

City of Hesperia STAFF REPORT



DATE: May 10, 2018
TO: Planning Commission
FROM: Jeff Codega, Principal Planner
BY: Ryan Leonard, Senior Planner
SUBJECT: Specific Plan Amendment SPLA17-00004 & Site Plan Review SPR17-00016;
Applicant: 9980 Hesperia LLC; APN: 0407-061-11

RECOMMENDED ACTION

It is recommended that the Planning Commission adopt Resolution No. PC-2018-07 recommending that the City Council introduce and place on first reading an ordinance approving Specific Plan Amendment SPLA17-00004 and adopt Resolution No. 2018-08 approving Site Plan Review SPR17-00016.

BACKGROUND

Proposal: A Specific Plan Amendment from Neighborhood Commercial (NC) to Medium Density Residential (MDR) on 2.1 gross acres, and a Site Plan Review to construct a 14-unit apartment complex (Attachment 1).

Location: Southwest corner of Hesperia Road and Hercules Street.

Current General Plan, Zoning and Land Uses: The property is within the Neighborhood Commercial (NC) Zone as part of the Main Street and Freeway Corridor Specific Plan. The surrounding land is designated as noted on Attachment 2. The project site is bounded by Hercules Street to the north and Hesperia Road to the east, followed by the BNSF railroad tracts. The properties on the opposite sides of Hercules Street and Hesperia Road are vacant. The property to the south is built with a church. The property to the west is built with an apartment complex (Attachment 3).

ISSUES/ANALYSIS

Site Plan Review: The Applicant is requesting a Specific Plan Amendment from Neighborhood Commercial (NC) to Medium Density Residential (MDR). The MDR Zone allows residential densities between 8 and 15 dwelling units per gross acre (du/ac). In conjunction with this Amendment, the Applicant is requesting approval of a Site Plan Review to construct a 14-unit apartment complex. In order to comply with the minimum required density of 8 du/ac the applicant is proposing a lot line adjustment to reduce the gross lot size from 94,521 square feet to 78,705 square feet. The lot line adjustment will be processed during the plan check process.

The development, which is designed in a duplex fashion, includes 14 total units. There are 7 buildings, all of which are single story and have two units. Each building is 2,950 total square feet. Each floor plan is a two-bedroom floor plan which contains 1,039 square foot of livable space and a 436 square foot two-car garage (Attachment 4). All units will also have private rear yards enclosed by six-foot high vinyl fences.

The units have a contemporary craftsman architectural theme (Attachment 5). All roof materials will be made of "S" concrete tiles. The buildings will include masonry veneer or texture stucco along the base of the front elevations, window shutters, arches above the windows, recessed windows and decorative lights. All buildings will have contrasting, but complimentary colors. The proposed building elevations comply with the architectural standards outlined in the Main Street and Freeway Corridor Specific Plan.

The proposed development complies with all site development regulations, including the minimum building requirements, landscaping, minimum number of parking spaces, and open space amenities. A total of 42 parking spaces are provided. Each unit will have an attached 2-car garage. Parking spaces include 13 guest parking spaces, and one accessible (handicap) parking space. The development will also have community recreational areas, which include a tot lot, picnic tables, and bbq areas with gazebos. In addition 1,577 square feet of passive and active open space is provided adjacent to the tot lot.

Specific Plan Amendment: The proposed Specific Plan Amendment from Neighborhood Commercial (NC) to Medium Density Residential (MDR) can be justified as the site is adjacent to other multi-family apartments to the west. The project is compatible with the adjacent commercial uses including the Spirit Filled Church to the south. In addition, the site is located on a corner lot and will have access from Hercules Street. Hercules Street is identified as a Local road in the City's General Plan and will provide a second point of access off of Hesperia Road.

Staff is also requesting that the Commission provide direction to staff on how to proceed with future applications that request a residential zone change on Hesperia Road. There is a potential that approval of the proposed project could set a precedent that could lead to future residential zone change requests from other applicants. Furthermore, the portion of Hesperia Road between Bear Valley Road and Main Street is zoned either Neighborhood Commercial (NC) or General Commercial (C2) and contains a large number of vacant properties. There are only a handful of single family homes that are located on Hesperia Road but they are legal non-conforming with regard to zoning. Currently there are no multi-family developments on Hesperia Road between Bear Valley Road and Main Street.

Staff has prepared the following recommendations for the Commission's consideration. It is important to point out that the list below only applies to that portion of Hesperia Road that is between Bear Valley Road and Main Street and only applies to a zone change from commercial to residential. The list below is not exhaustive and the Commission may recommend additional criteria:

- a. A parcel considered for a zone change must be contiguous with another parcel that is zoned Medium Density Residential (MDR). This would only allow multi-family developments on those lots that are located between Yucca Street and Mauna Loa Street.
- b. A parcel considered for a zone change must be located on a corner lot. This would reduce traffic impacts on Hesperia Road by directing residential traffic to other streets that are located off of Hesperia Road.
- c. Not allow a zone change to single-family residential.
- d. The Commission could choose not to make any recommendations. All zone change requests would continue to be reviewed on a case-by-case basis.

If the Commission provides specific direction to staff regarding the future location of multi-family residential uses on Hesperia Road then it would serve as guidance to staff. Staff would use the Commission's direction to adequately inform an applicant and to advise them accordingly.

Drainage: The development is required to handle the increase in storm water runoff as a result of construction of this project. The site plan proposes an underground drainage system to handle storm water runoff. Upon completion of the on-site drainage improvements, the impact of the project upon properties downstream is not considered significant. The site is also not impacted by existing drainage from upstream properties.

Water and Sewer: The Developer is required to connect to the existing 12-inch water line and 12-inch sewer line in Hesperia Road.

Traffic/Street Improvements: As part of developing the site, the developer is required to construct street improvements, including curb, gutter, and sidewalk along the project frontages of Hesperia Road and Hercules Street. The developer is required to pay all applicable City development impact fees to offset the project's impact on local traffic.

Schools and Parks: Joshua Circle Elementary is located 1 mile to the west and Mojave High School is located 0.8 mile to the north. The project is approximately 1 mile from Civic Center Park.

Environmental: Approval of this development requires adoption of a mitigated negative declaration pursuant to the California Environmental Quality Act (CEQA). The mitigated negative declaration and initial study (Attachment 6) prepared for the development conclude that there are no significant adverse impacts resulting from the project. A biological assessment and a protected plant plan were required. The biological assessment shows that the site does not contain habitat for the desert tortoise nor any other threatened or endangered species. However, a pre-construction survey for the burrowing owl will be conducted prior to issuance of a grading permit. A protected plant plan was also submitted, which found that there are protected plants that are suitable for transplant. In addition, due to the proximity of the BNSF railroad, an acoustical study shall be submitted to ensure that interior noise levels within the buildings do not exceed 45 dB(A).

Conclusion: The project conforms to the goals and policies of the City's General Plan. The project meets the standards of the Main Street and Freeway Corridor Specific Plan and Development Code with approval of the proposed Specific Plan Amendment and Site Plan Review.

FISCAL IMPACT

Development will be subject to payment of all development impact fees adopted by the City.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENTS

1. Site Plan
2. Main Street and Freeway Corridor Specific Plan Zone Map
3. Aerial Photo
4. Floor Plan
5. Building Elevations
6. Negative Declaration ND-2018-01 with Initial Study
7. Resolution No. 2018-07, with Exhibit "A"
8. Resolution No. 2018-08, with list of conditions