



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

NEW BUSINESS DISCUSSION: February 23, 2016
SUBJECT: Discussion of Single-Family Neighborhood
Development Issues
APPLICANT: City of Carson
PROPERTIES INVOLVED: Citywide

COMMISSION ACTION

___ Concurred with staff
___ Did not concur with staff
___ Other

COMMISSIONERS' VOTE

<u>AYE</u>	<u>NO</u>		<u>AYE</u>	<u>NO</u>	
		Chairman Diaz			Mitoma
		Vice-Chair Madrigal			Pimentel
		Andrews			Post
		Fe'esago, Jr.			Thomas
		Guidry			

Item No. 10B

I. Introduction

This discussion will provide the Planning Commission with a summary of the February 4, 2016 Planning Commission Committee Meeting and recommendation of next steps.

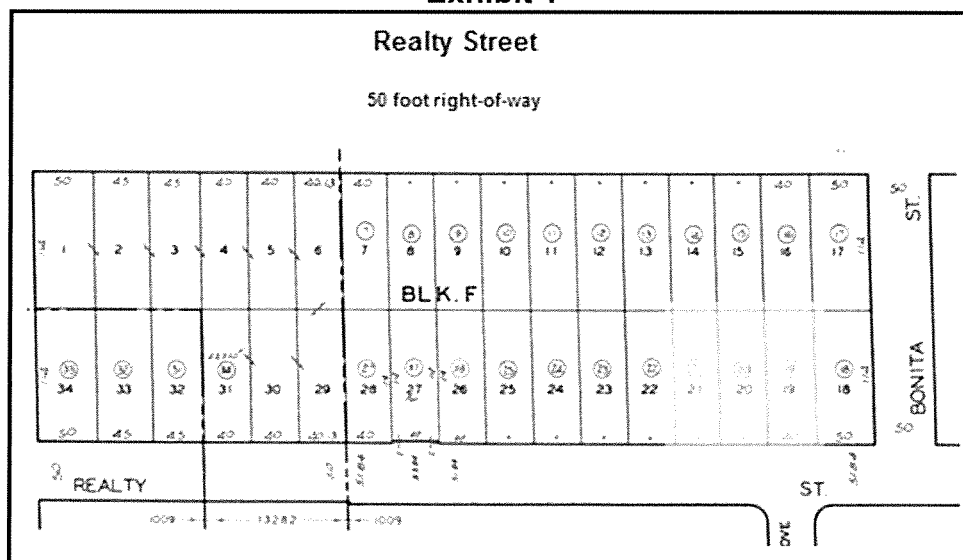
II. Background

At the January 26, 2016 Planning Commission Meeting, Commissioners expressed concern about the development issues associated with an addition to an existing single story single-family unit. In response, the Planning Manager suggested that a Committee meet to discuss these issues. Vice-Chair Madrigal as well as Commissioners Guidry, Pimentel and Thomas volunteered to meet with staff.

On February 4, 2016, the Committee met with staff to discuss the issues that result from room additions to existing units including increased traffic, circulation difficulties on narrow streets, increased parking demand, and neighborhood compatibility.

Staff provided exhibits for two streets that represent typical single-family neighborhoods in Carson – Realty Street and Fernrock Street. Realty Street is the location of a single-family addition that was approved by the Planning Commission in January.

Exhibit 1



On Realty Street, lots are 40 feet wide and the street right-of-way is 50 feet wide (Exhibit 1). These small lots on narrow streets are typical of subdivisions designed in 1950, which is when these houses were constructed.

Exhibit 2



As a result of these narrow streets and lots, on-site parking is limited to narrow 10 foot driveways and off-site parking is limited to one space in front of each lot (Exhibit 2).

Exhibit 3

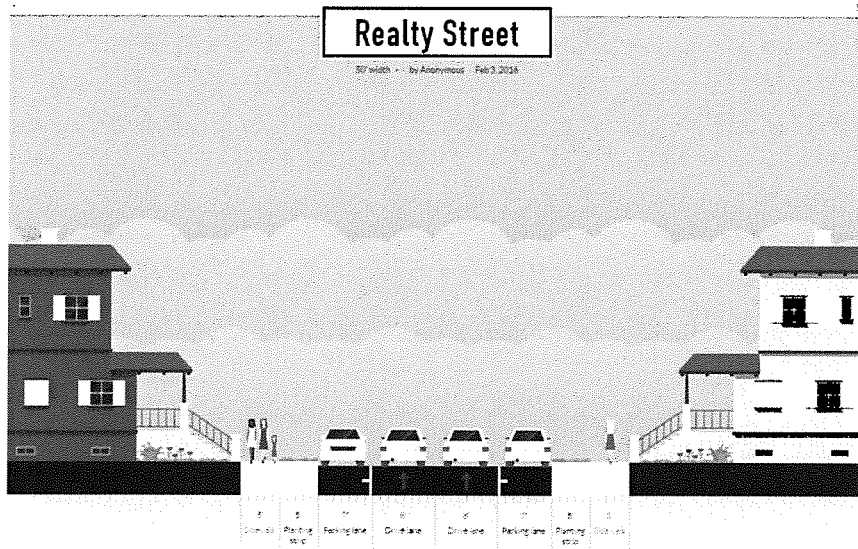
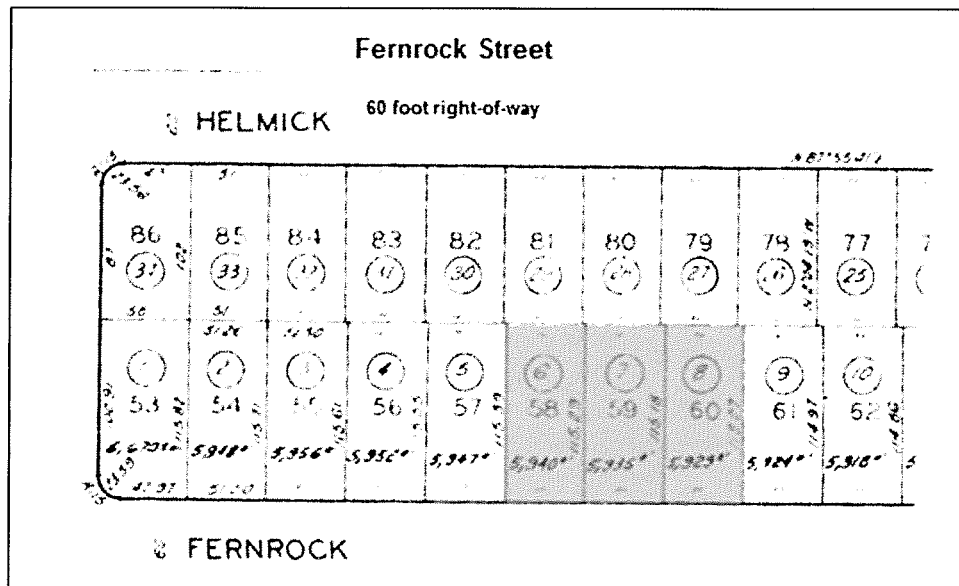


Exhibit 3 provides a cross-section of the street utilizing the dimensions found on site, such as 5 foot sidewalks, 5 foot planting strips, 7 foot parking lanes and 8 foot drive lanes. With cars parked alongside each curb, the narrow streets are difficult to navigate. When staff visited the street, drivers were forced to drive at slower speeds and needed to take turns pulling to the side in order to allow through traffic.

In contrast, newer subdivisions like the one on Fernrock Street are larger.

Exhibit 4



On Fernrock Street, lots are 50 feet wide (10 feet wider than Realty Street) and the street right-of-way is 60 feet wide (10 feet wider than Realty Street), as shown in Exhibit 4. According to City records, these houses were constructed in 1964.

Exhibit 5



In addition, the larger lots and streets can accommodate 2-car garages, wider driveways and 2 off-site parking spaces in front of each lot (Exhibit 5).

Exhibit 6

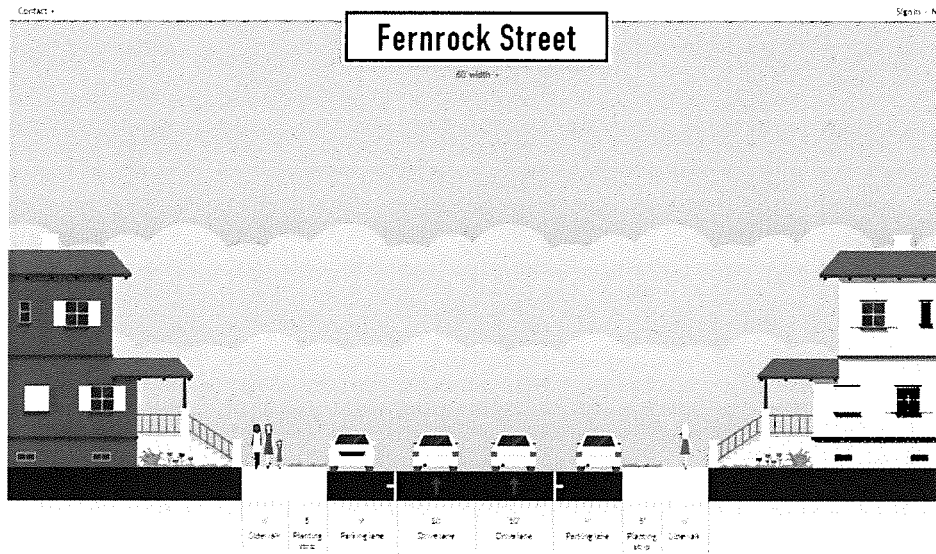


Exhibit 6 provides a cross-section of the street utilizing the dimensions found on site, such as 6 foot sidewalks, 5 foot planting strips, 9 foot parking lanes and 10 foot drive lanes. The larger right-of-way provides larger parking lanes and drive lanes. As a result, drivers are able to drive faster and maneuver easier through the streets.

II. Analysis

Upon reviewing this information, the Committee discussion focused on possible solutions, such as parking management programs (street parking limitations and fines, resident permits), enhanced code enforcement of garages that are not utilized for parking, and zoning code amendments to increase off-street parking requirements. However, the Committee also considered that the biggest challenge with each of these solutions is the need for community support for these changes and the political willingness to impose additional restrictions on single-family residential development. As a result, the Committee decided that until a critical mass of residents from the community raise this issue, these solutions would be premature and not be supported.

Another solution that was considered was organizing neighborhood clean-up days. According to Commissioner Guidry, some communities utilize a grass-roots approach to address these issues. For example, along Realty Street, many properties have accumulated clutter in their driveways and garages. As a result, residents park their vehicles in the streets. In response, some cities create partnerships between neighborhood groups and local non-profits through clean-up days. On designated clean-up days, residents and volunteers work together to dispose of household scrap and inoperable vehicles, repair minor damage such as broken fences or windows, trim landscaping at no cost to residents. Each of the Committee members supported this idea and recommended further consideration by the City.

I. Recommendation

That the Planning Commission:

- **Discuss the Committee recommendation as it relates to supporting designated neighborhood clean-up days.**

II. Exhibits

1. None

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