

**CITY OF SACRAMENTO PLANNING COMMISSION**  
 1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

<b>APPLICANT</b> <u>Mogavero Associates, 2229 J Street, Sacramento, California 95816</u>
<b>OWNER</b> <u>Planning &amp; Conservation League, 909 12th Street, Suite 203, Sacramento, California 95814</u>
<b>PLANS BY</b> <u>Mogavero Associates, 2229 J Street, Sacramento, California 95816</u>
<b>FILING DATE</b> <u>May 25, 1990</u> <b>ENVIR. DET.</b> <u>Negative Declaration</u> <b>REPORT BY</b> <u>CG</u>
<b>ASSESSOR'S PCL. NO.</b> <u>006-0275-003</u>

- APPLICATION:**
- A. Negative Declaration.
  - B. Special Permit to increase the maximum allowable height from 45 feet to 65 feet in order to construct a 26,378 square foot, 5 story office building on 0.15± vacant acres in the General Commercial (C-2) zone.
  - C. Special Permit for a 60 percent (35 spaces) parking reduction as allowed in Section 6-D-1-c of the Zoning Ordinance.
  - D. Variance to waive 22 of 59 required parking spaces.
  - E. Variance to reduce the minimum required front setback from 15 feet to zero feet.
  - F. Variance to increase the allowable parking reduction measure "other" category from 10 percent to 20 percent in order to allow additional bicycle lockers as a measure to reduce parking.

**LOCATION:** 1112 P Street

**PROPOSAL:** The applicant is requesting the necessary entitlements to construct a 26,378 square foot, five story, office building with two parking spaces.

**PROJECT INFORMATION:**

General Plan Designation:	Community/Neighborhood Commercial & Offices
Central City Community Plan Designation:	Office
Existing Zoning of Site:	C-2
Existing Land Use of Site:	Vacant (Surface Parking)

<b>Surrounding Land Use and Zoning:</b>	<b>Setbacks:</b>	<b>Required</b>	<b>Provided</b>
North: State Parking Garage; C-2	Front:	15'	0'
South: Surface Parking; C-2	Side:	0'	0'
East: Surface Parking; C-2	Rear:	0'	0'
West: Surface Parking; C-2			

Parking Required:	59 spaces
Parking Provided:	2 spaces
Property Dimensions:	40' x 160'
Property Area:	0.15± acres
Square Footage of Building:	26,378 square feet

**APPLC. NO.** P90-248

**MEETING DATE** February 28, 1991

**ITEM NO.** 15

Height of Building:	65 feet, five stories
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Exterior Building Materials:	Cement Plaster & Ceramic Tile
Roof Materials:	Flat Built-up

PROJECT INFORMATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of 0.15± acres in the General Commercial (C-2) zone. The site currently contains a surface parking lot. The General Plan designates the site Community/Neighborhood Commercial & Offices. The Central City Community Plan designates the site Office. The surrounding land use and zoning consists of a parking garage, zoned C-2, to the north, and surface parking, zoned C-2, to the south, east and west.

B. Applicant's Proposal

The applicant is proposing to construct a 26,378 square foot office building on the subject site. The applicant proposes a 65 foot, 5 story building, which exceeds the maximum allowable height by 20 feet and also proposes a zero foot front setback. A special permit is requested to allow the increased height and a variance is requested for the zero front setback. Additional special permits and variances are being requested for parking. The applicant proposes to provide only two of the required 59 parking spaces. Sixty percent of the spaces (35 spaces) are being addressed with a special permit to implement parking reduction measures as allowed in the Zoning Ordinance Section 6-D-1-c. A variance is being requested to increase the allowable "other" category to 20 percent to allow additional bicycle parking and a variance has been requested to waive the remaining 22 spaces. The owners of the property, who are to be the tenants of the building, consist of a collective of environmental and non-profit organizations.

C. Site Plan

The submitted site plan (Exhibit A) indicates the building to be located on all four property lines. The front (north) of the building has a recessed entry and a small landscaped area, however the columns and the four upper levels have no setback from the front property line. The Zoning Ordinance requires a 7.5 foot front setback for the first 26 feet of building height and a 15 foot setback for anything above the 26 feet. Staff can find no hardship to support the front setback variance. The parcel is a vacant parcel surrounded by other vacant land. To allow a zero front setback would be precedent-setting for the adjacent properties.

There are two interior courtyards within the building. They are located along the eastern property lines. Staff has concern with the location of these courtyards. The adjacent property will not be required any side setbacks. These courtyards could become dark tunnels. Staff recommends the courtyards be located in the front of the building, incorporated into the front setback. This accomplishes two purposes: meeting the front setback requirement and creating open outdoor employee amenities, rather than ones which may become enclosed.

D. Parking

The 26,378 square foot office building requires 59 parking spaces at a ratio of one space per each 450 square feet. The applicant is proposing to provide two parking spaces on the site. The Interim Parking Ordinance allows a special permit to reduce parking by 60 percent for office buildings in the Central City and within 660 feet of a light rail station. The applicant is requesting this special permit to implement the 60 percent parking reduction measures. This 60 percent includes 35 parking spaces. The applicant is requesting a variance to waive the remaining 22 parking spaces.

As part of the special permit for parking reduction, the applicant is proposing measures which reduce the parking required by 35 spaces. The measures which are allowed are outlined in Section 6-D-1-c of the Zoning Ordinance. The applicant's proposal is attached Exhibit C. The applicant has also included a survey of the proposed tenants of the building to determine their existing modes of transportation. This survey is attached Exhibit D. The parking reduction measures allow a 10 percent reduction for "other" measures. The applicant is requesting a variance to increase this "other" category to allow a 20 percent reduction. The applicant proposes a facility for 24 bicycles as a measure to reach the additional 20 percent parking reduction. Staff cannot support this request. The Traffic Engineering Division, which monitors the City's TSM programs, indicates that, at most, only two percent of employees ride their bicycles to work. Even though the tenants of the building are environmentally conscious, it is difficult to assume that most will ride their bicycles all of the time, especially during bad weather. There are other reduction measures which may be more effective, such as additional transit passes.

Staff also has difficulty justifying the variance request to waive the remaining 22 parking spaces. Even if the employees accomplish the goals of the transportation plan, there is no guarantee that the visitors will. There are several public parking lots available in the area, however, the available parking spaces are limited and filled quickly. Staff does not see any justification to waive the 22 spaces.

E. Building Design

The applicant is proposing to construct a five story, 65 foot high, office building (Exhibit B). The proposed building materials are cement plaster, terra cotta tile and glass. The applicant proposes special design features (materials and color) for the building which identify the environmental orientations of the building tenants. The project site is located in the Central City which requires review and approval of the Design Review/Preservation Board.

The 65 foot height of the building requires special permit approval. Staff recommends denial of this special permit request. The building will be the first structure on this half-block. To allow increased height would set a precedent for the remaining block. The blocks to the east and west contain two and three story residential structures. The block to the south contains single story office buildings. There is a five story state parking garage (approximately 55 feet high) to the north, across P Street. This garage has single story ground floor retail fronting on P Street. The five story portion of the structure is set approximately 25 feet back from the street. Staff finds the proposed building with the request for increased height, along with the setback and parking variances, to be an overbuilding of the parcel.

F. Combined Wastewater Collection and Treatment System

The proposed project will require a connection to the City of Sacramento Combined Wastewater Collection and Treatment System (Combined System). The Central Valley Regional Water Quality Control Board (Board) has issued to the City of Sacramento a National Pollutant Discharge and Elimination System Permit (NPDES), No. CA0079111. This permit prohibits the by pass or overflow of the combined wastewater collection system except at permitted discharge points to the Sacramento River under specific conditions.

The Permit requires technical reports to be submitted within identified time frames and implementation of the remedial action thereafter. The proposed project may have a project specific impact on the environment in that an increase of flow is being added to a system that occasionally encounters failure and in its exposure of more people to the possible harmful effects of exposure to overflows. However, with the implementation of the following mitigation measure, this effect will be mitigated to a less than significant level.

The applicant shall agree to pay such lawful fees, taxes or assessments imposed through the use of development fees, impact fees, fee districts, community facilities districts, assessment districts, or other fair, equitable, and appropriate mechanisms designed to address project impacts on the existing combined stormwater sewer system, and shall execute an agreement satisfactory to the City Attorney and suitable for

recordation which obligates the applicant to pay fair, equitable and appropriate development or related fee impact fees or assessments or taxes as and when enacted, imposed, or levied.

G. State of California Comments

Staff has met with employees at the State Office of General Services regarding the applicant's proposal. The State has indicated reservations regarding the height and setback and parking variances. The State feels this is an overdevelopment of the site which will set a precedent for future buildings on this block. A letter from the State is attached Exhibit E.

H. Agency Comments

The proposed project was reviewed by City Traffic Engineering, City TSM Coordinator, City Engineering Development Services, the Sacramento Old City Association, and the MidTown Business Association. The following comments were received:

TSM Coordinator

The Transportation Division Staff has reviewed the Parking Reduction Plan submitted for the subject site and has the following comments:

1. The required square footage for 24 bicycles based on the proposed layout would be 408 square feet. The layout of the room and type of security system still needs to be approved.
2. The maximum reduction allowed for "other" measures is 10 percent. Providing a bicycle storage room is an acceptable mitigation measure.
3. The Transportation Division does not support the variance to allow the increase in the "other" measures to 20 percent. Staff suggests that transit passes be provided to mitigate the other 10 percent.
4. The applicant must commit to transit passes for 25 years. This is a requirement of the Parking Reduction Ordinance.

Staff also has comments concerning the variance to waive the remaining 37 percent of the required parking:

1. The Transportation Division does not support the approval of this variance as it is currently written.
2. If the variance is approved, it should include some provisions to mitigate the absence of these parking spaces. Regional Transit and the Transportation Division supports the request for additional transit passes to mitigate the loss of additional parking, due to the location of the project.

Engineering Development Services

1. The project is located within an area of the City which is serviced by a combination sewer and drainage system. The applicant may be required to share in the costs for improvements needed to separate the combination system.
2. Notice: Property to be developed in accordance with this special permit may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available for review at the City of Sacramento's Public Work

Department, Development Services Division, Room 100, 927 10th Street.

APPLC. NO. P90-248

MEETING DATE February 28, 1991

ITEM NO. 15

**ENVIRONMENTAL DETERMINATION:** The Environmental Services Manager has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act Guidelines, the applicant has incorporated the following mandatory mitigation measures into the project plans to avoid identified effects of to mitigate such effects to a point where clearly no significant effects will occur.

- A. Comply with Section 6-D-1-c of the City Zoning Ordinance which mitigates 35 (60%) required parking spaces. (Obtain a special permit for a 60 percent parking reduction, entitlement letter C above.)
- B. If subsurface archaeological or historical remains (including unusual amount of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

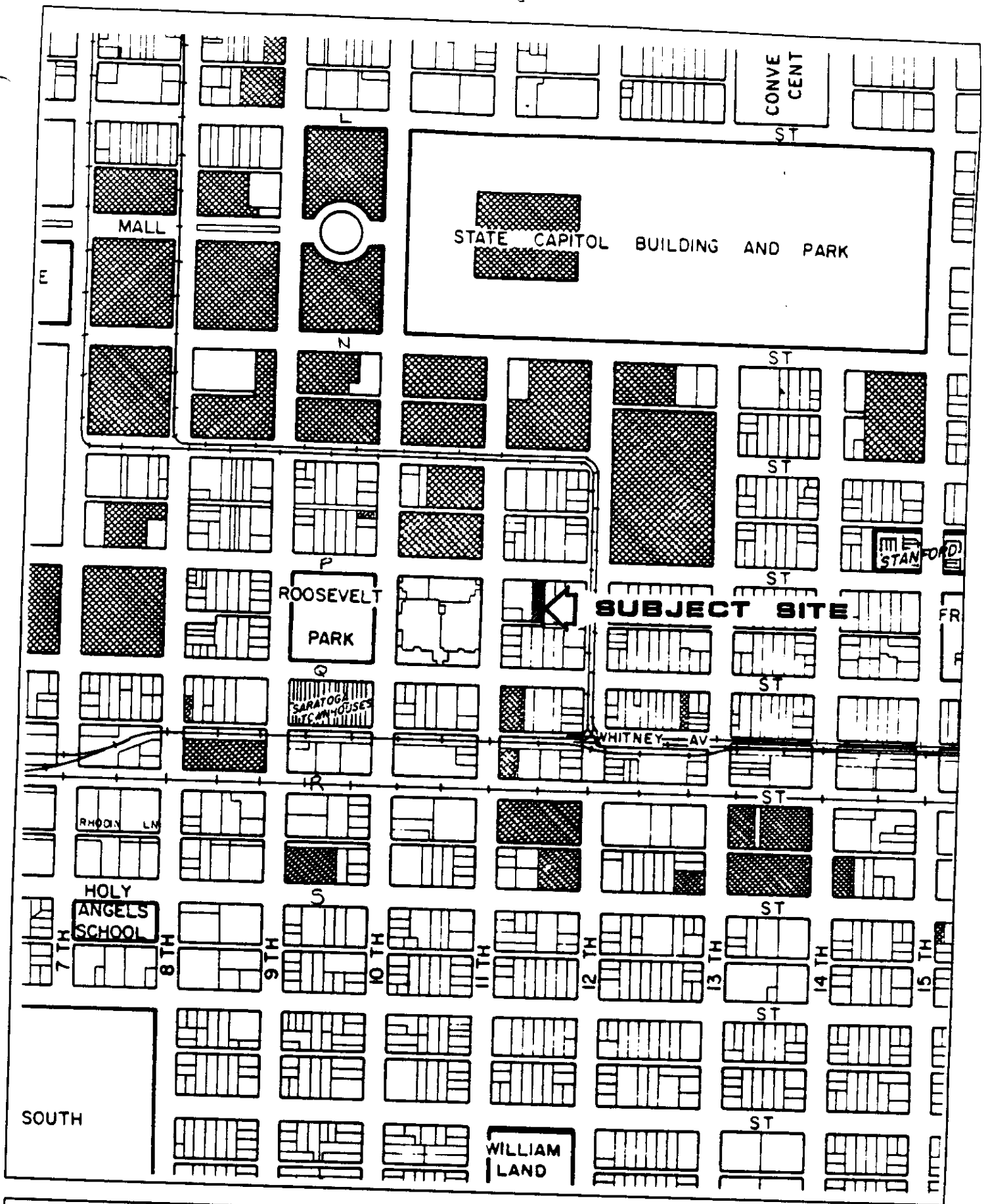
Non-compliance with, or deletion of any of the above mitigation measures by any party will require the project to be processed for additional environmental review. If this review determines that there is the possibility for significant adverse environmental impact do to the development of the project, additional mitigation measures may be required, or the applicant may be requested to prepare an Environmental Impact Report if identified impacts cannot be reduced to less than significant level through mitigation.

**RECOMMENDATION:** Staff recommends the Planning Commission take the following actions:

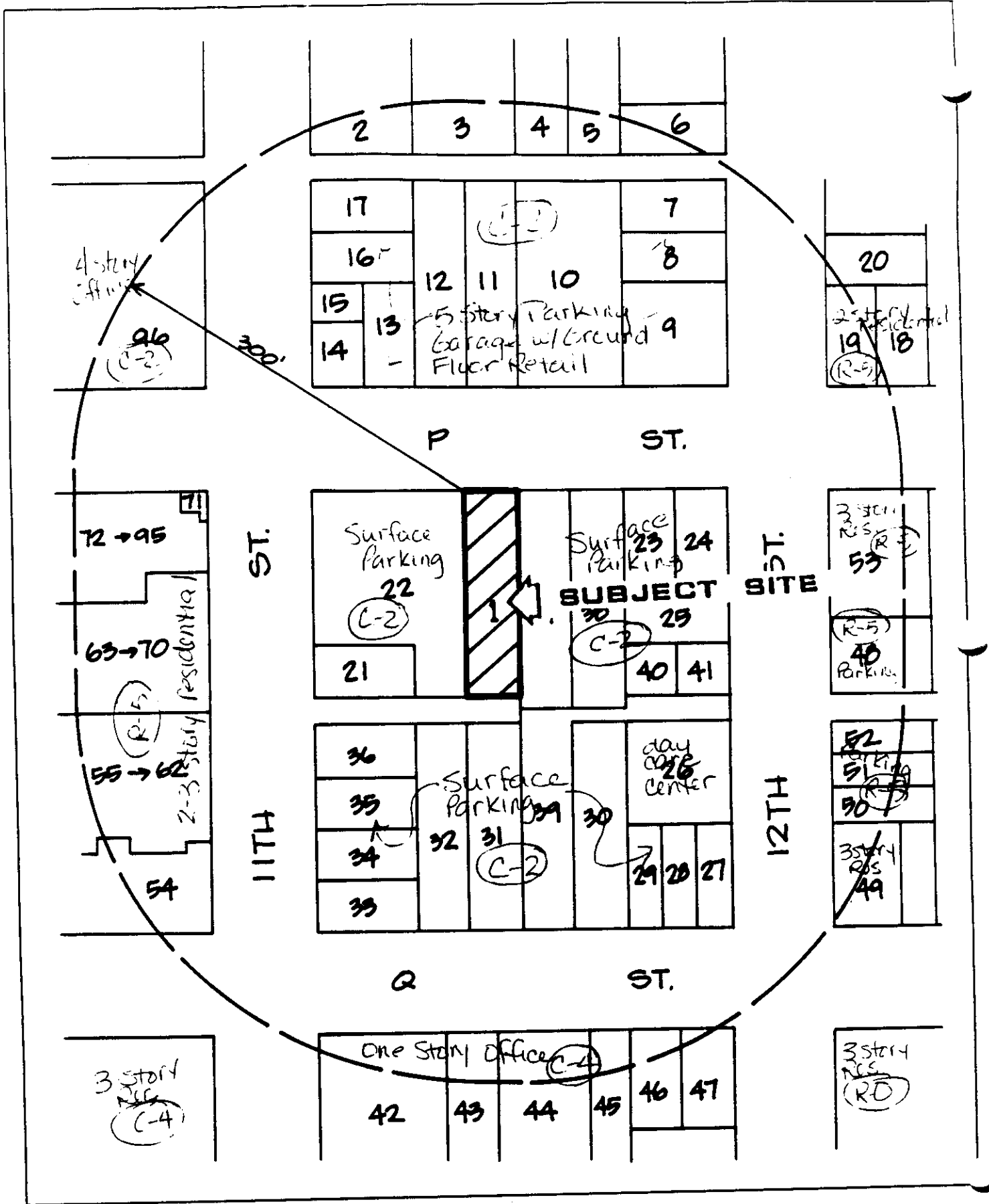
- A. Ratify the Negative Declaration;
- B. Deny the Special Permit to increase the maximum allowable height from 45 feet to 65 feet based upon findings of fact which follow;
- C. Deny the Special Permit for a 60 percent (35 spaces) parking reduction based upon findings of fact which follow;
- D. Deny the Variance to waive 22 of 59 required parking spaces based upon findings of fact which follow; and
- E. Deny the Variance to reduce the minimum required front setback from 15 feet to zero feet based upon findings of fact which follow.

**Findings of Fact**

- 1. The project is not based upon sound principles of land use in that the scale of the office building is not consistent with the surrounding area and adequate parking is not provided.
- 2. Granting the variances constitutes a special privilege extended to an individual property owner in that variances would not be granted to other property owners facing similar circumstances. There is no hardship to support the variance requests.
- 3. The project, if approved, would be detrimental to the public welfare and result in the creation of a public nuisance in that setbacks, height, and parking requirements are not met.



**VICINITY MAP**



**LAND USE & ZONING MAP**



**PROJECT DESCRIPTION**

GROSS FLOOR AREA	
GROUND FLOOR	4,864 SF
SECOND FLOOR	5,511
THIRD FLOOR	5,371
FOURTH FLOOR	5,371
FIFTH FLOOR	5,261
<b>BUILDING TOTAL</b>	<b>26,378 SF</b>
COURT 1	530 SF
COURT 2	200 SF
<b>PARKING</b>	

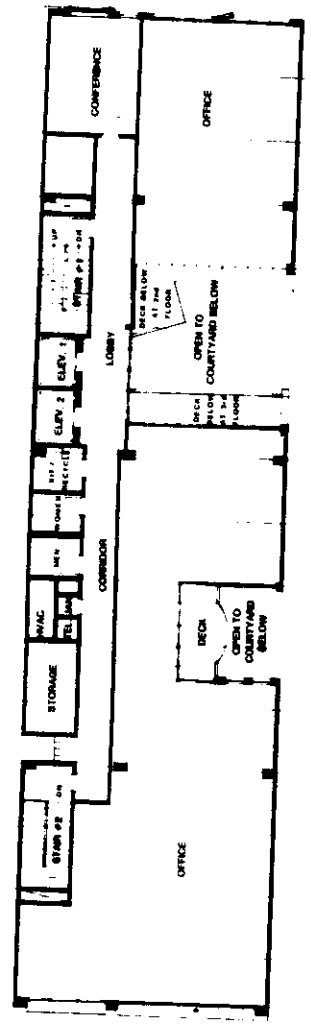
ON SITE PARKING WILL BE LIMITED TO ONE SPACE FOR DISABLED ACCESSIBLE. THE REMAINING SPACES WILL BE PROVIDED BY THE CITY OF CHICAGO. THE CITY OF CHICAGO WILL PROVIDE THE NECESSARY PERMITS AND INSURANCE FOR THE PARKING SPACES. THE CITY OF CHICAGO WILL PROVIDE THE NECESSARY PERMITS AND INSURANCE FOR THE PARKING SPACES. THE CITY OF CHICAGO WILL PROVIDE THE NECESSARY PERMITS AND INSURANCE FOR THE PARKING SPACES.

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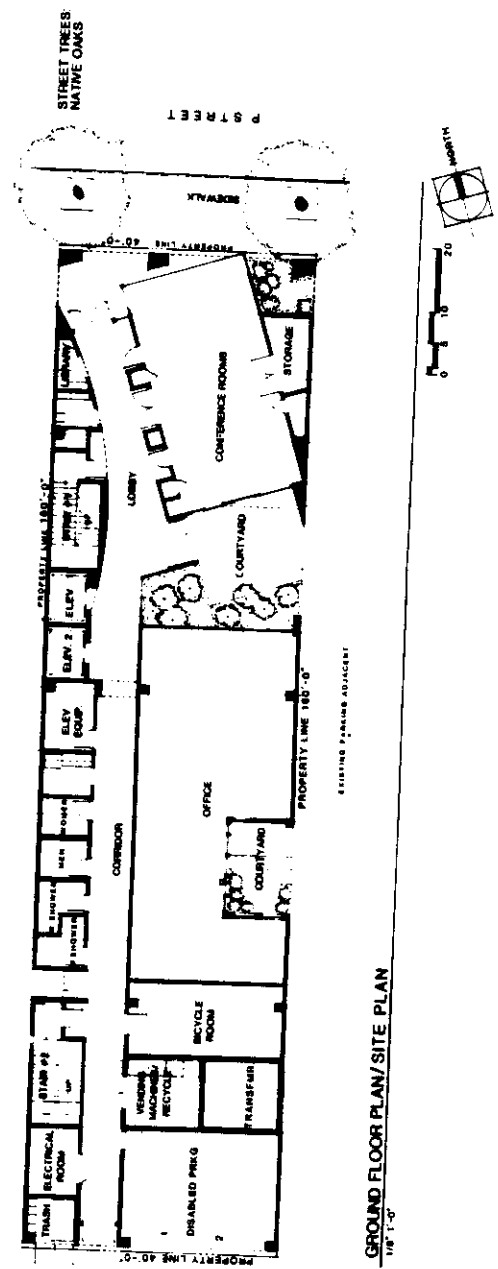
**EXHIBIT - A**

SITE PLAN/GROUND FLOOR PLAN  
 FIFTH FLOOR PLAN  
 TYPICAL UPPER LEVEL FLOOR PLAN

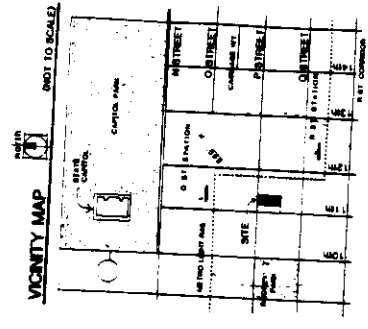
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**FIFTH FLOOR PLAN / TYPICAL UPPER LEVEL FLOOR PLAN**



**GROUND FLOOR PLAN / SITE PLAN**



**VICINITY MAP**

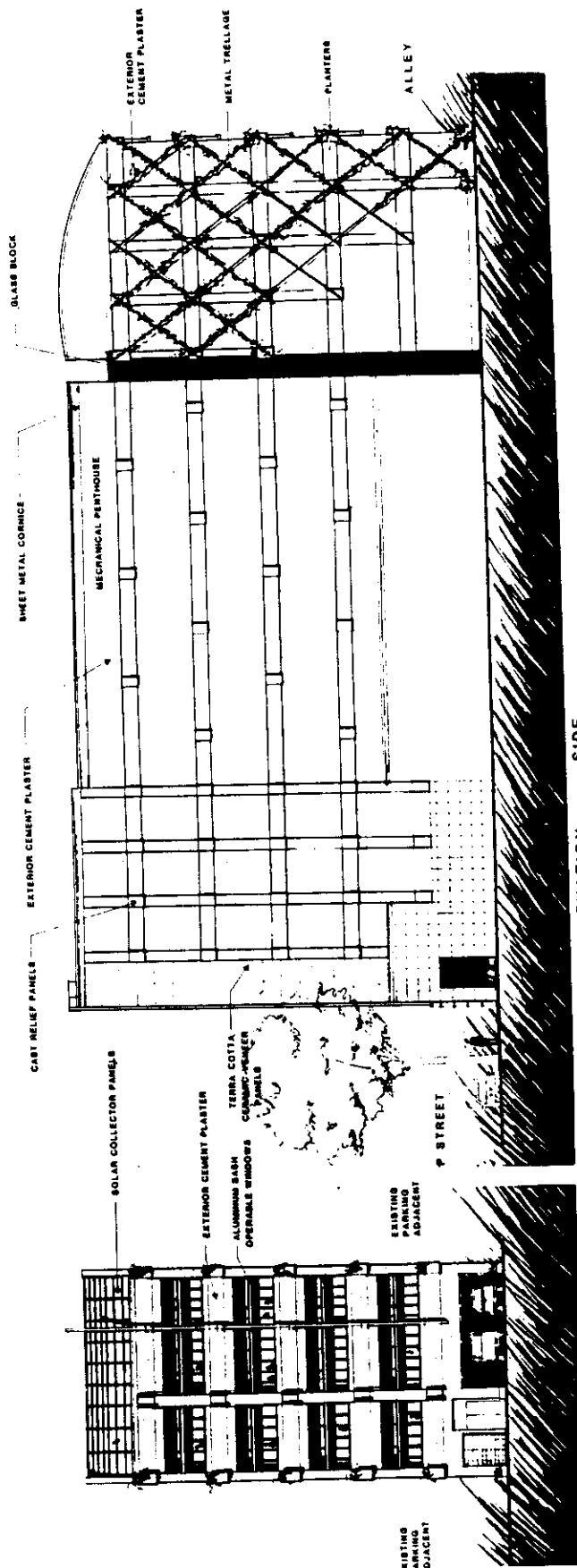
P90-248

February 26, 1991

Fig # 1A

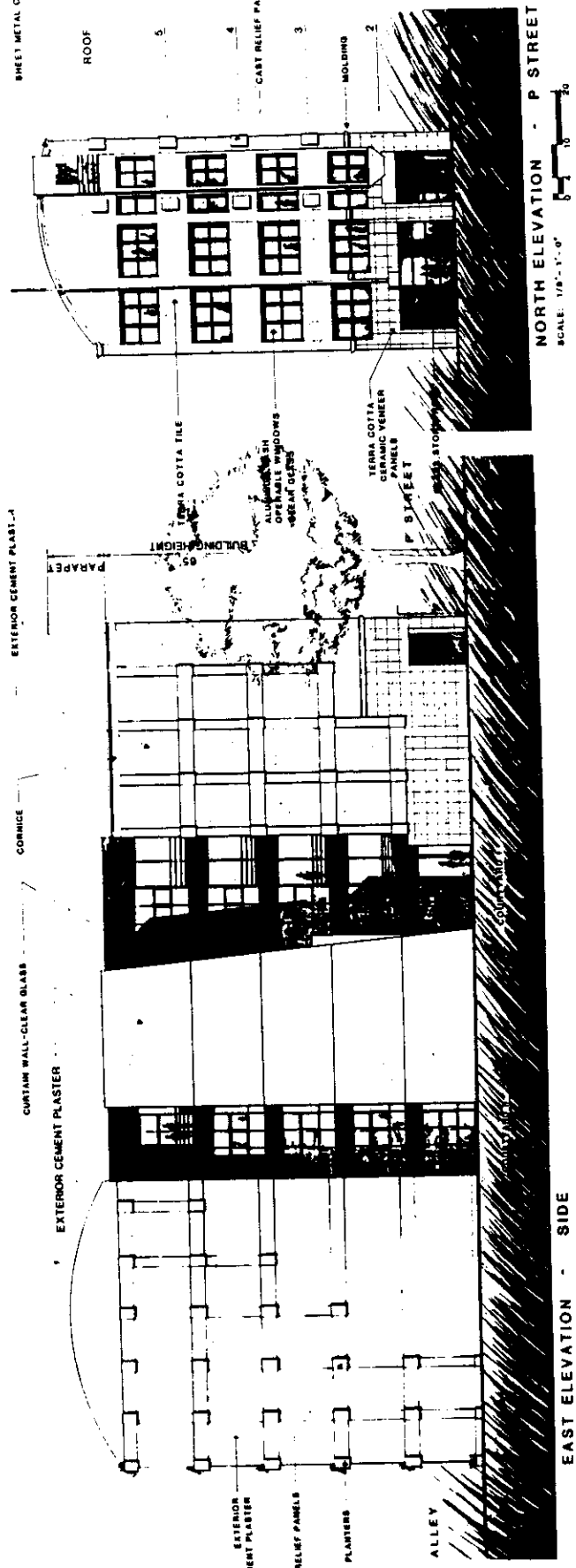
# EXHIBIT - B

111



WEST ELEVATION - SIDE

SOUTH ELEVATION - ALLEY



NORTH ELEVATION - P STREET

EAST ELEVATION - SIDE

SCALE: 1/8" = 1'-0"

MAY 25, 1980

2  
-2

EXHIBIT C

**PARKING REDUCTION PROPOSAL**

California Health and Environmental Center  
1112 P Street, Sacramento  
Application #P90-248

January 31, 1991

This conceptual proposal represents the intent of the Developer, the California Health and Environmental Center, to initiate development of legal documentation to support the implementation of the following Parking Reductions.

In this context, we ask that Conditional Approval of the Parking Reduction Plan be granted based on the stipulation that legal mechanisms to implement the following measures for substitute parking activities will be developed for review and approval by the City.

As a part of this proposal, we have provided data representative of the project's tenants which constitutes "historical usage from a similar project" per Article 2.2 of the Transportation Systems Management Handbook as a basis for the proposed parking reductions. (Refer to pages 5 - 8)

The nature of the tenants and their documented commute modes combined with the proximity of the project to the major downtown bike route and two light rail stations constitutes a basis for these proposed parking reduction allowances and measures.

The following measures are derived from the City of Sacramento Developer Transportation Systems Management Handbook dated March 1989 and the City of Sacramento Parking Reduction Ordinance dated April 5, 1983.

PROJECT DATA

Gross Building Area	26,380 s.f.
Required Parking (1 space/450 sf)	59 spaces
Projected Number of Building Occupants (City Standard Calculation) 26,380 s.f./1,000 x 3.3 =	87



2229 J STREET  
SACRAMENTO  
CA 95816  
916-443-1033  
FAX 443-7234

P90-248

February 28, 1991

Hom #15

Facility - Related Measures

1. **Showers and Clothes Lockers:** The project developer proposes to provide and maintain showers and locker facilities to further encourage bicycle commuting and walking. The building design includes two separate handicap accessible shower room facilities located at the ground floor level of the building immediately adjacent to the bicycle locker room. There will be 16 clothes lockers at each shower room (32 total.)

Based on historical usage, the projected number of employees who walk as their primary commute mode will be 12% of the building population or 10 persons. The projection for bicycle commuters constitutes another 32% of the building population which is estimated to be about 27 persons.

Staff working hours for the organizations that are tenants of the building are atypical due to the odd schedules and the demand for flexible hours, hence there is a lot of staggering of commute times and the usage of the facilities.

2. **Bicycle Locker Facilities:** The project developer proposes to provide and maintain a Class I secured bicycle locker room with storage for 24 bicycles located on the ground floor of the building. The proposed bicycle room is 276 square feet which exceeds the required standard based on 12 sq. ft. per bicycle (264 square feet). Refer to pages 11 - 13 for room configuration and specifications of bicycle racks.

Class II bicycle racks for three bicycles will be located at the P Street building entrance.

Total bicycle storage: 27 bikes.

Based on historical usage, the projected number of employees who ride bicycles as their primary commute mode is 32% of the building population. The projected number of bicycle riders is 27 persons. The bicycle facilities proposed will adequately support an incentive program for bicycle commuting.

3. **Alternative Commute Mode Information Board:** The project developer proposes to provide an area with a bulletin board at the ground floor common lobby to display current information on alternate commute modes. Information will be updated by the Transportation Coordinator.
4. **On Site Parking:** The project developer proposes to provide two on site parking spaces for general building use.

Service - Related Measures:

1. **Transportation Coordinator Services On Site:** The project developer proposes to provide a trained part time transportation coordinator as part of the building management staff. This person will coordinate with appropriate transit agencies to maintain and provide current transit and rideshare information for the tenants and employees.
2. **Annual Status Report:** The project developer proposes to provide a report to be produced yearly to document the parking reduction implementation.
3. **Carpools/Vanpools:** Based on historical usage, the projected number of employees who use carpools as their primary commute mode is 14% of the building population or 12 persons. Currently none are carpool drivers and no parking is required. If the need for carpool/vanpool parking develops, the developer would be provide leased off-site parking for carpool/vanpool vehicles with the minimum 50% fee discount per the requirements of the Transportation Management Handbook.

Sacramento Rideshare offers vanpool options for non-state workers. These programs will be administered by the project's Transportation Coordinator. In addition, state vanpool parking is immediately adjacent to the building site. State workers may join these vanpools.

4. **On Site Sale of Transit Passes:** The project developer proposes to provide for the sale of subsidized transit passes on site via the Transportation Coordinator.

Subsidy - Related Programs:

1. **50% Transit Pass Subsidies:** The project developer proposes to subsidize transit passes for employees and tenants of the project. The transit pass subsidies are to be 50% of the value of the monthly pass. This subsidy measure will be in effect for ten (10) years per the requirements of the Transportation systems Management Handbook.

**Transit Pass Subsidy Program Description:** The project developer proposes to provide the subsidy by an annual payment method per the requirements of the Transportation Systems Management Handbook.

Other Parking Reduction Measures:

1. **Flextime:** The project developer proposes to require building tenants to offer flextime as an alternative to employees in order to promote reduction in peak hour commuting.

Parking Reduction Proposal for 1112 P Street  
 January 31, 1991  
 Page four

**PARKING REDUCTION PROPOSAL**

California Health and Environmental Center  
 1112 P Street, Sacramento

**Proposal Summary:**

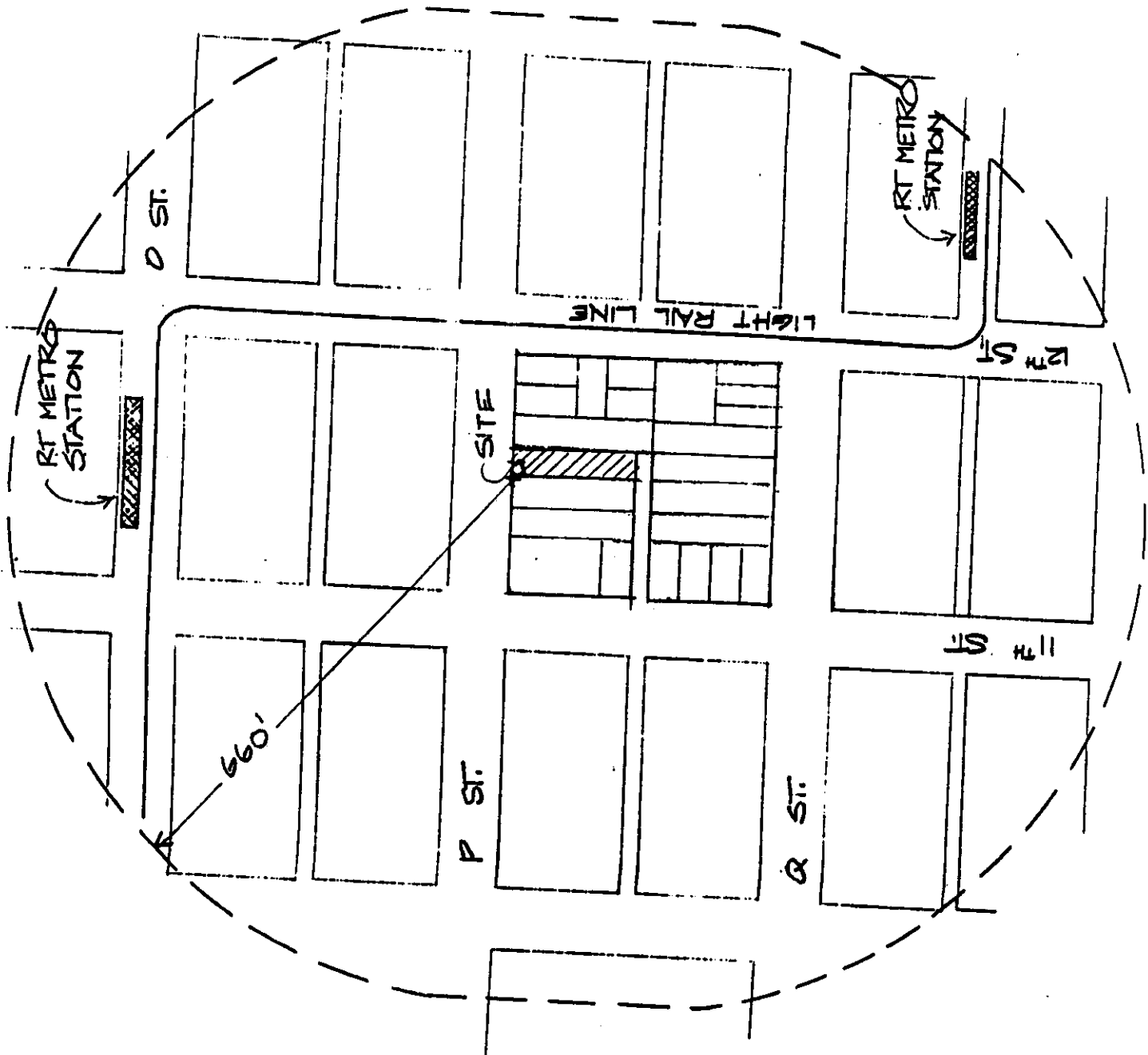
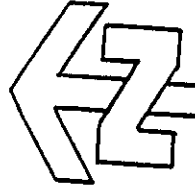
Gross Building Area	26,380 s.f.
Total Required Parking @ 1 space/450 s.f.	59 spaces
Maximum 60% Parking reduction	35 spaces
On Site Parking provided	2 spaces
Remaining parking required: Mitigation for the remaining 22 spaces has been waived.	-

**SUMMARY OF PARKING REDUCTION MEASURES:**

Facility - Related Measures	Percentage Reduction	# of Parking Spaces
1. Showers and Lockers	5 % reduction	3 spaces
2. Bicycle Locker Facility -24 bicycles: Class I -3 bicycles: Class II	20 % reduction	11.5 spaces
<b>Service - Related Measures</b>		
1. Transportation Coordinator	2.5 % reduction	1.5 spaces
2. 50% Subsidy On Site Transit Pass Sales	32.5 % reduction	<u>19</u> spaces
<b>Total:</b>	<b>60 % reduction</b>	<b>35 spaces</b>

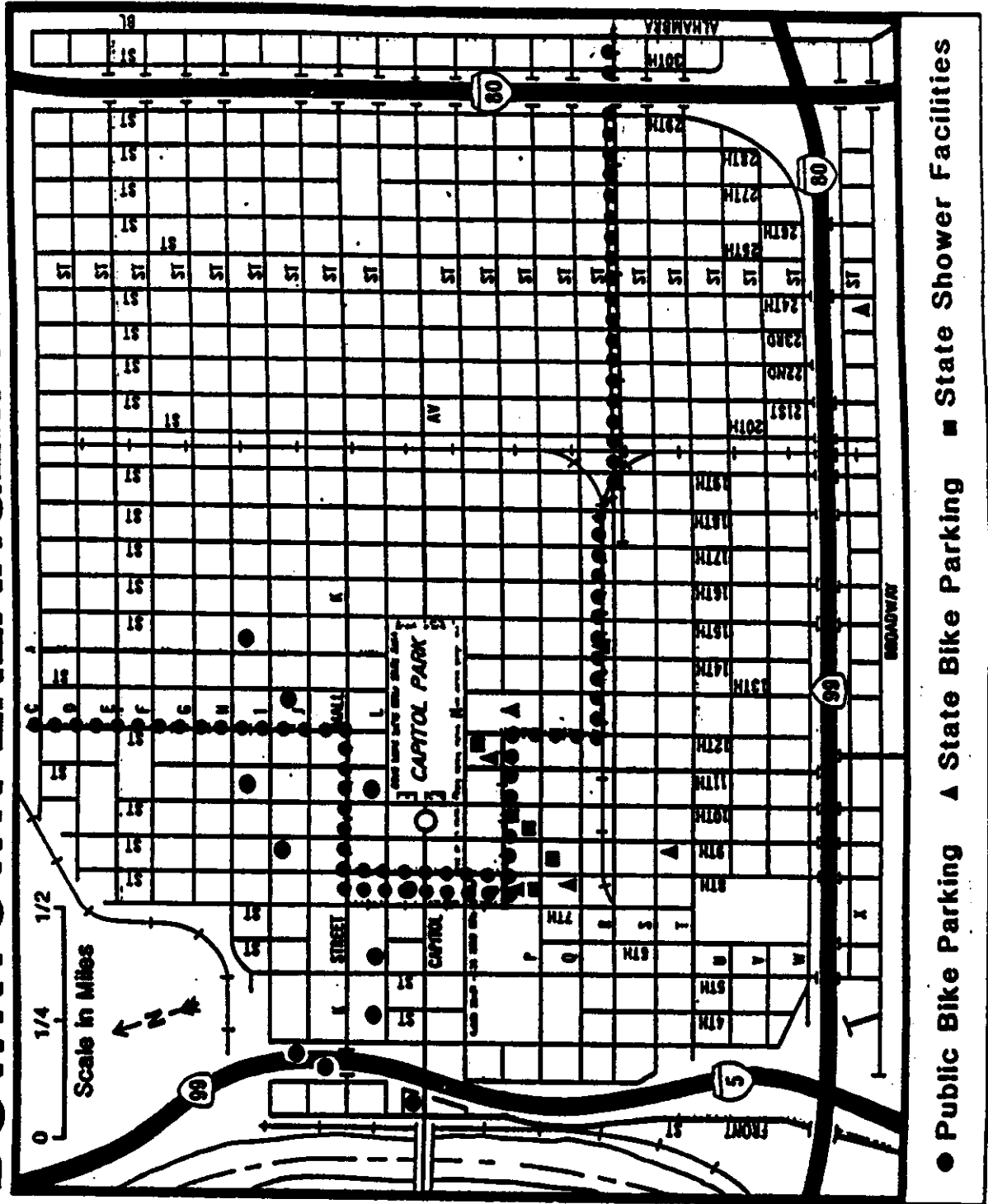
TRANSIT RADIUS MAP  
1112 P Street

**MOGAVERO ASSOCIATES**  
2229 J STREET  
SACRAMENTO  
CA 95816  
916-443-1033  
FAX 916-443-1034



DOWNTOWN BICYCLE ROUTE MAP

**DOWNTOWN ENLARGEMENT**

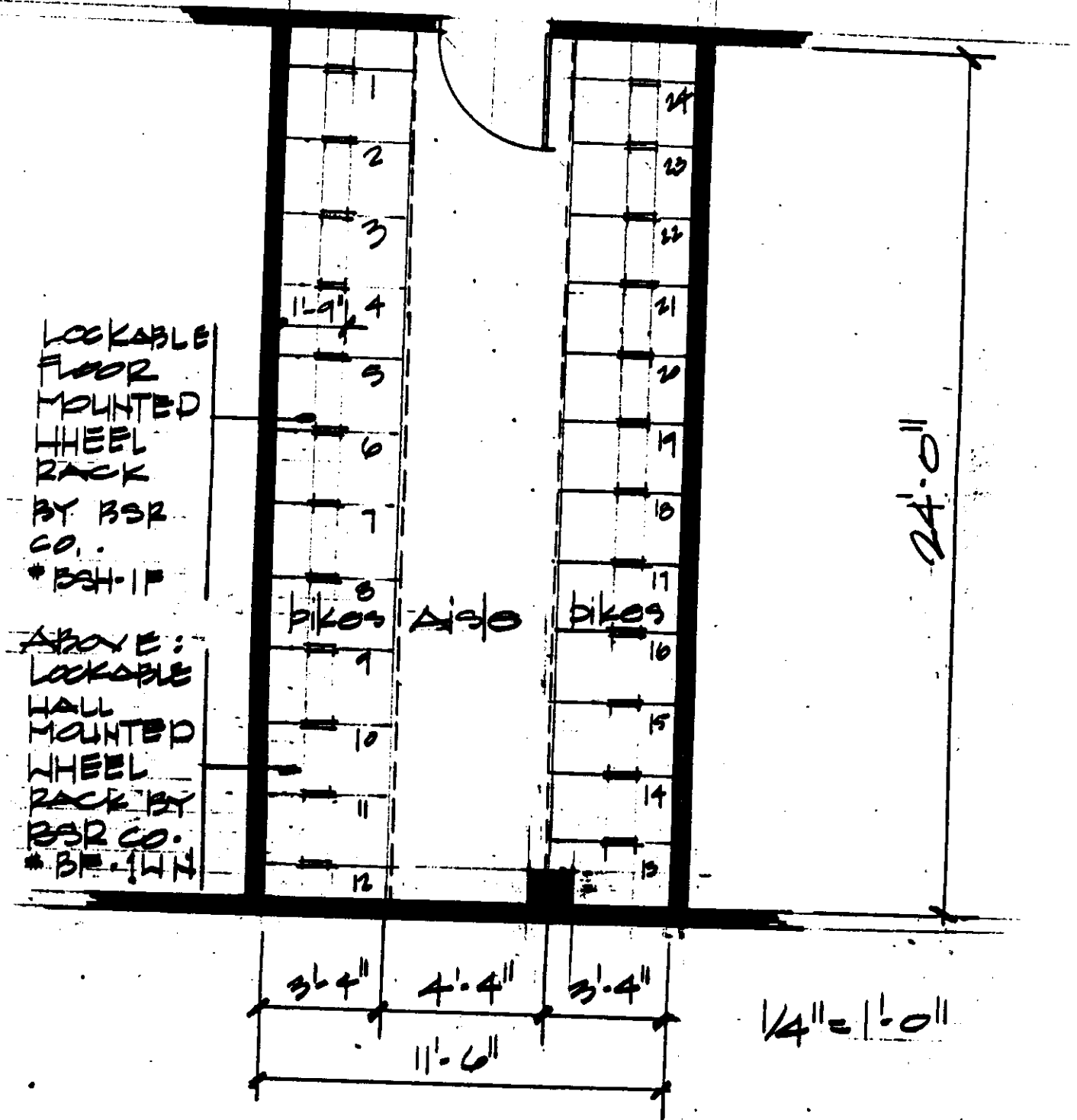


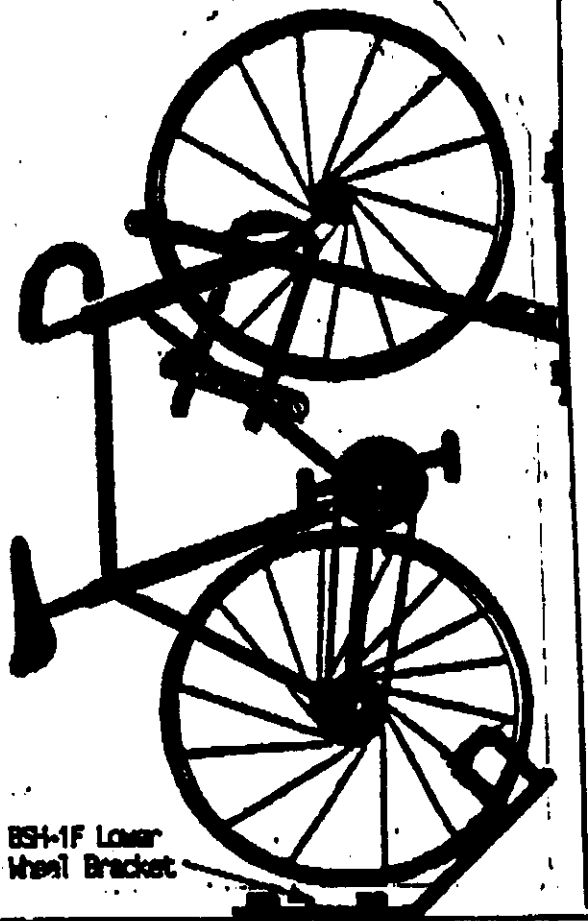
- Public Bike Parking
- ▲ State Bike Parking
- State Shower Facilities



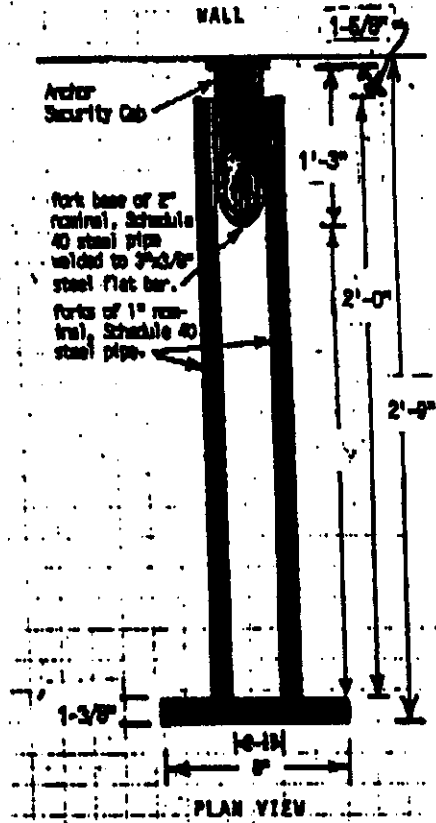
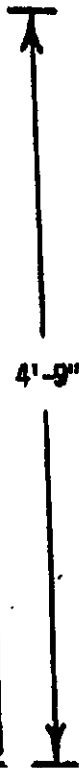
Bike Room  
For  
1112 P Street  
276 SF.

CORRIDOR



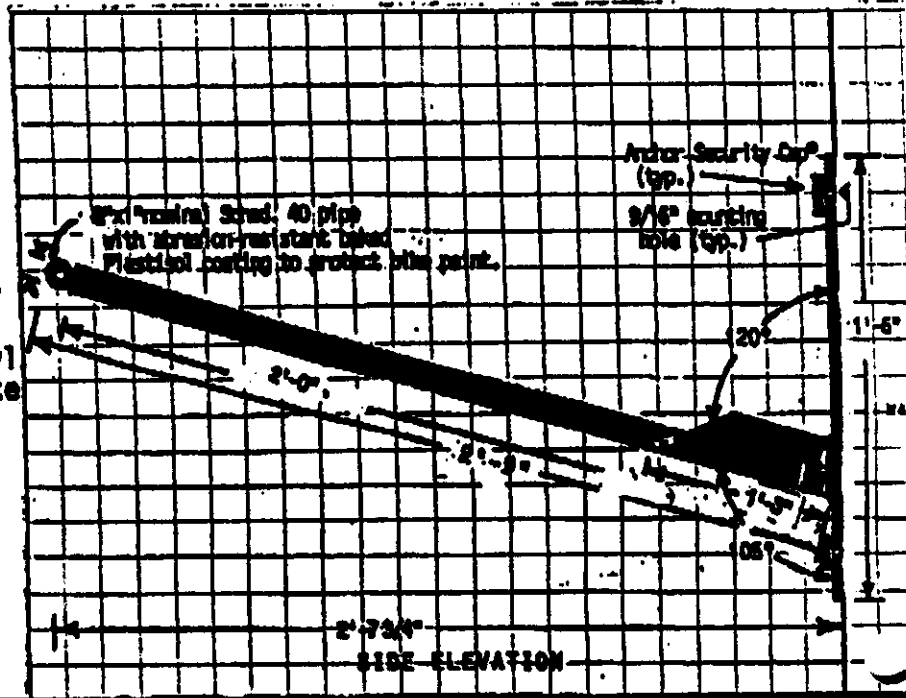


SIDE ELEVATION



**Specifications:**

- .Capacity: 1 bike on 18" centers;
- .Material: 2-3/8" O.D. Schedule 40 ASTM A53 steel pipe, 1-3/8" O.D. Schedule 40 ASTM A53 steel pipe; 3"x3/8" H.R. steel flat bar;
- .Finishes: factory black enamel or aluminum epoxy-urethane; fork header pipe has baked black vinyl Plastisol coating to protect bike frame paint.



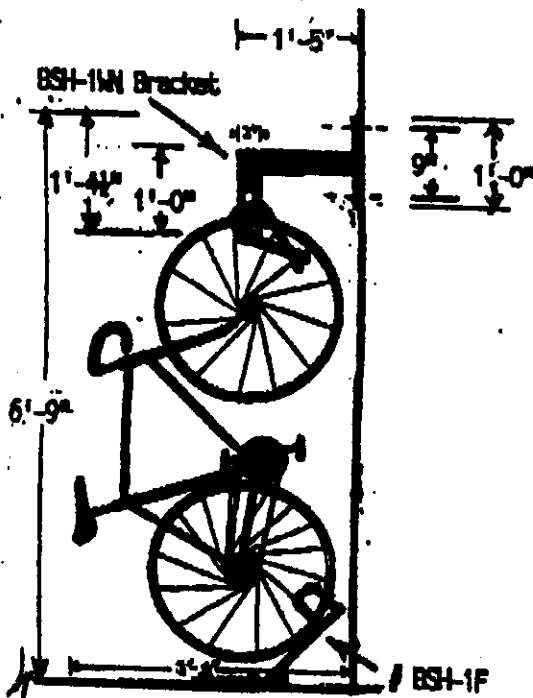
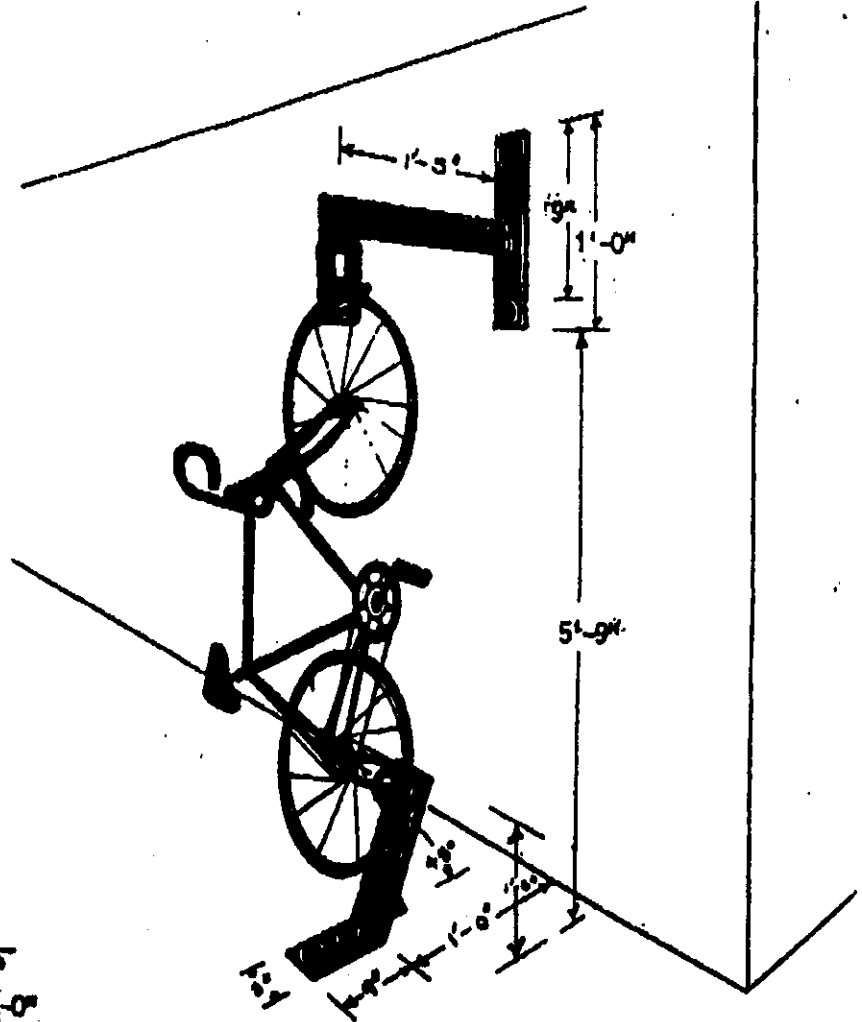


R.R. #1, BOX 481 RUMNEY, NEW HAMPSHIRE 03266  
(603) 786-2757  
1-603-786-9494  
FAX 1-603-786-9652

# ITY RACKS COMPANY

- BSH-1M Bike-Skyhook® vertical bike storage system (for bikes hung normal to wall);
- BSH-1F Bike-Skyhook floor-mounted unit (for securing lower wheel)

Drawing: ATS Date: 4/1/83



- Specifications:
- Anchor Security Cap™ (s) around 5/8" dia. mounting holes;
  - 3" x 1/4" & 3" x 3/8" H.R. steel flat bar construction;
  - Black enamel factory finish;
  - Black, baked vinyl abrasion-resistant coating over bike-contact surfaces.

## EXHIBIT D

Employee Commute Survey  
Parking Reduction Proposal for 1112 P Street  
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### **Summary of Employee Commute Mode Survey**

Surveyed are 43 full time employees of organizations that will be tenants for the proposed project. Based on the city standard formula for projected building population this represents 50% of the projected building population of 87 persons.

91.5% of the tenants surveyed utilize alternative transit modes. Of these 32% are bicycle commuters, 12% walk to work, 33% ride transit with another 14.5% are dropped off by carpools.

Volunteers are not regular staff members. These individuals donate time during the evenings and weekends for activities such as phone banking or mailings. With these seven organizations combined there would usually be about 4 to 6 volunteers working in the building on any given weekday evening or weekend afternoon.

#### **Tenant #1** **California State Psychological Association**

Employees: 10 Full Time  
2 part time interns

Surveyed: 10 Full Time

#### **Tenant #2** **Mountain Lion Preservation Foundation**

Employees: 7 Full Time  
2 part time interns

Surveyed: 5 Full Time

#### **Tenant #3** **Native Plant Society**

Employees: 2 Part Time  
No interns

Surveyed: 2 part time

Employer Commute Survey  
Parking Reduction Proposal for 1112 P Street  
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Page six

**Tenant #4**  
**Friends of the River**

Employees: 8 Full Time  
3 part time interns

Surveyed: 7 Full time

Parking Reduction Proposal for 1112 P Street  
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Page six

**Tenant #5**  
**Planning and Conservation League**

Employees: 11 Full Time  
4 part time interns

Surveyed: 9 Full Time

**Tenant #6**  
**Local Government Commission**

Employees: 5 Full Time  
2 part time interns

Surveyed: 5 Full Time

**Tenant #7**  
**Californians Against Waste**

Employees: 8 Full Time  
4 part time interns

Surveyed: 7 Full Time

Total Full Time employees: 49

Survey Total: 43 Full Time

Total Part Time interns: 18

EMPLOYEE COMMUTE MODE SURVEY

Modes of transportation of full-time employees to 1112 P Street (in percent each transit mode is used).

<u>ORGANIZATION</u>	<u>TRANSIT</u>	<u>WALK</u>	<u>BIKE</u>	<u>CARPOOL</u>	<u>DRIVE</u>
<b>Planning &amp; Conservation League</b>					
1			100%		
2			100%		
3			100%		
4			100%		
5	100%				
6		100%			
7		100%			
8		100%			
9	75%		25%		
<b>Friends of the River</b>					
1	80%		5%	15%	
2			100%		
3	100%				
4	100%				
5	100%				
6	100%				
7	25%	15%	25%	15%	20%
<b>Californians Against Waste</b>					
1	95%				5%
2			50%	50%	
3			50%		50%
4			100%		
5	50%		35%		15%
6			100%		
7			100%		

<u>ORGANIZATION</u>	<u>TRANSIT</u>	<u>WALK</u>	<u>BIKE</u>	<u>CARPOOL</u>	<u>DRIVE</u>
<b>Mtn. Lion Preservation Foundation</b>					
1	100%				
2		100%			
3	50%				
4	50%	15%	35%	20%	30%
5	100%				
<b>California Native Plant Society</b>					
1 (not full-time)				25%	
2 (not full-time)	10%			15%	55%
<b>Local Government Commission</b>					
1					
2	100%				100%
3	100%				
4	100%				
5					100%
<b>California State Psychological Association</b>					
1				100%	
2				100%	
3				100%	
4			100%		
5		100%			
6				100%	
7			100%		
8				100%	
9				100%	
10			100%		
10			100%		
<b>Percent of total</b>	<b>33%</b>	<b>12%</b>	<b>32%</b>	<b>14.5%</b>	<b>8.5%</b>

Survey Total: 43 persons

This sampling represents 50% of the projected building population based on the City standard formula. Survey was conducted in June of 1990.



February 14, 1991

Ms. Susan Jeffery  
City of Sacramento  
Department of Planning and Development  
1231 I Street, Room 200  
Sacramento, CA 95814-2998

Dear Ms. Jeffery:

The Capitol Area Plan Advisory Committee (Committee) has reviewed the Negative Declaration for the proposed office building at 1112 P Street.

The Committee thanks Mr. Meral for his presentation of the project to the Committee and its Technical Advisory Committee at their February meetings. We would like to emphasize that we recognize Mr. Meral's rights to develop his property according to City zoning and development regulations. Nonetheless, the Committee has concerns with the project related to potential environmental effects, potential effects on existing State operations, and most importantly to the Committee, project consistency with the Capitol Area Plan.

1. Potential Environmental and State Operation Effects - Parking

Only two handicapped parking spaces are provided with this project. From the Negative Declaration and Mr. Meral's presentation, we understand that only about 8% of the building occupants will drive and that they will seek public parking outside the Capitol Area Plan.

Our concern is with visitors to the building. Mr. Meral indicated that the number of visitors was low, but did not provide specifics. The off-street public parking closest to the project would be a State garage immediately across the street from the project, which has 80 public parking spaces that fill up approximately twice a week. The next closest off-street public parking, again a State garage along 10th Street, fills up almost daily. Because of their proximity to the State Capitol and other State agencies, these garages are popular with visitors on State business. The public portions of State garages are designed specifically to deal with visitors on State business and not to accommodate other business. We would appreciate knowing how much demand for visitor parking this project may generate, and how that demand is proposed to be supplied.

Visitors seeking public parking may contribute, in a minor way, to additional vehicular emissions as they drive around searching for public parking. Visitor parking may also increase on-street parking demand in nearby residential neighborhoods.



2. Project Consistency with the Capitol Area Plan

The project is on a narrow parcel in the middle of a predominantly undeveloped block of the Capitol Area Plan. The southeast corner is occupied by a child care center. Three-quarters of the block is designated on the Capitol Area Plan Land Use Control Map for office use. With the exception of the parcel on which the proposed project is located, and a parcel owned by the Sacramento Municipal Utility District, all property on the block is state-owned.

The Capitol Area Plan was written to guide development of state-owned property within the area surrounded by 5th, 17th, L, and S Streets. One of the objectives of the CAP is:

"To establish patterns of land use in the Capitol Area which are responsive to the goals of the Capitol Area Plan, which provide for flexibility in meeting future State needs, and which protect the State's long-term interest without inhibiting the development process." (emphasis added)

The proposed project limits the flexibility of the State in planning for and developing the subject block area.

It also affects the State's long-term interest in continuing to provide for office space demand in the Capitol Area because the proposed project could affect the design of future projects on State property.

The State, in working with Mr. Meral to try to provide for his facility requirements as well as protecting the State's long-term interest in the block, identified several alternatives, including a long-term (59-year lease) on state-owned property at the corner of 12th and P Streets, allowable by legislation establishing the Capitol Area Plan. Sale of that same corner parcel to Mr. Meral would require that the property be declared surplus by the legislature. A declaration of surplus would also have to be found consistent with the Plan objectives of protecting the State's long-term interest in the area, and providing flexibility to meet the State's future need. Mr. Meral rejected the long-term lease, and also rejected similar arrangements on other state properties because those properties were too distant from the Capitol.

The Urban Design Guidelines of the Plan state:

"New buildings should be keyed to the height of existing development in its surroundings. This principle does not preclude the occasional juxtaposition of contrasting building heights, which can be pleasing, but it does mean that when such contrast occurs, it should be gradual and tempered by structures of intermediate height, in order to produce a compatible pattern. The smaller buildings should not be overwhelmed by the physical shadow of the taller structures."

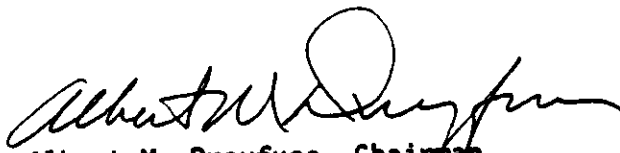
The height of the proposed building in relation to its floor area will cause the building to appear as an isolated high and narrow block. We recognize that the parcel configuration makes it difficult to design for the proposed amount of space. However, we do not believe that the blockiness of the design is compatible with existing architecture on adjacent blocks.

The Urban Design Guidelines also recommend an office building floor area ratio of 2.5 and a building height of approximately 50 feet. The proposed project has a floor area ratio of 4.1 and would be 65 feet high. The height limit and floor area ratio guidelines have occasionally been exceeded by State office buildings constructed since the 1977 Capitol Area Plan. However, those facilities included design parameters such as building setbacks that reduce the appearance of height and mass from the sidewalk level. This proposed project would have no front or side setbacks and the only rear setback is to accommodate handicapped parking.

Finally, we would like to point out that the State will be reviewing the Plan, its goals, objectives, and designs, with the possibility of revising it to better accommodate State needs and reflect current land use planning trends, such as maximizing the use of properties well served by transit. Future State development based upon such a revision may increase the density (and therefore the height) of land uses and may affect the compatibility of operations between new development and the proposed project. We realize this is speculative and do not expect this to be used in considering the environmental effects of the project, but we wished to be fair to the applicant in alerting him to future possible incompatibility issues.

We appreciate the opportunity to comment on this project and thank Mr. Meral for his presentation to the Committee.

Sincerely,



Albert M. Dreyfuss, Chairman  
Capitol Area Plan Committee

cc: Mr. Gerald Meral, Planning and Conservation League  
CAP members  
Mr. Paul Neel, State Architect