

City Planning Commission
Sacramento, California

Members in Session:

Subject: Special permit to develop a 596+ sq. ft. restaurant with two drive-up windows
(P87-046)

Location: Northeast corner Rimmer Avenue and Northgate Boulevard

Summary: The special permit request to develop a Rally's Restaurant with two drive-up service windows was originally scheduled for the February 12, 1987 Planning Commission meeting. The item was continued by staff with other projects in the South Natomas Community Plan area so that the project could be re-evaluated in light of recent court decisions concerning the South Natomas Community Plan area. It was determined by the courts that this project was not affected by the court actions and could be heard by the Planning Commission. Planning staff recommends that the special permit request be denied.

Background Information: The site was previously designated as a part of the Northgate Boulevard Special Planning District by the 1986 South Natomas Community Plan. Recent court actions have determined, however, that the 1986 South Natomas Community Plan is not in effect and therefore, the site is not located in a Special Planning District.

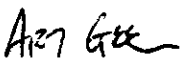
Staff, however, continues to find that the proposed restaurant with two drive-up service windows is inappropriate for the site in that there is too much paving on the subject site and there are several problems with the proposed circulation pattern. The surrounding area is developing with several retail commercial uses which could benefit with an indoor seating area. Planning and Traffic Engineering staff find that the project should be redesigned to eliminate one drive-up service window and add indoor seating (Exhibit 1). Staff, therefore, recommends denial of the applicant's request.

Recommendation: Staff recommends denial of the special permit request based upon findings of fact which follow:

Findings of Fact

1. The project, as proposed, is not based upon sound principles of land use in that adequate vehicle circulation and landscaping are not provided.
2. The project will be detrimental to the public health, safety and welfare and result in the creation of a nuisance in that the proposed design does not address the safety concerns of the City Traffic Engineering Division.

Respectfully submitted,


Art Gee
Principal Planner

AG:kh

940-18d

78-21-2

Item

1A

NORTHGATE 18-21-3 BOULEVARD

N. 0' 14' 45" W 153.25

APR CED-21-20-77 C.C.

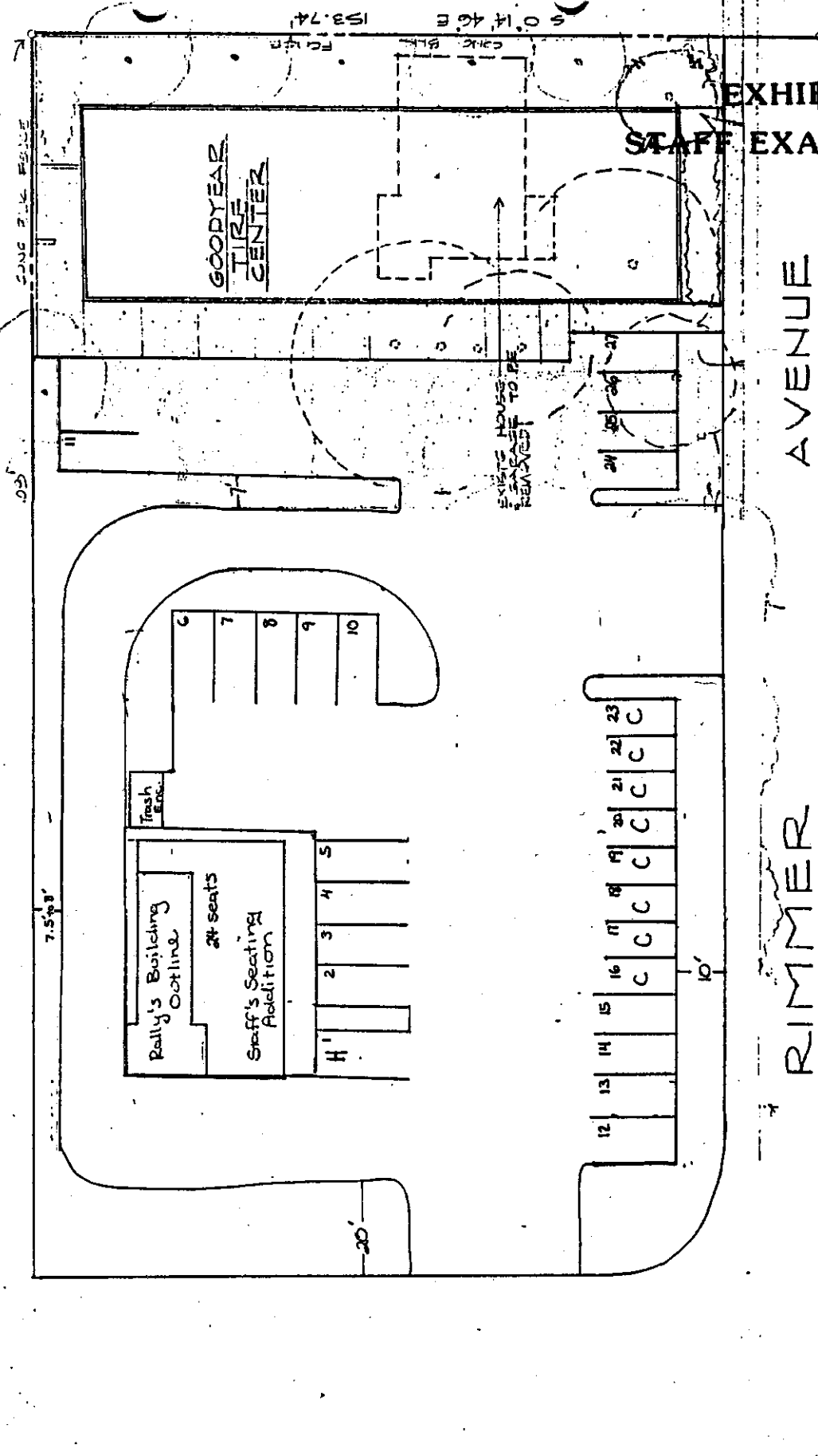


EXHIBIT 1
STAFF EXAMPLE

RIMMER AVENUE

RIMMER AVENUE

N. 0' 14' 45" W 153.25

CITY PLANNING COMMISSION

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

APPLICANT	Stan Hatfield, 8181 Plumeria Ave., Fair Oaks, CA 95628				
OWNER	Joe & Mary Brazil, 521 Rimmer Ave./Jennie Hernandez, Sacramento, CA 95834 <small>3408 Northgate Blvd C.C. Brupley, Louisville, KY 10825</small>				
PLANS BY	Joseph Angello, 1101 Fulton Ave., Sacramento, CA 95825/				
FILING DATE	1/9/87	ENVIR. DET.	EX 1530e	REPORT BY	JP:kh
ASSESSOR'S-PCL. NO.	250-0160-028, 029				

Blue-

APPLICATION: Special permit to develop a 596+ sq. ft. restaurant with two drive-up service windows (see 3-D-8)

LOCATION: NE Corner Rimmer Avenue and Northgate Boulevard

PROPOSAL: The applicant is requesting the necessary entitlements to develop a 0.9+ acre site with a 596 sq. ft. Rally's Restaurant with two drive-up service windows (no seating/dining area) and a 4,652 sq. ft. Goodyear Tire Center

PROJECT INFORMATION:

1974 General Plan Designation: Northgate Special Planning District
1986 S. Natomas Community Plan Designation: Northgate Special Planning District
Existing Zoning of Site: C-2
Existing Land Use of Site: Two single-family residences

Surrounding Land Use and Zoning:

North: Single family, vacant; C-2
South: Mini-storage; C-2
East: Single family; R-1
West: Vacant (K-Mart site) SC-PUD

Parking Required: Restaurant: 2 spaces Parking Ratio Required: 1:250 sq. ft.
Tire Center: 19 spaces Parking Provided: 29 spaces
Property Dimensions: 153' x 248'
Property Area: 0.9+ acres
Square Footage of Building: Restaurant: 596+ sq. ft.; Tire Center: 4,652 sq. ft.
Height of Building: Restaurant: 15.5 ft.; Tire Center: 15.5 ft
Exterior Building Materials: Restaurant: Stucco and plastic canopies
Exterior Building Colors: Red

PROJECT ELEVATION: Staff has the following comments regarding this proposal:

A. Land Use/Zoning

The subject site consists of two parcels totaling 0.9+ acres in the General Commercial (C-2) zone. Two single-family residences are located on the site. Surrounding land uses include single-family residential and vacant land zoned C-2 to the north; a mini-storage complex to the south; single-family residential to the east; and vacant land zoned for a shopping center (SC-PUD) to the west. The site is designated as a part of the Northgate Special Planning District by the General Plan and 1986 South Natomas Community Plan.

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APPLC. NO. P87-046 MEETING DATE February 12, 1987 ITEM NO 14

The applicant proposes to remove the residential uses from the site and develop the property with two commercial uses: a 4,752 square foot Goodyear Tire Center and a 596 square foot Rally's Hamburgers. The proposed restaurant use would have no seating or dining area and customers would receive their food through one of the two drive-up service windows on either side of the building or one of the two walk-up service windows in the front of the building. A special permit is required for the drive-up service window use.

The South Natomas Community Plan designates the east side of Northgate Boulevard between Patio Avenue and the southern boundary of Gardenland as a special planning district to address concerns over the long-term trend of economic stagnation and physical blight affecting this area. Planning Staff is currently developing a SPD Ordinance listing allowed uses and design guidelines for this area. The major goal of the SPD Ordinance is to ensure that this area is developed with a mixture of local serving commercial and office uses that encourage interaction between the public and service provider while being mutually supportive of other uses in the area. Efforts to eliminate incompatible uses in the area are also included in the proposed ordinance. The ordinance limits the number of drive-through restaurants in the planning district to two, as the concentration of this use in the special planning district would minimize opportunities for more appropriate and needed uses in the SPD.

One drive-up service window, Burger King at the northeast corner of Northgate and W. Silver Eagle, is already located in the SPD. The applicant's request is the second drive-through restaurant proposed for the SPD.

The Planning Commission reviewed the proposed SPD Ordinance on December 11, 1986, and recommended adoption to the City Council. It is anticipated that the Council will hear the proposed ordinance in late February.

B. Site-Plan Design

The submitted site plan indicates the proposed tire center at the rear of the site and Rally's located at the front of the parcel facing Northgate Boulevard (Exhibit A). The minimum 10-foot planter along Northgate Boulevard and five-foot planter along Rimmer Avenue, as proposed by the SPD Ordinance, are provided. Staff finds, however, that the majority of the site (66 percent) is devoted to paving for driveways, drive-up service lanes and parking. Staff recommends additional landscaping to improve the appearance of the site.

Trash enclosure facilities have not been indicated on the site plan and need to be provided.

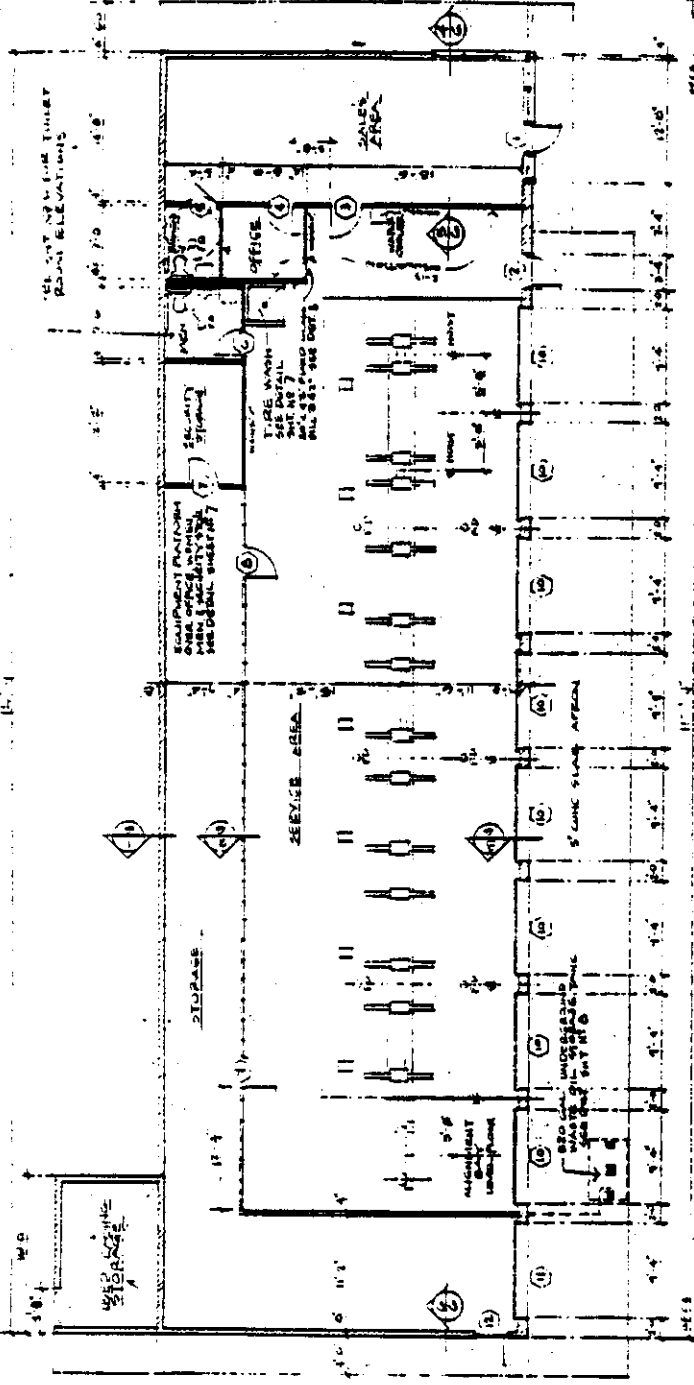
The submitted site plan indicates two detached-pole signs along Northgate Boulevard. The Sign Ordinance permits only one detached sign per street frontage per parcel. Any detached sign should meet the design requirements of the proposed SPD Ordinance. A sign program for the drive-up windows should also be provided.

The site plan was also reviewed by the City Traffic Engineering Division. Traffic Engineering indicated several problems with the proposed circulation pattern. These problems included: inadequate width for drive-up service lanes; an unacceptable design around the Northgate Boulevard driveway creating vehicle congestion and

EXHIBIT G

Goodyear Floor Plan

REVISIONS 3-5-83
 APPROVED BY THE ROBERT COMPANY
 DATE: JAN 8 1987
 DRAWN BY: JIM
 RE: 450784



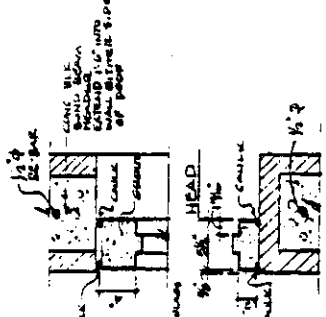
LEGEND
 CONTROL JOINT
 FLOOR DRAIN
 8" CONC. SLAB
 1" CONC. BLOCK

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

NOTE: WALL AND CEILING ARE NOT SHOWN IN THIS PLAN.

ROOM	FINISH	SC
OFFICE	1. WALL: 1/2" GYP. BOARD, 1/2" PLASTER, PAINT	1
OFFICE	2. CEILING: 1/2" GYP. BOARD, PAINT	2
OFFICE	3. FLOOR: 1" CONC. SLAB, POLISHED	3
SALES AREA	1. WALL: 1/2" GYP. BOARD, 1/2" PLASTER, PAINT	1
SALES AREA	2. CEILING: 1/2" GYP. BOARD, PAINT	2
SALES AREA	3. FLOOR: 1" CONC. SLAB, POLISHED	3
MEN	1. WALL: 1/2" GYP. BOARD, 1/2" PLASTER, PAINT	1
MEN	2. CEILING: 1/2" GYP. BOARD, PAINT	2
MEN	3. FLOOR: 1" CONC. SLAB, POLISHED	3
WOMEN	1. WALL: 1/2" GYP. BOARD, 1/2" PLASTER, PAINT	1
WOMEN	2. CEILING: 1/2" GYP. BOARD, PAINT	2
WOMEN	3. FLOOR: 1" CONC. SLAB, POLISHED	3
SERVICE AREA	1. WALL: 1/2" GYP. BOARD, 1/2" PLASTER, PAINT	1
SERVICE AREA	2. CEILING: 1/2" GYP. BOARD, PAINT	2
SERVICE AREA	3. FLOOR: 1" CONC. SLAB, POLISHED	3
STORAGE	1. WALL: 1/2" GYP. BOARD, 1/2" PLASTER, PAINT	1
STORAGE	2. CEILING: 1/2" GYP. BOARD, PAINT	2
STORAGE	3. FLOOR: 1" CONC. SLAB, POLISHED	3

DOOR	SIZE	TYPE	FRAME	FINISH	SCHEDULE	REMARKS
1	3'0" x 7'0"	A	ALUMINUM	PAINT	1	ENTRANCE
2	3'0" x 7'0"	B	STEEL	PAINT	2	OFFICE
3	3'0" x 7'0"	C	STEEL	PAINT	3	OFFICE
4	3'0" x 7'0"	D	STEEL	PAINT	4	OFFICE
5	3'0" x 7'0"	E	STEEL	PAINT	5	OFFICE
6	3'0" x 7'0"	F	STEEL	PAINT	6	OFFICE
7	3'0" x 7'0"	G	STEEL	PAINT	7	OFFICE
8	3'0" x 7'0"	H	STEEL	PAINT	8	OFFICE
9	3'0" x 7'0"	I	STEEL	PAINT	9	OFFICE
10	3'0" x 7'0"	J	STEEL	PAINT	10	OFFICE
11	3'0" x 7'0"	K	STEEL	PAINT	11	OFFICE
12	3'0" x 7'0"	L	STEEL	PAINT	12	OFFICE



DOOR TYPES
 SCALE: 1/2" = 1'-0"

DOOR TYPE	DESCRIPTION
1	ALUMINUM JAMB
2	STEEL JAMB
3	STEEL JAMB WITH GLASS
4	STEEL JAMB WITH GLASS AND TRANSOM
5	STEEL JAMB WITH GLASS AND TRANSOM (DIFFERENT TYPE)

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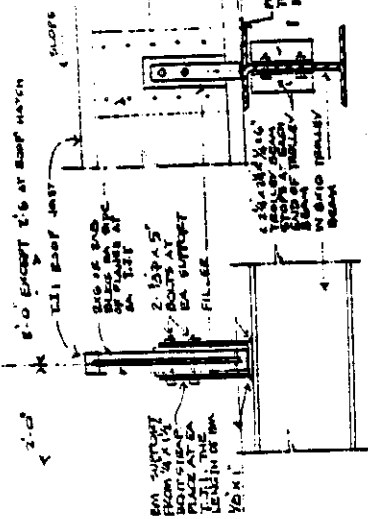
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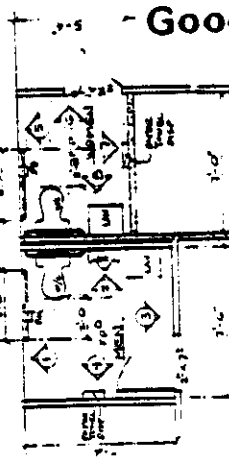
Item 14

EXHIBIT F

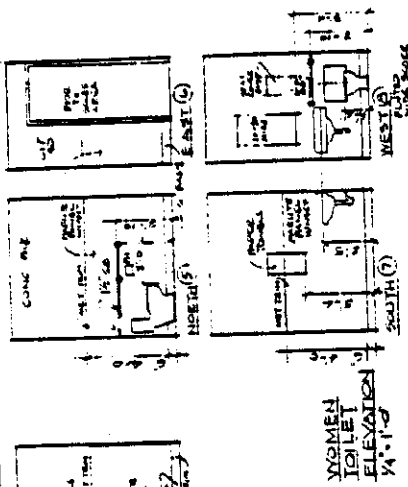
Goodyear Elevations



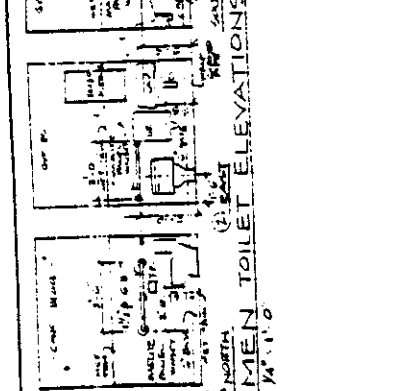
1 TROLLEY BEAM SUPPORT DETAIL
SCALE: 1/2" = 1'-0"



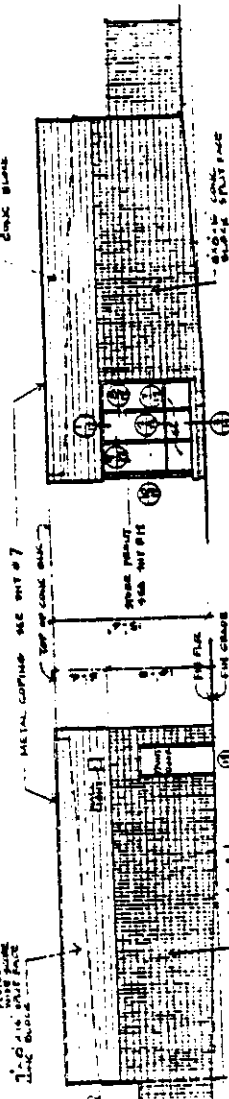
TOILET ROOM FLOOR PLAN
SCALE: 1/4" = 1'-0"



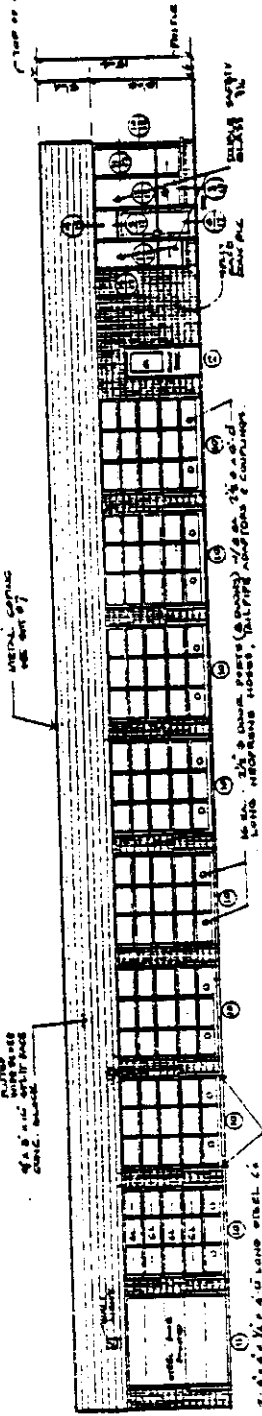
MEN TOILET ELEVATIONS
SCALE: 1/8" = 1'-0"



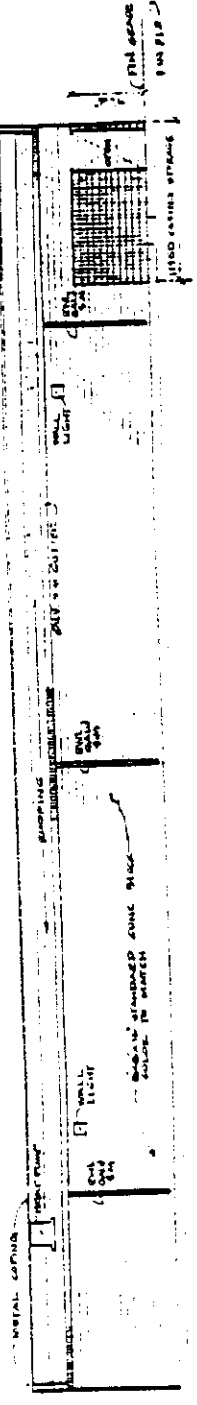
WOMEN TOILET ELEVATIONS
SCALE: 1/8" = 1'-0"



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



SOUTH ELEVATION (HIDDEN BOULEVARD)
SCALE: 1/8" = 1'-0"



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

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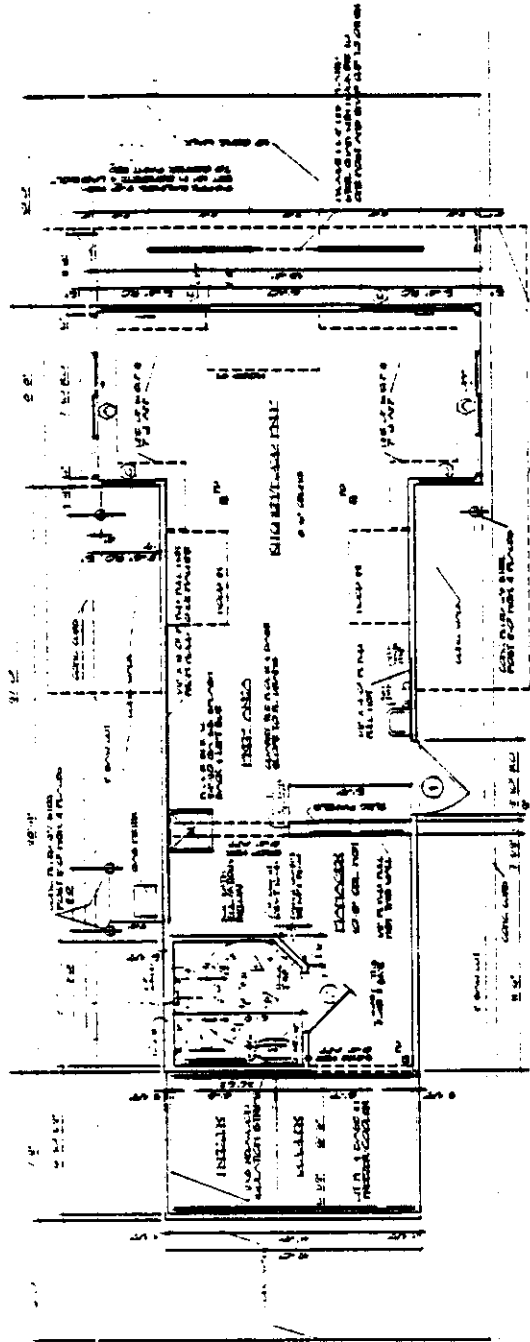
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EXHIBIT E

Floor Plan



RAMP, PORCH, WALK UP UNIT
 FLOOR PLAN
 SCALE 1/8" = 1'-0"

LEGEND

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

2. ALL WALLS ARE 1/2" THICK UNLESS OTHERWISE NOTED.

3. ALL DOORS ARE 3'0" WIDE UNLESS OTHERWISE NOTED.

4. ALL WINDOWS ARE 6'0" WIDE UNLESS OTHERWISE NOTED.

5. ALL FLOORS ARE 4" CONCRETE ON 8" GRAVEL UNLESS OTHERWISE NOTED.

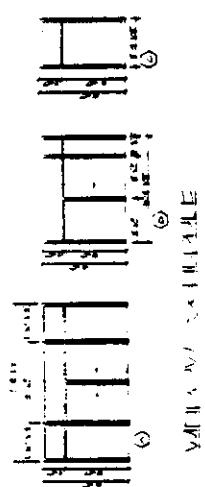
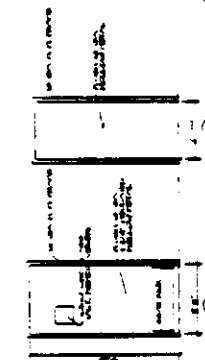
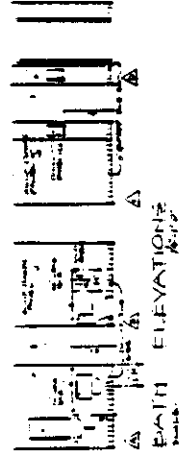
6. ALL ROOFS ARE 12" INSULATED CONCRETE ON 8" GRAVEL UNLESS OTHERWISE NOTED.

7. ALL CEILING ARE 8'0" HIGH UNLESS OTHERWISE NOTED.

8. ALL LIGHT FIXTURES ARE TO BE INSTALLED AS SHOWN.

9. ALL ELECTRICAL WORK IS TO BE INSTALLED AS SHOWN.

10. ALL MECHANICAL WORK IS TO BE INSTALLED AS SHOWN.



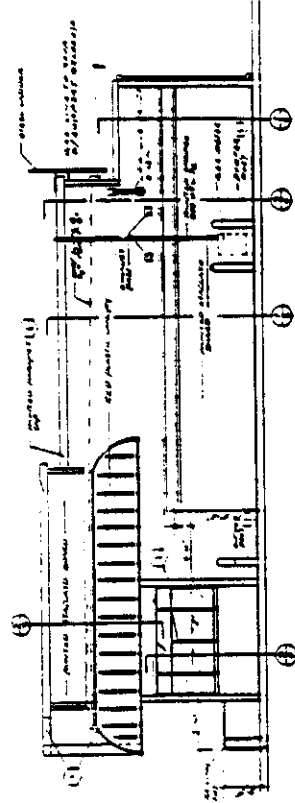
P87-046

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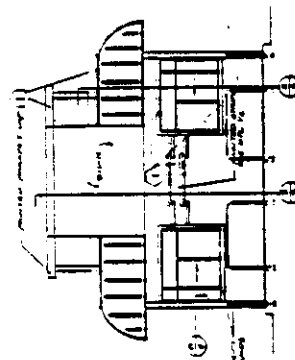
Item # 5

Elevations

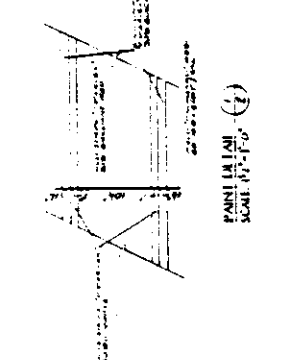
EXHIBIT D



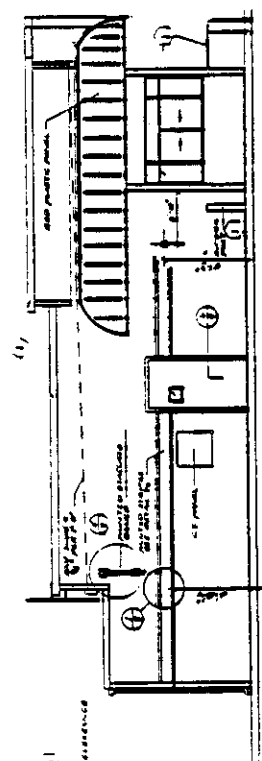
FRONT ELEVATION
SCALE 1/4\"/>



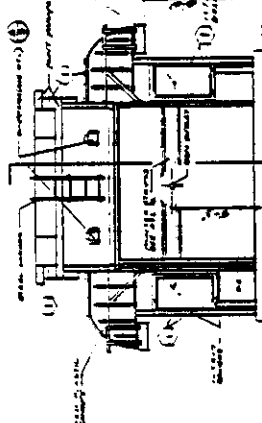
REAR ELEVATION
SCALE 1/4\"/>



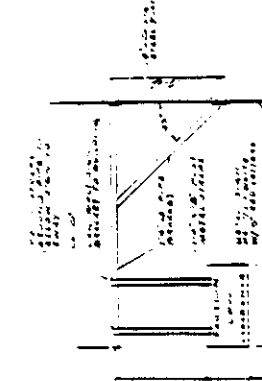
RIGHT SIDE ELEVATION
SCALE 1/4\"/>



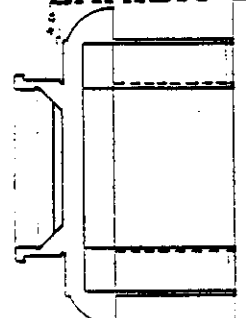
LEFT SIDE ELEVATION
SCALE 1/4\"/>



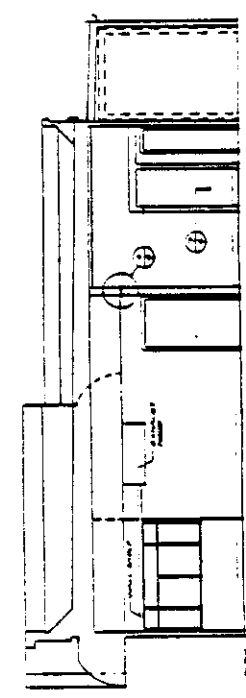
REAR ELEVATION
SCALE 1/4\"/>



RIGHT SIDE ELEVATION
SCALE 1/4\"/>



BUILDING SECTION
SCALE 1/4\"/>



BUILDING SECTION
SCALE 1/4\"/>

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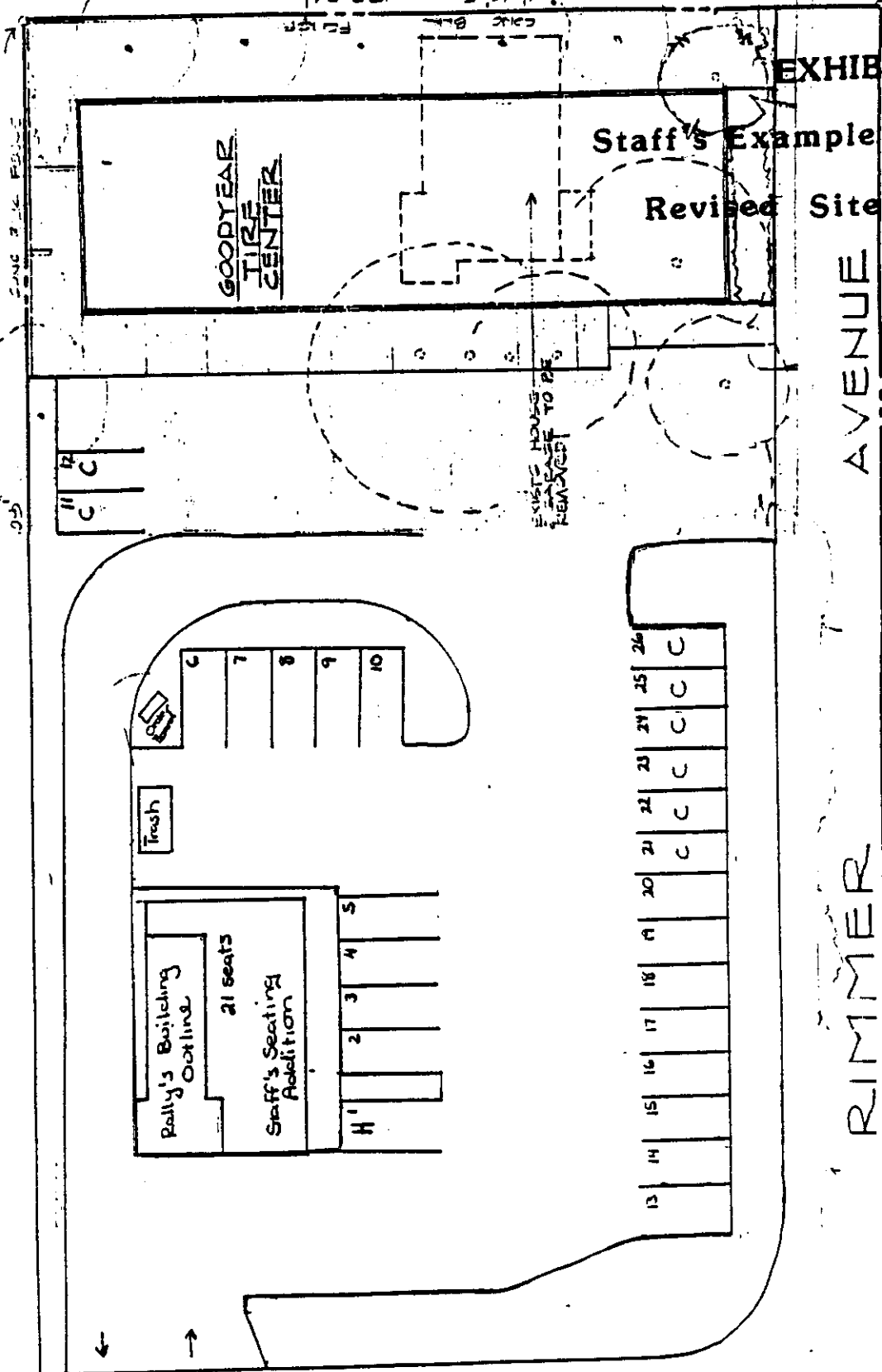
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APN 150-150-17
S O I F 4 G E
158.74
F U L S R

EXHIBIT C

Staff's Example Of A
Revised Site Plan



APN 150-150-17 0-2

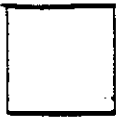
SCALE 1" = 20'

Northgate Blvd

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3-12-87

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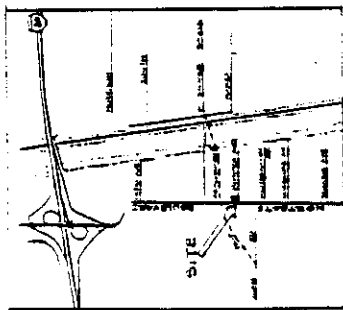
JOSEPH S. AYBELLO
 ARCHITECT
 1701 S. ELSTON AVENUE, SUITE 201
 CHICAGO, ILL. 60643-1212

DEVELOPMENT OF
 1000 S. ELSTON AVENUE, SUITE 201
 CHICAGO, ILL. 60643-1212

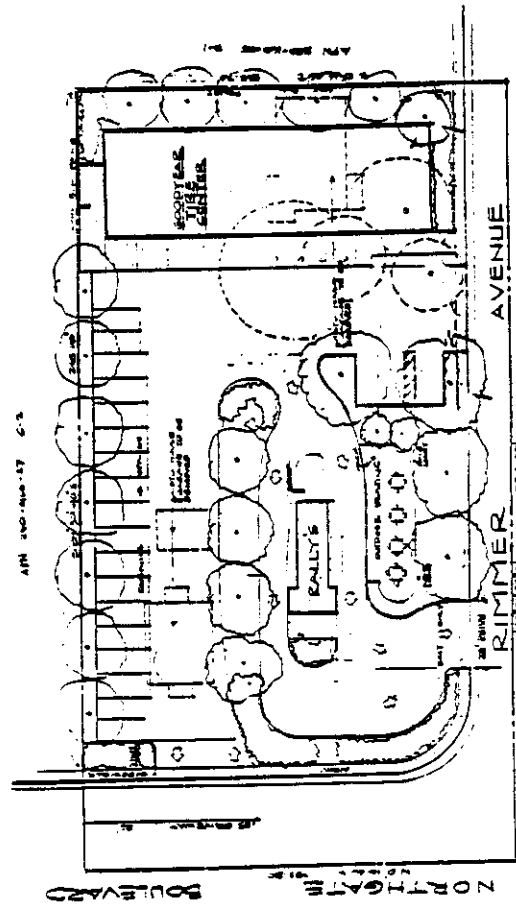
DATE: 1-30-87
 SHEET NO.
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EXHIBIT B

Applicant's Revised Site Plan



LOCATION MAP



AREA CALCULATIONS
 TOTAL SITE AREA: 10,000 sq. ft. (228m x 436m)
 BUILDING AREA: 4,800 sq. ft.
 LANDSCAPE DEVELOPMENT: 5,100 sq. ft.
 PAVED AREA: 11,000 sq. ft.
 PARKING REQUIREMENTS: 200 spaces
 PARKING PROVIDED: 210 spaces @ 100 ft. center

SITE PLAN
 SCALE

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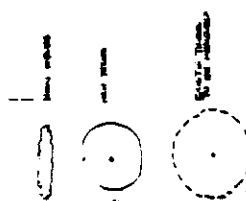
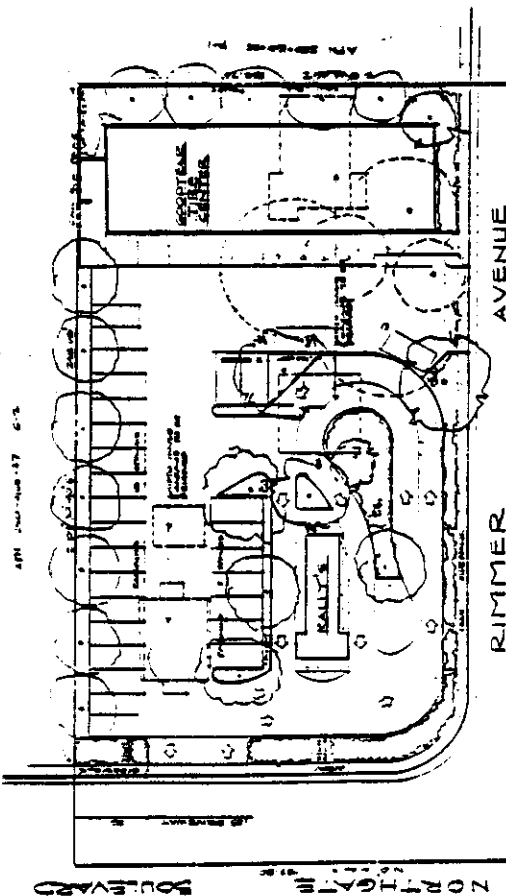
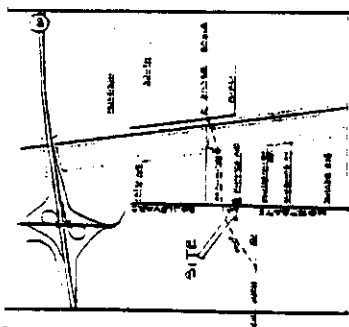
JOHN DE F. AYELLO
ARCHITECT
1101 - FULTON AVENUE, SUITE 201
BROOKLYN, CALIFORNIA 94002
(415) 473-1012

DEVELOPMENT OF
SALIX HALLS
BY LINDA HARRIS
2000 FULTON AVENUE, SUITE 201
BROOKLYN, CALIFORNIA 94002
(415) 473-1012

DATE: _____
SHEET: 100
OF: 100

EXHIBIT A

Original Site Plan



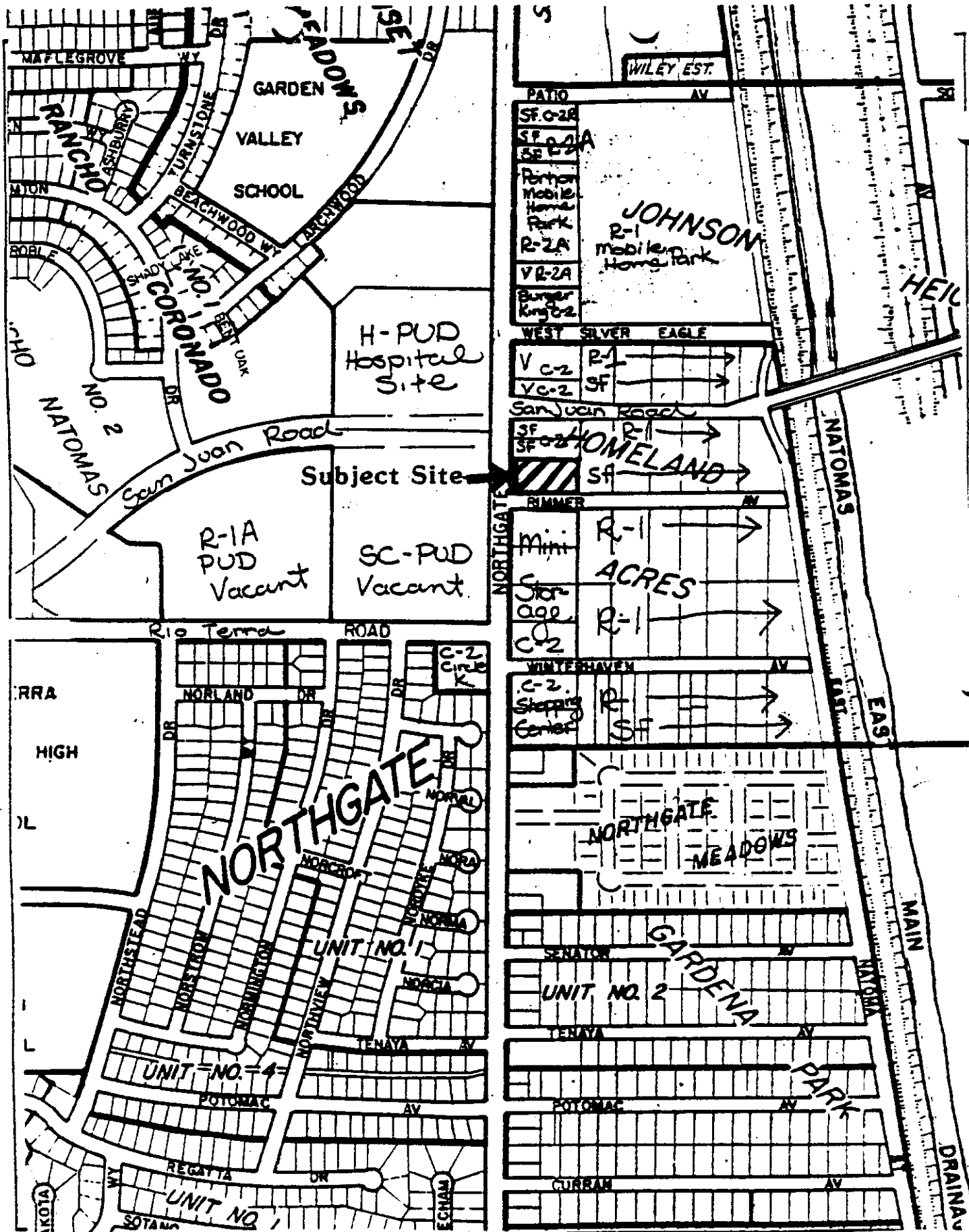
AREA CALCULATIONS
GROSS AREA: 20,000 sq. ft. (2.25 AC)
NET AREA: 18,000 sq. ft. (2.08 AC)
BUILDING AREA: 4,800 sq. ft.
LANDSCAPING DEVELOPMENT: 6,100 sq. ft.
PARKING AREA: 2,100 sq. ft.
TOTAL AREA: 20,000 sq. ft. (2.25 AC)
EXHIBIT PROVIDED: 04/10/87

SITE PLAN

P87-046

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3-12-87

Item # 5



VICINITY - LAND USE - ZONING

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RECOMMENDATION: Staff recommends denial of the special permit request based upon findings of fact which follow:

Findings of Fact

1. The project, as proposed, is not based upon sound principles of land use in that:
 - a. adequate vehicle circulation and landscaping are not provided;
 - b. a project which provides indoor seating and is a local serving commercial use for the South Natomas area would be provided for the site.
2. The project will be detrimental to the public health, safety and welfare and result in the creation of a nuisance in that the proposed design does not address the safety concerns of the City Traffic Engineering Division.

circulation problems; concern that drivers using the southern drive-through lane will have difficulty judging how close their vehicles are to the window and problems getting their food from the opposite side of their automobiles. A redesign of the site plan is recommended.

C. Building Design

The proposed Rally's building is proposed to have a stucco exterior painted beige with a red accent stripe around the building (Exhibit D). Red plastic awnings are proposed to cover the two drive-up windows and two walk-up windows. An attached identification sign is proposed for the west elevation. Staff finds the proposed elevations to be stark and lacking in interest. More design variation and detail is needed.

D. Lot-Line Adjustment

A lot-line adjustment to merge the two lots is necessary in order to construct the proposed buildings. The applicant has indicated that he will apply for a lot-line adjustment if the special permit is approved.

E. Recommendation

Planning Staff finds that the proposed restaurant use with two drive-up service windows is incompatible with the goals of the Northgate Boulevard SPD to encourage local serving uses compatible with surrounding uses. The proposed restaurant use provides little benefit to the neighborhood as the primary access to the food served is by vehicle. Walk-up service, while allowable, does not appear to be encouraged as a pedestrian would have to cross over the drive-up window lanes to reach the building. Furthermore, no indoor-dining area is provided making it difficult for workers at adjacent sites to use the restaurant. In addition, 66 percent of the site is devoted to paving in the form of driveways, drive-up service lanes and parking. The Traffic Engineering Division has also found significant circulation problems with the submitted site plan.

Planning Staff met with the applicant and recommended that the site plan be redesigned to eliminate one drive-up service window, add an indoor seating/dining area, reduce the amount of paving and solve the existing circulation problems. The applicant submitted a revised site plan redesigning the circulation pattern and adding an outdoor seating area and landscaping (Exhibit B). Planning and Traffic Engineering Staff find this site plan to be unacceptable in that: inadequate parking is provided for the number of seats indicated; indoor seating is not provided; adequate stacking distance for vehicles is not provided; drive-through lane should accommodate a minimum of six vehicles; and there are still circulation problems with the proposed design. Planning and Traffic Engineering Staff find that the project should be redesigned to eliminate one drive-up service window and add indoor seating (Exhibit C). Staff, therefore, recommends denial of the applicant's request.

ENVIRONMENTAL DETERMINATION: This project is exempt from environmental review pursuant to State EIR Guidelines (CEQA Section 15303e).