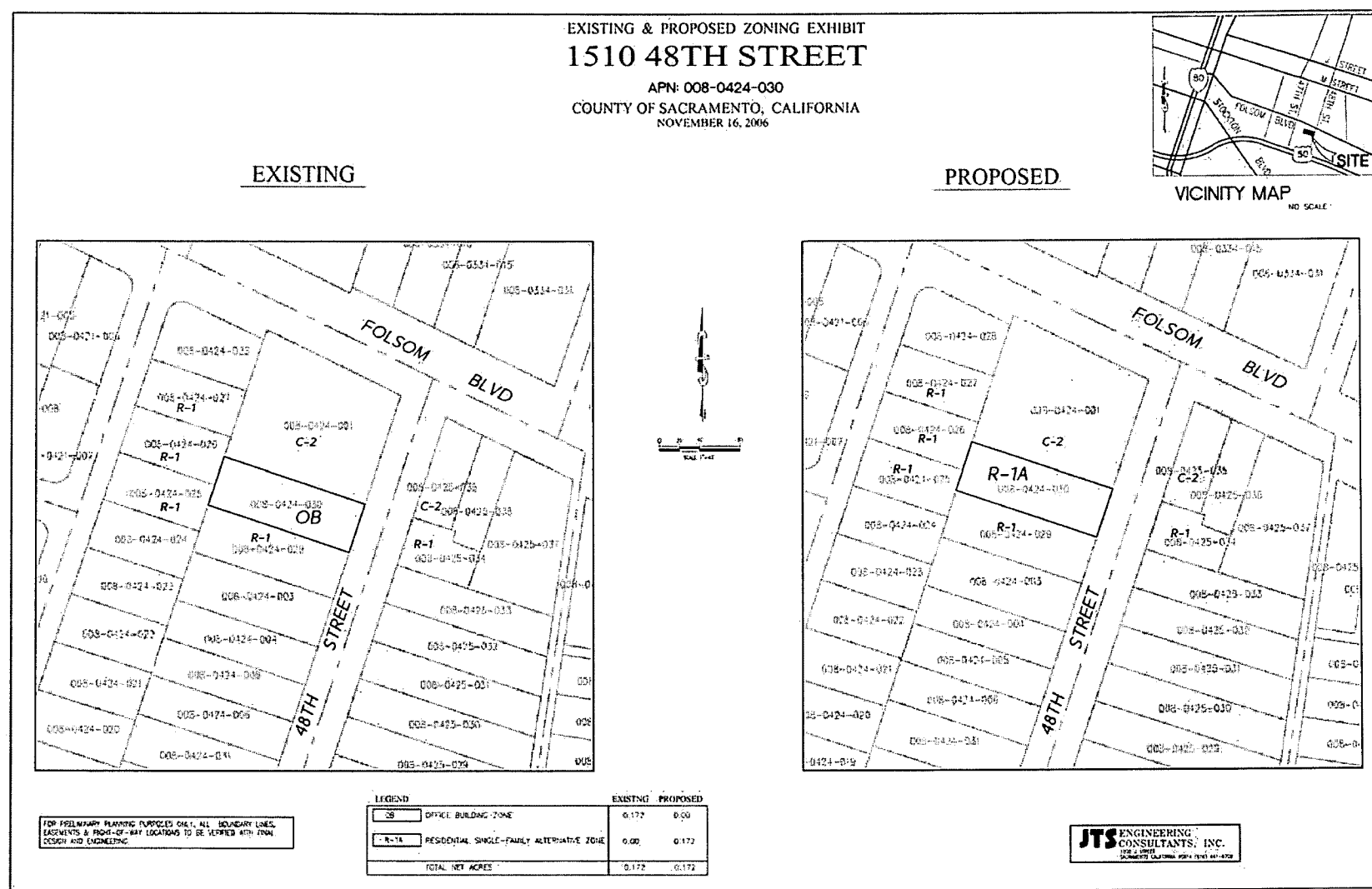
Utilities

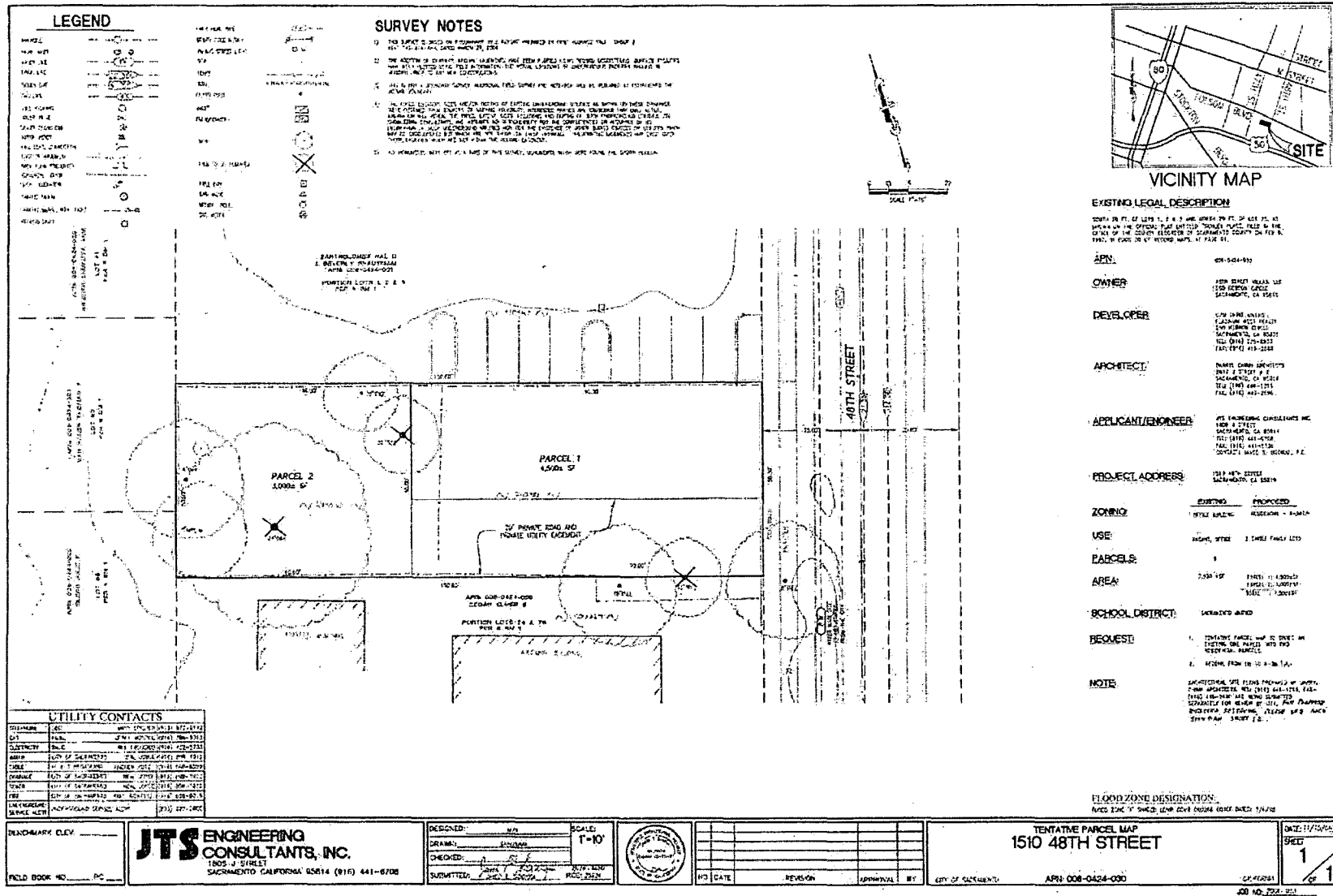
25. The proposed project is located in the Flood zone designated as an Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof.
26. Due to potential flooding in the area during heavy storms the Department of Utilities recommends the lowest finished floor elevation of the living space of the structures should be a minimum of 1.0 feet above the highest adjoining back of sidewalk and /or edge of alley elevation.

Subject: 48th Street Villas (P06-129)

Exhibit A: Rezone

December 14, 2006

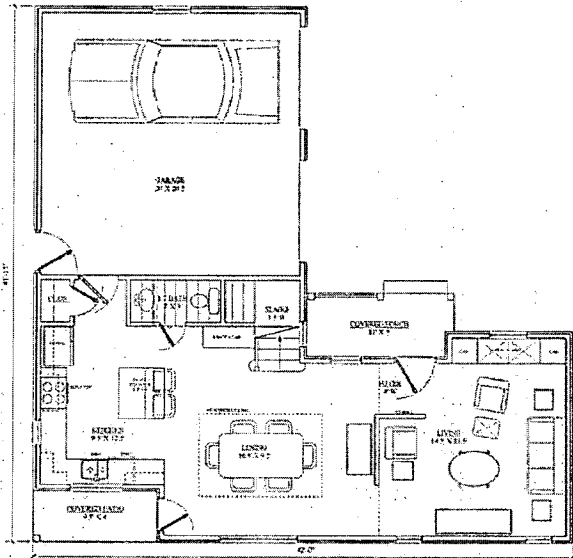




Subject: 48th Street Villas (P06-129)

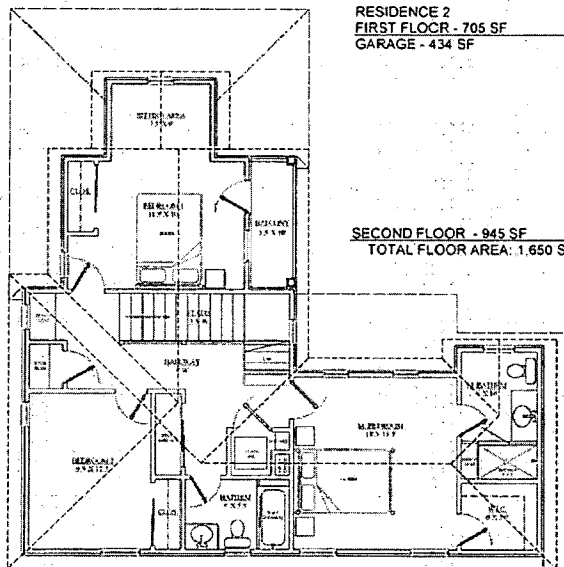
December 14, 2006

Exhibit D: Floor Plans



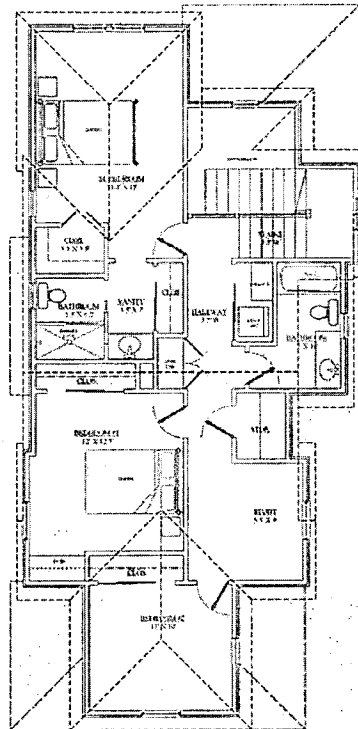
RESIDENCE 2
FIRST FLOOR - 705 SF
GARAGE - 434 SF

SCALE 1/4" = 1'-0"



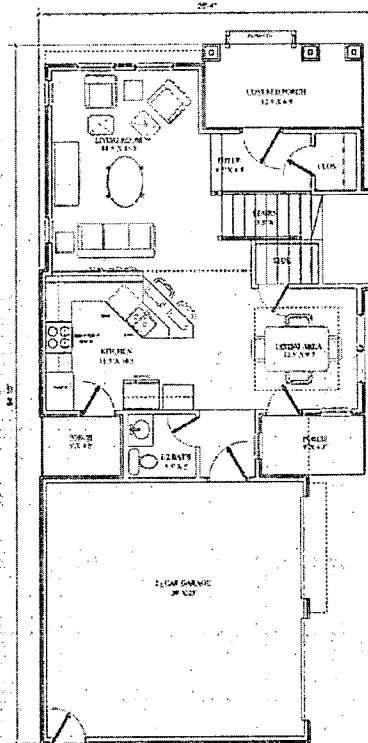
SECOND FLOOR - 945 SF
TOTAL FLOOR AREA: 1,650 SF

SCALE 1/4" = 1'-0"



SECOND FLOOR - 965 SF
TOTAL FLOOR AREA: 1,640 SF

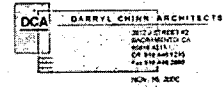
SCALE 1/4" = 1'-0"



RESIDENCE 1
FIRST FLOOR - 676 SF
GARAGE - 426 SF

SCALE 1/4" = 1'-0"

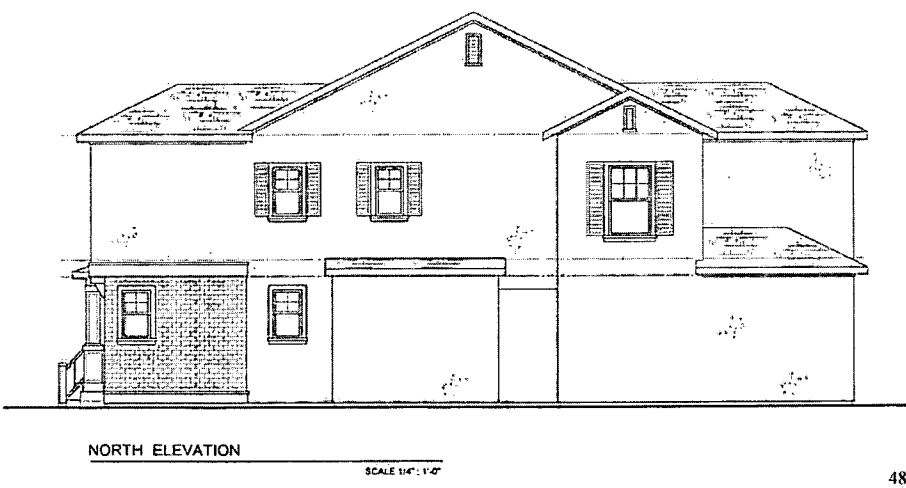
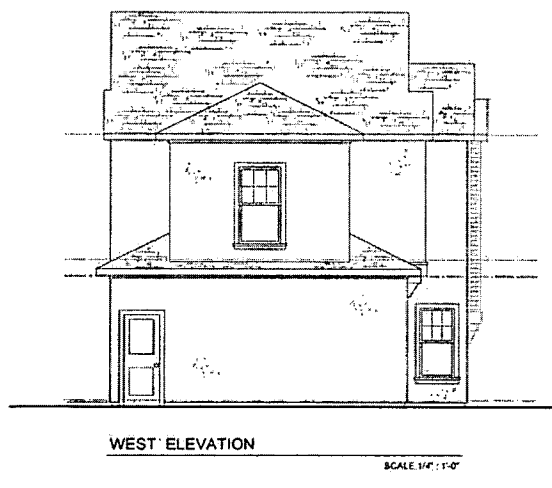
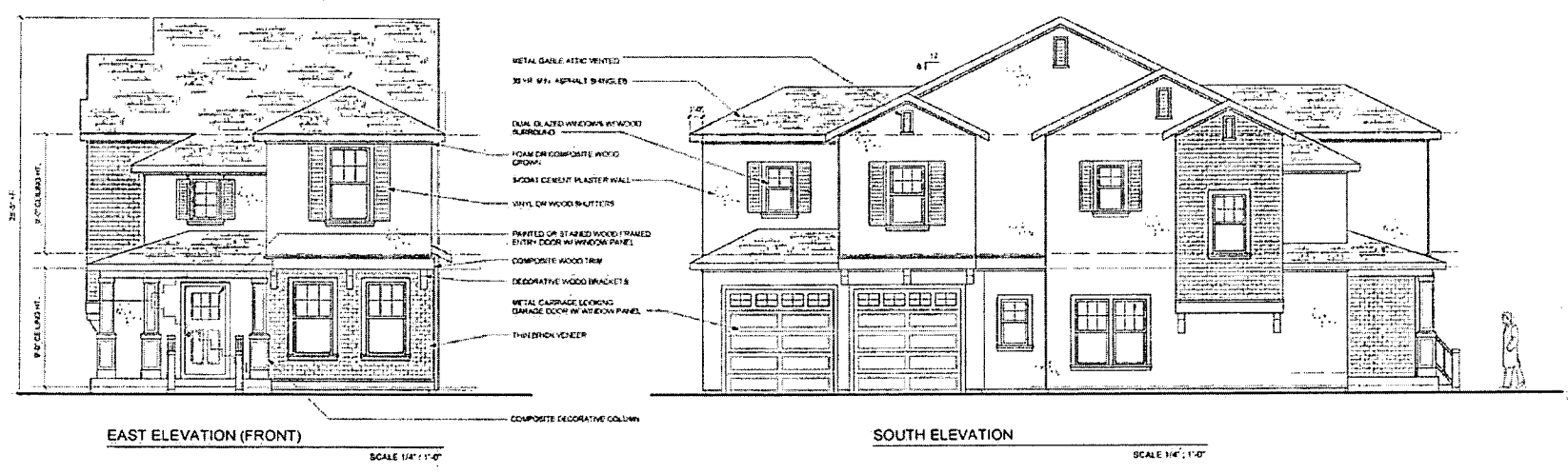
48th Street
Residential Development
Sacramento - California



Subject: 48th Street Villas (P06-129)

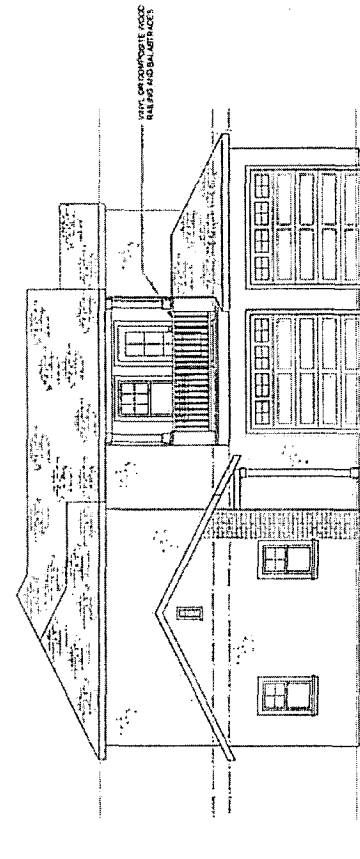
December 14, 2006

Exhibit E: Front Unit Elevations



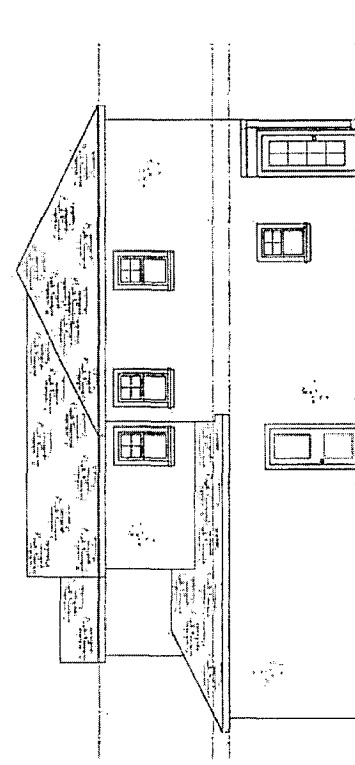
48th Street

Exhibit F: Rear Unit Elevations



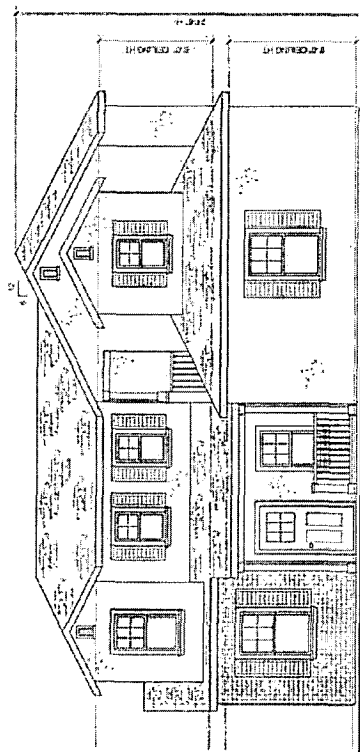
SOUTH ELEVATION

SCALE 1/4" = 1'-0"



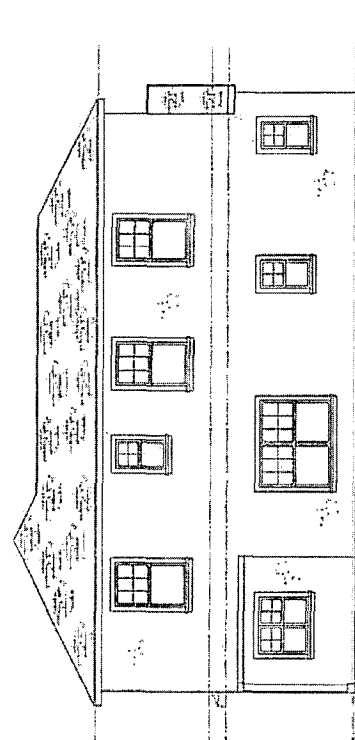
NORTH ELEVATION

SCALE 1/4" = 1'-0"



EAST ELEVATION (FRONT)

SCALE 1/4" = 1'-0"



WEST ELEVATION

SCALE 1/4" = 1'-0"

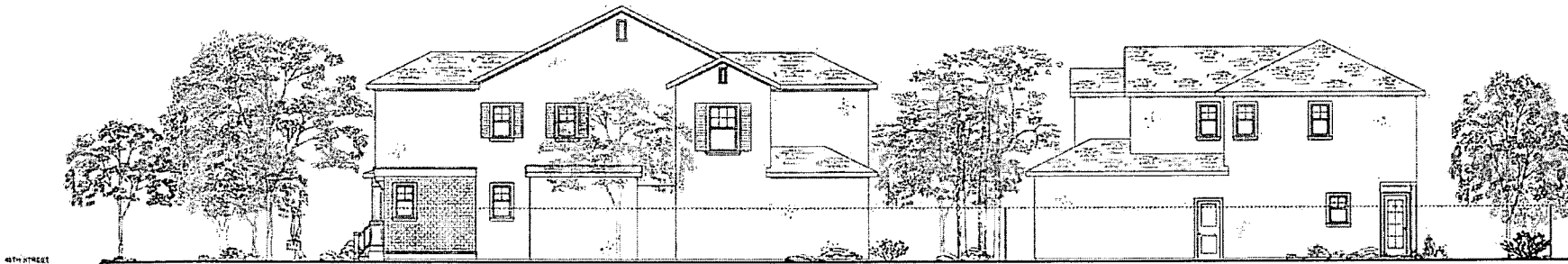
Subject: 48th Street Villas (P06-129)

December 14, 2006

Exhibit G: Streetscape Elevations



LOOKING NORTH FROM DRIVEWAY



LOOKING SOUTH FROM ADJACENT BUILDING

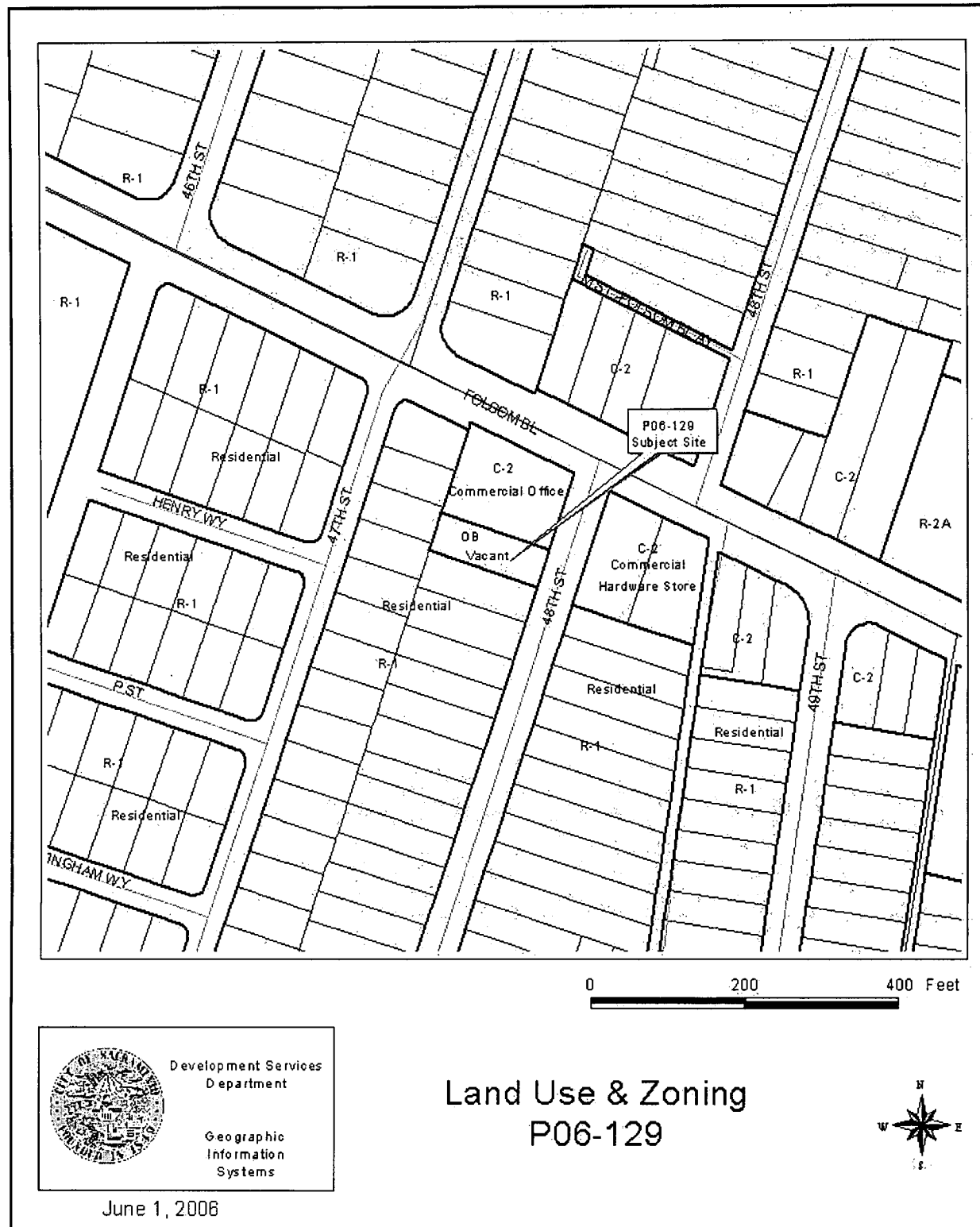


LOOKING WEST FROM 48TH STREET

48th Street
Residential Development

DCA DARRYL CHINH ARCHITECTS
2012 J STREET #2
SACRAMENTO CA
95811-2111

Attachment 2: Land Use & Zoning Map



Subject: 48th Street Villas (P06-129)

December 14, 2006

Attachment 3: Comment Email: McKinley Elvas Neighborhood Association

Sally Shore - P06-129

From: "Ron Maertz" <ronmaertz@sbcglobal.net>
To: "'Sally Shore'" <SShore@cityofsacramento.org>
Date: 09/10/2006 4:13:27 PM
Subject: P06-129

PROJECT # : P06-129
APPLICANT: Javed T. Siddiqui
LOCATION: 1510 48th Street
REQUEST: Rezone from OB to R-2A, Tentative Subdivision Map, Subdivision Modification and Special Permit
MENA COMMENTS: The McKinley East Sacramento Neighborhood Association (MENA) considered this request at their September 6th Board meeting. It was the consensus of the Board to support the rezoning of the property from Office Building to Multifamily Residential. However, the Board felt the design of the units was unimaginative and that the property was perhaps better suited for attached single family residential uses. The MENA Board is concerned about the apparent trend of trying to place single family detached structures on properties, and in neighborhoods, which might be better suited for well designed single family attached units.

Ron Maertz &
Nancy Cornelius
McKinley East Sacramento Neighborhood Association
Land Use Co-Chairs

Subject: 48th Street Villas (P06-129)

December 14, 2006

Attachment 4: Comment Email: East Sacramento Improvement Association

Sally Shore - ESIA comments - P06-129

From: <tricias@surewest.net>
To: <sshore@cityofsacramento.org>
Date: 08/15/2006 10:00:14 PM
Subject: ESIA comments - P06-129

Hi Sally

ESIA has reviewed the application for a rezone and map at 1510 48th Street. Instead of scribbling on the blue card, I thought I would email you our response.

Ross Arno and myself met with local neighbors regarding the proposed building project on 48th street (across from East Sac Hardware) on August 12. The current vacant lot measures approximately 50 x 150 and the builder plans to build three detached homes on this site. The average home would be 3/2.5 with a one car garage, total sq. footage around 1,300 each. Occupants on both 47th and 48th street oppose such a project with concerns surrounding privacy and parking issues, especially with the parking congestion around East Sac Hardware. The general consensus is that two structures would be more suitable for this location/lot size, either as detached or attached units. Three units do not appear compatible with the surrounding homes and the office building on the corner. We support quality infill projects and believe two units works better for the property.

Please let us know if you have any questions

Best regards,
Tricia Stevens
ESIA Board member
452-5216

Subject: 48th Street Villas (P06-129)

December 14, 2006

Attachment 5: Comment Email: East Sacramento Neighbor

Sally Shore - Fwd: Re: Revised Plans for 1510 48th Street

From: Sally Shore
Subject: Fwd: Re: Revised Plans for 1510 48th Street

>>> <VBAREN@aol.com> 11/30/2006 3:20:52 PM >>>
Dear Ms. Shore,

Thanks you for you e-mail of November 16th concerning the revised plan for the property at 1510 48th Street.

In looking at the revised plan there is a slight improvement over the original plan (15 ft. setback vs. the original plan's 10 ft. setback and one residence vs. two on the original plan), but I still feel that these changes fall well short of the type of structure(s) that I would feel comfortable having as neighbor to my residence here on 47th Street.

My principle objection is the plan's setback of 15 feet. Although my property has a structure that is set 10 feet back from the common property line that structure is an unoccupied single story garage with no rear facing windows. The proposed structure on 48th street is two stories with windows facing my back yard only 15 feet from the property line. My residence is actually approximately 34 feet from the rear property line and I believe that most of the surrounding residences have a similar setback even including the handful homes where additions have been made including second floors (I believe that the vast major of homes along 47th Street and 48th Street were original built as single story residences).

I would also like to note that all of the immediately surrounding structures are single story, including the office building at the corner of 48th street and Folsom Blvd and the Hardware store on the opposite of corner of 48th street and Folsom Blvd. There is a residence on the SE corner of 47th Street and Folsom Blvd that has had a room added on the second floor, but using the existing roof (high pitched roof). That residence however has only one second story window facing the driveway of the adjacent home to the south with an approx. distance of 20 between the two homes and does not appear to have the same intrusive view into their neighbors backyard as would the view into my backyard be from the proposed residence on 48th street. These two apartment "like" buildings would appear to be inconsistent with the heights of the surround structures.

I believe this zoning change has been called a change to "transitional" zoning between the surrounding R 1 properties and the commercial properties on Folsom Blvd, but it seems to me that a single family residence or even a single story duplex would have less impact on the surrounding residences than this proposed "transitional" project. I also believe that any structures built on the 48th Street property should have a setback that would be consistent with all other setbacks in the neighborhood. As I understand the City of Sacramento is actively promoting "infill" development, I would just hope that "infill" doesn't come at the expense of existing residents. The proposed structure(s), appear to be both intrusive into a property that I have lived in since 1982 and potentially having a having a negative impact on my future property values.

Thank you for the opportunity to comment.

Sincerely,

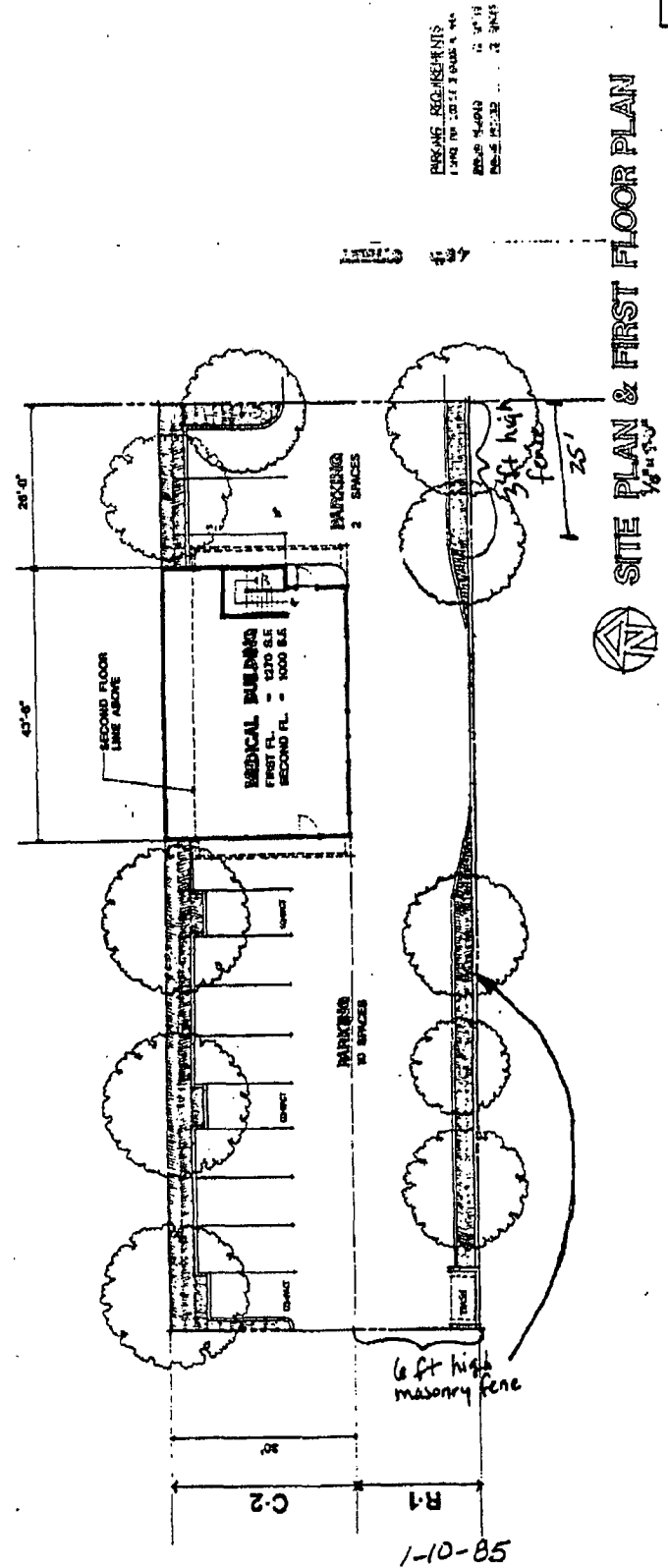
Tom Van Baren
1511 47th Street
Sacramento, CA 95819

Subject: 48th Street Villas (P06-129)

December 14, 2006

Attachment 6: P84-423 Office Site Plan Approved for Subject Site in 1985

SITE PLAN



P84-423