



DEPARTMENT OF PLANNING AND BUILDING

Promoting the Wise Use of Land z Helping to Build Great Communities

DATE: January 29, 2015

TO: Planning Commission

FROM: Stephanie Fuhs, Current Planning

SUBJECT: Continued Public Hearing for SUB013-00042 and SUB2014-00017 (Belridge Park II Tract Map/Conditional Use Permit/Lot Line Adjustment)

This item was continued from the December 11, 2014 hearing in order to provide the Commission with additional information regarding grading, drainage, lot layout and road improvements.

The applicant has provided a preliminary grading and drainage plan along with cross sections showing the heights of the proposed buildings in relation to the existing residential development on Basin Street. Drainage has been revised from the previously submitted plan from the rear of the parcels to the front of the proposed parcels. This will ensure that drainage will be directed toward the center of the project instead of towards the perimeter.

The cross sections show the proposed development in relation to the existing development along Basin Street. The existing development contains a 4'-6" retaining wall with 6' fencing on top. The proposed plan would include a 3 foot separation between the existing fence and a proposed 2 to 3' retaining wall with 5' fence on top. Staff is recommending that there not be a 3 foot separaton between the existing fence and the new fence due to maintenance and safety issues. A condition has been added accordingly.

House plan J, located on Lot 8, has an approximately 18 foot portion of the residence that is located 7 feet from the rear property line. The remainder of the house is located over 20' from the property line. There are no windows located on the rear elevation of this particular unit. The remainder of the units along the northern boundary of the project site are located over 20' from the rear property line.

At the December 11, 2014 hearing, Commissioners had concerns about the vehicle turnaround being located on the open space/park lot (Lot 13), maintenance of the common amenities such as street lights, landscaping and sidewalks, and drainage, retention and impacts to existing residential development along Basin Street to the north.

With regard to the vehicle turnaround located on Lot 13, the design of the proposed road system was in response to Public Works recommending that no additional road access be provided to South Elm Street along this part of the road. The access denial is due to the fact that South Elm Street is a high speed collector road that has limited sight distance and would cause a dangerous situation for vehicular traffic at that intersection if the road went through to Elm Street. The design for the turnaround on Lot 13 was recommended by the Five Cities Fire Authority in order to provide an area for emergency vehicles to be able to manuver within the

proposed subdivision. This turnaround could be used for service vehicles as well. A condition has been added to provide pervious pavers that could accommodate service vehicles on regular basis along with a minimum of two bollards to avoid hazards between vehicles and the open space area.

The preliminary grading and drainage plans show small detention basins on the front of each parcel in order to retain all new surface flows on the subject property. Finished grading and drainage systems will be necessary to keep runoff from impacting neighboring properties. Before the final map is recorded, improvement plans, prepared by a registered civil engineer, will need to be reviewed and approved by the Public Works Department. As part of this review, complete drainage calculations will be provided to ensure that the new runoff created by future development of the subdivision remain on the project site.

The Oceano Specific Plan includes design guidelines for future development within the community. These guidelines help assist applicants and staff when planning and reviewing projects. They are guidelines, not regulations or requirements, and are used to interpret whether or not a project has taken the recommendations into consideration when designing a project. It is up to staff and the decision makers to determine whether a certain guideline is necessary on a case by case basis. In this case, staff is recommending that a detached parkway not be included as part of this project because the surrounding residential development has attached sidewalks. Having sidewalks that match the adjacent neighborhoods meets the policy from the specific plan of integrating new development within existing development patterns. In addition, the proposed road is narrower than a standard County road and requiring a detached sidewalk would either result in an even narrower road or smaller parcels. As conditioned, each residential parcel will contain street trees within their front yard to create a pedestrian friendly environment within the subdivision. These street trees will be maintained by the individual property owners and not be the responsibility of the Homeowners Association.

Staff has prepared revised conditions in response to issues raised at the previous hearing (attached).