

P97-114 - Farmers Market IV

REQUEST:

- A. **Environmental Determination:** Negative Declaration.
- B. **Mitigation Monitoring Plan.**
- C. **Tentative Map** to subdivide one partially developed 0.93± acre parcel into two in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- B. **Special Permit** for a Major Project on 0.21± acres in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- E. **Special Permit** to exceed the 45 foot height limit by 9± feet for a three story, 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- F. **Special Permit** to waive 34± of a required 134± parking spaces for a 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- G. **Special Permit** for a 115± space off-site parking lot on 2.5± acres at the northwest corner of 30th Street and S Street in the Transportation Corridor (TC-SPD) zone of the Alhambra Corridor Special Planning District.
- H. **Special Permit Modification** to relocate 24 parking spaces associated with the Farmers Market III office building to an off-site parking lot located at the northwest corner of 30th Street and S Street in the Transportation Corridor (TC-SPD) zone of the Alhambra Corridor Special Planning District.
- I. **Variance** to reduce the parking lot shading requirement from 50 percent to 25 percent for a 115± space off-site parking lot on 2.5± acres at the

northwest corner of 30th Street and S Street in the Transportation Corridor (TC-SPD) zone of the Alhambra Corridor Special Planning District;

J. Variance to reduce the 15 foot frontyard setback on R Street to zero feet for construction of a 54± foot high, 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.

K. Variance to reduce the 5 foot sideyard setback on Alhambra Boulevard to zero feet for construction of a 54± foot high, 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.

LOCATION: 3030 R Street
APN: 007-0352-014 and 010-0057-001
Alhambra Corridor Special Planning District
Central City Community Plan Area
Council Districts 3, 4, and 5

APPLICANT:	Separovich-Domich (Dain Domich) 3321 Power Inn Road, Suite 100 Sacramento, CA 95826 (736-9000)
OWNER:	Farmers Market III / Bay Limited Partnership c/o Dain Domich Separovich-Domich 3321 Power Inn Road, Suite 100 Sacramento, CA 95826 (736-9000)
APPLICATION FILED:	October 16, 1997
STAFF CONTACT:	Brad Shirhall, 916-264-7483

SUMMARY: The applicant is proposing to construct a three story, 60,124± sq.ft. office building on 0.21± developed acres in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District. The applicant would also provide 124 parking spaces in an off-site parking lot on 2.5± vacant acres at the northwest corner of 30th Street

and S Street in the Transportation Corridor (TC-SPD) zone of the Alhambra Corridor Special Planning District (SPD). The basic issues include appropriate height and intensity of use around a major transit corridor, compliance with the Alhambra Corridor SPD and use of the off-site parking lot.

RECOMMENDATION: Staff recommends approval of the project subject to conditions. This is based on the project's consistency with the Community Plan designation of the site, and the project's proximity to a heavily used light rail station.

PROJECT INFORMATION:

General Plan Designation:	Community/Neighborhood Commercial and Offices
Community Plan Designation:	General Commercial
Existing Land Use of Site:	32 space parking lot
Existing Zoning of Site:	General Commercial (C-2 -SPD) zone Transportation Corridor (T-C- SPD) zone

Surrounding Land Use and Zoning:

North: Office Building; General Commercial C-2-SPD
 South: Office Building; General Commercial C-2-SPD
 East: Surface Parking; General Commercial C-2-SPD
 West: Office Building; General Commercial C-2-SPD

Setbacks:	Required	Provided
Front:	15'	0'
Side(St):	5'	0'
Side(Int):	0'	0'
Rear:	0'	0'

Property Dimensions:	59±' x 161±'
Property Area:	0.21± gross acres
Square Footage of Building:	60,124± square feet
Height of Building:	54± feet, 3 stories
Exterior Building Materials:	Cement/Plaster
Roof Material:	Concrete tile on tower
Parking Provided:	124± spaces (9 on-site/115 off-site)
Parking Required:	134± spaces
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
Design Review*	Design Review Staff
Transportation Management Plan	Public Works / NPDS
Certificate of Compliance	Public Works
Encroachment Permit	Public Works
Driveway Permit	Public Works
Building Permit	Building Division

*Requires a public hearing.

BACKGROUND INFORMATION: This project is the fourth phase of what is commonly referred to as the Farmers Market complex. On September 10, 1987, the Planning Commission approved Phase I (P87-123) for a 176,400 square foot office building. Phase II was approved on September 22, 1988 (P88-310) for a 92,200 square foot office building that was later increased to 97,999 square feet with Planning Director's Special Permit. Phase III was approved by the Planning Commission on December 12, 1991 (P91-047) for a six story, 127,710 square foot office building, with off-site parking, and a 25 percent parking space reduction for Phases I through III. On July 21, 1992 the City Council approved a rezone (M90-010) of the parcel, along with several others, from Heavy Commercial (C-4) to General Commercial (C-2) as part of the Alhambra Corridor SPD adoption.

Two other related actions were taken by the Zoning Administrator (ZA) in 1993. On May 6, 1993 the ZA approved a Minor Deviation (Z93-015) to the Farmers Market III Special Permit. This allowed an increase in size to 136,400 square feet. The applicant was required to revise the Transportation Management Plan and parking scheme accordingly to account for the extra 6,890 square feet. On October 5, 1993 the ZA took action (Z93-058) to merge three lots into two, allow a 35 stall off-site parking lot to be constructed for the neighboring Glenn Dairy building, and to approve a second Minor Deviation to the Farmers Market III Special Permit. This second deviation included relocation of 6,890 square feet of the previously approved Farmers Market III building from the north to the west side of the building. It also included adding 32 on-site parking spaces to accommodate handicap parkers, short term visitors, and secure parking spaces for some of the tenant's fleet vehicles. The ZA required the applicant to maintain the originally approved trip reduction percentages.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

General Plan. The project location is in an area designated in the General Plan as Community/Neighborhood Commercial and Offices. The proposed use complies with this designation.

Transportation Management / Transit Related Goals - Policies - Actions

The project site is located adjacent to the 30th Street Light Rail Transit (LRT) station. The applicant has used this fact as justification for developing a project of greater height and intensity than was envisioned at the time of adoption of the City's General Plan. Staff reviewed the trip reduction related goals and policies found in the General Plan. They are presented below:

Section 5-13 - Goal A: Increase the commute vehicle occupancy rate by fifty percent.

Policy 1: Encourage and support programs that increase vehicle occupancy.

Policy 2: Support actions/ordinances/development agreements that reduce peak hour trips.

Section 5-15 - Goal C: Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation.

Action a: Consider requiring the use of carpool and vanpool program incentives to and within the Central City

Action b: Encourage the private purchase of transit passes for employees in order increase the use of public transit.

Action c: Identify the types of transportation management measures which will reduce traffic congestion and facilitate the movement of people.

Section 5-17 - Goal A: Promote a well designed and heavily patronized light rail and transit system.

Section 5-18 - Policy 2: Consider requiring developers of employment centers needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

Action a: Work with developers to integrate within their projects a Transportation Systems management program of various measures such as shuttle service, ridesharing, transit subsidies, LRT station stop improvements, or other programs which can help provide services.

Staff finds that the proposed project is consistent with these policies.

Alhambra Corridor Special Planning District. The project site is located in the Alhambra Corridor SPD. The SPD was approved on August 21, 1992. The goals of the Alhambra Corridor SPD are to maintain and improve the character, quality and vitality of neighborhoods; maintain the diverse character of housing opportunities; provide a balanced mixture of land uses; maintain the neighborhood character of existing commercial neighborhoods while allowing for limited office to serve the medical complex in the area; and to provide an opportunity for reuse and rehabilitation of heavy commercial and industrial neighborhoods to take advantage of close-in living while reducing obsolete and under-utilized buildings and sites. The applicant's proposal is consistent with these goals.

Alhambra Corridor Design Guidelines. Supplementary to the Alhambra Corridor Special Planning District, the City adopted design guidelines to retain the human scale of development, and "help ensure the proper relationship and connection with the surrounding development between neighborhoods in the corridor, East Sacramento and Midtown." The applicant's design generally addresses these guidelines (see Building Design discussion).

B. Tentative Map Design

The proposed Tentative Map (Exhibit 1A) subdivides the property into two parcels. The purpose of the subdivision is for financing. Parcel one, totaling 0.93± net acres, contains, and will continue to contain, the Farmers Market III office building. After the lot split, parcel one will total 0.72± net acres. Parcel two, totaling 0.21± net acres, will contain the first floor of the Farmers Market IV office building and 9 of the required 134 parking spaces for the use. The second and third floors will occupy the airspace over the parcel two as well as the airspace over the parcel immediately east. Three conditions of approval related to storm drainage, access easements, and utilities easements were placed on the map. However, no significant issues were raised at the Subdivision Review Committee (SRC) meeting. Staff and the SRC recommends approval of the Tentative Map.

C. Site Plan Design/Zoning Requirements

1. Setbacks

The project would encroach into the setback area established in the R Street and Alhambra Boulevard SPD. The Zoning Ordinance requires a five foot setback on the street sideyard (Alhambra Boulevard) and 15 foot frontyard setback (R Street) based on a building height of more than 26 feet. The Zoning Ordinance has a zero foot setback requirement for interior sideyards, and zero foot backyard setbacks when adjacent to an alley in the General Commercial (C-2) zone. There are no special setback requirements found in the Alhambra Corridor SPD section of the Zoning Ordinance for this particular location.

The requested setbacks match those in place for the adjacent Farmers Market III building to the west and the Glenn Dairy building to the north. The Farmers Market I and II buildings have a zero foot setback on Alhambra Boulevard and 30th Street. They have a five foot setback on R and S Streets. Staff supports the Variances to waive the setbacks because of the compatibility with streetwall for the adjacent buildings.

The Zoning Ordinance requires a 7½ foot setback along street frontages in the Transportation Corridor (TC) zone such as where the off-site parking lot is to be located. The project has been conditioned to provide this setback and to develop a landscaping plan therein.

2. Parking/Circulation

Parking Reduction / TMP

This proposal is the forth of four phases for the Farmers Market project developed by this applicant adjacent to the 30th Street Light Rail Station. The first three phases of the project were granted parking reductions in 1991 as part of the Farmers Market III entitlements. The parking requirements for these three phases are summarized in the table below.

Farmers Market Complex - Parking Required vs. Provided

Project	Sq. Ft.	Required Parking	Ratio	Provided Parking	Ratio	Percent Reduction
FM I	176,400	441	1:400	330 in off-site garage	1:535	25%
FM II	97,999	245	1:400	184 (112 on-site) rest off-site garage	1:533	25%
FM III	134,600	300	1:450	225 in off-site garage & on-site	1:599	25%
FM IV	60,124	134	1:450	100 off-site & on-site	1:601	25%
Total	469,123	1120	1:419	839	1:559	25%

The applicant has requested a Special Permit to reduce the amount of parking required as per Section Six of the City's Zoning Ordinance. For an office building in the C-2 zone, the Zoning Ordinance requires one space for every 450 square feet. Based on this ratio the project requires 134 parking spaces. The applicant is proposing a 25 percent reduction which is equivalent to 34 spaces.

To support the parking reduction, the applicant was asked to provide a Transportation Management Plan which has as its goal, single occupant vehicle (SOV) trip reduction of 60 percent. The City, by ordinance, requires developers of projects that will contain 100 or more employees to develop a Transportation Management Plan (TMP). The purpose of the TMP is to ensure that basic facilities and programs are in place that encourage employees to reduce dependence on SOVs for commute purposes. Normally, TMPs set a 35 percent SOV trip reduction goal.

The TMP developed by *The Hoyt Company* and submitted by the applicant, includes proposed measures to achieve the required 60 percent reduction. These measures include preferential carpool/vanpool parking, fifty percent transit pass subsidies, on-site day care, bicycle lockers, shower and locker facilities, etc. The TMP also suggests that the project by nature should be able to fully exploit its location adjacent to a light rail station. Final approval of the TMP is a condition of approval for this project.

The City has implemented a residential permit parking program in the residential neighborhoods to the east, west, and south of the project site. Vehicles not displaying a residential permit are limited to a two hour parking window. Those displaying permits may park for an indeterminate time. Implementation of the program took place after approval of the Farmers Market III project by the City Planning Commission.

Staff supports the requested parking reduction based on a preliminary review of the TMP supporting the reduction. Furthermore, the project site is adjacent to a Light Rail station and project applicant has included a proposal to construct a transit transfer station. Finally, an existing residential parking permit program should provide adequate protection from "spillover" parking effects potentially created by the proposed project.

Off-site Parking Lot

The project is providing nine parking spaces on site, (including seven handicap), and displacing 24 of 32 that are currently tied to the Farmers Market III office building. The remainder of the required parking spaces, including the displaced 24, would be contained in an existing off-site lot. A breakdown of the total parking required for the project in the off-site parking lot is provided below.

Farmers Market IV required parking	134
25% parking reduction requested	-34
Subtract spaces provided on site	<u>-9</u>
Subtotal	91
Add FM III displaced spaces	<u>24</u>
Grandtotal to be provided	115

The off-site lot is located under the freeway, on the block surrounded by 29th, 30th, R, and S Streets. In past years the lot has functioned as a storage lot for a portion of the CalTrans vehicle fleet. The applicant proposes to improve the lot with landscaping, lighting, and a transit transfer station. Displacing the 24 parking spaces from the Farmers Market III project requires a Special Permit Modification. Staff supports the modification given that the effects of moving 24 spaces to the proposed off-site lot will be negligible.

Transfer Station/Phased Parking Lot

The applicant has coordinated with the Sacramento Regional Transit District (RT) to develop a transfer station around the perimeter of the parking lot (Attachment F). RT has viewed the site for the parking lot as an opportunity to improve the

intermodal efficiency of their operations at this location. RT also views the transfer station as integral to increasing bus service into the central city as they could reroute busses to this station for transfers to Light Rail.

Staff's concern with the off-site parking lot is largely with limiting the number of spaces for the project to ensure alternative mode use at the RT station. Including the displaced parking spaces and assuming the 25 percent parking space reduction requested by the applicant, only 115 spaces are required by the project. Yet the parking lot shown on the plan can accommodate 263 spaces. To ensure that only the 115 spaces required by the project are used, the applicant has agreed to fence off all but 115 spaces. Planning staff discussed the fencing option with Design Review staff and it was determined that a green vinyl coated chain-link fence would be acceptable at this location under the freeway. The fencing and the material has been incorporated as a condition of approval. Should the applicant wish to use the remaining spaces in the parking lot at a later time a Special Permit would be required.

No compact parking spaces were indicated on the submitted plan, leading staff to assume that the developer planned to only supply standard spaces. Section Six of the Zoning Ordinance only allows up to 40 percent of the parking spaces to be designated for compact vehicles. Should the applicant exceed 40 percent during the construction phase of the project, a Variance would be required.

Seven handicap parking spaces have been provided in the small on-site parking lot. Only 5 are required by the California State Accessibility Standards.

Staff supports the off-site parking lot and the use of that lot for the 24 spaces from the Farmers Market III project given that an appropriate location for such a use is within the freeway right of way (Transportation Corridor zone); that landscaping improvements have been conditioned to shield the parking from view; and that its size will be limited to only that necessary to support the office building project.

Traffic Analysis

A traffic analysis was conducted by CCS Planning and Engineering to determine what impacts to traffic operations could be expected from the project. The analysis indicated that the project would increase average delay per vehicle at the intersection of 34th Street and T Street. This increase was identified as a significant impact and a mitigation measure was recommended and incorporated into the Negative Declaration. The mitigation measure involves an alteration to the signal timing at this intersection. Currently, the feasibility of this measure is under study by the Department of Public Works. Should the alteration prove infeasible, they have developed an alternative to the signal timing change consisting of restriping

the southbound approach to include an exclusive left turn lane. The traffic analysis found that the project would not create any other significant traffic impacts.

3. Landscaping

No landscaping of setback areas has been proposed for the building location as the applicant proposed a zero foot setback. However, along Alhambra Boulevard the existing parking lot for the Glenn Dairy building has a landscaped area between itself and the sidewalk in an effort to shield the parking from the view of the street. Indications on the site plan are that space for landscaping would continue to be available between the new building pilasters. This would help screen the existing parking from the view of the street.

Other than trees placed around the perimeter of the off-site parking lot, no landscape improvements were indicated for the off-site parking lot. As mentioned above, the Zoning Ordinance requires a 7½ foot setback in the Transportation Corridor (TC) zone for non-retail land uses. Staff from Planning and Design Review decided that in keeping with the Alhambra Corridor SPD design guidelines, the parking lot setback area should be landscaped to shield the view of the parking lot from the street. This has been added as a condition of approval.

The applicant's proposed off-site parking lot is to be placed under the freeway between 29th and 30th Streets. As such, the applicant was not going to shade the parking lot with trees. The applicant has indicated that trees would be placed around the perimeter of the parking lot. Staff from Planning and Design Review agreed that the area of parking lot not covered by the freeway should be shaded in a manner so as to achieve 50 percent shading of that area. In this manner a total of 25 percent of the site would be shaded by trees, and 50 percent would be shaded by the freeway. This has been added as a condition of approval.

Staff supports the shading variance given that the approximately 1.2 acres of the 2.5 acre parcel are shaded by the freeway, and that tree shading and landscaping around the perimeter have been required as conditions of approval.

4. Signage

No sign program was submitted. Any sign placed on the building in the future must comply with the City's Sign Ordinance. This has been incorporated as a condition of approval.

D. Building Design

By Ordinance the City established the Alhambra Corridor Design Review Guidelines. The guidelines are used by Design Review and Planning staff to review building and site designs of structures proposed in the Corridor. The guidelines specify site and building design features that are preferred for new developments and remodels. They consist of the following items and issues:

- A. Architectural style should reflect Spanish Colonial and Mission revival styles.
- B. Parking should be placed at the rear of sites. Parking areas should be screened with landscaping or other features.
- C. Exterior construction materials should include tile roofs, stucco walls, tile trim, and terra-cotta type flooring.
- D. Pedestrian friendly features such as public art, water features, clear window glazing, and courtyards should be incorporated onto the building and into the site design.
- E. Ground floor retail components should be incorporated. In the Restricted General Commercial zone this is a requirement.

The originally proposed building was to be a six story, 104 foot high structure. In response to concerns about excessive height, mass, and scale from city staff and two neighborhood associations, the applicant revised the plans. The structure now proposed is three stories and 54 feet tall to the plate line adjacent to Alhambra Boulevard. With the exception of the Glenn Dairy Building to the north, the proposed building would be of equal height or shorter than those directly adjacent. The Glenn Dairy building is approximately 32 feet tall; 22 feet shorter than the proposed building.

The proposed structure would be anchored on the new parcel but would occupy space above the existing 34 space parking lot currently serving the neighboring Glenn Dairy building. The applicant has secured the air rights above this parcel. A beneficial effect of placing the building over the existing Glenn Dairy parking lot is that an existing parking lot which is exposed to view from the street would be more effectively shielded.

The original building design is in character with the Farmer's Market III building to the west. The proposed structure would be constructed of material matching those of the existing Farmer Market III structure. Those materials include stucco walls, glass windows, and a tile roof at the entry feature. The project has also incorporated an open air courtyard with a water feature located near the entrance on R Street and between itself and the neighboring Farmers Market III which can serve as public open space and a pedestrian amenity. Design Review staff and Planning staff thought that decorative awnings utilized

to provide pedestrian scale, character, and shading at the street would be beneficial along Alhambra Boulevard. The applicant agreed to include an awning although the exact design is subject to Design Review Board approval.

The applicant's previous proposals for Farmers Market I, and III included a ground floor retail component. Farmers Market I has a 5,000 square foot cafeteria. Farmers Market III has an 800 square foot coffee shop. In accordance with the tenant's (State of California) requirements, both of these retail components are managed by vision impaired operators. The current proposal does not indicate any retail space but the applicant has agreed to incorporate some. However, the tenant (State of California) may once again require the potential operator to be a vision impaired business. Therefore, there is no guarantee that a retail operator can be recruited.

Staff and the applicant investigated the possibility of including 800 square feet of ground floor retail in the proposed ground floor footprint. Eight hundred square feet is close to the thousand square feet found in the Central Business District SPD section of the Zoning Ordinance as a minimum requirement. Exclusive of the staircase, the elevator shafts, hallways and closets, the proposed ground floor area serving as the lobby is only about 700 square feet. Short of expanding the ground floor area to the north and eliminating at least two handicap parking spaces, or decreasing the exterior covered entrance area, there are no options available for increasing lobby square footage. Staff and the applicant, therefore, agreed to a condition of approval requiring dedication of 400 square feet for a ground floor retail component.

The project went before the Design Review Board on August 19, 1998. Although Design Review staff recommended approval of the project because it met the above guidelines the Board requested that the applicant redesign the facade along Alhambra Boulevard to break up the horizontal lines and provide additional screening of the on-site parking lot. The applicant has agreed to complete the changes to the facade requested by the Design Review Board. These changes are illustrated on Exhibit 1E. Final approval by the Design Review Board is scheduled for September 16, 1998.

The applicant's proposal reflects a strong attempt to design a project that is based on most of, if not all, the design principles found in the Alhambra Corridor Design Guidelines. Therefore, staff supports the applicant's proposal.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The Environmental Services Manager has determined 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 mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address traffic, noise, air quality, and parking impacts. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit 1A).

B. Public/Neighborhood/Business Association Comments

1. East Sacramento Improvement Association (ESIA)

Staff contacted ESIA and asked them to review the applicant's originally proposed 90,000 square foot office building plan. ESIA responded in writing (Attachment D) stating that they did not support the intensity of the development, and felt that the parking reduction was unjustified and potentially detrimental to the surrounding land uses. Staff contacted the ESIA representative by phone on August 31, 1998. After reviewing the applicant's current plan indicating a reduction of area, height, and mass, ESIA is now in support of the project.

2. Winn Park / Capitol Avenue Neighborhood Association (WPCANA)

Similarly, staff also contacted WPCANA and asked them to review the applicant's original proposal. They too responded in writing (Attachment E) stating that they did not support the intensity of the development, and felt that the parking reduction was unjustified and potentially detrimental to the surrounding land uses. Staff contacted the WPCANA representative by phone on August 31, 1998. After reviewing the applicant's current plan indicating a reduction of area, height, and mass, WPCANA is now in support of the project.

3. Sacramento City Taxpayers' Rights League

Staff recieved an unsolicited letter from the Sacramento City Taxpayers' Right League (SCTRL) regarding the project (Attachment G).

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. Public Works Department (*Solid Waste*)

Public Works indicated that space set aside on the original plan for collection is undersized and, therefore, does not comply with Section 34 of the Zoning Ordinance. The project has been conditioned to comply with Section 34 of the Zoning Ordinance.

2. Public Works Department (*Traffic*)

Public Works indicated that parking spaces located on-site don't appear to meet minimum standards as per Section Six of the Zoning Ordinance. They also indicated that reciprocal ingress, egress, and parking easements shall be conveyed with the sale of either parcel one of two. These have been addressed through conditions of approval.

3. Fire Department

The Fire Department had no comments.

4. Police Department

Meet minimum standard lighting and landscape maintenance requirements. These requirements have been incorporated as conditions of approval.

5. Utilities Department

The Utilities Department indicated that sanitary sewer flows to the Combined Sewer System (CSS) from this project may increase the street flooding adjacent to this site. For this reason the impact to the CSS must be determined, and if significant, a mitigation plan will be required to alleviate the impact of the additional flows to the CCS. Impacts will be considered significant if any of the following conditions exist.

Sanitary Effects:

- Base flows: An increase \geq 5% of the existing sanitary base flow where outflow occurs.
- Peak CSS Flows: An increase \geq 0.25% of the existing

Combined Sewers peak flow where overflows occur.

If mitigation of impacts is not practical, the developer may enter into an impact fee agreement with the City. The fee would be used to improve the CSS. The project has been conditioned to execute an impact fee agreement with the City. This issue has been addressed through a condition of approval.

6. Building Department

The Building Department requested that the applicant verify fire hydrant flow and hydrant locations. They also indicated that buildings cannot cross property lines and that all openings on the alley side of the building must be fire protected. The fire hydrant related comments have been incorporated as conditions of approval. The property line and building opening issue will be resolved at the plan check stage.

7. Sacramento Municipal Utility District

SMUD requested that an overhead and underground 10 foot utility easement be dedicated adjacent to the alley. This has been incorporated into the conditions of approval.

8. Sacramento Area Flood Control Agency

SAFCA reiterated the comments from the City's Department of Utilities.

9. Sacramento Metropolitan Regional Transit District

RT asked that the project be conditioned to enter into an agreement with RT to facilitate use of the off-site parking lot as a transfer station. They also asked that they have an opportunity to review construction plans for the off-site parking lot. Both of these requests have been incorporated as conditions of approval.

D. Subdivision Review Committee Recommendation

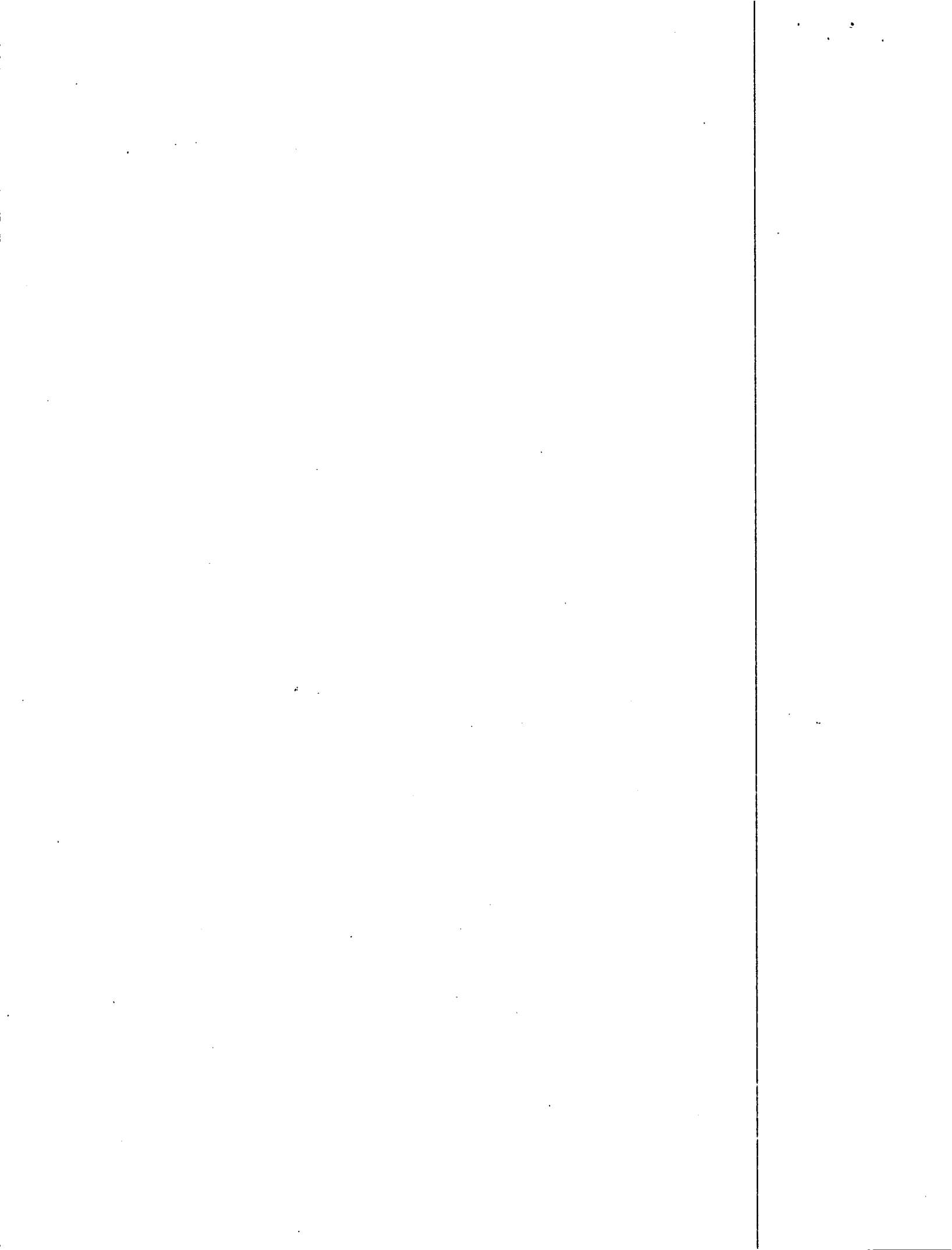
On July 15, 1998, the Subdivision Review Committee, by a vote of six ayes, voted

to recommend approval of the proposed subdivision subject to the conditions in the attached Notice of Decision.

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny all of the requested entitlements. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

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

- A. Adopt the attached Notice of Decision and Findings of Fact ratifying the Negative Declaration;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact approving the Tentative Map to subdivide one partially developed 0.93± acre parcel into two in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- D. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit for a Major Project to construct a 54 foot high, three story, 60,124± sq.ft. office building on 0.21± acres in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to exceed the 45 foot height limit by 9± feet for a three story, 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- F. Adopt the attached Notice of Decision and Findings of Fact approving the the Special Permit to waive 34± of a required 134± parking spaces for a 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- G. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit for a 115± space off-site parking lot on 2.5± acres at the northwest corner of 30th Street and S Street in the Transportation Corridor (TC-SPD) zone of the Alhambra Corridor Special Planning District.
- H. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit Modification to relocate 24 parking spaces associated with



the Farmers Market III office building to an off-site parking lot located at the northwest corner of 30th Street and S Street in the Transportation Corridor (TC-SPD) zone of the Alhambra Corridor Special Planning District.

- I. Adopt the attached Notice of Decision and Findings of Fact approving the Variance to reduce the parking lot shading requirement from 50 percent to 25 percent for a 115± space off-site parking lot on 2.5± acres at the northwest corner of 30th Street and S Street in the Transportation Corridor (TC-SPD) zone of the Alhambra Corridor Special Planning District.
- J. Adopt the attached Notice of Decision and Findings of Fact approving the Variance to reduce the 15 foot frontyard setback on R Street to zero feet for construction of a 54± foot high, 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.
- K. Adopt the attached Notice of Decision and Findings of Fact approving the Variance to reduce the 5 foot sideyard setback on Alhambra Boulevard to zero feet for construction of a 54± foot high, 60,124± sq.ft. office building in the General Commercial (C-2-SPD) zone of the Alhambra Corridor Special Planning District.

Report Prepared By,



Brad Shirhall, Associate Planner

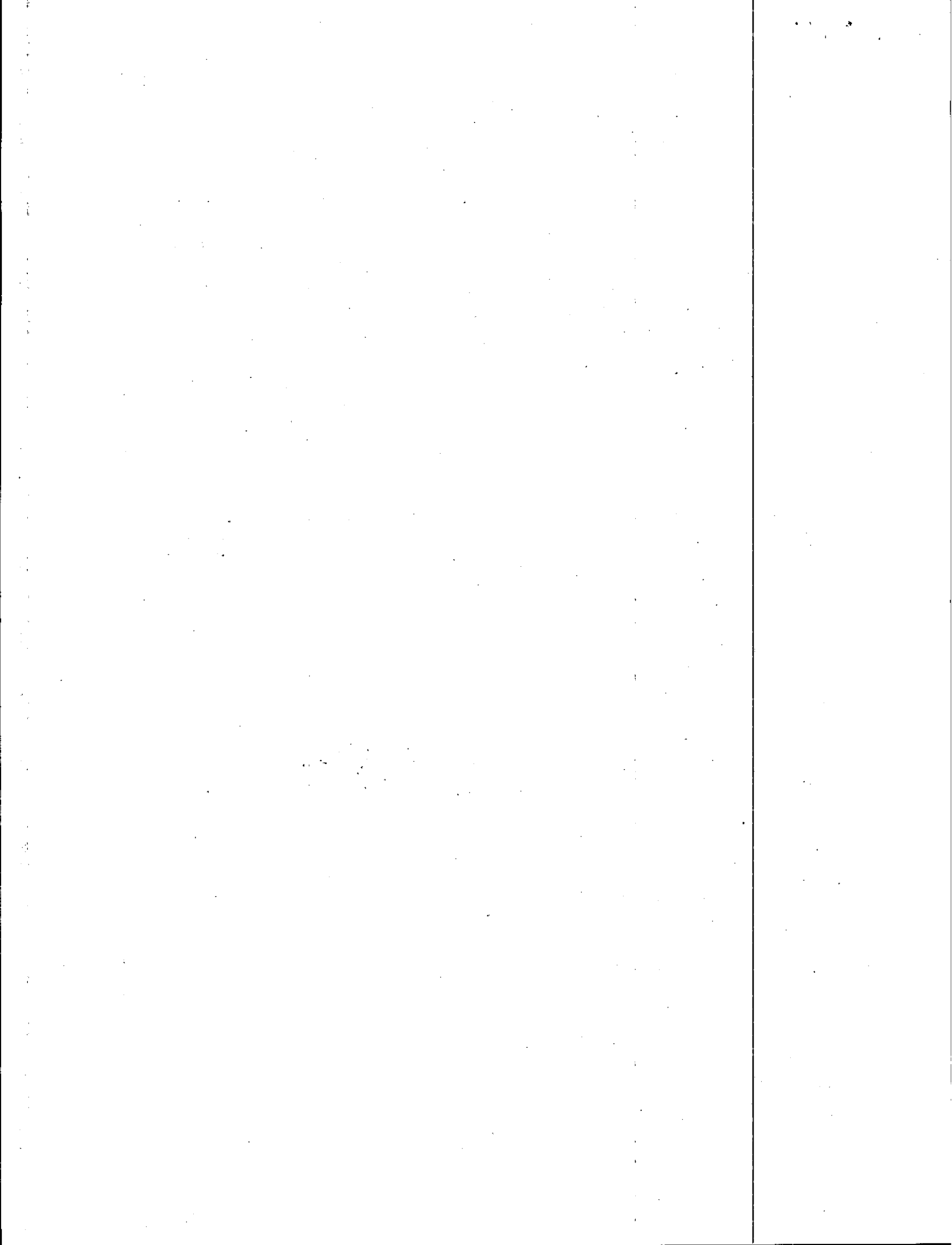
Report Reviewed By,



Steve Peterson, Senior Planner

Attachments

Attachment A	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	Tentative Map
Exhibit 1C	Relative Footprints
Exhibit 1D	First Floor & Site Plan
Exhibit 1E	Elevations
Exhibit 1F	Alhambra Blvd. Streetscape
Exhibit 1G	R Street Streetscape
Exhibit 1H	Off-site parking lot
Attachment B	Vicinity Map
Attachment C	Land Use & Zoning Map



Attachment D	Letter from ESIA
Attachment E	Letter from WPCANA
Attachment F	Letter from Regional Transit
Attachment G	Letter from SCTRL

