

**MINUTES OF THE
AUBURN CITY PLANNING COMMISSION MEETING
June 1, 2010**

The regular session of the Auburn City Planning Commission was called to order on June 1, 2010 at 6:00 p.m. by Chairman Spokely in the Council Chambers, 1225 Lincoln Way, Auburn, California.

COMMISSIONERS PRESENT: Snyder, Worthington, Vitas, Young, and Spokely

COMMISSIONERS ABSENT: None

STAFF PRESENT: Will Wong, Community Development Director
Lance E. Lowe, AICP, Associate Planner
Carie Huff, Associate Engineer

I. CALL TO ORDER

II. PLEDGE OF ALLIGIENCE

III. APPROVAL OF MINUTES

None

IV. PUBLIC COMMENT

None

V. PUBLIC HEARING ITEMS

- A. CONTINUED PUBLIC HEARING REGARDING THE TUSCAN WAY TOWNHOMES CURB, GUTTER & SIDEWALK ANALYSIS – 133 & 141 ELECTRIC STREET (TUSCAN WAY TOWNHOMES) – FILE DRP 09-3; SUB 09-1 & TP 09-3.** Planning Commission consideration of curb, gutter and sidewalk vs. asphalt concrete dike for the Tuscan Way Townhomes Project located on Electric Street.

Planner Lowe presented the curb, gutter and sidewalk vs. concrete asphalt dike analysis for the Tuscan Way Townhome project.

Planner Lowe provided an overview of where the existing curb, gutter sidewalk, curb and gutter and asphalt concrete dike improvements have been constructed on Electric Street.

Planner Lowe noted that improvements on the east side are not likely to occur considering the topography and existing development.

Planner Lowe also noted that with existing development on Electric Street, limited division of property and additional development is anticipated to occur thereby limiting opportunities to require further frontage improvements.

Director Wong noted that frontage improvements could also be obtained with further design review of multifamily units in the Multifamily (R-3) Zone; however, further redevelopment would only occur when the land values are high enough to warrant redevelopment of the area.

Commissioner Worthington asked for clarification as to where the existing improvements are located.

Planner Lowe described the type and location of existing improvements.

Director Wong noted that the decision before the Commission is whether or not sidewalk will be installed. Curb, gutter improvements are required in either case.

Commissioner Worthington indicated that there are really 3 options for Planning Commission consideration: 1) Concrete curb; 2) AC curb or 3) Concrete curb, gutter and sidewalk.

Commissioner Worthington asked what would the Public Works Department prefer? Concrete curb or AC curb?

Engineer Carie Huff replied that either type of improvement would work. The drainage improvements are what is important not necessarily the type of materials. A concrete curb typically lasts longer; however, the AC curb would be more in keeping with the rural setting and existing improvements on Electric Street.

Chairman Spokely asked if Electric Street was identified as a "Safe Routes to School" project?

Engineer Huff replied that Electric Street is not a "Safe Routes to School" project.

Chairman Spokely noted that the curb gutter and sidewalk, particularly around the Electric Street apartments is generally unusable as there are utilities right in the middle of the sidewalk. Chairman Spokely noted that the nicest section of curb, gutter and sidewalk is on the east side of the street between East Electric Street and Diamond Street.

Chairman Spokely also noted that curb, gutter and sidewalk at 111 & 113 Electric is in good shape and there appeared to be enough room for a full width travel lane with those improvements, which calls into question the width of the right-of-way.

Chairman noted that if we can achieve that level of improvements and still be able to park a car on the street that would be the best situation.

Chairman Spokely noted that barricades would have to be installed at four locations if curb, gutter and sidewalk are installed.

Chairman Spokely opened the public hearing.

Matt Pohley 1620 High Street introduced himself.

Matt Pohley stated that he and his father are strong proponents of curb, gutter and sidewalk with the caveat of where it is appropriate. Given the topography of the area and the fact that the requirement of curb, gutter and sidewalk is a boilerplate condition, in a town where boilerplate conditions may not apply, particularly where other great alternatives exist. We are amenable to either AC curb or concrete curb despite the cost difference with each. We are concerned with preserving the off street parking for the neighbors. Ms. Lange at 139 Electric Street has no off street parking and 137 Electric Street has limited off street parking.

Matt Pohley also noted that barricades will have to be installed on four corners of the property, which may be in place for years to come while the remainder the curb gutter and sidewalk is constructed.

Chairman Spokely asked Matt Pohley if he had any preference regarding AC curb or Concrete curb?

Matt Pohley stated that either option would be acceptable to him.

Commission Young asked if the neighbors were consulted?

Matt Pohley noted that the immediate neighbors were consulted and actually signed a petition indicating that they did not want curb, gutter and sidewalk in front of their property.

Commissioner Worthington asked about the connection to Electric Street. Are those improvements concrete?

Matt Pohley replied that the improvements are decorative concrete at both entrances.

Commissioner Worthington noted that with integration of those improvements concrete curb and gutter might make more sense with the two driveway aprons.

Chairman Spokely noted that some of the newer improvements along Electric Street around 260 and 270 Electric Street do have a concrete curb and gutter section.

Joseph Tucciarone of 14670 McElroy Road stated that he was present when the residents spoke on this issue. Mr. Tucciarone noted that the residents had relayed that they were against curb, gutter and sidewalk improvements that may eliminate any on street parking.

Chairman Spokely closed the public hearing for commission deliberation.

Commissioner Worthington recommended preserving on street parking with no sidewalk and tying in the concrete curb and gutter with proposed apron improvements with the Tuscan Way development.

Chairman Spokely noted that he was inclined to recommend that option as well. Chairman Spokely also noted that the development potential analysis provided by staff was quite helpful. Chairman Spokely also wanted to make it clear that safe routes and the sidewalk and pedestrian friendly improvements are what we strive for; however, Electric Street is particular, does not lend itself to these improvements considering the elimination of on street parking and the residents day to day lives. If they entertain guests, where do their guests park?

Commissioner Snyder disagrees with that recommendation. Commissioner Snyder recalls Lincoln Way and the number of children walking to school. The City only gets one chance when development occurs and we should get the sidewalks when we can. Commissioner Snyder stated he was going to vote for sidewalks.

Commissioner Worthington replied that as a mother of four children, three of which who attended the Alta Vista Elementary School, which is now closed, there is significantly less demand for that level of caution and separation of sidewalk and curb and gutter.

Commissioner Worthington noted that in previous discussions further analysis of various street sections were going to be analyzed and the Planning Commission was going to prioritize what streets should have curb, gutter and sidewalk vs. those that should be developed without sidewalk and be more rural.

Commissioner Snyder replied notwithstanding that analysis not being completed, he believes that Electric Street would be a good candidate for sidewalk. There are a lot of residents along Electric Street. Even though the school has closed, does not mean that it will not be reopened in the future. Alternatively, the school site could be used for a senior center or other use with a lot of people walking along Electric Street. Commissioner Snyder reiterated that he was going to vote for curb, gutter and sidewalk.

Chairman Spokely noted that when he visited the site, it appeared full improvements consisting of curb, gutter and sidewalk, could be constructed. Chairman Spokely recommended that a condition could be crafted specifying that if there is adequate room for sidewalk and a travel lane, full improvements should be required.

Commissioner Snyder asked about the total width of the right of way and improvements.

Engineer Huff clarified the total width of improvements and existing right of way. Ideally the minimum width of the travel lane is 12 feet.

Commissioner Vitas noted that he owns property on Dairy Road and when a car is parked on the shoulder he would have difficulty passing if a car was coming in the opposite direction. Commissioner Vitas noted that the rural area of Dairy Road is similar to Electric Street and maintaining adequate travel lanes is necessary, particularly, for emergency vehicles.

Commissioner Young wanted clarification regarding the existing width of Electric Street.

Engineer Huff replied that the existing width of the roadway is approximately 14.5 feet and if you include the 1.5 feet of gutter pan, the total width would be approximately 16 feet in width.

A typical parking width is 7 feet, which would leave approximately 9 feet for a travel lane.

Commissioner Worthington questioned the 9 feet in travel lane width.

Commissioner Young suggested with a limited travel lane, people would be inclined to park on the street.

Commissioner Young noted that sidewalk should only be considered if we can get two safe travel lanes on Electric Street.

Chairman Spokely reiterated that at 111-115 Electric Street, there appeared to be adequate right of way to allow full curb, gutter and sidewalk and two adequate travel lane widths.

Commissioner Worthington wanted clarification as to what an adequate travel lane width was?

Chairman Spokely replied a travel width acceptable to the Fire Department and Public Works Department.

Commissioner Snyder suggested that if we narrow the sidewalk to 4 feet and have a 2 foot curb and gutter that is 6 feet and with 7 feet reserved for parking that is 13 feet and with two travel lanes of 10 feet that would fit into the existing right of way widths. Alternatively, we could move the centerline to the east approximately 1 foot and have a 4 foot sidewalk, 8 foot parking and two 10 feet travel lanes that would also work within the existing right-of-way.

Marc Pohley replied that he believes that the reason that parking exists on 111-115 Electric Street is that the roadway is centered along that segment of roadway. The road is not centered in the existing right-of-way due to the topography on the east side fronting his project.

Chairman Spokely stated that he is still in favor of trying to fit in the full curb, gutter and sidewalk improvements, provided that adequate travel lanes are maintained. Chairman Spokely recommended the following conditions be imposed:

Provided there are adequate travel widths for both the northbound and southbound travel lanes of Electric Street, subject to the approval of the Fire Department, Community Development and Public Works Department, the applicant shall construct:

17. Curb, gutter and sidewalk improvements along the Electric Street property frontage to the satisfaction of the Public Works Department. The back of walk shall correspond with the edge of the right-of-way. These improvements shall be included as part of the site plan improvements and completed as a part of those same improvements.
18. Electric Street shall be widened to accommodate the placement of curb, gutter and sidewalk with the back of walk corresponding to the edge of right-of-way. The existing edge of pavement shall be sawcut to a clean, straight edge to the satisfaction of the Public Works Department. The widening between the sawcut edge of pavement and the lip of gutter shall have a minimum structural section of 3-inches of asphalt concrete on 8-inches of aggregate. The actual design of the pavement section shall be based on the R-value as contained in a project soil report.

ALTERNATIVELY,

In the event that there are not adequate travel widths for both the northbound and southbound travel lanes on Electric Street, as determined by the Fire Department, Community Development Department and Public Works Department, the applicant shall construct:

17. Concrete curb and gutter improvements along Electric Street shall be installed along the property frontage to the satisfaction of the Public Works Director. These improvements shall be included as a part of the site plan improvements and completed as a part of those same improvements.

Commissioner Snyder **MOVED** to condition the project as recommended.

Commissioner Vitas **SECONDED** the motion.

AYES:	Snyder, Vitas, Young, Spokely
NOES:	Worthington
ABSTAIN:	None
ABSENT:	None

The motion was **APPROVED**

VI. COMMUNITY DEVELOPMENT DEPARTMENT FOLLOW-UP REPORTS

- A. City Council Meetings
 1. The Tuscan Way Project was appealed and will be heard by the Council on July 12, 2010.
 2. Temporary Banners and Signs will be going back to the Council in July.
- B. Future Planning Commission Meetings
Director Wong informed the Commission that the Baltimore Ravine Specific Plan EIR will be out June 8 for a 45 day review period. Director Wong also noted that a CEQA EIR Primer will be held on June 15 for the Planning Commission.
- C. Reports
None

VII. PLANNING COMMISSION REPORTS

The purpose of these reports is to provide a forum for Planning Commissioners to bring forth their own ideas to the Commission. No decisions are to be made on these issues. If a Commissioner would like formal action on any of these discussed items, it will be placed on a future Commission agenda.

None

VIII. FUTURE PLANNING COMMISSION AGENDA ITEMS

Planning Commissioners will discuss and agree on items and/or projects to be placed on future Commission agendas for the purpose of updating the Commission on the progress of items and/or projects.

None

IX. ADJOURNMENT

The meeting adjourned at 7:15 p.m.

Respectfully submitted,

Lance E. Lowe