

Appeal of Robert S. Willett vs.)
 City of Sacramento Planning)
 Commission's denial of a)
 Special Permit to construct)
 549 multiple family units at)
 the northeast corner of Garden)
Highway and Orchard Lane (P85-063)

NOTICE OF DECISION
 AND
 FINDINGS OF FACT

At it's regular meeting of March 19, 1985, the City Council heard and considered evidence in the above entitled matter. Based on oral and documentary evidence at said hearing, the Council approved the appeal based on the following conditions and findings:

Conditions of Special Permit

1. The project shall adhere to the multi-family residential design criteria approved by the Planning Commission (see attachment, Exhibit A);
2. The site plan shall reflect a 25' landscape setback along Orchard Lane and Garden Highway;
3. The applicant shall submit the revised site plan, floor plans, elevations, and landscape plans to the Design Review/Preservation Board for review and approval prior to issuance of building permit;
4. Perimeter Oaks and Walnut trees shall be saved. No grade changes within driplines shall be permitted;
5. Grading, trenching, cutting and/or filling within the dripline of the trees designated for preservation shall not occur;
6. Temporary six-foot high chainlink fences shall be placed around the dripline of the trees in areas of construction to prevent soil compaction resulting from stacked construction materials, parked equipment, and vehicles. These fences shall remain in place until landscaping begins;
7. Roadways and building foundations shall not extend into the trees dripline;
8. Irrigation systems within the trees dripline shall be prohibited;
9. Pruning or cutting of trees, except for cleaning of dead wood, shall be prohibited;
10. If unusual amounts of bone, shell or artifacts are uncovered, work within 60 meters of the area will cease immediately and a qualified archaeologist will be consulted to develop, if necessary, further mitigation measures before construction continues.
11. The applicant shall comply with the following conditions to the satisfaction of the City Engineer prior to issuance of building permit unless a different time for compliance is specifically noted:
 - a. Sewer study required (coordinate with County Sanitation District);
 - b. Soils testing for street design will be required;

- c. Right-of-way study required for Garden Highway and Orchard Lane; may require dedication of right-of-way;
 - d. Drainage study required for area bounded by I-80, main drain canal, Garden Highway and El Centro Road. No Tentative Map approval until study plan is approved by the City and implemented. May require formation of assessment district. May require off-site extension and oversizing. Will require construction of a pumping station with necessary right-of-way dedication. If off-site right-of-way is required, city will condemn at developer's expense, if necessary;
 - e. If the project is to be built in phases, drainage facilities, including pump station shall be required as condition of the initial phase;
 - f. Must obtain approval of Reclamation District 1000 and pay necessary fees;
 - g. Final map cannot be filed until drainage system is complete and operating;
 - h. May require overall water study, off-site improvements or self-contained on-site wells, treatment facilities and distribution;
 - i. A seepage study will be required by a registered engineer. The study shall identify and recommend solutions for groundwater related problems which may occur within both the subject project and public right-of-way. Appropriate facilities shall be constructed to alleviate those problems.
12. The applicant shall comply with the following conditions to the satisfaction of the City Traffic Engineer prior to issuance of building permit:
- a. Relocate the south driveway to *align with the Swallows Nest driveway entrance/exit* the satisfaction of the City Traffic Engineer;
 - b. Slope easements are not shown. Additional easements will be required for widening Orchard Lane and widening Garden Highway;
 - c. Developer must coordinate with adjacent property to the east in providing an east/west connector between Orchard Lane and Gateway Oaks Drive;
 - d. The private driveways and entrances must be widened to accommodate large delivery trucks and moving vans;
 - e. Require 45-foot halfsection improvement along Orchard Lane;
 - f. Require off-site street improvement adjacent to single family (farm house) residence on Orchard Lane.

Findings of Fact

1. The project, as conditioned, is based upon sound principles of land use in that the proposed density of the project complies with the land use policy of the 1978 South Natomas Community Plan which specifies a density range of 4-21 dwelling units per net acre, with an average minimum density of seven dwelling units per net acre;
2. The project, as conditioned, will not be injurious to the public health, welfare, nor result in the creation of a nuisance in that the project provides adequate off-street parking, private open space/recreation areas and landscaped setback areas;
3. The project, as conditioned, complies with the 1978 South Natomas Community Plan which designates the site for residential use.



MAYOR

ATTEST:



CITY CLERK
P85-063

MULTIFAMILY RESIDENTIAL DESIGN CRITERIA
P85-

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.

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 incidences 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 (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.
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% shading of surfaced areas requirement 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 non-residential development, the setback area shall be planted with large growing evergreen trees to screen adjacent use.
8. Evergreen trees shall be used for screening purposes along the perimeter of the parking areas.
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.

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 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/bikepaths shall provide convenient 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.
3. Bicycle racks and lockers shall be provided throughout the development.

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 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 four 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.

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 facility 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 pickup by the 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 pickup.

The minimum demensions of the concrete apron for a single, two cubic yard dumpster shall be: width 10' or width of enclosure facility; length 20'. Larger 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 5" aggregate base rock and 6" portland cement paving.

7. The enclosures shall be adequate in capacity, number, and distribution.

G. SIGNAGE

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

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 complements 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 project 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.

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NOTICE OF DECISION **APPROVED**
AND BY THE CITY COUNCIL
FINDINGS OF FACT

APR 9 1985

OFFICE OF THE
CITY CLERK

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P85-063

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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 complements 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.

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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.

April 10, 1985

Robert S. Willett
555 Capitol Mall, #1425
Sacramento, CA 95814

Dear Mr. Willett:

On April 9, 1985, the City Council adopted Findings of Fact for the following matter:

Granted appeal of the Planning Commission's denial of a special permit to construct 549 multiple family units at the northeast corner of Garden Highway and Orchard Lane. (P-85063)

Enclosed, for your records, is a certified copy of said Findings of Fact.

Sincerely,

Lorraine Magana
City Clerk

LM/dbp/38

Enclosure(s)

cc: Planning Department

Winifred L. Christophel
c/o Robert W. Bell
Hefner, Stark & Marios
555 Capitol Mall, Suite 1425
Sacramento, CA 95814