

RESOLUTION NO. 2004-749

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF SEP 21 2004

A RESOLUTION APPROVING THE ADDENDUM TO A PREVIOUSLY ADOPTED ENVIRONMENTAL IMPACT REPORT AND APPROVING THE VARIOUS ENTITLEMENTS FOR THE CSUS TEMPORARY PARKING LOT AT 1817 65TH STREET ON 4.3± ACRES IN THE GENERAL COMMERCIAL TRANSIT OVERLAY (C-2-TO) ZONE, SACRAMENTO, CALIFORNIA

(APN: 015-0010-037, 005-0020-027) (P04-099)

WHEREAS, Environmental Planning Services has prepared an Addendum to the Negative Declaration adopted by the City Council on October 2, 2002 for the 65th Street/ University Transit Village Plan (M00-004), on the basis of the whole record before it, the City has determined that there is no substantial evidence that the project would have a significant effect on the environment;

WHEREAS, the City Council has considered the Environmental Impact Report with the Addendum and determined that the environmental impacts of the proposed CSUS Temporary Parking project, and based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds the adoption of the CSUS Temporary Parking project is consistent with the General Plan.

WHEREAS, at the public hearing on July 22, 2004, the City Planning Commission heard and considered evidence on the request for approval of various entitlements, for the project known as CSUS Temporary Parking;

WHEREAS, on July 22, 2004, the City Planning Commission approved the requested entitlements, with conditions;

WHEREAS, on August 2, 2004, the decision of the City Planning Commission decision approving these entitlements was called up by a member of the City Council; and

WHEREAS, on September 21, 2004, the City Council heard and considered evidence in the above-mentioned matter.

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NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento that, subject to the findings of fact and conditions of approval set forth below, the requested entitlements are approved as conditioned by the City Council:

FINDINGS OF FACT

The City Council finds that an Environmental Impact Report for the 65th Street Transit Village was previously prepared and ratified by the City Council on October 8, 2002, and that pursuant to the CEQA Guidelines (Sections 15162 and 15164), for the reasons set forth below, no additional environmental review is required and an Addendum to this prior EIR (Attachment 1) has been prepared:

1. No substantial changes are proposed to the project, which will require major revisions of the previous Environmental Impact Report;
2. No substantial changes have occurred with respect to the circumstances under which the project was undertaken which will require major revisions of the previous Environmental Impact Report; and
3. No new information of substantial importance has been found that shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous Environmental Impact Report;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous Environmental Impact Report;
 - c. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
 - d. Mitigation measures, which are considerably different from those analyzed in the previous Environmental Impact Report, would substantially reduce one or more significant effects on the environment.

The Special Permit is hereby approved based upon the following Findings of Fact:

1. The project is based upon sound principles of land use in that that no changes of the existing paved site are proposed, the project is temporary in nature (up to 18 months) and will be discontinued with the completion of the parking structure built on the CSUS campus.

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2. The project will not be detrimental to the public welfare, safety, or result in the creation of a public nuisance in that the parking area will be utilized by CSUS parking permit holders only between the hours of 8AM and 7PM, daily.
3. The project is consistent with the zoning for the site in that off-site parking is permitted with issuance of a special permit in the C-2-TO zone.

The Variance is hereby approved, based on the following Findings of Fact:

1. The variances do not constitute a special privilege extended to an individual property owner in that the same variances would be appropriate for other property owners facing similar circumstances in that the site currently has approval to develop an office project, and the parking lot is temporary in nature. Reconfiguration of the parking lot to include landscaping that will be removed at the end of the temporary duration would create an undue hardship to the applicant/CSUS.
2. The proposal does not constitute a variance to use in that the proposed use is an allowed use in the C-2-TO zone.
3. The project will not be detrimental to the public welfare or result in the creation of a public nuisance in that the paved area exists, and the parking lot will be used only between the hours of 8AM to 7PM, daily.
4. The project is consistent with the General Plan in that the project will provide adequate off-street parking and reduce the impact of on street parking in established areas.

CONDITIONS OF APPROVAL

The Special Permit for a 550± space off-site parking lot (Exhibit 1) for CSUS is hereby approved subject to the following conditions:

Planning

1. The Special Permit for the interim parking lot shall expire January 31, 2006.
2. The applicant shall post the property No Trespassing and sign an agreement with the Police Department to prosecute all violators. This agreement shall be kept on file in the Police Department.

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3. Applicant shall provide an on-site attendant and monitoring of parking lot for security and provide a shuttle service between the parking lot and CSUS during the hours of operation of the parking lot.
4. The parking lot shall be limited to CSUS parking and activities
5. The applicant shall erect the three types of two-by-three-foot informational signs, as shown in Attachment 5. The proposed signs shall be reviewed and approved by the Planning Director prior to issuance of building permits.
6. Project lighting shall be provided as follows: 1.5 footcandles of minimum maintained illumination per square foot of parking space and 0.25 footcandles of minimum maintained illumination per square foot of surface from one-half hour before dusk to one-half hour after dawn.
7. All illegal activities observed on or around the business shall be promptly reported to the Police Department.
8. To prevent access after hours, the parking lot shall be gated, fenced, bollarded, or contain other mechanisms, to the satisfaction of the Planning Director.
9. The parking stalls and maneuvering areas shall comply with the requirements of the City Code, Title 17.

Development, Engineering & Finance

10. Construct a standard driveway on 65th Street to the satisfaction of the Development Engineering and Finance Division. The throat depth at the 65th Street driveway shall be a minimum of 240 feet (clear of any parking stalls and isles). Due to the fact that this project is temporary in nature (18 months) the applicant is not required at this time to secure a Caltrans encroachment permit and construct a right turn pocket at the 65th Street driveway. However, the driveway on 65th Street shall be monitored, and in the event that any vehicular conflicts occur, or if Caltrans requires the right turn pocket, then the applicant shall secure the encroachment permit and construct the right turn pocket to the satisfaction of the Development Engineering and Finance Division.
11. Construct a driveway on Redding Avenue to the satisfaction of the Development Engineering and Finance Division. Since there are no frontage improvements on Redding Avenue, the applicant shall pave the area between the site and the existing edge of pavement to the satisfaction of the Development Engineering and Finance Division. Parking aisles and stalls shall be prohibited for 50 feet from the Redding Avenue right-of-way.

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12. The proposed shuttle between the proposed interim parking lot and CSUS shall enter and exit the site through the Redding Avenue driveway only.
13. The site plan shall conform to A.D.A. requirements in all respects.
14. The design of walls, fences, and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited to 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering and Finance Division.

HEATHER FARGO

MAYOR

ATTEST:

SHIRLEY CONCOLINO

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CSUS/65th Street Interim Parking Lot (P04-099)
Addendum to the Certified 65th Street Transit Village Project EIR
(SCH #2000052093)

PROJECT INFORMATION

File Number/Project Name: P04-099 / CSUS/65th Street Interim Parking

Project Location:

The subject property is located at 1817 65th Street. It is known as the "Barn Site," which is a 5.8 acre area bounded by a light rail alignment on the north, Interstate 50 on the south, industrial uses to the east, and commercial uses on the west (Assessor Parcel Numbers 015-0010-037).

Existing Plan Designations and Zoning:

The proposed project is located in the East Sacramento Community Plan area of the City. The General Plan designation for this site is Mixed Use. The project site is zoned General Commercial (C-2). This area is developed with a single industrial use, Curtis Asphalt, and vacant land.

Project Background:

The Environmental Impact Report for the 65th Street Transit Village (SCH # 2000052093), certified and adopted on October 8, 2002, evaluated the potential environmental effects that would be anticipated from the implementation of the 65th Street Transit Village Project. The project area is located in the East Sacramento Community Plan area of the City of Sacramento. The project area consists of approximately 49.5 acres bounded by the Union Pacific (UP) Rail Line and Folsom Blvd. on the north, US 50 and the Light Rail line on the south, the UP Rail Line on the east, and a site owned by Caltrans approximately 170 feet west of 61st Street on the west. The project area includes property within ¼ mile walking distance of the 65th Street Light Rail Station.

The 65th Street Transit Village includes two primary components: 1) the 65th Street Transit Village Plan, which establishes goals, policies, objectives, development standards, implementation action, and General Plan amendments and Rezones to redevelop the project area as a mixed use transit and University Village; and 2) the 65th Street Office Project within the Plan area, which includes a 160,000 square foot office building, a 3,600 square foot retail commercial building, and a surface parking lot with 484 parking spaces of which 55 spaces would be provided on the RT site and the remainder of the site to be developed with a combination of subterranean spaces and 25 surface spaces. The EIR evaluates the 65th Street Transit Village Plan at a plan/program level of detail and analyzes the 65th Street Office Project at a project-level of detail. The Program/Project EIR is intended to serve as the environmental review for the Office Project, with

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no further environmental review required. The Office Project would be developed on a portion of the project area (known as the Barn Site).

During the preparation of the EIR, grading, drainage, and landscape plans for the Office Project were not available. The Conceptual Site Plan for the Office Project indicates that the proposal complies with the City's 50% parking lot shading requirements, that trees are proposed throughout the Office Project site, and that enhanced landscaping and paving may be utilized to connect the 65th Street Light Rail Station to the Office Project. Outdoor lighting would include recessed soft lit bulbs on 25-foot standard aluminum poles to be on during all nighttime hours.

The following entitlements were approved for the Office Project:

- **General Plan Amendment** amending the land use designation of 4.24 acres from Heavy Commercial and Warehouse to Mixed Use;
- **Rezone** of 4.24 acres from Light Industrial (M-1) zone to General Commercial – Transit Overlay (C-2 – TO) zone;
- **Special Permit** to develop a 160,000 square foot office building in the General Commercial (C-2) zone; and
- **Special Permit** to locate 55 parking spaces off site.

The 65th Street Office Project was anticipated to start construction in late 2002, taking approximately 12 months to complete. However, it currently is not under construction.

Project Purpose

The entitlements requested are a Special Permit for an off-site parking lot and a Variance for parking lot improvements. The interim parking for CSUS will be used during the Olympic Trials and for the proposed CSUS parking improvements identified in the 65th Street Transit Village Project Office Project.

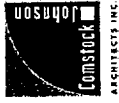
Project Components:

Implementation of the proposed project would require the approval of the following entitlements to utilize the existing lot at 1817 65th Street as an interim parking lot for California State University, Sacramento (CSUS) on 4.3 +/- acres in the General Commercial Transit Overlay (C-2-TO) zone, APN: 015-0110-037, Council District 6:

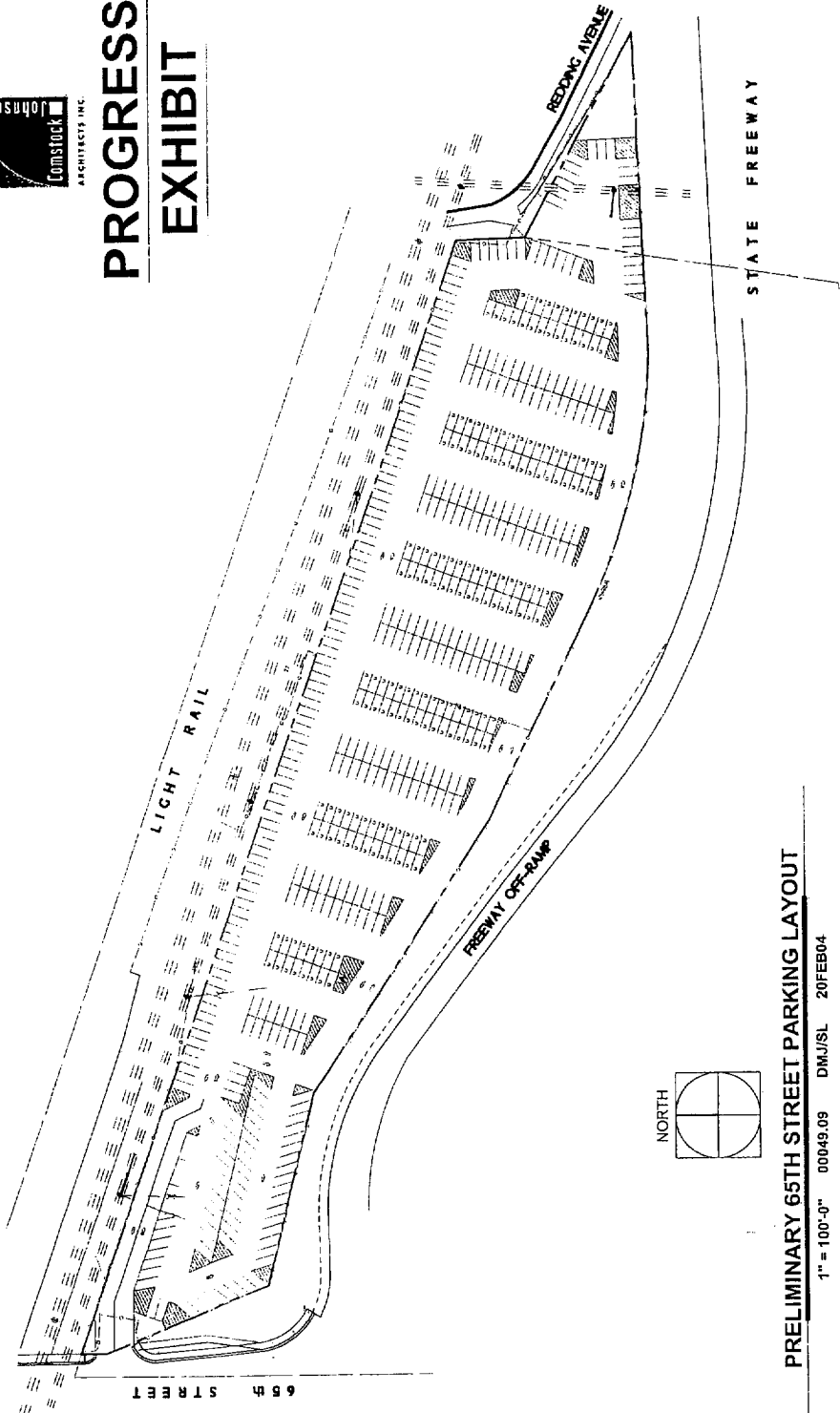
- A. **Addendum to EIR** (SCH 2000052093);
- B. **Special Permit** for a 550 +/- off-site parking lot for CSUS; and
- C. **Variance** to waive shading and landscaping requirements for a 550 space interim parking lot.

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PROGRESS EXHIBIT



PRELIMINARY 65TH STREET PARKING LAYOUT

1" = 100'-0" 00049.09 DMJ/SL 20FEB04

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RECEIVED 05/21/2004

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