

CITY PLANNING COMMISSION

927 - 10th Street, Suite 300 - SACRAMENTO, CALIFORNIA 95814

APPLICANT	Patrick & Phoebe Celestin, 5327 Spilman Avenue, Sacramento, CA 95819				
OWNER	Mr. & Mrs. Tom Naywah, 2522 'J' Street, Sacramento, CA 95816				
PLANS BY	Roger Scott Group, 301 N. 12th Street, Sacramento, CA 95814				
FILING DATE	4-8-83	60 DAY CPC ACTION DATE		REPORT BY	JP:bw
NEGATIVE DEC	4-29-83	EIR		ASSESSOR'S PCL. NO.	007-103-04

- APPLICATION:**
1. Environmental Determination
 2. Variance to waive nine of the required 16 on-site parking spaces for a 48-seat restaurant

LOCATION: 2516 'J' Street

PROPOSAL: The applicant is requesting the necessary entitlements to waive nine of the required 16 on-site parking spaces for a 48-seat restaurant.

PROJECT INFORMATION:

1974 General Plan Designation: Commercial and Offices
1980 Central City Community
Plan Designation: General Commercial
Existing Zoning of Site: C-2
Existing Land Use of Site: Vacant (former location of Sacramento Bible House)

Surrounding Land Use and Zoning:

North: Commercial; C-2
South: Commercial and Offices; C-2
East: Commercial; C-2
West: Commercial; C-2

Number of Seats: 48
Parking Required: 16 spaces
Parking Provided: 7 spaces
Parking Ratio: 1:3 seats
Property Dimensions: 40' x 160'
Square Footage of Building: 1,900 (restaurant)
1,000± (beauty shop)
Exterior Building Colors: Blue and White
Exterior Building Materials: Wood and stucco

STAFF EVALUATION: The staff has the following comments:

1. The applicant proposes to operate a 48-seat restaurant in an existing 2,900± square foot commercial building. The restaurant would occupy the first floor (1,900 sq. ft.) of the building. The second floor (1,000 sq. ft.) is leased to a beauty shop. Presently, there are seven parking spaces on the subject site (Exhibit A). Two of these spaces are for the beauty shop use. The applicant, with the permission of the owner, proposes to remove existing accessory buildings at the rear of the main structure to make room for two additional parking spaces. The total parking for the restaurant, after the removal of the accessory buildings, would be seven. As 16 parking spaces are required for a 48-seat restaurant, the applicant is requesting a variance to waive nine of the required spaces.

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2. Staff inspected the subject site several times between the hours of 11:00 A.M. and 3:30 P.M. and found on-street parking to be very limited in the surrounding area. Parking along 25th and 26th Streets has no time limitations and few spaces are available during normal working hours. Parking on 'J' Street between 25th and 26th Streets is one-hour, non-metered parking. While on the average there were five parking spaces available at five to 10 minute intervals, these were utilized by persons who make short stops to patronize the existing commercial businesses (see Exhibit B).

Staff believes that if the waiver of the nine parking spaces for the proposed restaurant use was granted, the demand for on-street parking would increase. This would prove injurious to the existing commercial businesses adjacent to the subject site. A representative of the merchants in the area has notified staff that they are concerned over the lack of on-street parking in the area and the negative impact the parking waiver would have on the area if it were approved by the Commission.

STAFF RECOMMENDATION: Staff recommends the following actions:

1. Ratification of the Negative Declaration;
2. Denial of the Variance to waive nine of the required parking spaces, based upon Findings of Fact which follow.

Findings of Fact

- a. Granting this variance would constitute a special privilege extended to one individual property owner in that less intensive commercial uses can be located on the site which will not increase the demand for on-street parking;
- b. Granting this variance would be injurious to the welfare of the public and neighboring properties in that:
 - 1) the waiver of the parking requirement would increase the demand for on-street parking in the neighborhood;
 - 2) it would result in additional on-street parking congestion and traffic circulation.
- c. The variance, as proposed, is not consistent with the Central City Plan's transportation goal to "provide adequate off-street parking to meet the needs of shoppers, visitors and residents."