

CITY PLANNING COMMISSION

1231 'I' STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Fahn and Fahn, 700 50th Street, Sacramento, California 95819
OWNER Fahn and Linder, P O Box 1563, Sacramento, California 95807
PLANS BY The Weaver Architectural Group
FILING DATE 10/30/87 ENVIR. DET. Neg. Dec. REPORT BY DS/vf
ASSESSOR'S-PCL. NO. 006-0155-007

- APPLICATION:
- A. Negative Declaration
 - B. Major Project's Special Permit to develop a fourteen story, 172, 896 square foot office building with parking for 151 vehicles on 12,800 developed square feet in the Central Business District- Special Planning District (C-3) zone.
 - C. Special Permit to decrease required parking from 228 spaces to 151 spaces (34 percent reduction).
 - D. Special Permit to allow attendant parking.
 - E. Variance to encroach in the public right-of-way to construct a subterranean parking garage.

LOCATION: 830 L Street

PROPOSAL: The applicant is requesting the necessary entitlements to develop a mixed-use, fourteen story building consisting of office, ground floor retail commercial and off-street parking for 151 vehicles.

PROJECT INFORMATION:

General Plan Designation:	Regional Commercial and Office
1980 Central City Community Plan Designation:	Multi-Use Commercial
Existing Zoning of Site:	(CBD-SPD) C-3 zone
Existing Land Use of Site:	Car rental agency and parking garage

Surrounding Land Use and Zoning:	Setbacks:	Required	Provided
North: Office, C-3	Front:	-0-	-0-
South: Sutter Club; C-3	Side(Int):	-0-	-0-
East : State Office; C-3	Side(St):	-0-	-0-
West : Parking Garage; C-3	Rear:	-0-	-0-

Parking Required:	228 spaces
Parking Provided:	151 spaces
Property Dimensions:	80' x 160'
Property Area:	.29+ acres
Square Footage of Building:	172,896 gross square feet
Height of Building:	14 Story, 220 feet
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

APPLC. NO. P87-456 MEETING DATE March 10, 1988 ITEM NO 24

Exterior Building Materials: Stone panels and/or precast concrete,
gray tinted glass
Roof Material: Tar and gravel

BACKGROUND INFORMATION: A fourteen story, 172,896 sq. ft. office building is proposed on the 80' x 160' (.29+ acre) parcel in a C-3 zone. The subject parcel is located on the southwest corner of 9th and L Streets in the Urban Design Plan Capitol Mall District.

The ground floor, as proposed, will contain 4,068 sq. ft. of retail commercial space. The remaining floors above ground will be open office area to be divided per tenant requirements. The penthouse will contain mechanical equipment. A three level subterranean parking garage is also proposed which will provide 151 parking spaces. Vehicle access into the parking facility will be from an entrance on L Street. Vehicles will exit the garage through the alley on the south side of the building.

PROJECT EVALUATION: Staff has the following comments regarding this project:

A. Land Use and Zoning

The subject site is located within the Central Business District-Special Planning District, or C-3 zone. In addition, the General Plan and 1980 Central City Community Plan designate the site for Regional Commercial and Office and Multi-Use Commercial respectively. Surrounding land uses are commercial and office in nature. Buildings within one block of the site range from two to fourteen stories in height. Significant buildings are located directly northeast, east and south of the site. These structures include the Capitol Park Hotel, State office building (OB1) and the Sutter Club. The C-3 zone allows the most intense office/commercial uses in the City. The proposed building will be consistent with the surrounding land uses and zoning in the area.

B. Building Design and Massing

The applicant proposes to construct the building with granite stone and precast concrete panels with grey-tinted glazing. The materials and overall architectural quality complies with the Architectural Design Guidelines. The project architect attempted to comply with the massing guidelines by establishing a seven ft. wide cornice band above the 3rd floor windows (height of about 53 ft.) to distinguish the base of the building from the tower. Stepped back corners with planters, are proposed at the 3rd and 14th floors. The small site size (80' x 160') lot and market requirements for large floor plates precluded full compliance with the stepped back criteria of the massing guidelines.

The subject project is scheduled for the March 16, 1988 meeting of the Design Review/Preservation Board. The staff is generally supportive of the overall design of the project, but suggests the following design refinements:

1. enhancement of the building base which enriches the pedestrian experience. This could be achieved through fine-grained detailing and embellishments to the stone surface area columns and entryway. Three dimensional detailing and/or integral art work is highly encouraged. Use of decorative architectural elements such as quality light fixtures, durable and quality door metal hardware, frames and glass, durable awning system or equivalent type of pedestrian protection design feature, decorative sidewalk pavers, architecturally interesting planters and street-tree grille work should also be considered;
2. minimize the bulk and monolithic appearance of the main tower by change in surface texture or color of the stone/precast concrete panels. One suggestion is a combination of polished and flame-cut (rough) granite panels on the vertical and/or horizontal elements of the building rather than using one type texture and materials;
3. an open metal grill pull down door is recommended in the L Street entrance to the parking facility. The interior area of the garage entry visible from the sidewalk shall be finished and painted to match the color of the building exterior; pull down doors facing the alley may be solid rather than open grille work but should be painted to complement the color of the building;
4. materials and design treatment design used on the 9th and L Street facades should also be used on the alley facing facade;
5. the exterior facade of the elevator tower on the west elevation should be enhanced thru a change in surface texture and/or color as suggested in subparagraph 2 above.

C. Transit Shelter

The applicant is proposing to provide a transit shelter along 9th Street as a parking reduction measure. The transit shelter should be integrated with the design of the ground floor elevations. A decorative custom designed transit shelter should be incorporated into the most southerly inset panel adjacent to the alley. This would be a logical location for the transit shelter since a blank recessed wall is proposed along this facade. The building's loading area is located behind this wall.

D. Traffic Analysis

A traffic analysis was conducted at critical intersections adjacent to the site as part of the environmental review process for this project. The existing site contains 175 parking spaces. As proposed, the parking facility would provide for 151 parking spaces. The Traffic Analysis identified no significant adverse impacts.

A Transportation Management Plan intended to reduce trips by 15 percent is required. In addition, the applicant is requesting a reduction of required

parking which will contribute to reduced traffic as well.

E. Parking Reduction

A reduction of required parking is requested; 228 parking spaces are required. The applicant will provide 151 spaces in the three level subterranean parking garage on-site. The following parking reduction measures are proposed to compensate for the 77 parking space (34 percent) reduction.

<u>Measure</u>	<u>Parking Reduction Credit</u>
15 Carpool/Vanpool Spaces	11
Transit Passenger Shelter	5 (\$30,000)
Bicycle Showers and Lockers (x2)	17
Transit Operating Subsidy	33 (\$198,000)
Transportation Coordinator	<u>11</u>
Total	77 spaces

The City's Transportation Review Committee consisting of staff from Regional Transit, City Traffic Engineering, Current Planning and Environmental sections have reviewed and approved the Parking Reduction Program. It was determined that the proposed parking reduction measures in combination with trip reduction measures will reduce parking impacts to less than significant levels. Staff recommends Commission approval of the parking reduction measures recommended above.

F. Attendant Parking

Attendant parking is permitted in a C-3 zone provided that specific design standards contained in the Zoning Ordinance are met and approval by the Planning Commission is secured. Standards that need to be met include provision of:

- o reservoir loading and unloading spaces within the first level of the parking lot near the access driveway;
- o a waiting area for drivers and passengers near the attendant parking station.
- o access ramps with a minimum width of 12 ft. and maximum grade of 15 percent;

- o a centrally located stairwell;
- o a manlift for attendant personnel only.

Staff finds that proposed attendant parking design essentially conforms to the attendant parking design standards. Final design and operational system for the garage facility (i.e. number of attendants required) shall be subject to the review and approval of the City Traffic Engineer.

G. Variance

The applicant is requesting a variance to encroach in the public right-of-way to construct a subterranean parking garage. The applicant proposes to use the area below the 9th Street sidewalk for a row of tandem parking. The Department of Public Works indicated that construction in the subject right-of-way may affect the integrity and future maintenance of the adjacent sidewalk, street and utilities within them.

In order to reduce any problems which may arise due to the encroachment, the developer is to coordinate the design of the reconstructed sidewalk with Public Works in the early stages of the project's design. A mitigation measure has been provided which requires the applicant to execute a development agreement (or other acceptable document) to describe maintenance responsibilities of the applicant for the sidewalk, reconstruction of the sidewalk upon removal of the building and any other matters deemed necessary by the Public Works Director.

ENVIRONMENTAL REVIEW: The Environmental Coordinator has determined that the proposed project could potentially have significant impacts on the environment in the vicinity of the project. The potential impacts were found to be mitigatable to a less than significant level. Therefore, the Environmental Coordinator has filed a conditional negative declaration with the following mitigation measures:

1. The applicant shall provide a geo-technical report prepared by a recognized professional engineering geologist or firm to the satisfaction of the City Building Official prior to issuance of a building permit.
2. The applicant shall conform to the requirements of the Uniform Building Code and all other State and local regulations governing excavations, foundation and structural design and construction.
3. Dust control measures required by the APCD should be implemented during construction. Such measures include maintaining soil moisture as well as removing any soil spillage onto traveled roadways through site housekeeping procedures.

4. Reducing interference between project traffic and existing traffic and preventing truck queuing around occupied receptors should be included as part of the project construction permit. The permit should also limit construction operation to daytime periods of optimum dispersion in order to minimize localized pollution accumulation.
5. Prior to the issuance of a building permit, the applicant shall provide an air quality study of the parking garage to the satisfaction of the California Air Resources Board. The applicant shall provide a letter from ARB concurring with the results of the study. The applicant shall ensure that the parking facility ventilation rates be designed to comply with CAL-OSHA requirements to prevent facility employees from being exposed to unacceptable occupational air pollution standards.
6. The applicant shall comply with the conditions of the City's TSM (Trip Reduction) Ordinance in effect at the time of application for a Building Permit. Additionally, the applicant shall provide for an annual monitoring program as part of the submitted Transportation Management Plan to the satisfaction of the City TSM Coordinator prior to final building inspection; if such a monitoring program is not required in the then-adopted TSM Ordinance.
7. The applicant shall provide an acoustical report prepared by a recognized, professional person or firm in compliance with the General Plan Noise Element, to the satisfaction of the Planning Director prior to the issuance of a building permit. Such report shall discuss the impacts of noise generated from within the on-site parking garage in addition to that generated by traffic on adjacent streets. Additionally, the applicant shall set forth a construction noise mitigation program in the above required acoustic report.
8. The applicant shall use glass of low reflection to reduce potential glare effects, to the extent compatible with the Urban Design Plan.
9. The applicant shall comply with all parking reduction measures submitted in compliance with Section 6-D-1-C of the Zoning Ordinance by letter dated February 18, 1988 and attached hereto (Exhibit G of Planning Commission staff report).

10. The applicant shall provide an annual Parking Management Plan to the joint satisfaction of the City Traffic Engineer and planning Director. The report shall be due on each anniversary of the final building inspection and shall document at a minimum, the effectiveness of the valet parking, including whether waiting vehicles have blocked the sidewalk and adjacent City streets and the frequency of such incidents; the availability and utilization of short-term parking on or adjacent to the project site. The Traffic Engineer or the Planning Director shall have the opportunity to request additional information deemed necessary to document the effectiveness of the Parking Management Plan.
11. The final design of the layout of the parking garage and attendant operations shall be approved by the City Traffic Engineer prior to the issuance of a building permit.
12. The applicant shall construct an emergency helicopter stop on the roof of the proposed structure to the satisfaction of the City Fire Department.
13. Prior to obtaining a building permit, the applicant shall execute a Development Agreement or other acceptable document to the satisfaction of the Director of Public Works and the City Attorney. This agreement shall describe the maintenance responsibilities of the applicant for the sidewalk, reconstruction of the sidewalk upon removal of the building, the structural design standards to be used in construction of the sidewalk, and any other matters deemed necessary by the Public Works Director. Such agreement shall be recorded on the Deed.
14. The applicant shall comply with the City's Underground Tank Removal Ordinance. Prior to the issuance of a building permit, the applicant shall provide letters approving the proposed project from the County Environmental Health Section, City Fire Chief, and State Department of Health Services.
15. The applicant shall prepare to the satisfaction of the Design Review and Historic Preservation Director, an archival records search documenting prior uses of the project site. This report shall be provided prior to the issuance of a building permit.
16. The soil boring samples obtained in satisfaction of mitigation measure 1 above shall be examined by a recognized archaeological consultant or firm to determine if any habitation or historical materials are present on-site. If the soil bores reveal the existence of such materials, or if subsurface archaeological or historical remains (including unusual amounts of bone, stones, or shells) are discovered during development or construction of the project, work in the area shall stop immediately and a qualified archaeologist and is a representative of the Native American

Heritage Commission shall be consulted to develop, if necessary, further mitigation measures including, but not limited to, a more detailed site survey by a qualified archaeologist to reduce any impact to cultural resources to a less than significant level before construction continues.

RECOMMENDATION: Staff recommends the following actions subject to the identified mitigation measures, conditions of approval and findings of fact listed below:

- A. Ratify the negative declaration.
- B. Approve the special permit to develop a fourteen story, 172,896 sq. ft. office building with parking for 151 vehicles on 12,800 developed sq. ft. in the Central Business District, Special Planning District (C-3) zone subject to conditions and based upon the findings of fact which follow.
- C. Approve the special permit to decrease required parking from 228 spaces to 151 spaces (34 percent reduction) subject to conditions and based upon the findings of fact which follow.
- D. Approve the special permit to allow attendant parking subject to conditions and based upon the findings of fact which follow.
- E. Approve the variance to encroach in the public right-of-way to construct a subterranean parking garage based upon the findings of fact which follow.

Conditions - Special Permit

- 1. The project is scheduled for the March 16, 1988 Design Review/Preservation meeting. The applicant shall study the design refinements suggested by staff in Section B of the staff report and address these issues at the Design Review/Preservation Board meeting.
- 2. A custom designed decorative transit shelter shall be integrated into the design of the 9th Street ground floor elevations.
- 3. Detailed landscaping plans shall be reviewed and approved by staff prior to issuance of any building permit (s).
- 4. Applicant shall provide a warning device at alley and 9th Street to warn pedestrians when vehicles are exiting the alley and reduce conflicts with bus service subject to the approval of the Planning Director.
- 5. Parking facility is to be used by occupants of the building only.
- 6. A sign program shall be submitted to staff for the building prior to issuance of sign permits.

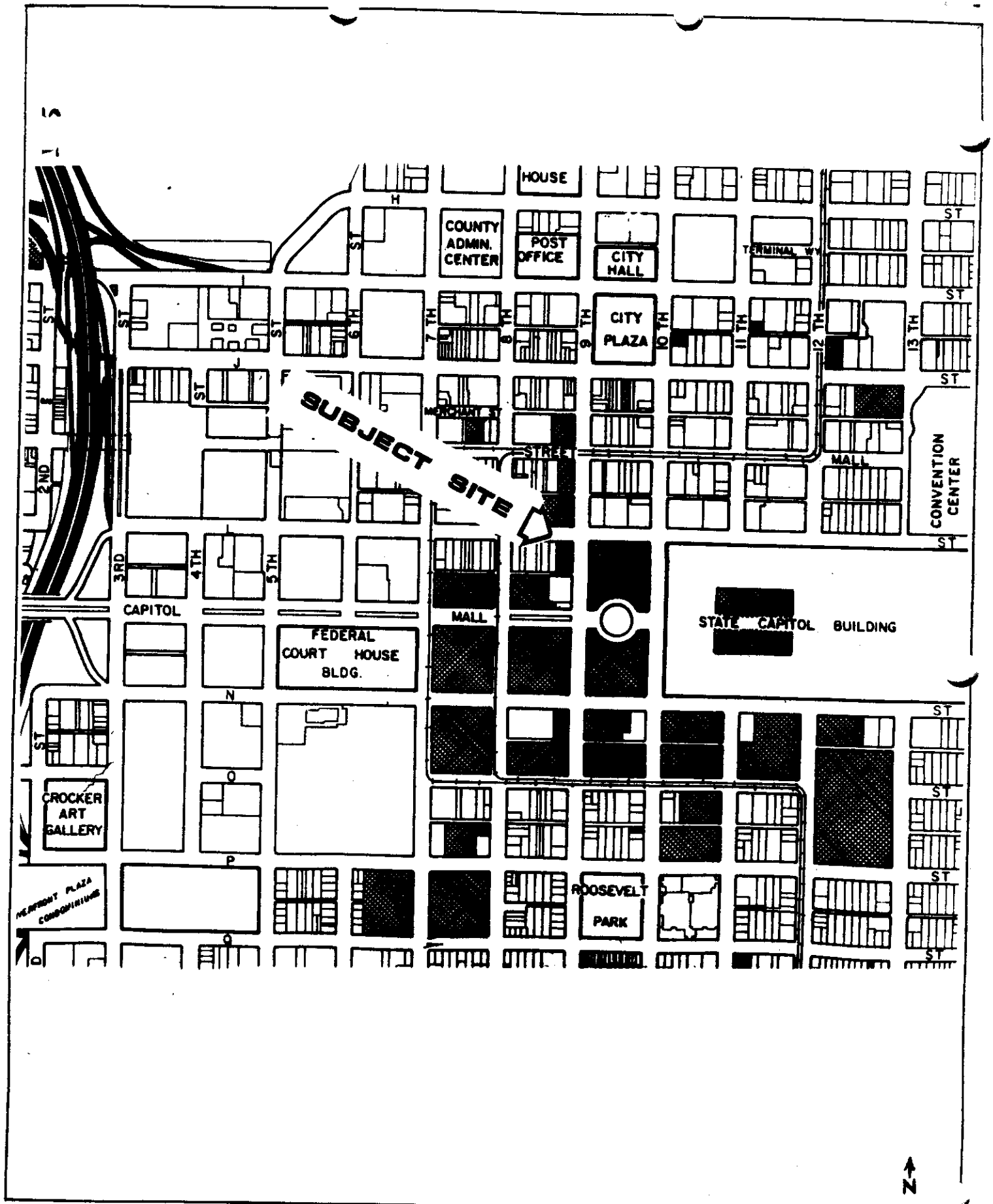
7. The applicant shall provide a geo-technical report prepared by a recognized professional engineering geologist or firm to the satisfaction of the City Building Official prior to issuance of a building permit.
8. The applicant shall conform to the requirements of the Uniform Building Code and all other State and local regulations governing excavations, foundation and structural design and construction.
9. Dust control measures required by the APCD should be implemented during construction. Such measures include maintaining soil moisture as well as removing any soil spillage onto traveled roadways through site housekeeping procedures.
10. Reducing interference between project traffic and existing traffic and preventing truck queuing around occupied receptors should be included as part of the project construction permit. The permit should also limit construction operation to daytime periods of optimum dispersion in order to minimize localized pollution accumulation.
11. Prior to the issuance of a building permit, the applicant shall provide an air quality study of the parking garage to the satisfaction of the California Air Resources Board. The applicant shall provide a letter from ARB concurring with the results of the study. The applicant shall ensure that the parking facility ventilation rates be designed to comply with CAL-OSHA requirements to prevent facility employees from being exposed to unacceptable occupational air pollution standards.
12. The applicant shall comply with the conditions of the City's TSM (Trip Reduction) Ordinance in effect at the time of application for a Building Permit. Additionally, the applicant shall provide for an annual monitoring program as part of the submitted Transportation Management Plan to the satisfaction of the City TSM Coordinator prior to final building inspection, if such a monitoring program is not required in the then-adopted TSM Ordinance.
13. The applicant shall provide an acoustical report prepared by a recognized, professional person or firm in compliance with the General Plan Noise Element, to the satisfaction of the Planning Director prior to the issuance of a building permit. Such report shall discuss the impacts of noise generated from within the on-site parking garage in addition to that generated by traffic on adjacent streets. Additionally, the applicant shall set forth a construction noise mitigation program in the above required acoustic report.

14. The applicant shall use low reflective glass to reduce potential glare effects, to the extent compatible with the Urban Design Plan.
15. The applicant shall comply with all parking reduction measures submitted in compliance with Section 6-D-1-C of the Zoning Ordinance by letter dated February 18, 1988 and attached hereto (Exhibit G of Planning Commission staff report).
16. The applicant shall provide an annual Parking Management Plan to the joint satisfaction of the City Traffic Engineer and Planning Director. The report shall be due on each anniversary of the final building inspection and shall document at a minimum, the effectiveness of the valet parking, including whether waiting vehicles have blocked the sidewalk and adjacent City streets and the frequency of such incidents; the availability and utilization of short-term parking on or adjacent to the project site. The Traffic Engineer or the Planning Director shall have the opportunity to request additional information deemed necessary to document the effectiveness of the Parking Management Plan.
17. The final design of the layout of the parking garage and attendant operations shall be approved by the City Traffic Engineer prior to the issuance of a building permit.
18. The applicant shall construct an emergency helicopter stop on the roof of the proposed structure to the satisfaction of the City Fire Department.
19. Prior to obtaining a building permit, the applicant shall execute a Development Agreement or other acceptable document to the satisfaction of the Director of Public Works and the City Attorney. This agreement shall describe the maintenance responsibilities of the applicant for the sidewalk, reconstruction of the sidewalk upon removal of the building, the structural design standards to be used in construction of the sidewalk, and any other matters deemed necessary by the Public Works Director. Such agreement shall be recorded on the deed.
20. The applicant shall comply with the City's Underground Tank Removal Ordinance. Prior to the issuance of a building permit, the applicant shall provide letters approving the proposed project from the County Environmental Health Section, City Fire Chief, and State Department of Health Services.
21. The applicant shall prepare to the satisfaction of the Design Review and Historic Preservation Director, an archival records search documenting prior uses of the project site. This report shall be provided prior to the issuance of a building permit.

22. The soil boring samples obtained in satisfaction of mitigation measure 1 above shall be examined by a recognized archaeological consultant or firm to determine if any habitation or historical materials are present on-site. If the soil bores reveal the existence of such materials, or if subsurface archaeological or historical remains (including unusual amounts of bone, stones, or shells) are discovered during development or construction of the project, work in the area 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 including, but not limited to, a more detailed site survey by a qualified archaeologist to reduce any impact to cultural resources to a less than significant level before construction continues.
23. Construction activities are to be coordinated to the satisfaction of Regional Transit prior to issuance of building permit to minimize interfere with bus service at the 9th and L Street bus stop.

Findings of Fact - Special Permit and Variance

1. The project, as conditioned, is based upon sound principles of land use in that the proposed 172,896± sq. ft. office building will be compatible with surrounding office and commercial land uses.
2. The project, as conditioned, will not be detrimental to the public health, safety or welfare nor result in the creation of a nuisance in that adequate parking and parking reduction measures, quality building design and materials and landscaping will be provided.
3. The variance request is not a special privilege extended to one property owner in that:
 - a) The proposed encroachment allows the relatively small site to be utilized to its fullest potential; and
 - b) This variance may be granted to any other property owner facing similar circumstances.
4. This variance is not considered a use variance in that parking facilities are permitted in the C-3 zone.
5. The project is consistent with the General Plan and 1980 Central City Community Plan and 1987 Urban Design Plan which designates the site for commercial/office use.



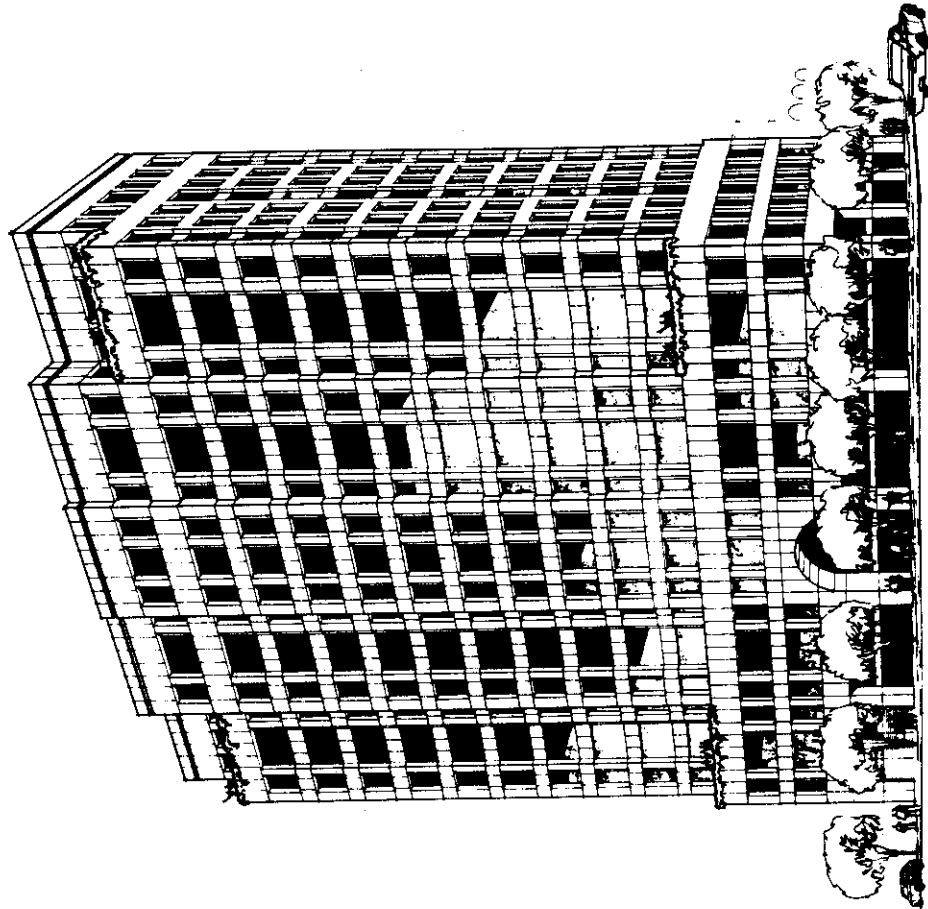
VICINITY MAP

EXHIBIT A

P87-456

3-10-88

#24



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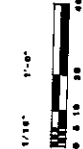
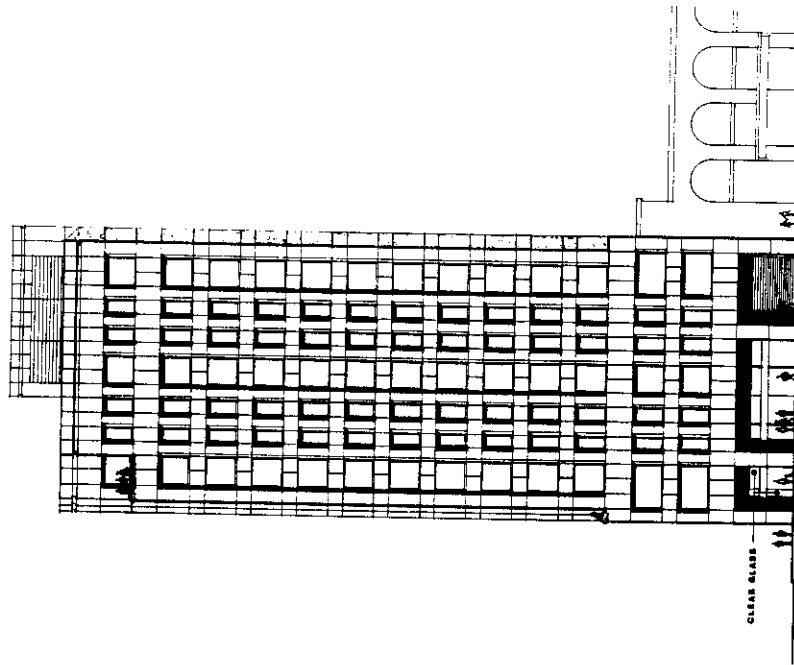
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EXHIBIT B

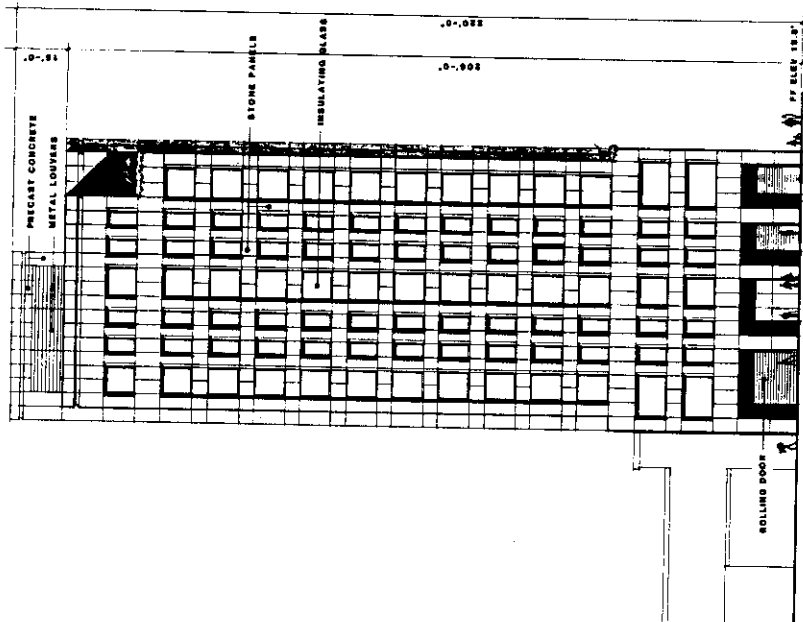
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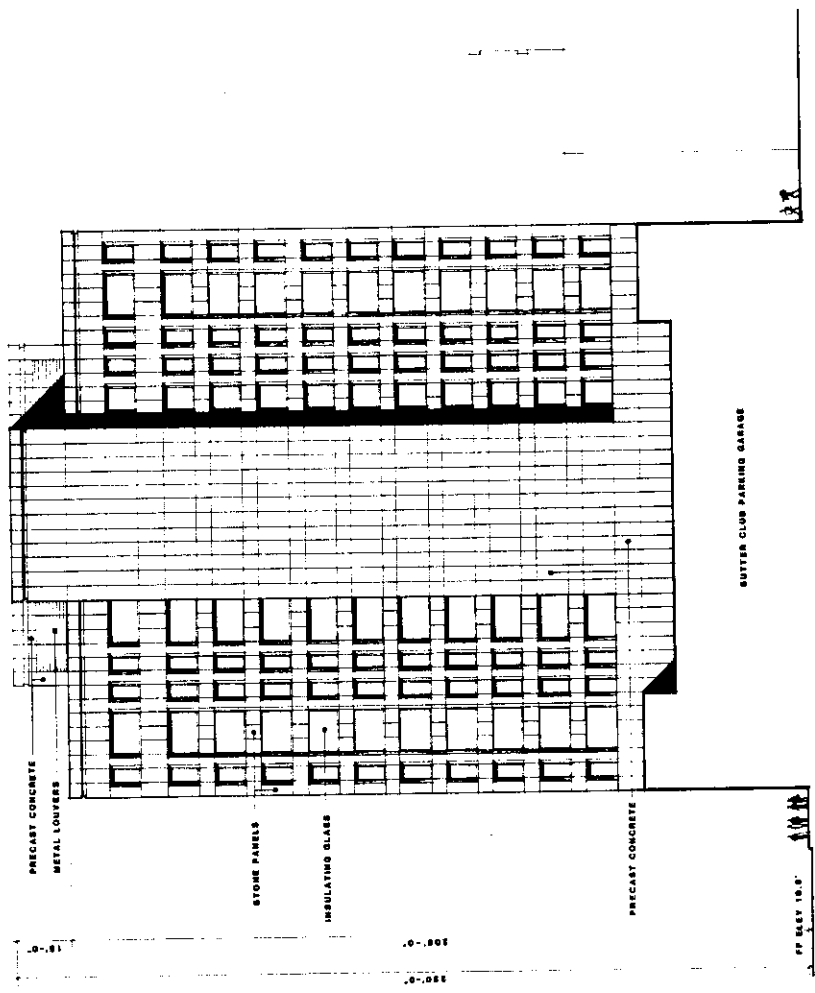


L STREET ELEVATION



SOUTH ELEVATION

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WEST ELEVATION



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EXHIBIT B-3

P87-456

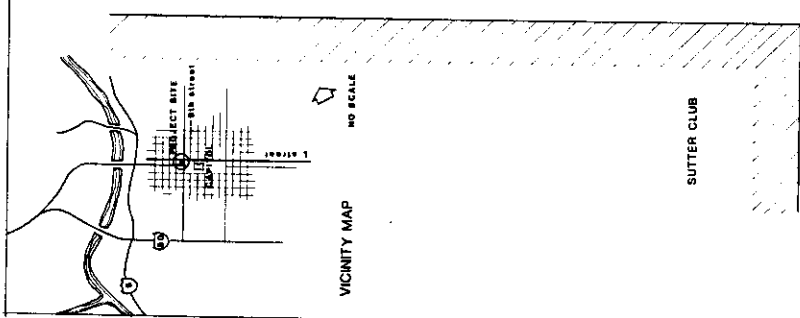
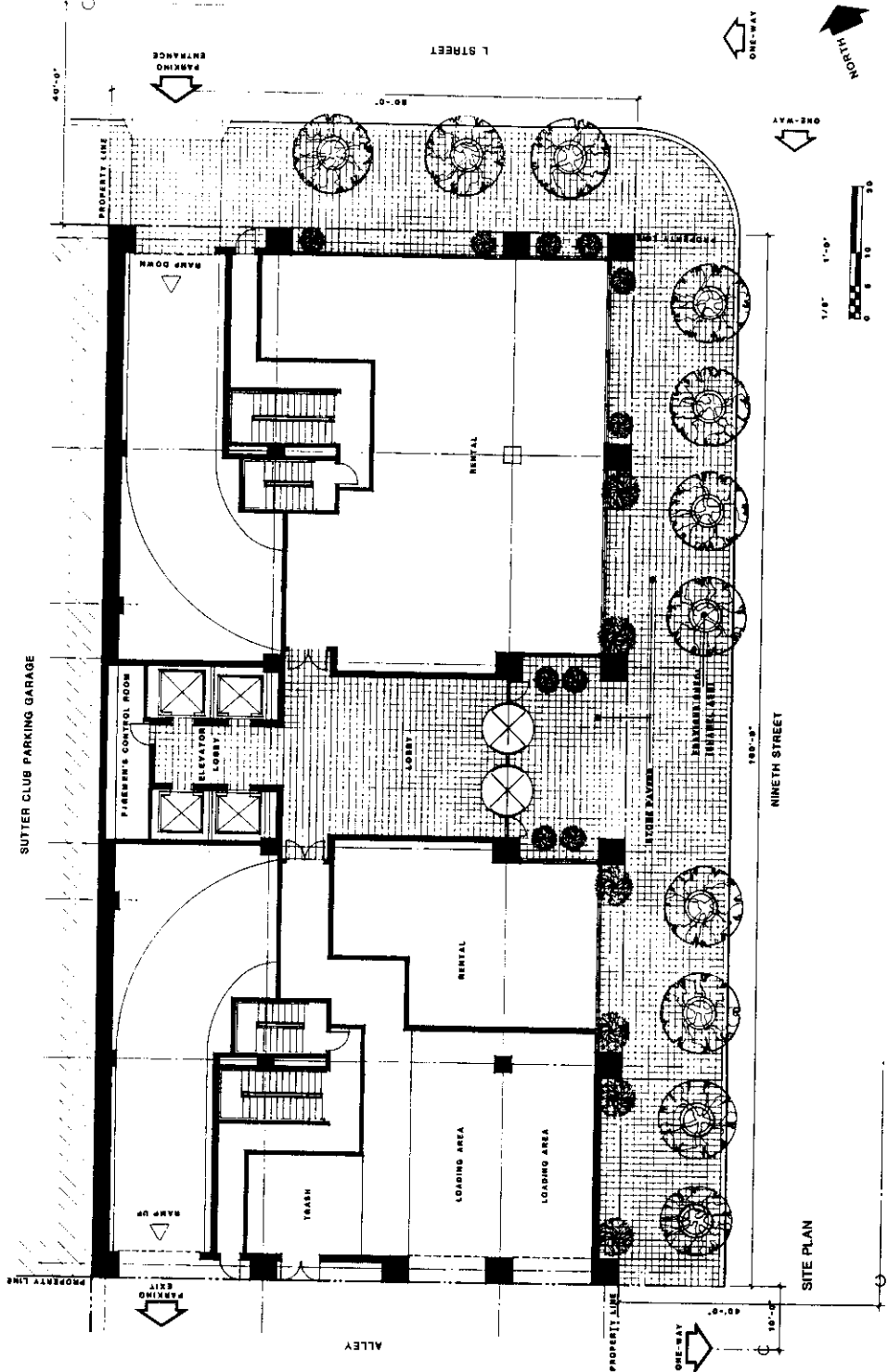
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CAPITOL PARK WEST
SACRAMENTO CALIFORNIA

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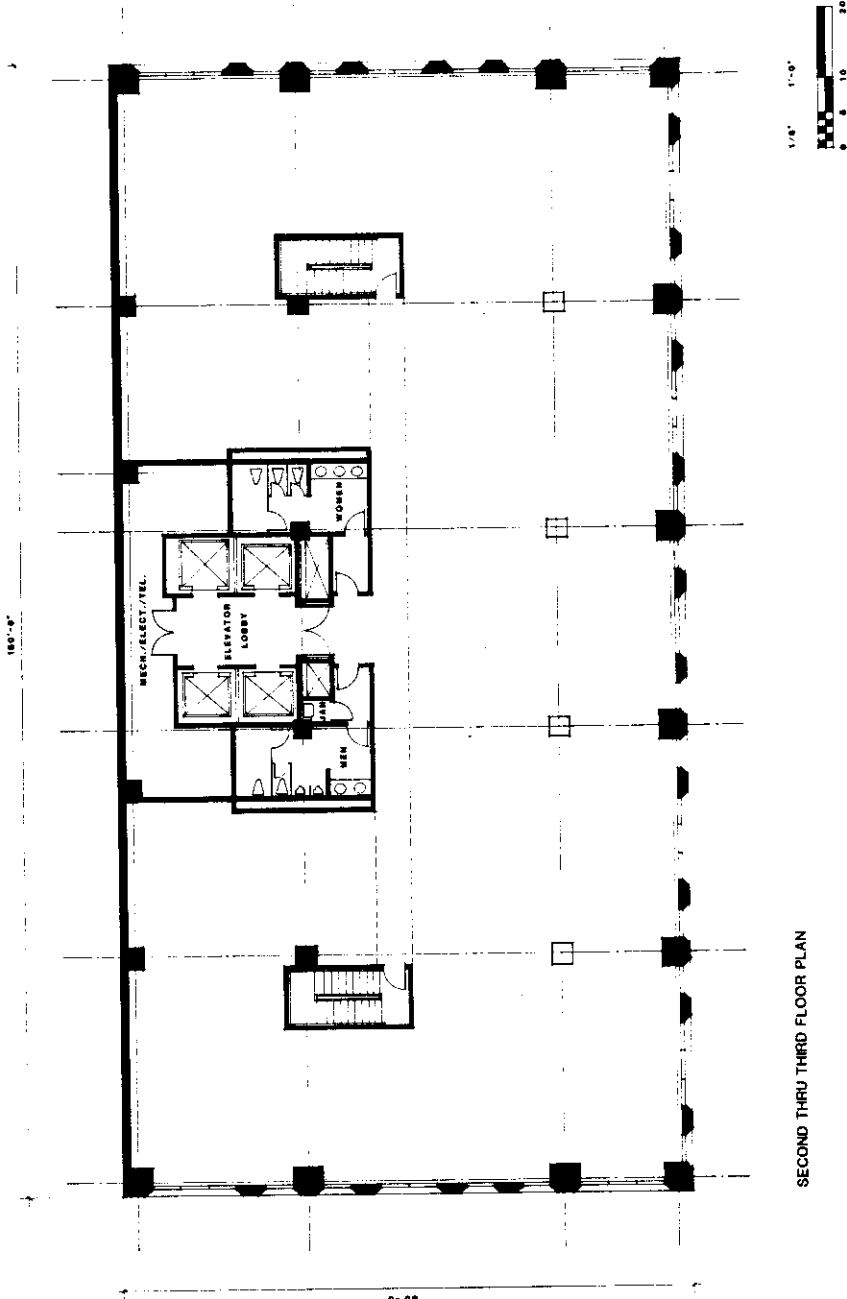
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EXHIBIT C

PR7-417

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#2.4



SECOND THRU THIRD FLOOR PLAN

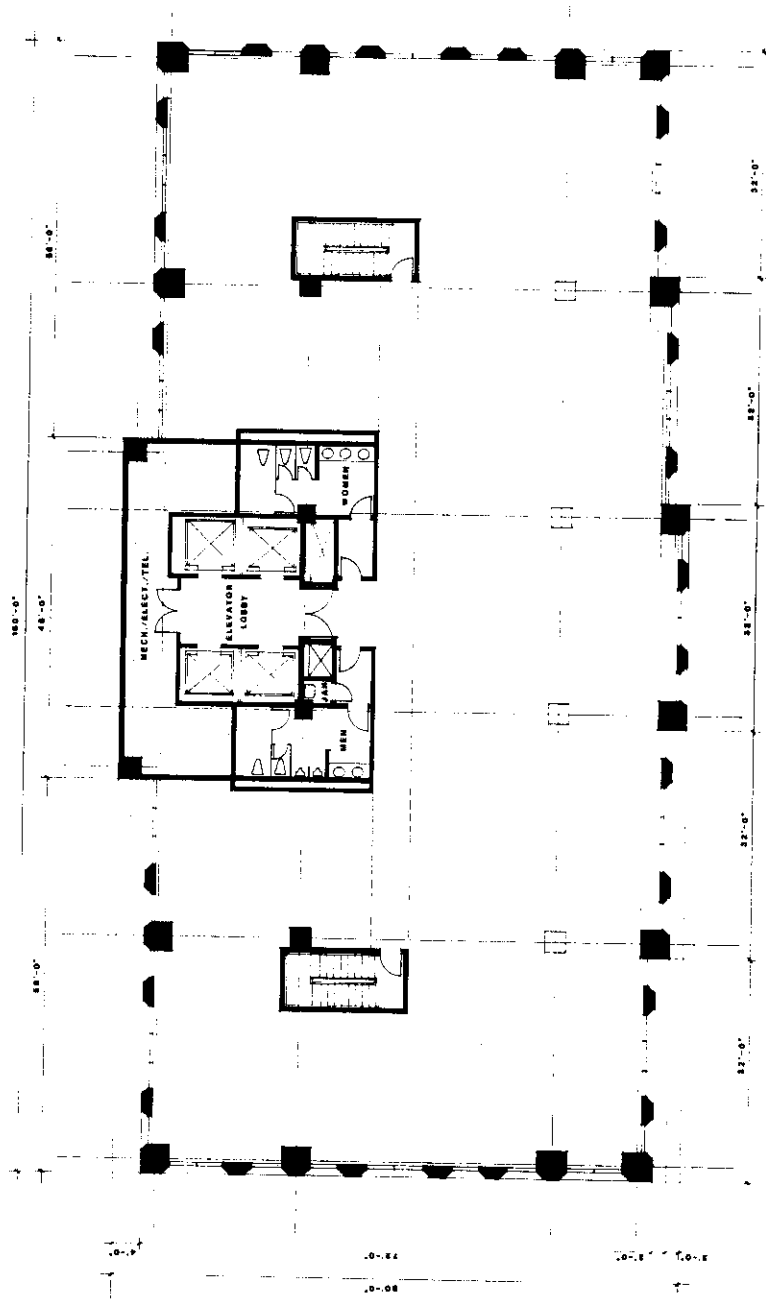
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EXHIBIT D-1

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FOURTH THRU THIRTEENTH FLOOR PLAN

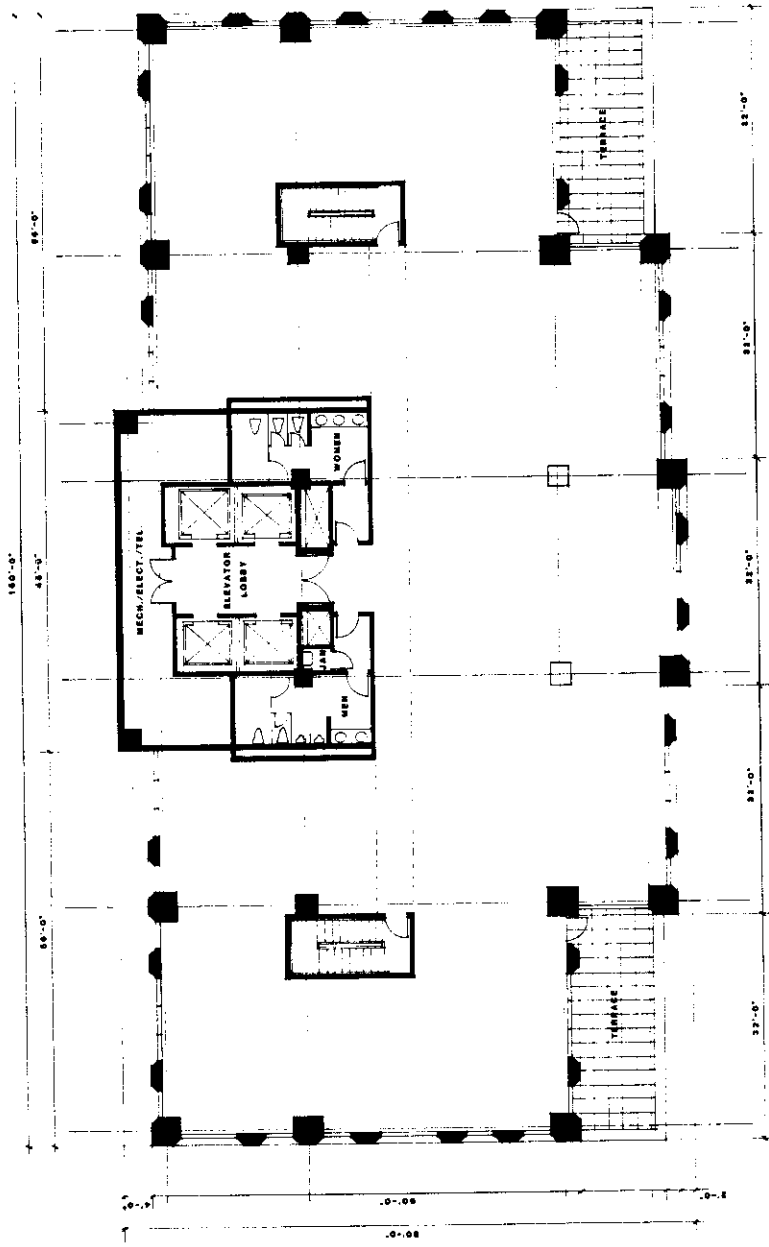
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EXHIBIT D-2

P87-456

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FOURTEENTH FLOOR PLAN

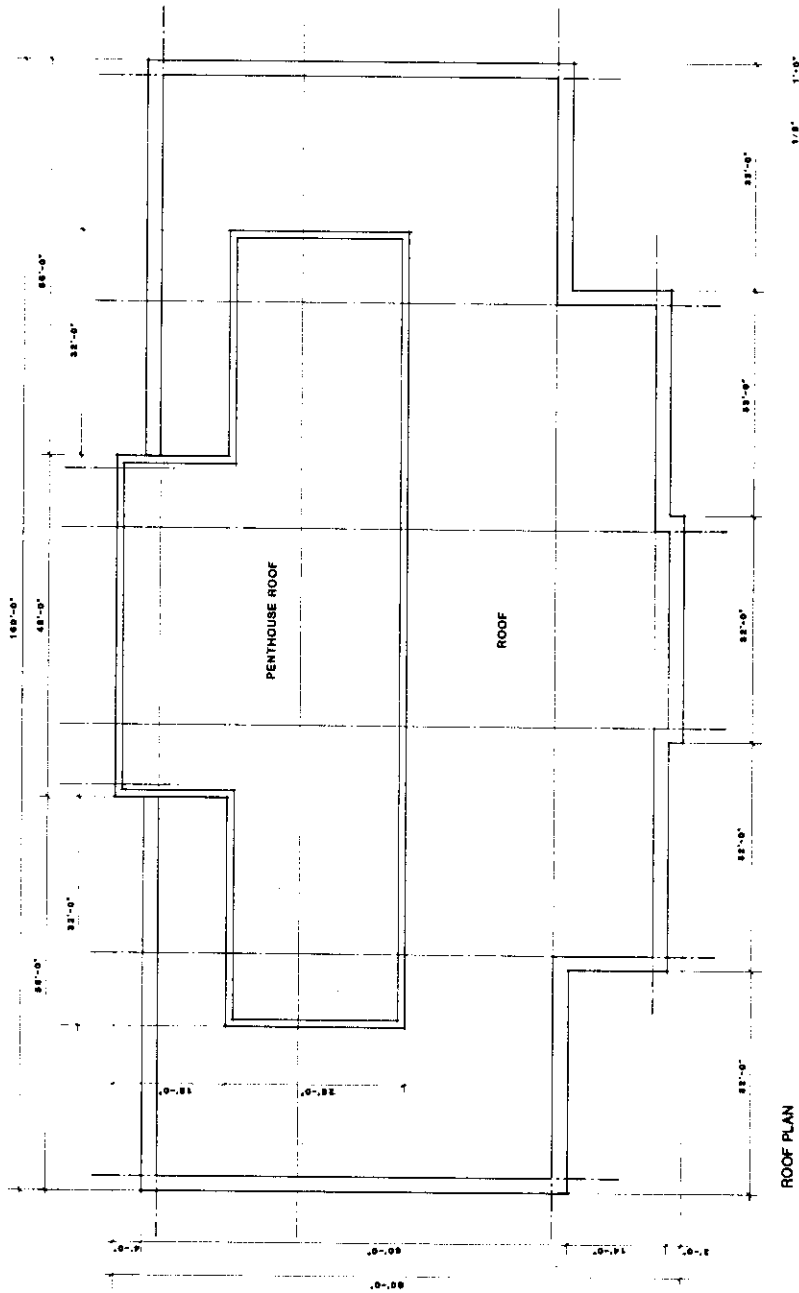
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EXHIBIT D-3

D87-456

3-10-88

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ROOF PLAN

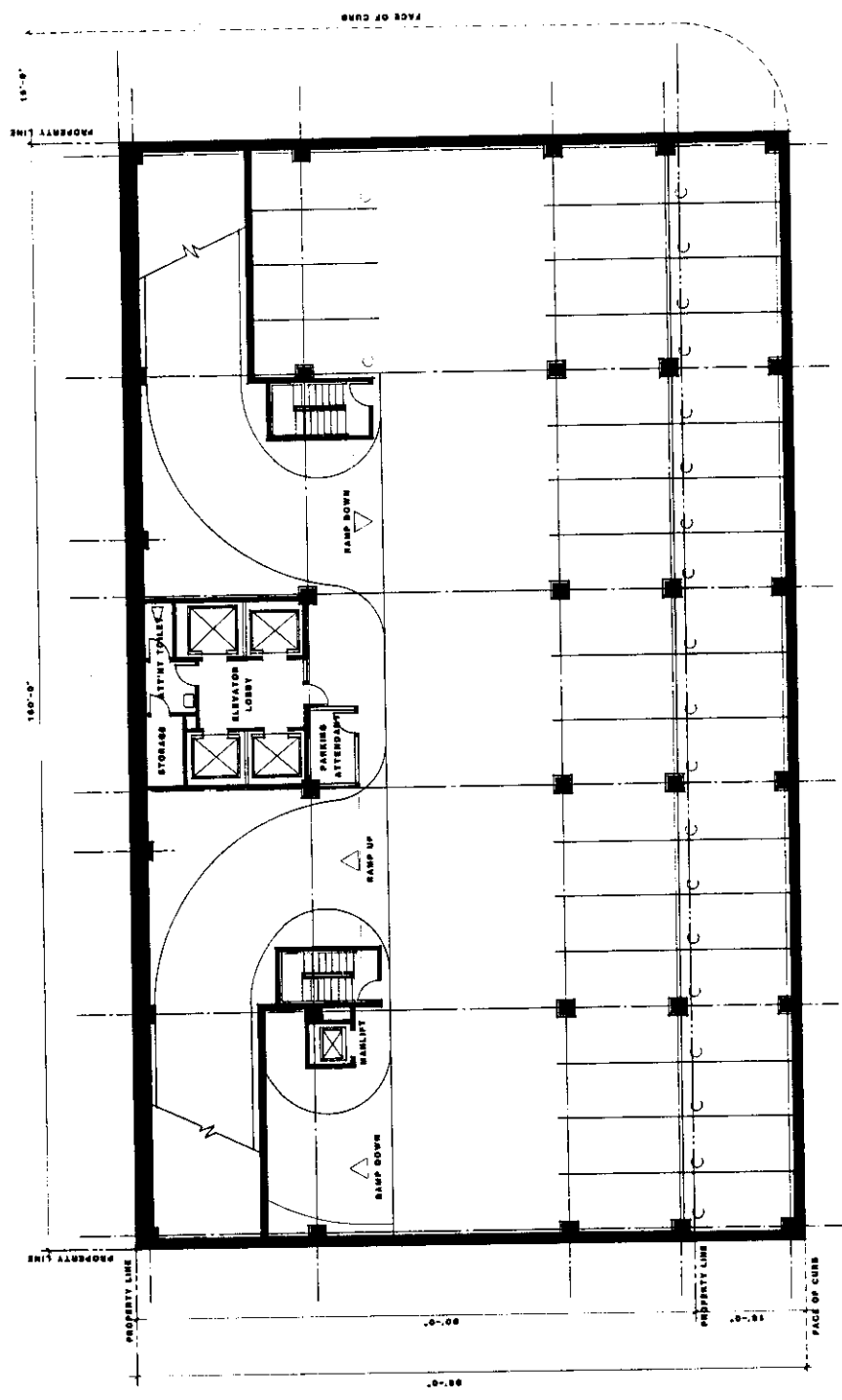
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EXHIBIT E

P87-4526

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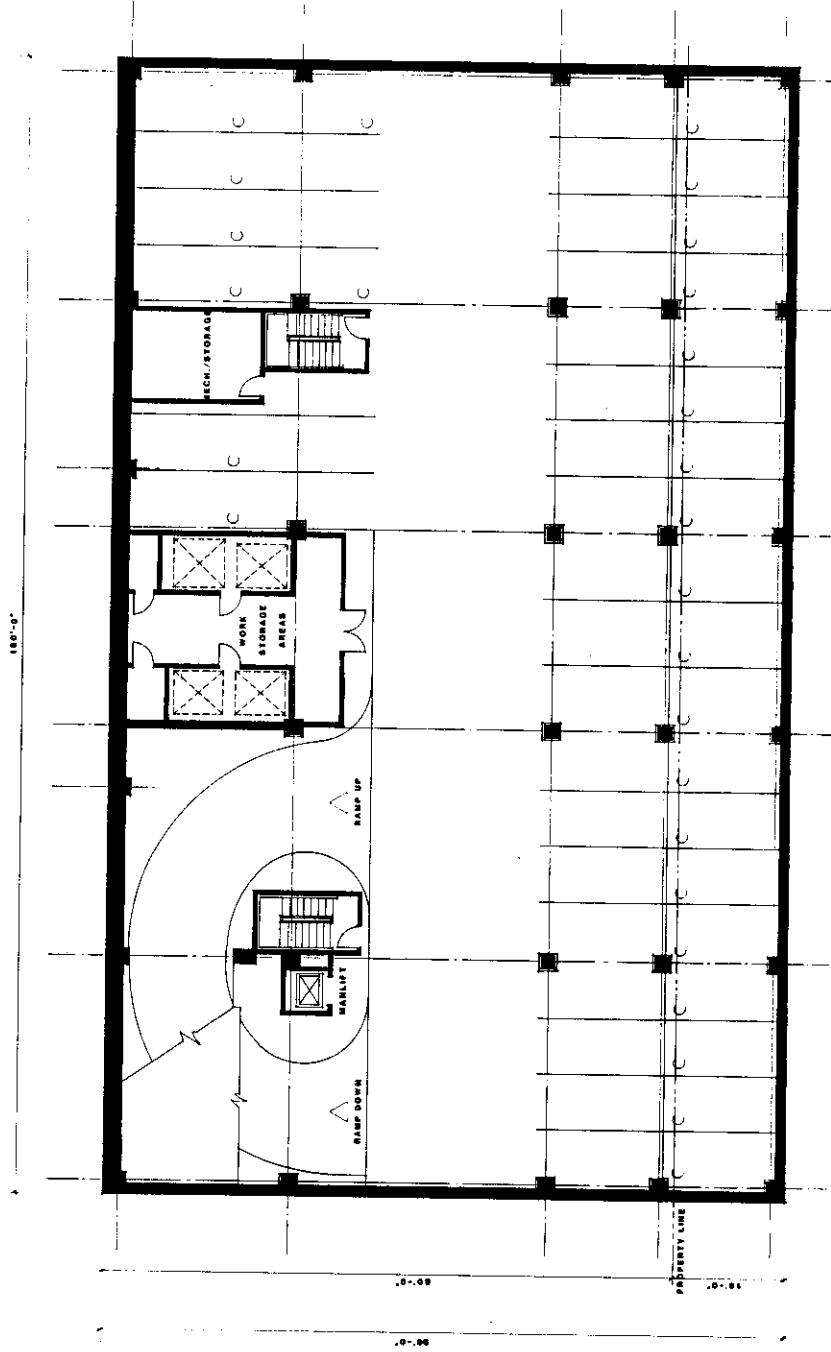


FIRST BASEMENT LEVEL
 41 PARKING STALLS
 21 STANDARD
 20 COMPACT

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EXHIBIT F-1



SECOND BASEMENT LEVEL
 50 PARKING SPACES
 50 STAIRS
 27 CORRECT

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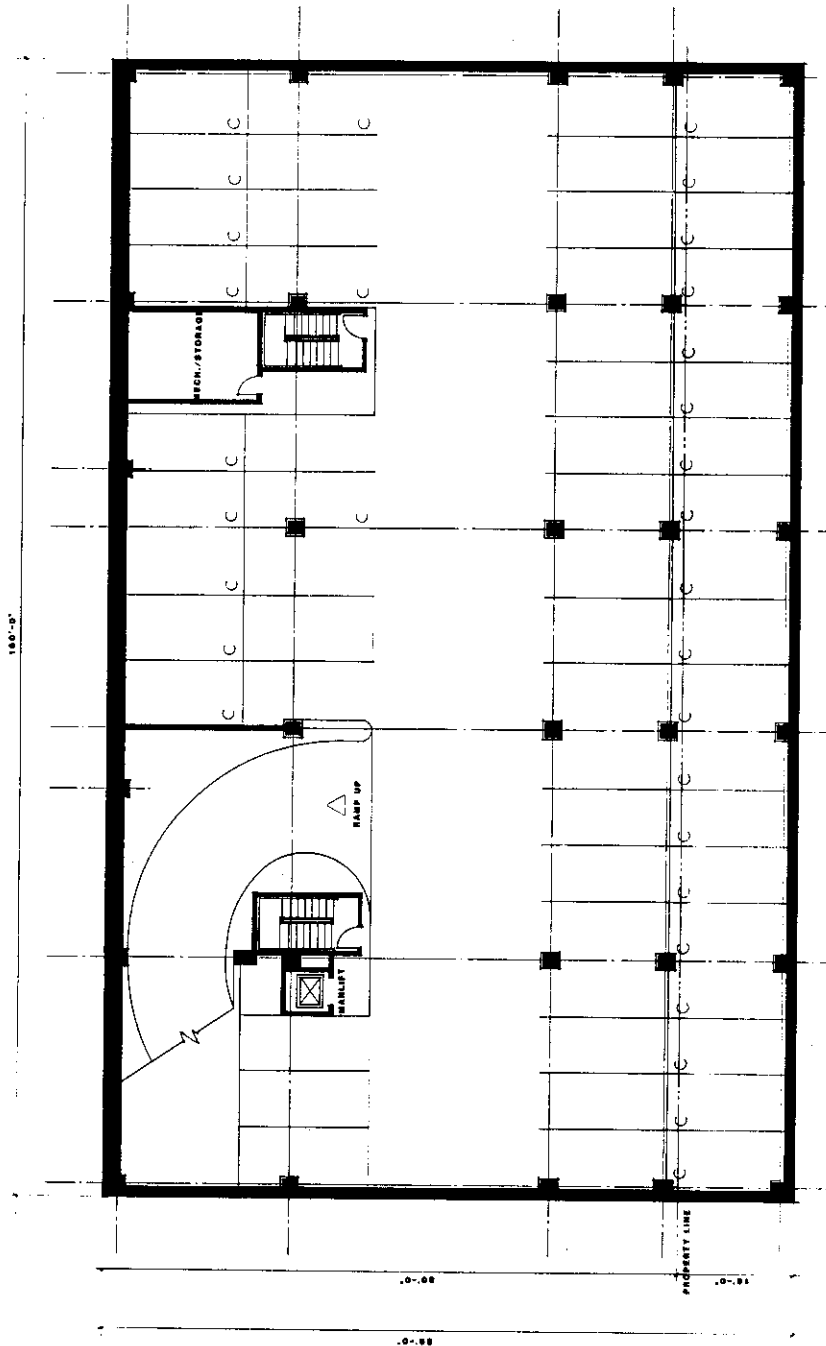
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EXHIBIT F-2

P87-456

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THIRD BASEMENT LEVEL

18 PARKING STALLS
28 STANDARD
91 CONTACT

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EXHIBIT F-3

P87-456

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#24

APPENDIX D

COMPUTING PARKING REDUCTION LEVELS FOR C-3, CENTRAL BUSINESS DISTRICT OFFICE PROJECTS

1. COMPUTING REQUIRED VEHICLE AND BICYCLE PARKING FACILITIES

1. Total gross square feet (G.S.F.) of office use: (for office expansions, both existing and new square footage are added together) Note: Excludes ground floor retail and mechanical penthouse.	156,480 G.S.F.
2. Minus 20,000 G.S.F.	136,480 G.S.F.
3. Divide by 600 G.S.F. (1 vehicle parking space per 600 G.S.F. required)* - some or all of the gross vehicle parking spaces required can be provided off-site.	228 Gross number of vehicle spaces required
4. Multiply total vehicle parking spaces required by 50% to determine the maximum number of vehicle parking spaces which can be reduced using parking reduction measures:** (less than the maximum amount can be processed)	77 Maximum parking reduction
5. Net vehicle parking spaces required: - some or all of the net vehicle parking spaces can be provided off-site.	151 Net number of vehicle spaces required
6. Divide net total vehicle spaces required in line 5 by 10 to determine total number of bicycle parking facilities required on-site or off-site:	15 Total bicycle parking facilities required
7. Multiply total bicycle parking facilities by 50% to determine number of required Class I bicycle lockers (2 bicycle capacity) or Class II bicycle racks which must be in an enclosed, covered and lockable area; thereby upgrading Class II racks to Class I status:	8 Total Class I bicycle parking facilities required
8. Determine the remaining amount, 50%, of required bicycle parking facilities which can either be Class II or Class III racks located within an open, accessible area:	7

* Parking requirements for building conversions from a non-office to an office use are based on 50% of the net gross square footage.

** For building conversions and office expansions, 100% of the vehicle parking requirements can be in lieu. If the 100% in-lieu option is utilized for vehicle parking requirements, there are no required bicycle parking facility requirements.

11. COMPUTING VEHICLE PARKING REDUCTION PROVISIONS

First determine the level of parking reduction and the measures desired. Then use the formula provided below to determine the level of reduction eligible for each measure. These levels are expressed in the maximum amount of reduction available and an applicant can select less than this amount with a corresponding adjustment in the level of implementation required.

FACILITY/SERVICE MEASURES

A. Carpool/Vanpool Spaces

9. Determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 5%

11

10. To determine the number of net required vehicle parking spaces which must be marked as "Carpool/Vanpool Only" spaces, multiply the net total number of vehicle parking spaces required by 10%

15

11. Net amount of vehicle parking space reduction allowed by subtracting line 9 from line 4

66

B. Transit Passenger Shelter

12. Assuming that a transit passenger shelter is needed adjacent to the project site, determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 2%

5 (\$ 30,000)

13. Net amount of vehicle parking space reduction allowed by subtracting line 12 from line 11

61

C. Showers and Lockers

14. Determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 5%

11

15. Net amount of vehicle parking space reduction allowed by subtracting line 14 from line 13

50

D. Bus/Light Rail Station Subsidy

16. Assuming that the project is located within 1,320 feet from an existing or designated bus or light rail station, determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 10%

0

17. Net amount of vehicle parking space reduction allowed by subtracting line 16 from line 15

50

E. Transit Operating Subsidy

18. Assuming that the project is located within 1,320 feet from an existing or designated transit route, determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 20%

33 (\$198,000)

19. Net amount of vehicle parking space reduction allowed by subtracting line 18 from line 17

17

PROGRAM/LONG-TERM MEASURES

F. Transportation Coordinator

20. Determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 5%

11

21. Net amount of vehicle parking space reduction allowed by subtracting line 20 from line 19

6

G. Buspool/Shuttle Bus Program

22. Determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 20%

-

23. Net amount of vehicle parking space reduction allowed by subtracting line 22 from line 21

6

H. Vanpool Program

24. Determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 10%

-

25. Net amount of vehicle parking space reduction allowed by subtracting line 24 from line 23 6

I. Transit Pass Subsidy

Either the 100% or the 50% subsidy can be selected, but not both

26. 100% subsidy - Determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 30% (NOTE: one parking space can be reduced for each pass subsidized at 100%) -

27. Net amount of vehicle parking space reduction allowed by subtracting line 26 from line 25 6

28. 50% subsidy - Determine the maximum number of required vehicle parking spaces which can be reduced if this measure is utilized by multiplying the gross vehicle parking space requirement from line 3 by 40% (NOTE: one parking space can be reduced for every two passes subsidized at 50%) -

29. Net amount of vehicle parking space reduction allowed by subtracting line 28 from line 27 6

J. Other Measures

30. If other parking reduction measures are proposed by the applicant or staff (such as off-street bicycle routes or land dedication for the light rail line or park and ride lots), the maximum vehicle parking reduction that can be allowed is determined by multiplying the gross vehicle parking space requirement from line 3 by 10% 6

*increase (x2) showers and lockers.

31. Net amount of vehicle parking space reduction allowed by subtracting line 30 from line 29 or line 27 0

III. SUMMARY OF VEHICLE AND BICYCLE PARKING REQUIREMENTS

32. Total net off-street vehicle parking spaces required by adding line 5 with line 31 (proposed) 151

33. Total bicycle parking facilities required, 50% of which must be Class I facilities and the remainder can be Class I, II or III. 15

34. Total number of required parking spaces that will be substituted for implementation of parking reduction measures as shown in line 4 77

Total Cost (\$228,000)