

City Planning Commission
Sacramento, California

Members in Session

- Subject:
- A. Negative Declaration
 - B. Mitigation Monitoring Plan
 - C. Special Permit Modification to relocate 68 of the existing 109 off-site parking spaces to a future condominium site and relocate 32 of the 109 off-site parking spaces as valet parking on the lower level of the Riverbank Marina on 3.0± vacant acres in the Floodway Overlay (Planned Unit Development) (FW{PUD}) zone.
 - D. Special Permit Modification to reallocate 32 existing parking spaces from non-restaurant uses to restaurant uses at the Riverbank Marina on a temporary basis in the FW(PUD) zone.
 - E. Variance to locate 68 required parking spaces off-site for the Riverbank Marina on 3.0± developed acres in the FW(PUD) zone.
 - F. Variance to increase the number of valet parking spaces from 40 to 72, to be located on the lower level of the Riverbank Marina site in the FW(PUD).
 - G. Variance to waive the parking lot paving, drainage and shading requirements for the 68 off-site parking spaces.

LOCATION: Between North Bank of Sacramento River and Garden Highway

Background Information

On April 30, 1992, the applicant requested a continuance of the above mentioned entitlements in order for representatives of the three restaurants to agree with a short-term and permanent parking solution for the Riverbank Marina. Additionally, the applicant wanted more time to work out an alternative parking site for Capital City Cruises (River City Queen).

River City Queen

On May 5, 1992, City staff received the attached correspondence from the applicant indicating that the River City Queen will no longer load and/or unload passengers at the designated off-site parking location until September 15, 1992 (see Exhibit C). Staff has recently been informed by the City's Parks and Recreation Department that the River City Queen will be allowed to load and unload at Miller Park's courtesy dock until September 15, 1992. A formal contract will be developed between the City's Parks and Recreation Division and Riverbank Marina/Capital City Cruises. The City's Parks and Recreation Department has indicated to staff that Capital City Cruises will have no exclusive use of the dock, therefore, docking will be on a first come first serve basis. The cruise line will be charged a \$25 usage fee each time the boat docks at the site. Public parking will be available at Miller Park for passengers on a first come first serve basis. As a result of this new information, staff will consider the 25 spaces originally used by the River City Queen as part of the overall parking count.

Parking Analysis

On going discussions have occurred with City staff and the applicant regarding a permanent parking solution and some of the parking spaces not considered by City staff on the lower level. On May 11, 1992, Planning staff, a Crawdads restaurant representative and the City's Transportation Division staff visited the parking lot site at the Riverbank Marina. Based on actual measurements of parking spaces on the site and the applicant's intent to pave new areas, staff determined the overall parking count to be deficient by 18 parking spaces. It was therefore, determined that the total parking count was 346 spaces (364 - 18 = 346). Staff has attached a map depicting those areas that are deficient (Exhibit B). The applicant also intends to provide some parallel parking spaces on the upper level parking area which they have considered in their parking count to justify more seating. A Variance would be required to allow parallel parking on the site which has not been advertised. Staff, therefore, did not count the parallel spaces. Additionally, the City's Transportation Division staff City's Traffic Engineer would not consider some of the parallel spaces proposed by the applicant.

On May 8, 1992, the applicant, restaurant representatives and City staff met to discuss a permanent parking solution. The applicant indicated to staff that their plans are to construct a permanent parking structure with approximately 50 spaces. The new structure would be an extension of the existing Riverbank parking lot and end at the future condominium site. This parking will be in addition to the proposed 68 off-site parking spaces proposed on the future condominium site. The applicant informed staff that parking plans

for the new parking structure will be submitted by August 15, 1992. A Special Permit Modification is required to be submitted by the applicant for the review and approval of the City Planning Commission prior to construction of the new parking structure.

The applicant indicated that during the short term, a total of 775 seats in the three restaurants combined (Woody's = 210 seats, Crowdad's = 140 seats, Chevy's = 425 seats) would be located on the site. In the long term, a total of 796 restaurant seats would be allowed in the three restaurants combined (Woody's = 210 seats, Crowdad's = 140 seats, Chevy's 446 seats). The 796 seats would be justified once the new parking structure is constructed.

Staff is not opposed to the applicant's long term parking solution but without a parking layout approved, staff has no assurance that this is feasible. The Chevy's restaurant representative indicated that they were still not agreeable to the applicant's proposed long term solution. At the May 8th meeting, staff requested that the applicant submit a signed written agreement indicating that all of the three restaurants were in agreement with the permanent parking solution. A signed written agreement has not been submitted to staff. Lastly, staff would only support a total of 732 restaurant seats during the temporary proposal due to 18 parking spaces not counted by staff.

On March 26, 1992, the City Planning Commission indicated an intent motion to approve the Variance for a temporary parking lot subject to conditions. A condition of the Variance required that the temporary parking lot be constructed and available for parking within four months (July 26, 1992). Because of the two continuances requested by the applicant, the due date to construct the temporary parking lot continues to get extended. It is staff's understanding from the applicant that the intent of the temporary parking lot is to accommodate the overflow during the peak season at the restaurants which is during the months of May, June, July and August and enable the restaurants to have additional seating. Staff is, therefore, requiring that the temporary parking lot, if approved, be constructed immediately (August 1, 1992) in order to comply with the parking requirement and to be available during the summer months.

Summary

Staff believes that the applicant's temporary parking solution could work provided that the conditions are met. The applicant requested that the reallocation of 32 non-restaurant parking spaces to restaurant parking spaces be available until September 30, 1992. At that time, seating at the three restaurants would be reduced to meet the parking requirement and the leasing of office space would be allowed. Staff, therefore, recommends that the applicant comply

with the original conditions recommended by staff. Additionally, use of the 32 new valet parking spaces will be prohibited after November 14, 1993. It is, therefore, recommended that once the valet parking has been terminated, the number of seats shall be decreased in the three restaurants combined unless a permanent parking structure has been constructed and adequate parking is provided. It is also important to note that without the temporary parking lot in place, the parking problem would still exist and excessive seating in the three restaurants would be in violation.

Allowing the increase seating during the temporary period will give the applicant more time to complete a comprehensive parking study and work out a permanent parking solution for the Riverbank Marina. The applicant will be allowed 732 parking spaces until September 30, 1992. Staff also believes that this temporary parking solution will alleviate some of the potential traffic congestion during the summer months. Lastly, subsequent to the September 30th date, staff anticipates that the adequate number of parking spaces will be provided and/or seating will be reduced until parking can be met.

RECOMMENDATION: Staff recommends the following actions:

- A. Ratify the Negative Declaration;
- B. Adopt the attached Mitigation Monitoring Plan;
- C. Approve the Special Permit Modification to relocate 68 of the existing 109 off-site parking spaces to a future condominium site subject to conditions and based upon findings of fact which follow;
- D. Approve the Special Permit Modification to reallocate 32 existing parking spaces from non-restaurant uses to restaurant uses at the Riverbank Marina on a temporary basis subject to conditions and based upon findings of fact which follow.
- E. Approve the Variance to locate 68 required parking spaces off-site for the Riverbank Marina subject to conditions and based upon findings of fact which follow;
- F. Approve the Variance to increase the number of valet parking spaces from 40 to 72 on a temporary basis for the Riverbank Marina site based upon findings of fact which follow; and
- G. Approve the Variance to waive the parking lot paving, drainage and shading requirements for the 68 off-site parking spaces subject to conditions and based upon findings of fact which follow.

Conditions of Approval:

1. A signed written agreement by all three restaurant owners and the applicant shall be submitted to staff prior to allowing a total of 732 seats in the three restaurants.
2. During the temporary time period, a total of 321 parking spaces shall be provided on the site (206 existing on-site, 43 off-site, and 72 valet). A total of 732 seats shall be permitted in the three restaurants located at the subject site. (Parking ratio for the restaurants is 1 space per 3 seats).
3. The applicant shall apply for a building permit for the construction of the temporary parking lot and new paved valet areas within 14 days from the date of Planning Commission approval (May 14, 1992). Construction of the temporary parking lot and new valet areas shall begin within 7 days of issuance of building permits. The temporary parking lot shall be completed by August 1, 1992. If the temporary parking lot has not been completed by the deadline (August 1, 1992), the City's Neighborhood Services Division will be notified.
4. A Transportation Management Plan (TMP) shall be submitted to the Public Works Department prior to establishing the temporary parking lot. The TMP shall be submitted to the Public Works Department by August 1, 1992.
5. The temporary parking lot shall be constructed to comply with the City's Temporary Parking Lot requirements.
6. On site paving for the temporary parking lot shall be reviewed by the City's Traffic Engineer prior to issuance of a building permit.
7. Adequate lighting shall be provided on the temporary parking lot. The lighting proposed shall be reviewed and approved by city staff prior to placement of the light fixtures.
8. A guard rail shall be provided along the south portion of the temporary parking lot adjacent to the river.
9. Applicant shall comply with all provisions of the City's Driveway Ordinance (City Code Section 38.160 to 38.171) which includes the requirement that all driveways shall have an approach grade of no greater than 4% within 20 feet of public right-of-way.

10. Improved signage shall be placed on the site to inform patrons of the lower level parking. Any signage proposed shall be reviewed and approved by the Planning Director prior to issuance of sign permits. Signage shall be in place by August 1, 1992.
11. After September 30, 1992, a total of 666 restaurant seats shall be allowed in the three restaurants combined and 72 valet parking spaces shall be provided.
12. After November 14, 1993 (18 months), a total of 570 restaurant seats shall be allowed in the three restaurants combined and 40 valet parking spaces shall be provided.
13. If restaurant seating has not been reduced to the appropriate number, at specified times, the City's Neighborhood Services Division will be notified of this violation.
14. Construction shall commence on the condominium development, which includes 68 permanent parking spaces for the restaurant uses within two years of the date of Special Permit approval (May 14, 1994). The applicant shall provide 32 additional valet spaces on the Riverbank Marina site for a period of 18 months.
15. The applicant shall be allowed to retain 666 restaurant seats while the condominiums are under construction (seat count based on 72 valet parking spaces allowed). A total of 570 (40 valet spaces) seats shall be allowed in the three restaurants combined once the condominiums are constructed, unless a Variance is obtained. Only employees shall be allowed to utilize the 32 valet parking spaces during construction of the condominiums.
16. A comprehensive traffic and parking study shall be completed and submitted to the Planning Department prior to the applicant wishing to obtain any variances from the Planning Commission. The applicant shall include the Traffic Division, Planning Department and the Natomas Community Association to participate in the formulation of the study. The applicant shall participate in the funding for the study. As part of the parking and traffic study, efforts shall be made to remove all parking on the north side of Garden Highway and the applicant shall consider possible changes in the lower level parking area.

17. If the condominiums are not under construction within two years from the date of Special Permit approval (May 14, 1994) of the temporary parking lot, the applicant shall return to the City Planning Commission to reevaluate the parking situation on the site. The applicant shall apply for a Special Permit Modification 30 days prior to the end of the two year period. If a Special Permit Modification is not pursued during the required time, the temporary parking lot will be terminated and a total of 366 seats (256 existing on-site - 134 req'd non-restaurant parking x 3 restaurant ratio = 366 restaurant seats) shall be permitted in the restaurants combined.
18. The applicant shall obtain a Special Permit Modification prior to the construction of a permanent parking lot extension between the Riverbank Marina and the condominium site.
19. Notice: Property to be developed in accordance with this permit may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available for review at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.
20. Applicant shall comply with the mitigation measures identified in the attached Mitigation Monitoring Plan prepared by the Environmental Services Division.

Findings of Fact - Special Permit Approval

1. The project, as conditioned, is based on sound principles of land use in that the subject site is compatible with surrounding land uses in the area which includes a mixed use retail, office and commercial uses and parking areas.
2. The temporary parking lot, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in the creation of a nuisance in that:
 - a. the parking lot would provide an adequate parking supply to serve the Riverbank Marina complex and a permanent parking lot and/or condominiums will be constructed within two years;

- b. restaurant seating in each of the existing restaurants will be reduced in order to comply with the parking requirements until permanent parking is provided for the Marina;
 - c. a comprehensive parking and traffic study will be prepared if any further parking variances are requested; and
 - d. a Transportation Management Plan will be implemented by the applicant to improve any potential traffic congestion and provide viable parking for the employees.
3. The proposed project is consistent with the General Plan and the 1988 South Natomas Community Plan which designate the site for Parks, Recreation and Open Space and the Riverfront District respectively.

Findings of Fact - Variances Approval

- 1. Granting the Variances will not constitute a special privilege extended to one property owner in that uses with similar circumstances have been granted Variances for temporary parking lots.
- 2. Granting the Variances will not be injurious to the public health, welfare and properties in the Riverbank Marina in that:
 - a. a permanent parking structure and/or condominiums with permanent parking will be constructed on the subject site;
 - b. temporary parking will only exist for a maximum period of two years until permanent parking is provided;
 - c. valet parking on the site will alleviate congestion on the lower level and provide some parking for employees; and
 - d. a permanent parking lot will be provided on the site if the condominium project is not constructed;
 - e. similar off-site parking Variances have been granted in the City;

-
- f. paving for the temporary parking lot will comply with the City's temporary parking lot paving requirements.

Respectfully submitted,

Joy Patterson

Joy Patterson,
Senior Planner

Report Prepared By,

Bridgette Williams

Bridgette Williams
Associate Planner

EXHIBIT 1

APPLICANT'S TEMPORARY PROPOSAL

		32 proposed valet spaces
		40 existing valet spaces
		74 upper level parking
		<u>150</u> lower level parking
		296 on-site parking spaces
296	Existing Spaces On-site	
plus <u>68</u>	Proposed Spaces Off-site	
364	Total Spaces	
minus <u>102</u>	(134 (req'd non-rest. pking) - 32 (reallocated to rest = 102 non-rest.)	
262	Spaces Remaining for Restaurant Uses	
x <u>3</u>	Restaurant Parking Ratio (1 space per 3 seats)	
786	Restaurant Seats Allowed	

STAFF'S TEMPORARY PROPOSAL

278	Existing Spaces On-site	(296 - 18 (not counted) = 278)
plus <u>68</u>	Proposed Spaces Off-Site	
346	Total Spaces	
minus <u>102</u>	(134 - 32 = 102)	
244	Spaces Remaining	
x <u>3</u>	Restaurant Parking Ratio (1 space per 3 seats)	
732	Restaurant Seats Allowed	

EXHIBIT 1 cont.

PARKING PROPOSAL AFTER SEPTEMBER 30, 1992 WITH 72 VALET PARKING SPACES

		72	valet spaces
		74	upper level parking
		<u>142</u>	lower level parking (Staff's Actual Count)
		288	total parking spaces
288	Existing Spaces On-site		
plus <u>68</u>	Proposed Spaces Off-site		
356	Total Spaces		
minus <u>134</u>	Retail(19 spaces) Office(25 spaces) Boat Slips(90 spaces)		
222	Spaces Remaining		
x <u>3</u>	Restaurant Parking Ratio (1 space per 3 seats)		
666	Restaurant Seats Allowed		

STAFF'S PARKING PROPOSAL AFTER OCTOBER 30, 1993 (18MO) WITH 40 VALET PARKING SPACES

		40	valet spaces
		74	upper level parking
		<u>142</u>	lower level parking (STAFF'S ACTUAL COUNT)
		256	total parking spaces
256	Existing Spaces On-site		
plus <u>68</u>	Proposed Spaces Off-site		
324	Total Spaces		
minus <u>134</u>	Retail(19 spaces) Office(25 spaces) Boat Slips(90 spaces)		
190	Spaces Remaining		
x <u>3</u>	Restaurant Parking Ratio (1 space per 3 seats)		
570	Restaurant Seats Allowed		

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY PLANNING COMMISSION
ON DATE OF: _____

**MITIGATION MONITORING PLAN
FOR RIVERBANK MARINA(P90-351)
FOR A PROPOSAL TO CONSTRUCT
TEMPORARY PARKING FOR THE
RIVERBANK MARINA ON 3.0±
DEVELOPED ACRES IN THE
FLOODWAY OVERLAY-PLANNED
UNIT DEVELOPMENT (FW-PUD)
ZONE. APN: 274-030-035). (P90-351).**

WHEREAS, the Environmental Coordinator has prepared a Negative Declaration for the above identified project;

WHEREAS, the proposed Negative Declaration finds that the proposed project will not have a significant effect on the environment provided that mitigation measures are added to the above identified project;

WHEREAS, the Environmental Coordinator has prepared a Mitigation Monitoring Plan for ensuring compliance and implementation of the mitigation measures as prescribed in the Initial Study for the above identified project; and

WHEREAS, in accordance with Section 21081.6 of the California Public Resources Code, the City of Sacramento requires that a Mitigation Monitoring Plan be developed for implementing mitigation measures as identified in the Initial Study for the project;

NOW THEREFORE BE IT RESOLVED by the City of Sacramento, Planning Commission that:

1. The Mitigation Monitoring Plan for the proposed project (P90-351) project be approved and adopted as shown in the attached Mitigation Monitoring Plan dated March 16, 1992.

Chairperson

ATTEST:

Secretary to the Planning Commission

P90-351

P90-351

5-14-92
~~4-30-92~~

Item #7

Recording
Not
Required

MITIGATION MONITORING PLAN

FOR

RIVERBANK MARINA/P90-351

Type of Environmental Document:
Negative Declaration

Prepared By:
City of Sacramento Environmental Services Division
ATTN: David Mohlenbrok

Date:
March 16, 1992

Adopted By:
City of Sacramento Planning Commission

Date: _____

Chair

Secretary to the Planning Commission

1

5-14-92
~~4-30-92~~

P90-351

Item # 7

CITY OF SACRAMENTO

MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Suite 301, Sacramento, CA 95814, (916) 449-2037, pursuant to CEQA Guidelines Section 21081.

SECTION 1: PROJECT IDENTIFICATION

Project Name and/or File Number: Riverbank Marina/ P90-351
Applicant - Name: Thomas Westley, Riverbank Holding Company
Address: 1371 Garden Highway, Sacramento, CA 95833

Project Location / Legal description of Property (if recorded):

All that certain real property situate, lying and being in the City of Sacramento, County of Sacramento, State of California, described as follows: Tract No. 7, as shown on the plat showing Tract of Land owned by Katherine Herget, filed in the office of the recorder of Sacramento County, California, on December 19, 1922, in Book 2 of Filed Surveys, Map No. 48, and being more particularly described as follows:

BEGINNING at a point on the West boundary line of the land owned by Katherine Herget, and on the West line of Swamp Land Survey 237, and distant South 0 23' West 3057.6 feet from the North west corner of said Swamp Land Survey No. 237, and running thence along the West line of said Swamp Land Survey No. 237, South 0 23' West 290 feet of the left or Northerly bank of the Sacramento River; thence along said River bank, with its meanderings, down stream South 69 14' East 216.7 feet; thence South 37 08' East 110.6 feet; thence South 49 52' East 159.8 feet; thence North 84 48 1/2' East 77.3 feet; thence leaving said River bank, and following along the Southerly line of the levees right of way or Reclamation District No. 1000, South 76 41 1/2' East 99, feet; thence North 69 35' East 126.31 feet; thence leaving said right of way line North 0 23' East 340.97 feet to the Northerly line of the levee right of way of said Reclamation District No. 1000; thence along said last named levee right of way line, North 87 34' West 102.0 feet; thence North 79 14' west 127.3 feet; thence North 69 53' East 29.8 feet; thence North 78 51 1/2' West 522.5 feet to the place of beginning.

EXCEPTING THEREFROM all that portion lying within Parcels 3A, 3B and 3C acquired by the State of California for highway purposes and described in the Final Order of Condemnation, Superior Court Action No. 161150, recorded April 27, 1967, in Book 6704-27, page 437.

SECTION 2: GENERAL INFORMATION

The project as approved includes four (4) mitigation measures. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within Attachment A of the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by The Riverbank Holding Company.

SECTION 3: PLAN COMPONENTS

1. EARTH

Discussion of Impact: The proposed project is anticipated to have erosional effects upon the project site. In order to reduce adverse erosional effects on earth to a less-than-significant level, the applicant/developer has agreed to the following mitigation measures:

Mitigation Measures: Implement Erosion Control Measures.

- A. The developer is to grade the site such that new topography makes a smooth transition to existing adjacent topography and match existing adjacent cover. Grading techniques which control excessive run-off and erosion during construction shall be implemented. These techniques shall be incorporated into final design to limit future erosion and run-off for the completed project. Grading shall be in accordance with the State Board of Reclamation permit (The State Reclamation Board requires an encroachment permit for any proposed activity along or near Federal Flood Control Project levees).
- B. The applicant shall install erosion control treatment along the northerly bank of the Sacramento River along the entire length of the project site to the satisfaction of the Army Corps of Engineers and the State Reclamation Board. The City's Building Division, Permit Services Section must receive written confirmation of compliance from the Army Corps of Engineers and the State Reclamation Board prior to the issuance of any building permit.

Entity Responsible for Ensuring Compliance: The Building Division, Permit Services Section, City of Sacramento Department of Planning and Development.

Monitoring Program:

Mitigation Measure A:

The Building Division, Permit Services Section, shall receive written notification from the State Board of Reclamation, stating that grading techniques incorporated into the final design of the project are acceptable and in accordance with the State Reclamation Board encroachment permit.

Mitigation Measure B:

The Building Division, Permit Services Section, shall receive written notification from the Army Corps of Engineers and the State Board of Reclamation, stating that the applicant/developer has installed erosion control treatment along the northerly bank of the Sacramento River along the entire length of the project site to their (Army Corps of Engineers & State Board of Reclamation) satisfaction.

The Building Division, Permit Services Section, shall not issue any building or site permits for the proposed project until he/she receives notification from the proper agencies (Army Corps of Engineers, State Reclamation Board) that the applicant has complied with all the mitigation measures identified in the Negative Declaration and the Mitigation Monitoring Plan.

2. WATER

Discussion of Impact: The proposed project will also have an effect on water quality due to the surface run-off of the parking lot. The concern is associated with automotive materials and wastes which will run-off from the parking lot. In order to reduce this impact to below a level of significance, the applicant/developer has agreed to the following mitigation measure:

Mitigation Measure: Develop a Drainage Plan for the Parking Lot

- C. A consultant shall be retained in order to develop an adequate drainage system accompanied with grease/sediment traps. The drainage system shall be subject to the review and approval of the City Director of Public Works prior to issuance of a building permit. The drainage plan shall comply with all National Pollutant Discharge Elimination System (NPDES) regulations and standards.

Entity Responsible for Ensuring Compliance: The Building Division, Permit Services Section, City of Sacramento Department of Planning and Development.

Monitoring Program:

The City Department of Public Works shall review a drainage system plan accompanied with grease/sediment traps, as prepared by the applicant's consultant. The Department of Public Works shall also verify that the drainage plan has been reviewed and approved by the Regional Water Quality Control Board and all applicable permits have been obtained. Upon approval of the drainage system plans, the City Department of Public Works shall submit a letter notifying the Building Division, Permit Services, of said approval. The City Department of Public Works may include any recommendations, such as a maintenance schedule, as part of the requirements for the drainage plan. The applicant will be responsible for implementing any such recommendations.

3. PLANT LIFE

Discussion of Impact: There are several valley oaks located on site. There are two valley oaks (one 36" and one 40" oak located near the southwest property line) designated as "Heritage Trees" under the City's Zoning Ordinance #4317. These two trees and all others on site were designated by the City Arborist (Dan Pskowski) to be preserved (refer to Attachment D of Negative Declaration).

The proposed project does not include any plans for tree or plant removal, however in order to protect all existing trees from construction activities, the applicant has agreed to the following mitigation measure:

Mitigation Measure: **Protect All Existing Trees From Development**

- D. 1) A four foot high chain link construction barrier fence shall be installed around the dripline of each tree prior to the commencement of grading on the site.
- 2) ~~No surface or grade changes and no trenching shall be made within the driplines of the trees.~~
- 3) No parking of vehicles or storage of materials shall occur within the driplines of the trees.
- 4) The fences may be removed after construction is complete.
- 5) Grading and construction plans for the proposed project shall include a note of the aforementioned mitigation measures (D,1-4).

Entity Responsible for Ensuring Compliance: The Building Division, Permit Services Section, City of Sacramento Department of Planning and Development.

Monitoring Program

Mitigation Measure D (5):

Prior to the issuance of any building or site permit, the Building Division, Permit Services Section, shall require visual proof that all grading and construction plans include a note of the aforementioned mitigation measures (D, 1-4).

Mitigation Measure D (1-4):

Prior to the issuance of any building or site permit, the Building Division, Permit Services Section, shall require the following:

- a. Documentation from the City Arborist or a consultant (from an approved list of certified arborists maintained by the Environmental Services Division) certifying that all trees are in healthful condition. The documentation shall be dated no later than one week prior to review by the Building Division, Permit Services Section.
- b. Visual proof of the established location of the trees (See Attachment D of Negative Declaration).

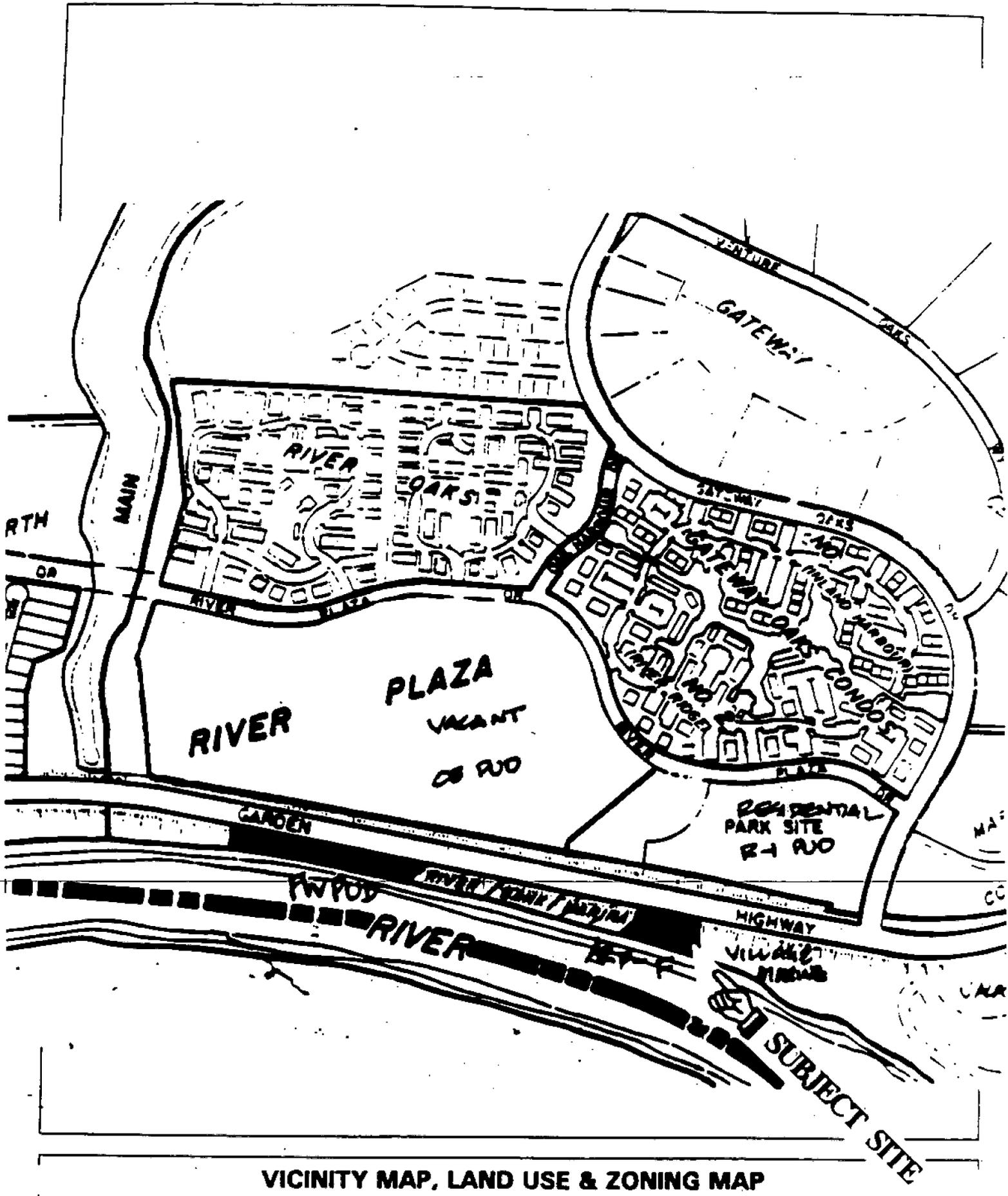
Building Division, Permit Services Section, shall require that the applicant contract with a consultant (from an approved list of certified arborists maintained by the Environmental Services Division) to monitor and report the impact of project development upon all preserved trees. Prior to the issuance of any building or site permit and after compliance with a and b above, the Building Division shall require a copy of the signed contract which specifies, at a minimum, the following:

1. The intent of the monitoring plan is to insure that all preserved trees are protected from harm due to project development throughout the duration of project development.
2. The Consultant (arborist) shall visit the site unannounced on five separate days prior to the issuance of a Certificate of Compliance.
3. In the case where the Consultant observes damage to the preserved trees or other violation of the mitigation measure, the Consultant shall immediately report to the applicant, Building Division, Permit Services Section.

5-14-92
~~4-30-92~~

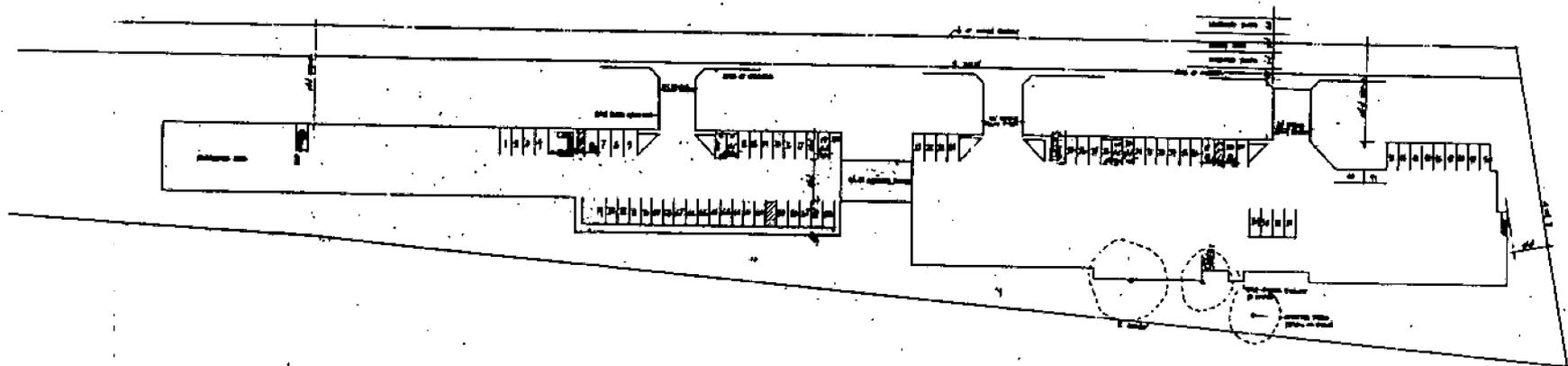
P90-351

Tom 47



VICINITY MAP, LAND USE & ZONING MAP

Exhibit A



BOARDWALK PARKING PLAN

74 PARKING CONCEP. EXISTING

TOTAL PARKING

BOARDWALK	74
LOWER LEVEL	222
OFF SITE	60
TOTAL	356

1001130

APR 17 1965

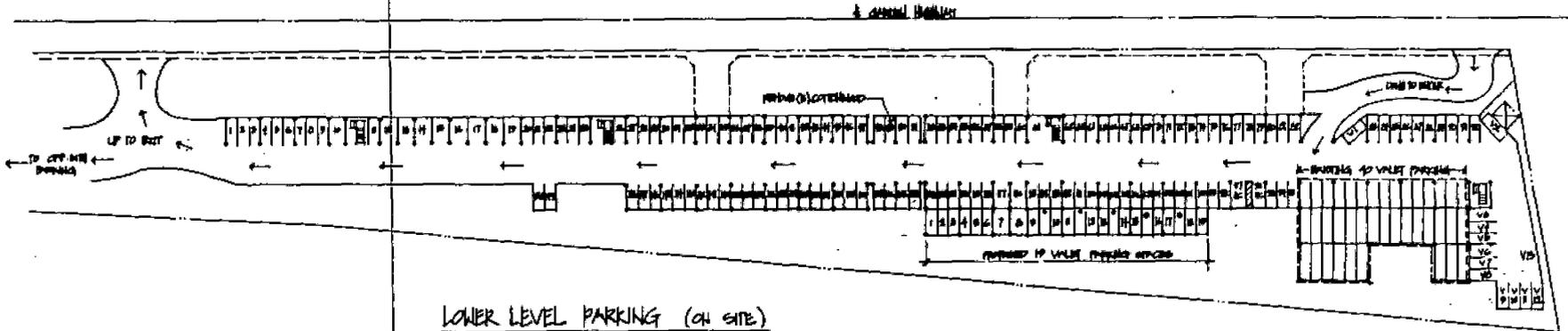
► P90 351
5-14-72

Exhibit A-1

RECEIVED

APR 17 1992

P90 351



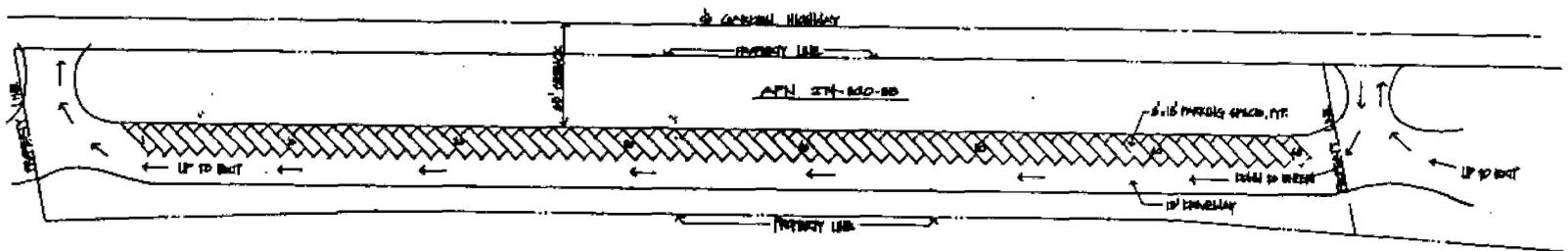
LOWER LEVEL PARKING (ON SITE)
 SCALE 1"=40'-0"
 20 SPACES STANDARD (COMPACT, REGULAR & HANDICAPPED)
 10 SPACES PARKING VALET
 22 SPACES THROUGH VALET
 222 SPACES TOTAL

P90-351

5-14-92
4-30-91

Item A7

Exhibit A-2



OFF SITE PARKING
SCALE 1"=50'

NO PARKING SPACES PROVIDED

RECEIVED

APR 17 1992

P90 351

P90-351

5-14-92

~~4-30-91~~

Item # 7.

5-14-92
P 90 351

APR 17 1992

Parking Spaces
Not Counted

TOTAL PARKING
PARKWAY 74
LABOR LEVEL 223
OFFICE 40
PVA 44

77 PARKING SPACES EXISTING

BOARDWALK PARKING PLAN

Not Counted

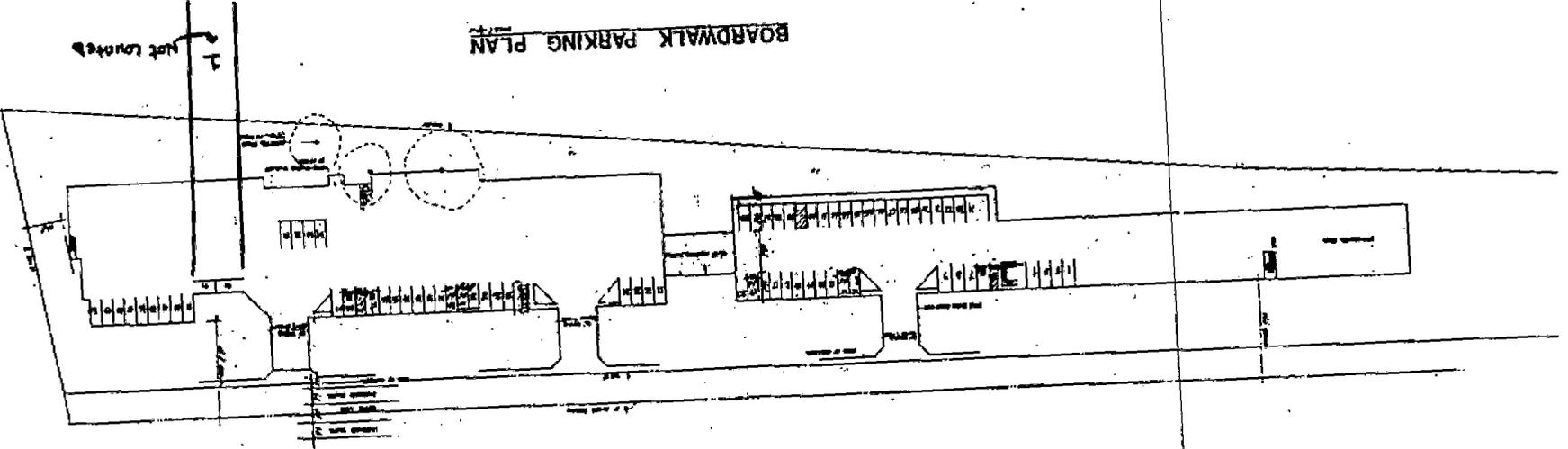
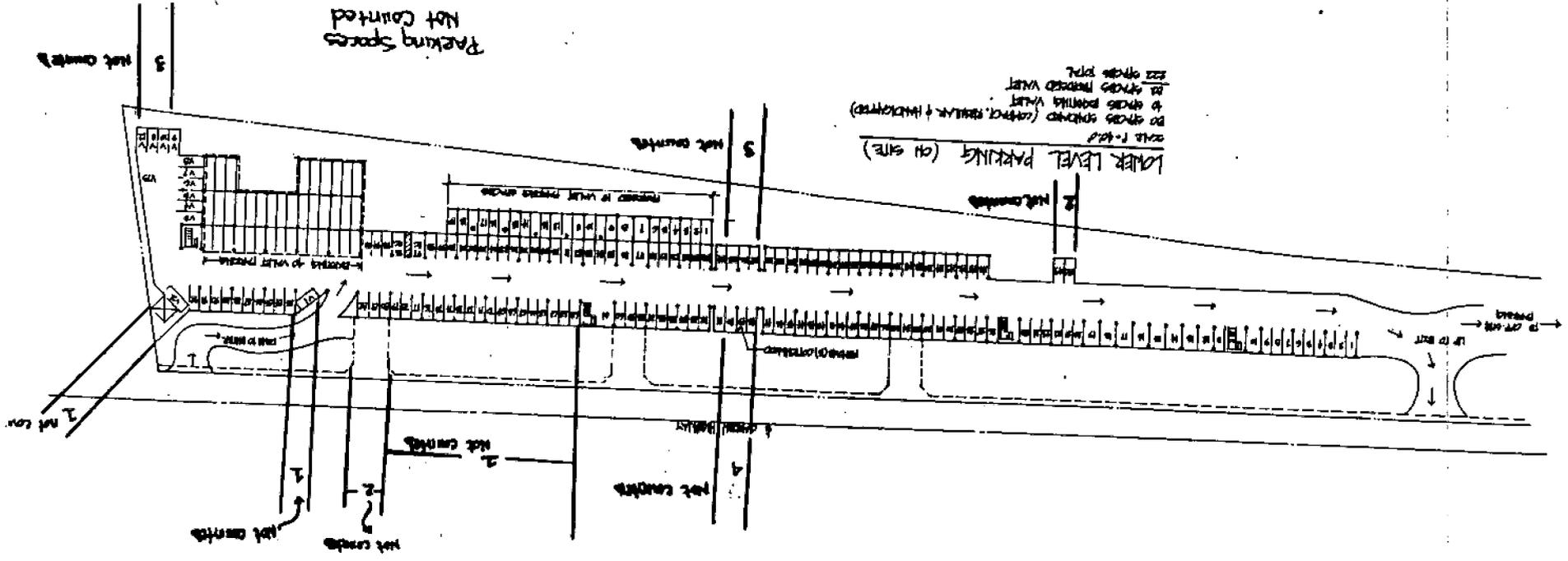


Exhibit B

Blom 7

5-14-92

P90-351



P90 351

APR 17 1992

Exhibit B-1

SND

Sierra National Development

CITY OF SACRAMENTO
CITY PLANNING DIVISION

MAY 5 1992

RECEIVED

May 5, 1992

Hand Delivered

Gary Stonehouse, Director
Planning Department
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

Re: River City Queen/Riverbank Marina

Dear Gary:

Please be advised that, commencing upon the occupancy of Wood's Classic Grill, the River City Queen will not load or unload (except for handicapped customers) from Riverbank Marina until September 15, 1992.

Thank you for your patience in allowing Riverbank to work out this problem. Should you have any questions, please feel free to call.

Sincerely,

Thomas Westley
Managing General Partner
Riverbank Holding Company

SNDCITY OF SACRAMENTO
CITY PLANNING DIVISIONSierra National Development
May 8, 1992

MAY 11 1992

Hand Delivered**RECEIVED**Gary Stonehouse, Director
Planning Department
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

Re: Riverbank Marina Restaurant Seating/P90351

Dear Gary:

This letter will serve to summarize both the interim and long-term plan for parking at Riverbank in order to accommodate the seating requirements by Crawdad's, Wood's and Chevys restaurants.

Let me first thank you and your staff for all of the time and effort that has gone into shaping this interim parking solution.

INTERIM SOLUTION

As you will recall, on March 26, 1992 the City Planning Commission indicated an intent to approve parking entitlements which would limit the total amount of seats within the three restaurants at Riverbank to 603 seats. On April 16th, the Planning Commission allowed the application of Riverbank to be reopened in order to entertain applicant's proposals to increase the permissible seating at the restaurants.

Riverbank proposed an increase in the number of seats allocated to the restaurants by reducing its other uses in the manner specified in my April 7, 1992 letter to you. This proposal limiting Riverbank's use, when coupled with the 364 authorized parking spaces claimed by Riverbank, would allow 786 seats in the restaurants (please see the attached Exhibit 1 to Staff Report of the April 30, 1992 Planning Commission hearing).

Staff originally determined that 21 of the 364 parking spaces were not allowable. We have since met with your staff, who have also come to the site on several occasions, and Riverbank now believes that all but five of the 364 parking spaces will be approved by staff. Assuming this to be correct, 15 restaurant seats (5 x 3) should be disallowed, leaving sufficient parking spaces to allow for 771 total seats (786 - 15) to be allocated between the three restaurants. If more than these five parking spaces are disallowed, Riverbank would limit its other non-restaurant uses to maintain the allocation of restaurant seats stated below.

Gary Stonehouse
May 8, 1992
Page Two

Staff also determined that the River City Queen cruises, at various times throughout the week, picked up and departed passengers at Riverbank. As you know, we have worked-out an agreement with Mr. James Muncill of the River City Queen to allow the River City Queen to pick up and deliver passengers at locations other than Riverbank Marina.

Riverbank would also agree as stated by Kip Skidmore in the April 30, 1992 Commission hearing to place a flashing light warning motorists of pedestrians and advising caution on the Garden Highway, as suggested by the Natomas Community Association.

Subject to receiving Wood's occupancy permit, and receiving approval of the 68 offsite parking spaces and the 32 employee valet parking spaces as specified below, Riverbank proposes to allocate 140 seats to Crawdad's; 210 seats to Wood's; and 425 seats to Chevys.

To the extent these 775 restaurant seats cannot be accommodated, Riverbank would agree to further reduce its use, in addition to the uses specified in my April 7, 1992 letter to you, by not leasing either additional vacant office space or boat slips.

This seat allocation can only be guaranteed by Riverbank if the Commission approves of the 68 offsite parking spaces and the additional 32 valet parking spaces for employees on a permanent basis.

In this way, Riverbank can be assured that if the permanent parking solution discussed below does not come together for some reason that at least these parking spaces will be available on a permanent basis. Riverbank would agree to improve the additional valet parking to the City's permanent standards now, and would further agree to commence construction of the 68 off-site parking spaces to the City's permanent standards within two years, even if the condominiums are not built.

PERMANENT SOLUTION

On April 30, 1992 Marcus Lo Duca, representing Crawdad's, represented to you, which Riverbank now reaffirms, that Riverbank is committed to constructing additional on-site parking spaces to accommodate all parking deficiencies at Riverbank, which may

Gary Stonehouse
May 8, 1992
Page Three

require as many as 60 additional parking spaces. Riverbank has a loan from the State Department of Boating and Waterways to do so. Riverbank simply needs the requisite permits to do so. Staff has informed Riverbank that a special permit modification will be required.

Provided the permits can be processed within the City under this schedule, Riverbank would agree to a completion date of May 15, 1993, with the following schedule:

- 06/01/92 Application for special permit modification submitted to City Planning Department
- 08/15/92 Construction plans submitted to State Reclamation Board and City Building Department
- 10/15/92 City Building Department approval of plans
- 02/01/93 Reclamation Board approval received; special permit modification approved; building permit issued; construction begins
- 05/15/93 Parking lot open for use.

Should City approvals take longer than stated above, Riverbank would request that the interim solution be extended if, after Riverbank complies with this schedule, for some reason the permit approval decisions are delayed.

If there are questions concerning the above, please do not hesitate to write or call.

Very truly yours,
THOMAS C. WESTLEY

Thomas Westley
Managing General Partner
Riverbank Holding Company

Enclosures

cc: Richard Archibald
Will Weitman
Joy Patterson

Gary Stonehouse
May 8, 1992
Page Four

Bridgette Williams
Gary Quattrin
Marcus Lo Duca
Greg Thatch
Marc Ariza
James Haggart
Scooter Simmons

EXHIBIT 1

APPLICANT'S TEMPORARY PROPOSAL

		32 proposed valet spaces
		40 existing valet spaces
		74 upper level parking
		<u>150</u> lower level parking
		296 on-site parking spaces
	296	Existing Spaces On-site
plus	<u>68</u>	Proposed Spaces Off-site
	364	Total Spaces
minus	<u>102</u>	(134 (req'd non-rest. pking) - 32 (reallocated to rest = 102 non-rest.)
	262	Spaces Remaining for Restaurant Uses
x	<u>3</u>	Restaurant Parking Ratio (1 space per 3 seats)
	786	Restaurant Seats Allowed

STAFF'S TEMPORARY PROPOSAL

	275	Existing Spaces On-site (296 - 21 (not counted = 275)
plus	<u>43</u>	Proposed Spaces Off-Site (68 - 25* = 43)
	318	Total Spaces
minus	<u>102</u>	(134 - 32 = 102)
	216	Spaces Remaining
x	<u>3</u>	Restaurant Parking Ratio (1 space per 3 seats)
	643	Restaurant Seats Allowed

*(The 25 spaces were derived from the approx. number of customers using the parking lot for the River City Queen Cruise)

APPLC NO. P90-351 MEETING DATE April 30, 1992 Item No. 4

P90-351

5-14-91

EXHIBIT 1
Item 7

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

APPLICANT Thomas Westley 1371 Garden Hwy Ste 200 Sacto. CA 95833
OWNER Riverbank Holding Co. 1371 Garden Hwy Sacto. CA 95833
PLANS BY Roger Scott Group 1801 Garden Hwy Sacto. CA 95833
FILING DATE 8-10-90 ENVYR. DET. Neg. Dec. REPORT BY hw
ASSESSOR'S PCL. NO. 27A-030-035

APPLICATION:

- A. Negative Declaration
- B. Special Permit Modification to relocate 62 of the existing 97 off-site parking spaces to a future condominium site and relocate the remaining 35 off-site parking spaces as tenant parking on the lower level of the Riverbank Marina on 3.0± vacant acres in the Floodway Overlay (Planned Unit Development) (FW(PUD)) zone.
- C. Variance to locate 62 required parking spaces off-site for the Riverbank Marina on 3.0± developed acres in the FW(PUD) zone.
- D. Variance to allow 62 parallel parking spaces off-site.
- E. Variance to increase the number of valet parking spaces from 40 to 116 to be located on the lower level for the Riverbank Marina site in the FW(PUD).
- F. Variance to waive the parking lot paving and drainage requirements for the 62 off-site parking spaces.
- G. Variance to waive the shading, lighting and landscaping requirements for the 62 off-site parking spaces.

LOCATION: 1361-1401 Garden Highway

PROPOSAL: The applicant is requesting the necessary entitlements to allow 62 parking spaces off-site and an additional 76 valet parking spaces and 35 tenant spaces on the lower level of the Riverbank Marina.

PROJECT INFORMATION:

General Plan Designation:	Parks, Recreation, Open Space
1986 South Natomas Community	
Plan Designation:	Riverfront District
School District:	Natomas Grant Joint Union
Existing Zoning of Site:	FW(PUD)
Existing Land Use of Site:	Riverbank Marina

Surrounding Land Use and Zoning:

North: Office, Residential; OE-PUD, R-1(PUD)
South: Sacramento River; F
East: Restaurants; FW(PUD)
West: Restaurants, Office; FW(PUD)

Parking Required:	475 spaces (For entire Riverbank Marina)
Parking Provided:	373 spaces (62 off-site; 116 off-site valet; 195 on-site)
Property Dimensions:	Irregular
Property Area:	off-site parking lot 1.8+ Riverbank Marina 5.0+
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

Background Information: On January 25, 1983, the City Council approved an Amendment to the South Natomas Community Plan to allow residential condominiums, houseboats and office uses in the Riverfront District. A Special Permit was also approved to allow 175 berth marina; 6,000 sq.ft. of office; three restaurants totaling 13,000 sq.ft.; 4,000 sq.ft. of marina-related commercial; 2,400 sq.ft. boat sales; 2,400 sq.ft. harbor master office; 18 residential condominium units and 18 boat dockages; and 12 live-aboard houseboats (P-9307).

In 1984, the Planning Commission approved a Lot Line Adjustment to relocate common property lines between two parcels to accommodate the future development of the Riverbank Marina (P84-267).

On September 18, 1987, the City Council approved a Tentative Map to subdivide a 1.8+ acre site for 18 condominium units on a portion of the Riverbank Marina site and a Subdivision Modification to waive street frontage improvements along Garden Highway (P87-264). Although the map was approved, the applicant did not submit specific plans or elevations for the proposed condominiums. On September 8, 1989, the City Council approved a one year time extension for the Tentative Map. In August of 1990, an application was filed for a second extension of the Tentative Map. The project request is currently being reviewed by the Environmental Services Division.

On January 26, 1989, the Planning Commission approved a Special Permit Modification to legalize an increase in the number of seats in two restaurants and the construction of an outdoor deck area for one of the restaurants (P89-005). The entitlements also included Variances to legalize 40 valet parking spaces and allow 109 temporary off-site parking spaces on the Village Marina site (east of the Riverbank Marina). Only 97 of the 109 parking spaces were required for the Riverbank Marina based on the increased seating. A condition of approval and an agreement between the City of Sacramento and the applicant indicated that the temporary parking be limited to a maximum of two years, provided that an application for a building permit be obtained no later than August 1, 1990 for permanent parking on the condominium project site with construction commencing no later than September 15, 1990 and the completion of a permanent parking lot at either the temporary off-site parking lot or the condominium site within six months of its commencement. Consequently, the lease agreement to locate the 109 temporary parking spaces on the Village Marina site expired on September 30, 1990 with no renewal. The applicant is, therefore, requesting that the required 97 parking spaces be relocated to the Riverbank Marina site (62 off-site parking spaces on the future condominium site; 35 lower level parking spaces).

On August 24, 1989, the City Planning Commission denied a Special Permit to increase the number of boat berths at the Riverbank Marina and a Variance to locate the required parking for the additional boat berths off-site on the condominium site. The applicant's request also included Variances to waive parking lot paving, drainage, shading and landscaping requirements. These Variances were also denied by the Planning Commission.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of two parcels totaling 6.8+ acres in the Floodway Planned Unit Development (FW(PUD)) zone. Both sites are located in the Riverbank Marina. The General Plan designates the site for Parks, Recreation & Open Space and the 1986 South Natomas Community Plan designates the site as Riverfront District. The subject sites are surrounded by a mixture of uses including offices, restaurants,

related commercial, residential and vacant lots. The mixture of uses provide a high level of activity on and near the subject sites adjacent to the Sacramento River.

Applicant's Proposal

The applicant is requesting a Special Permit Modification to relocate 97 of the 109 off-site parking spaces that were located at the Village Marina to a future condominium site and to the lower level of the Riverbank Marina. Only 97 of the 109 parking spaces are required in order to meet the current parking requirement. Sixty-two of the 97 parking spaces will be relocated to the condominium site which is off-site and 35 of the required parking spaces will be on-site on the lower level of the Riverbank Marina. A Variance is required to locate parking off-site. As previously mentioned, the applicant is requesting to relocate the required 97 parking spaces to another location because the existing lease of the land on which the parking spaces are located (Village Marina) expired on September 30, 1990 with no renewal. In addition, the applicant is requesting a Variance to designate the 62 parking spaces as parallel parking and waive the parking lot paving, landscaping, shading and drainage. Lastly, a Variance is requested to increase the number of valet parking from 40 to 116 at the lower level of the Riverbank Marina.

C. Staff's Analysis

1. Riverbank Marina

Staff's evaluation of the applicant's request to relocate 97 parking spaces is based on an examination of the existing intensity of the Riverbank Marina use, an analysis of the existing parking situation, exposure of the public to safety hazards and the expected future development within the Riverfront District. Staff has concluded that the area within the subject site is currently at a high level of intensity in terms of use and the continuation of uses at their present state will only result in further congestion along Garden Highway. The roadway systems in this portion of the Garden Highway area appears to be at the point of being overloaded with no permanent solution to the traffic congestion being provided. In addition, Planning staff has recently been informed that a traffic study for the existing situation along Garden Highway has not been implemented.

2. Existing & Future Intensity of Uses

The applicant is proposing a Special Permit Modification to relocate 62 required parking spaces off-site and add an additional 76 valet parking spaces to the lower level of the Marina. It is important to note that the relocation of parking spaces has not happened yet. In the past, however, the applicant has expanded uses at the Riverbank Marina prior to receiving City approval. In 1984, the applicant started construction of the existing parking deck without the benefit of a building permit. Subsequently, the applicant obtained building permits for all structures. In 1989, the City approved parking Variances and Special Permit Modifications for a restaurant expansion which included the construction of a deck for more restaurant seating. The applicant also introduced 40 valet parking spaces at the lower level of the Riverbank Marina in order to meet the parking requirement for the additional seats. These modifications were also done prior to Commission approval. During the hearing process, the solution determined by the Commission was to approve the off-site temporary parking area and allow the valet parking. The applicant has since added more seats at the existing three restaurants combined without Commission approval (see Exhibit B). The applicant's request to relocate the 97 parking spaces to a different location will not help the existing problem at the Riverbank Marina since staff has observed that additional seating has been illegally included at the three existing restaurants without Commission approval.

City staff has recently received an application for a major office and commercial development at the Village Marina. This type of intense development will only add to the existing problem and will only stress the need to very carefully scrutinize the effects of these uses on a street system that is currently overloaded.

3. Parking Requirement-- Riverbank Marina

City staff recently observed that there were more seats in the existing restaurants than the project was originally approved for in 1989. The original Special Permit (P-9307) for the Riverbank Marina was approved by the Planning Commission in 1983. The approved Special Permit included the development of restaurants, retail, office and boat slips. As previously mentioned, in 1989 a Special Permit Modification was approved by the Planning Commission to increase the number of seats at the existing restaurants for a total of 718 seats. Listed below is a breakdown of the parking requirements for the different uses currently on-site.

- Restaurants: 718 seats = 239 spaces (1:3)
 - Retail: 4,808 sq.ft. = 19 spaces (1:250)
 - Office: 9,802 sq.ft. = 25 spaces (1:400)
 - Boat slips 179 = 90 spaces
- Total Required = 373 spaces

Staff has since visited the Riverbank Marina site and found a significant number of seats occupied during lunch hour at each restaurant site. As a result of the seat count, a total of 1,022 seats were located at the three restaurants combined. A total of 235 parking spaces exist on-site at the Riverbank Marina (195 regular; 40 valet). Based on the City's recent seat count, a total of 475 parking spaces are required.

<u>Existing Land Use</u>	<u>Parking Provided</u>	<u>Parking Required</u>
-Restaurants: 1,022 seats	239	341
-Retail space: 4,808 sq.ft.	19	19
-Office space: 9,802 sq.ft.	25	25
-Boat slips: 179 slips	90	90
Total Parking Spaces:	373	475

With the additional 97 parking spaces relocated on the Riverbank Marina site, the Marina use would still be short a total of 102 spaces based on the above figures. In addition, the City's Traffic Engineer has informed staff that 14 of the additional 76 valet parking spaces would be inappropriate for valet stacking. Typically, from a traffic and operational standpoint, tandem/valet parking should be no deeper than three spaces. The applicant is proposing stacking spaces from four to seven feet deep. Lastly, 12 of the 109 temporary parking spaces would not be relocated to the Riverbank Marina site which would require a reduction in the number of seats allowed at the three restaurants combined. If the various entitlements are approved, a total of 328 seats should be removed from the three restaurants combined to meet the parking requirement (1,022 existing seats minus 328 less seats equals 694 seats/ 694 seats divided by 1:3 seat parking ratio equals 231 parking spaces required; 359 parking spaces on-site (195 on-site upper/lower levels, 102 valet lower level, 62 off-site)). The 328 seat total is based on the total number of

Office and
License the
of Rose the
system

parking spaces counted by staff on the upper and lower levels including those proposed parking spaces that are appropriately designed and oriented to the satisfaction of the City's Traffic Engineer. Staff believes that the applicant's request to relocate 97 parking spaces off-site will not minimize the existing parking problem at the Riverbank Marina. Staff, however, feels that the parking problem may be minimized to some extent with reduced seating in each restaurant.

The Neighborhood Services Division has been informed of the illegal seating at the restaurant sites. Staff has also attached as Exhibit C a break down of the number of seats counted at each restaurant.

4. Parking -- Condominium Site

The applicant is requesting a Variance to locate 62 of the 97 required parking spaces on the condominium site. Ninety-seven of the existing 109 temporary parking spaces are located at the Village Marina site due to previous additions to the restaurants at the Riverbank Complex. The applicant was required, as a condition of the approved temporary parking lot entitlements, to begin construction of permanent parking on the condominium site by September 15, 1990. The condominium site is also required to accommodate the total remaining on-site parking requirement for the Riverbank Marina uses. Essentially, all of the existing and proposed temporary off-site parking as well as the condominium unit parking will be designed into the condominium site. Staff has outlined below the parking totals required to be accommodated within the condominium project.

Required Parking for Existing Riverbank Marina Uses:	4 7 5	s p a c e s
Required 18 condo project (1:1.5):	<u>27</u>	<u>spaces</u>
 Total Required Parking:	 502	 spaces
Existing Parking:	<u>373</u>	<u>spaces</u>

These figures indicate that 129 parking spaces are required to be incorporated into the condominium project. These 129 parking spaces are required for both the future condominiums and existing land uses at the Riverbank Marina. Planning staff has yet to see any development plans to substantiate that this amount of parking can appropriately be integrated into the condominium project. The original Special Permit approved for the condominium project required that the design of the condos be reviewed and approved by the City's Design Review/Preservation Board. The applicant has not submitted any condominium plans to be reviewed by Planning staff. In addition, City staff has no guarantee that condos will even be developed on the site, since the applicant has previously submitted requests for office development on the site. Staff, therefore, recommends that a the condominium project be submitted to staff which reflects permanent parking to satisfy the parking requirement for the Riverbank Marina. Lastly, the applicant is requesting a Variance to waive paving on the condominium site which leaves staff to believe that construction of a permanent parking structure may never happen.

The City's Traffic Engineer has also informed staff that there are some major problems depicted on the applicant's proposed off-site parking lot (see Exhibit A). The driveway/aisle width between the proposed parallel parking spaces and the parking spaces width and depth are not designed to City standards. In addition, the proposed driveway is not in compliance with the City's required approach grade. Because of the significant engineering problems identified by the City's Traffic Engineer, the Transportation Division staff is also opposed to the Variance requests to locate parking on the subject site and to design parallel parking.

5. Variances -- Valet Parking

There are currently 40 valet parking spaces approved at the lower level of the Riverbank Marina. On several site visits, staff observed available valet parking at the same time that cars were parked on Garden Highway. The existing valet parking may have helped to meet the applicant's requirement but realistically has not helped to alleviate the ongoing parking problem in the area. Staff has concluded that increasing the number of valet parking spaces will not help alleviate the severe parking problem along Garden Highway, since the majority of the patrons visiting the site would rather park along Garden Highway than pay for valet parking. Staff is, therefore opposed to the applicant's request to locate 76 additional valet parking spaces on site.

D. Agency Comments

The proposed was reviewed by the City's Traffic Engineer, Engineering, Building Inspections, City Water and Sewer and the Natomas Community Association. The following comments were received:

Engineering

1. On site grading, paving and drainage shall be approved by Public Works prior to issuance of a Building Permit.
2. Notice: Property to be developed in accordance with this permit may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the U.S. Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available for review at the City of Sacramento's Public Works Department, Development Services Division, Room 100, 927 10th Street.

Traffic

1. Applicant shall comply with all provisions of the City's Driveway Ordinance (City Code Section 38.160 to 38.171) which includes the requirement that all driveways shall have an approach grade of no greater than 4% within 20 feet of public right-of-way.
2. Applicant shall comply with all provisions of Section 6-D-20 of the City's Zoning Ordinance which includes the surfacing of the temporary parking lot.
3. All parallel parking spaces in temporary parking lot should be a minimum of 24 feet in length and 8 feet in width.
4. Aisle width between parallel parking spaces should be a minimum 15 feet wide.
5. Tandem parking spaces should be for valet parking and no deeper than three spaces.

Natomas Community Association

The Association has indicated in the attached letter (Exhibit D) that they are opposed to the proposed project due to the existing parking and traffic problems in the area.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project as proposed will not have a significant adverse impact on the environment; therefore, a Negative Declaration has been prepared with following mandatory mitigation measures:

- the
12
- A. The developer is to grade the site such that new topography makes a smooth transition to existing adjacent topography and match existing adjacent cover. Grading techniques which control excessive run-off and erosion during construction shall be implemented. These techniques shall be incorporated into final design to limit future erosion and run-off for the completed project. Grading shall be in accordance with the State Board of Reclamation permit (The State Reclamation Board requires an encroachment permit for any proposed activity along or near Federal Flood Control Project levees).
 - B. The applicant shall install erosion control treatment along the northerly bank of the Sacramento River along the entire length of the project site to the satisfaction of the Army Corps of Engineers and the State Reclamation Board. The City's Environmental Services Manager must receive written confirmation of compliance from the Army Corps of Engineers and the State Reclamation Board prior to the issuance of any building permit.
 - C. A consultant shall be retained to develop an adequate drainage system that includes grease/sediment traps, as well as paving. This drainage system shall be subject to the review and approval of the City Director of Public Works prior to submitting for a building permit. The drainage plan shall comply with all National Pollutant Discharge Elimination System (NPDES) regulations and standards.
 - D. A four foot high chain link construction barrier fence shall be installed around the dripline of each tree prior to the commencement of grading on the site.
 - E. No surface or grade changes and no trenching shall be made within the driplines of the trees.
 - F. No parking of vehicles or storage of materials shall occur within the driplines of the trees.
 - G. The fences may be removed after construction is complete.
 - H. Grading and construction plans for the proposed project shall include a note of the aforementioned mitigation measures (D,E,F & G).

E. Conclusion

The original plans approved for the Riverbank Marina in 1983, indicated that parking would be provided under the condominium units to meet the required parking for the entire Riverbank Marina. Staff, therefore, recommends that rather than approving additional valet parking and off-site parking at this time, a permanent parking structure should be constructed. The completion of the condominium project appears to be the key to permanent parking in the area and could relieve most of the traffic safety and congestion in the Marina. Requiring that the applicant reduce the number of seats in each restaurant could also minimize some of the traffic congestion in the area. Staff, therefore, recommends denial of the off-site parking and additional valet parking and is recommending that the number of seats in the existing restaurants be reduced.

RECOMMENDATION: Staff recommends the following actions:

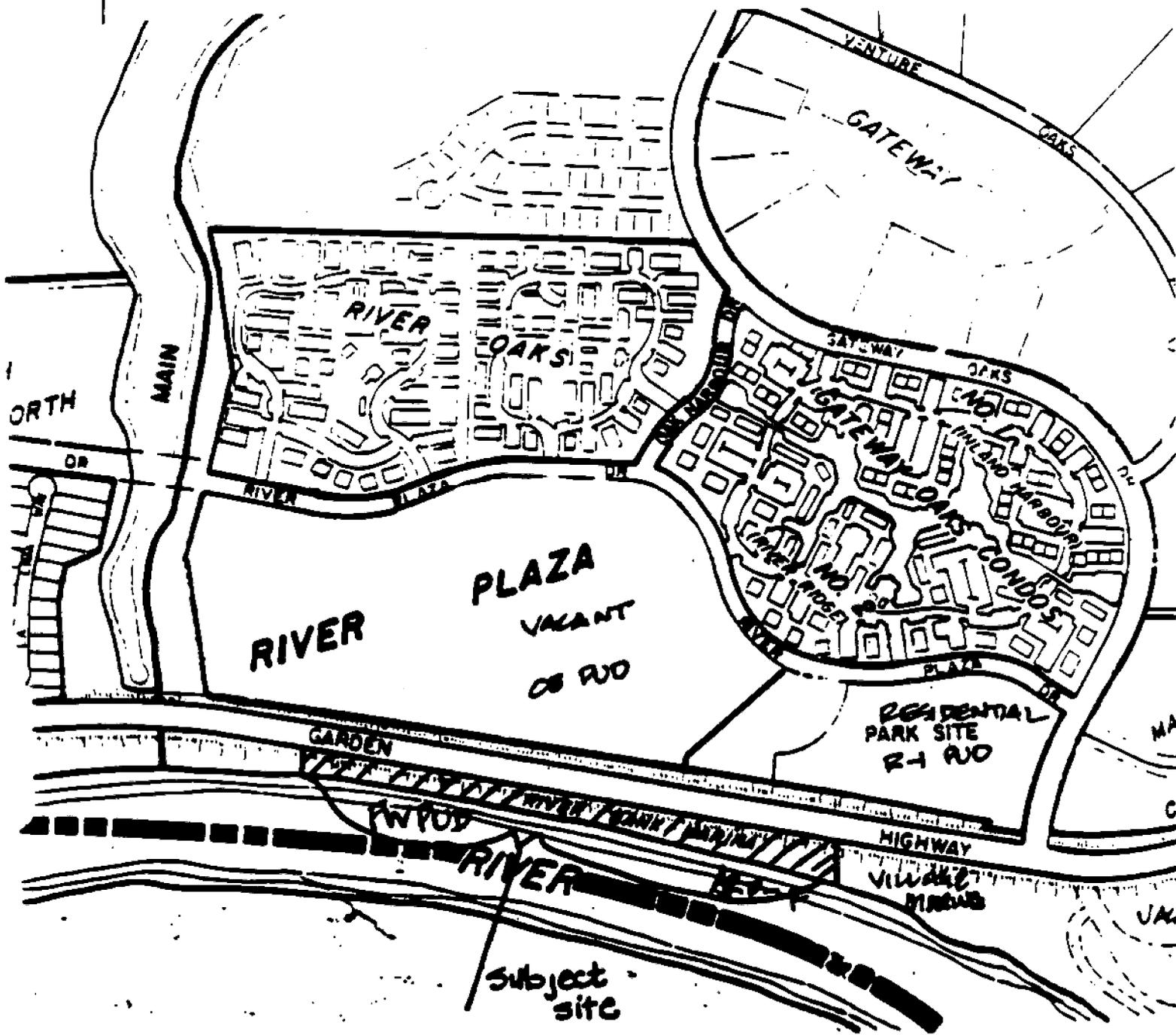
- A. Ratify the Negative Declaration;
- B. Deny the Special Permit Modification to relocate 62 of the existing 97 off-site parking spaces to a future condominium site and relocate the remaining 35 off-site parking spaces as tenant parking on the lower level of the Riverbank Marina based upon findings of fact which follow;

- C. Deny the Variance to locate 62 required parking spaces off-site for the Riverbank Marina based upon findings of fact which follow;
- D. Deny the Variance to allow 62 parallel parking spaces off-site based upon findings of fact which follow;
- E. Deny the Variance to increase the number of valet parking spaces from 40 to 116 to be located on the lower level for the Riverbank Marina based upon findings of fact which follow;
- F. Deny the Variance to waive the parking lot paving and drainage requirements for the 62 off-site parking spaces based upon findings of fact which follow; and
- G. Deny the Variance to waive the shading, lighting and landscaping requirements for the 62 off-site parking spaces based upon findings of fact which follow.

Findings of Fact

1. The proposed project is not based upon sound principles of land use in that the existing intensity of uses has reached a point that is overloading the existing roadway and temporary solutions cannot appropriately provide solutions to traffic congestion and public safety.
2. The proposed project will be detrimental to the public health, safety, or welfare and result in the creation of a nuisance in that the off-site parking and additional valet parking will not minimize the existing parking congestion and will not promote the usage of valet parking and no improvements will be done on the proposed off-site parking lot.
3. Granting of the Variances constitutes a special privilege extended to one individual property owner in that the temporary parking solution has been over-utilized and that permanent parking facilities are now warranted.
4. The proposed project is inconsistent with the Riverfront policies of the South Natomas Community Plan to permit marinas and river related commercial uses that are nuisance-free and consistent with river--carrying capacity and nuisance-free by Special Permit. Staff finds the proposed project to further aggravate an existing parking problem creating nuisances between the Garden Highway and the river-related uses.

for the Riverbank
Quarry Findings



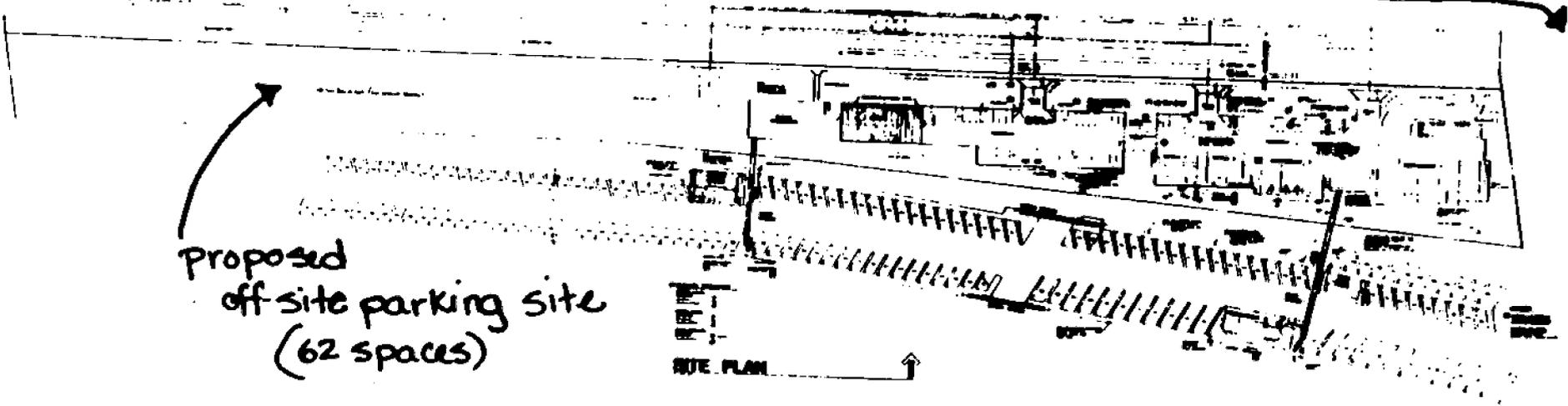
VICINITY, LAND USE & ZONING MAP

EXHIBIT

Village Marina

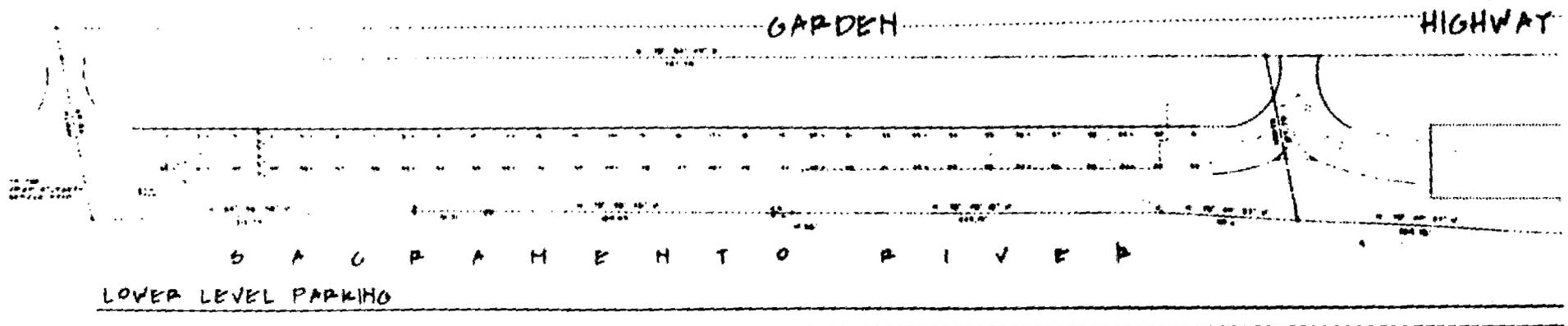
Proposed
off site parking site
(62 spaces)

SITE PLAN



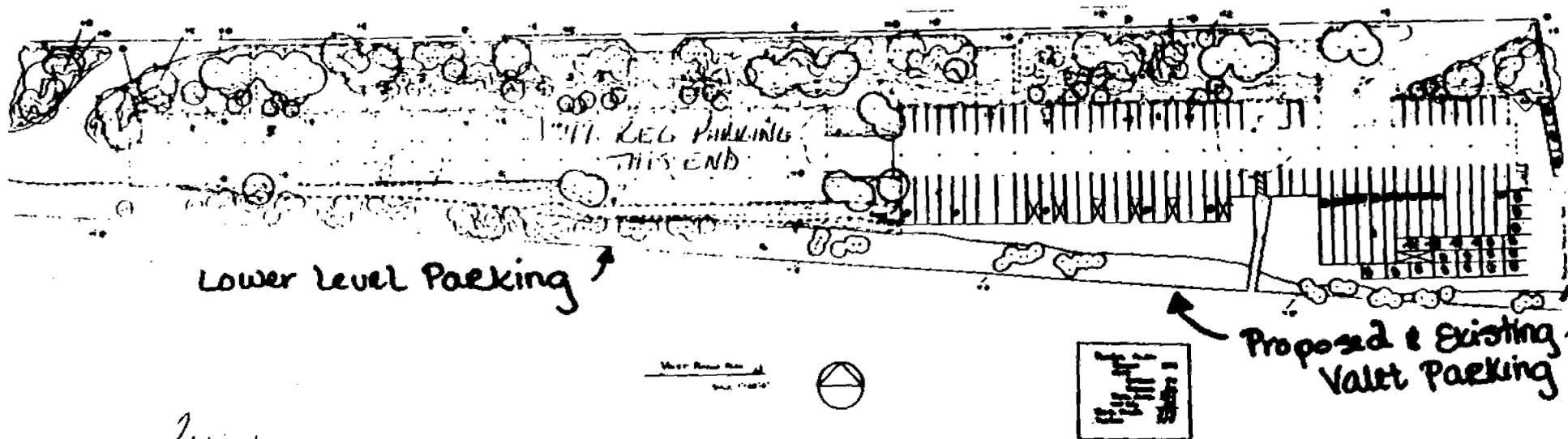
2000

Exhibit B



Detailed Drawing of Parking Plan
62 parking spaces

Exhibit



PARKING

LOWER LEVEL (REG)	118
UPPER LEVEL (REG)	76
SEE SITE PLAN	62
APPROX IN VALET	40
20 CAR STUB VALET	77
	<hr/>
	373

REPORT AMENDED BY STAFF 1-10-89
CITY PLANNING COMMISSION

1231 "D" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT	Thomas Westley - 1371 Garden Hwy., Suite 200, Sacramento, CA 95833				
OWNER	Riverbank Holding Co. - 1371 Garden Hwy., Suite 200, Sacramento, CA 95833				
PLANS BY	Loren Moore Construction Co. - 1387 Garden Hwy., Ste. 200, Sacto 95833				
FILING DATE	11-18-88	ENVIR. DET.	Neg. Dec.	REPORT BY	BW:sg
ASSESSOR'S PCL. NO.	274-0320-035,036; 274-0050-027				

APPLICATION:

- A. Negative Declaration
- B. Special Permit Modification to increase the number of seats allowed for two restaurants and construct an outdoor deck area for one restaurant on 3.0± developed acres in the Floodway (Planned Unit Development) (FW{PUD}) zone
- C. Special Permit to develop a temporary parking lot in the American River Parkway Flood (ARP-F) zone
- D. Variance to allow 40 valet parking spaces on-site
- E. Variance to allow 109 temporary off-site parking spaces in the American River Parkway Flood (ARP-F) zone
- F. Variance to waive the parking lot paving and drainage requirements
- G. Variance to waive the shading and landscaping requirements

LOCATION: 1361-1401 Garden Highway

PROPOSAL: The applicant is requesting the necessary entitlements to allow temporary off-site parking and modify the special permit for Chevy's restaurant.

PROJECT INFORMATION:

General Plan Designation:	Parks, Recreation, Open Space
1988 South Natomas Community	
Plan Designation:	Riverfront District
Existing Zoning of Site:	FW(PUD)/ARP-F
Existing Land Use of Site:	Vacant/Restaurant

Surrounding Land Use and Zoning:

North: Commercial, office, residential; OB, R-1
South: Sacramento River; F
East: Bannon Island, vacant; ARP-F
West: Restaurant, office, vacant; FW(PUD)

Parking Required:	373 spaces (97 spaces required off-site)
Parking Provided:	276 spaces
Property Dimensions:	Irregular
Property Area:	3.0± acres

APPLC. NO. P89-005 MEETING DATE January 12, 1989 ITEM NO. 19

Height of Building:	35' from crown of levee
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Exterior Building Materials:	Wood
Roof Material:	Metal

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject site consists of vacant lots, restaurants, retail, office and a marina on 3.0+ developed acres known as the Riverbank Marina/Village Marina. The project site is located in the American River Parkway Flood (ARP-F) zone in the Village Marina and is designated for parks, recreation and open space in the General Plan. The restaurants are located in the Riverbank Marina in the FW(PUD) zone. Surrounding land uses and zoning include commercial, office and residential to the north, zoned OB and R-1; Sacramento River to the south, zoned F; Bannon Island to the east, zoned ARP-F and a vacant lot planned for residential, restaurants and offices to the west, zoned FW(PUD).

B. Applicant's Proposal

The applicant is requesting a special permit modification (P-9307) to increase the number of seats allowed in the Riverbank Marina restaurants, and construct an outdoor deck area for Chevy's Restaurant. A variance is also requested by the applicant to allow 40 valet parking spaces on-site and 109 temporary off-site parking spaces. The applicant is requesting a variance to waive the required standard parking lot improvements for the off-site parking. The applicant has indicated to staff that the hours of operation for the businesses on the Riverbank Marina range between 8:00 a.m. to 2:00 a.m. daily. There is a total of 150 employees; and 75 employees per shift.

C. Chevy's Restaurant/Ricky's Grill/Valet Parking

The original special permit (P-9307) which was approved on January 6, 1983 designated Chevy's Restaurant site for a 150 seat restaurant (50 parking spaces). The existing Chevy's Restaurant has 315 seats which require 105 parking spaces. In addition, the outdoor deck area for Chevy's was constructed subsequent to the original approved site plan. The outdoor deck area was built to provide an additional 165 seats for the restaurant. The City requires that any modifications or expansions of a special permit project be reviewed and approved by the Commission. Forty (40) valet parking spaces exist on the subject site which were never approved in the original special permit. The valet parking is located underneath Chevy's Restaurant. The Zoning Ordinance does not allow valet parking in the City, therefore, a variance is required.

The original number of seats for Ricky's Grill were 220 (73 parking spaces). Staff has been informed that the restaurant now has 270 seats (90 parking

spaces). Since 50 new seats have been added, the applicant must provide 17 additional parking spaces.

The remaining retail, office and restaurant type uses in the Riverbank Marina are also required to meet the City's parking requirements.

D. Parking Requirement

Based on staff's analysis of the existing Riverbank Marina parking, the marina is short 97 parking spaces on-site. Listed below is a breakdown of the parking requirements for the different uses currently on-site.

- Restaurants: (1:3)	718 seats =	239 spaces
- Retail: (1:250)	4,808 sq. ft. =	19 spaces
- Office: (1:400)	9,802 sq. ft. =	25 spaces
- Boat Slips (1:2)	179 =	90 spaces
	Total =	373 spaces
Parking On-Site	276 spaces
Required Off-site	97 spaces

As previously noted, the applicant is applying for a variance to allow 109 additional temporary off-site parking spaces. The 109 parking spaces will conform to the parking requirements of the City Zoning Ordinance for the Marina complex. The applicant submitted to staff two alternative temporary off-site parking locations (see Exhibit A). Staff selected alternative B site location. The applicant indicated to staff that they are expecting to start construction of the first phase of the condominium project, therefore, the preferred parking location (alternative B) is a more appropriate site for temporary parking. The future condominium project will provide at least 97 permanent parking spaces for the marina complex and the new condominiums.

Staff indicated to the applicant that a signed agreement between the City and the applicant shall be established which will allow the temporary parking to exist for a maximum of two years, provided that the application for a building permit for permanent parking in the condominium project is obtained no later than August 1, 1990; construction commences no later than September 15, 1990; and construction of the permanent parking is completed within six months of its commencement. The applicant has agreed to this condition (see Exhibit C). Staff supports the variance to allow temporary off-site parking (alternative B) for the Riverbank Marina complex.

E. Design

The proposed temporary off-site parking site (alternative B) is located east of the Riverbank Marina Complex fronting on Garden Highway. The subject site is approximately 430 feet from Chevy's Restaurant. Staff observed that there is a cyclone fence with barbed wire along the perimeter of the parking lot. Currently there are pole lights on the subject site and a card key gate for employees to enter the site. Staff also observed that the lot is made of gravel and rock and there were a few pot holes at the driveway entrance of the parking lot. Large trees also exist around the parking lot area.

It is a City requirement that new parking lots be paved, shaded and striped to City standards. In this instance, staff supports the variance to waive the paving and shading requirements. Since permanent parking spaces will be provided at either locations within two years. In regard to shading, shade trees exist along the perimeter of the proposed parking site which provides some shade during Summer and Spring months. Staff, however, recommends that the existing driveway entrance adjacent to the lot be improved to the satisfaction of the Traffic Engineering Department. *It is also recommended by staff that the card key be removed to allow for public parking for Riverbank Marina customers. (added by staff)*

The City's Environmental Coordinator had no problems with the site location, but recommended that a paved, lighted pedestrian walkway with direct access between the proposed off-site parking lot and the existing Chevy's Restaurant be provided. The applicant shall also provide overhead lighting for the parking lot. The paved lighted walkway material shall be reviewed and approved by the Public Works Department.

F. Conclusion

The applicant requested a variance to allow 40 valet parking spaces on-site. Typically, valet parking is not allowed in the City of Sacramento. In this instance, staff supports the variance to allow valet parking since there is limited parking available for the marina uses. The applicant shall allow the existing valet parking spaces to be available during morning and evening hours. Staff supports the special permit modification to increase the number of seats in both Ricky's and Chevy's Restaurants and approve the design of the outdoor deck. The proposed 109 parking spaces off-site will make up for the parking shortage existing at the Riverbank Marina.

G. Agency Comments

The proposed project was reviewed by the City's Traffic Engineer, Engineering Division, Building Inspections, City Water and Sewer, Real Estate and Reclamation District 1000. The following comments were received:

1. Traffic Engineering

The Traffic Engineering section had no objections to the location, ingress and egress or circulation of the proposed temporary parking site.

2. Engineering

The Engineering Division indicated to staff that they were concerned with the parking lot located in the floodway zone, prohibiting patrons from parking in the lot when a flood occurs. They were also concerned with pedestrian access from the parking lot to the restaurant, and will the outdoor deck be closed when the parking lot is unusable.

3. Reclamation District 1000 . . . See Exhibit D.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the project as proposed will not have a significant impact on the environment, therefore, a negative declaration has been prepared with the following mandatory mitigation measure:

The applicant shall provide a paved, lighted pedestrian walkway with direct access between the proposed parking lot and the existing Chevy's Restaurant. The applicant shall also provide overhead lighting for the parking lot.

RECOMMENDATION: Staff recommends the following actions:

- A. Ratify the negative declaration;
- B. Approve the special permit modification to increase the number of seats allowed in Chevy's and Ricky's Restaurants and design of an outdoor deck subject to conditions and based upon findings of fact which follow;
- C. Approve the special permit to develop a temporary parking lot in the American River Parkway Flood (ARP-F) zone;
- D. Approve the variance to allow 40 valet parking spaces on-site with conditions and based upon findings of fact which follow;
- E. Approve the variance to allow 109 temporary off-site parking spaces with conditions and based on findings of fact which follow;
- F. Approve the variance to waive the parking lot paving and drainage requirements subject to conditions and based on findings of fact which follow; and
- G. Approve the variance to waive the shading and landscaping requirements subject to conditions and based on findings of fact which follow.

Conditions - Special Permit/Variance

- 1. The applicant shall provide a paved, lighted pedestrian walkway with direct access between the proposed off-site parking lot and the

2. The applicant shall allow the existing valet parking spaces to be available during morning and evening hours.
3. The applicant shall sign an agreement with the City that allows the temporary parking to exist for a maximum of two years, provided that the application for a building permit be obtained no later than August 1, 1990 for permanent parking on the condominium project west of the marina; construction commences no later than September 15, 1990; and construction of a permanent parking lot at either location indicated on Exhibit A is completed within six months of its commencement.
4. The driveway entrance adjacent to the temporary parking lot (Alternative B) shall be improved to the satisfaction of the Traffic Engineering Department.
5. The paved walkway material shall be reviewed and approved by the Public Works Department.
6. The temporary parking lot (Alternative B) shall be permanently removed after August 1, 1990 or improved to City parking lot standards.
7. *The card key for entrance into the parking lot shall be removed to allow public parking for Riverbank Marina customers. (staff added)*

Findings of Fact - Variance/Special Permit

1. The project, as conditioned, is based on sound principles of land use in that the subject site is compatible with surrounding land uses in the area which includes a mixed use retail, office and commercial uses and parking areas.
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 the parking lot would provide an adequate parking supply to serve the Riverbank Marina complex and a permanent parking lot will be constructed by March 1991; and a lighted, paved pedestrian walkway is being constructed for the patrons safety between the temporary lot and Chevy's Restaurant.
3. Granting the variance does not constitute a special privilege because:
 - a. the applicant has agreed to construct a permanent parking lot at either site by March 1991;
 - b. temporary parking will only exist for a maximum period of two years until a permanent lot is constructed;
 - c. similar off-site parking variances have been granted in the City; and

- c. similar off-site parking variances have been granted in the City; and
 - d. the additional valet parking will alleviate some of the parking problems in the area during morning and evening hours.
4. The proposed project is consistent with the General Plan and 1988 South Natomas Community Plan which designate the site for Parks, Recreation and Open Space and the Riverfront District, respectively

LAW OFFICES OF

DOWNEY, BRAND, SEYMOUR & ROHWER

555 CAPITOL MALL, 10TH FLOOR
SACRAMENTO, CALIFORNIA 95814-4686

TELEPHONE (916) 441-0131

OF COUNSEL
OTTO ROHWER
JOHN F. DOWNEY
RONALD N. PAUL
RICHARD G. WORDENSTEPHEN W. DOWNEY
(1926-1959)CLYDE H. BRAND
(1926-1964)HARRY B. SEYMOUR
(1926-1977)TELECOPIER
(916) 441-4021ROBERT R. MARLAN
GARTH L. SCALLON
GEORGE BASYE
RICHARD D. WAUGH
JAMES A. WILLET
JOHN J. NAMLYN, JR.
PHILIP A. STOHR
J. KEITH MCKEAG
HENRY E. RODEGERDTS
D. STEVEN BLAKE
JAMES M. DAY, JR.
THOMAS N. COOPER
STEPHEN J. MEYER
ANNE JEFFREY SCHNEIDER
PAUL F. DALIER
DANIEL J. McVEIGH
THOMAS E. ROSS
JEFFREY C. CHANG
FRED A. DAWKINS
RONALD F. LIPP
ROBERTA L. FRANKLIN
PETER A. BUCK
JAMES L. DEERINGER
KEITH E. PERSHALLJAMES E. MacMASTER
REED SATO
JOHN A. MENDEZ
KEVIN M. O'BRIEN
MARGARET G. LEAVITT
DAN L. CARROLL
STEPHEN G. STWORA-HALL
WHITNEY F. WASHBURN
ORCHID KWEI MCRAE
ANTHONY A. AROSTEGUI
PETA L. MALLUSEY
JUDY HOLZER MERSHER
STEVEN P. SAXTON
JULIE A. CARTER
MARTHA H. LENNIHAN
SHARON K. SANDEEN
KATHARINE E. WAGNER
PATRICK J. BORCHERS
FRED S. ETHERIDGE
JULIA L. JENNESS
ERIC A. OMSTEAD
PETER E. GLUCK
DEBORAH K. TELLIER
KATHRYN J. TOBIAS

September 8, 1988

City Council
City of Sacramento
Mayor/Council Office
915 I Street, Room 205
Sacramento, CA 95814Re: Reclamation District No. 1000
Resolution Re Hazardous Conditions
Along the Garden Highway

Dear Members of the City Council:

On behalf of the Board of Directors of Reclamation District No. 1000, we hereby present to the City the enclosed Resolution regarding hazardous conditions along Garden Highway.

The Board has become increasingly concerned regarding the hazardous parking and traffic conditions along the Garden Highway between the District office and Interstate Highway 5. It appears that these conditions have been generated by the recent development of restaurants, bars, and marinas with inadequate offstreet parking and/or inadequate parking restrictions. The result is cars lined up on either side of the Garden Highway, a two-lane road perched on top of a levee. This area is not designed or intended for such parking. The fact that many who park and drive in this vicinity are patronizing facilities serving alcoholic beverages cannot help but exacerbate the situation.

This section of Garden Highway is located within the City of Sacramento. The City is the responsible entity with regard to land use planning, traffic and parking. The District believes it appropriate to bring this dangerous situation to the City's attention, since the District itself is not empowered to otherwise address the problem presented. Please be advised that the District will be required to look to the City for indemnification should the District be sued as a result of this situation.

P89-005

20
1-12-89

Item 19

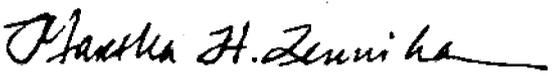
September 8, 1988

Page Two.

The City's immediate attention to this problem is requested, as outlined in the enclosed resolution.

Sincerely,

DOWNEY, BRAND, SEYMOUR & ROHWER

By 
MARTHA H. LENNIHAN
Attorneys for Reclamation
District No. 1000

MHL:jpb
Encl.
M1030

cc with enclosures: Board of Trustees, RD 1000
Riverbank Holding Company
Laraine Patching, Virgin Sturgeon
Riverbank Village

P89-005

26
1-12-89

Item 19

**RESOLUTION OF THE BOARD OF TRUSTEES OF
RECLAMATION DISTRICT NO. 1000 REGARDING
HAZARDOUS TRAFFIC CONDITIONS ALONG THE
GARDEN HIGHWAY**

WHEREAS, the recent marina and restaurant development along the Garden Highway between Interstate Highway 5 and the District office has generated substantial traffic and on-street parking; and

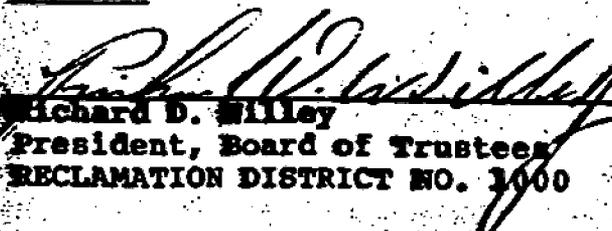
WHEREAS, it has come to the District Board's attention that such traffic and parking create a significant hazardous condition along Garden Highway due in part to the traffic congestion, low visibility, proximity to steep levee banks, and vehicle speeds; and

WHEREAS, the City of Sacramento, and not the District, has the authority and responsibility to regulate parking and traffic conditions, and the development which generates such conditions;

NOW, THEREFORE, BE IT RESOLVED that the Board of Trustees of Reclamation District No. 1000 hereby requests the City of Sacramento to remedy the hazardous parking and traffic conditions along the section of Garden Highway between Interstate Highway 5 and the District office at 1633 Garden Highway, and to prohibit parking along the Garden Highway until such remedy as the City may select is implemented.

PASSED AND ADOPTED THIS 12th day of August 1988, by the following vote:

AYES:	<u>5</u>
NOES:	<u>0</u>
ABSENT:	<u>0</u>


Richard D. Willey
President, Board of Trustees
RECLAMATION DISTRICT NO. 1000

CERTIFICATE

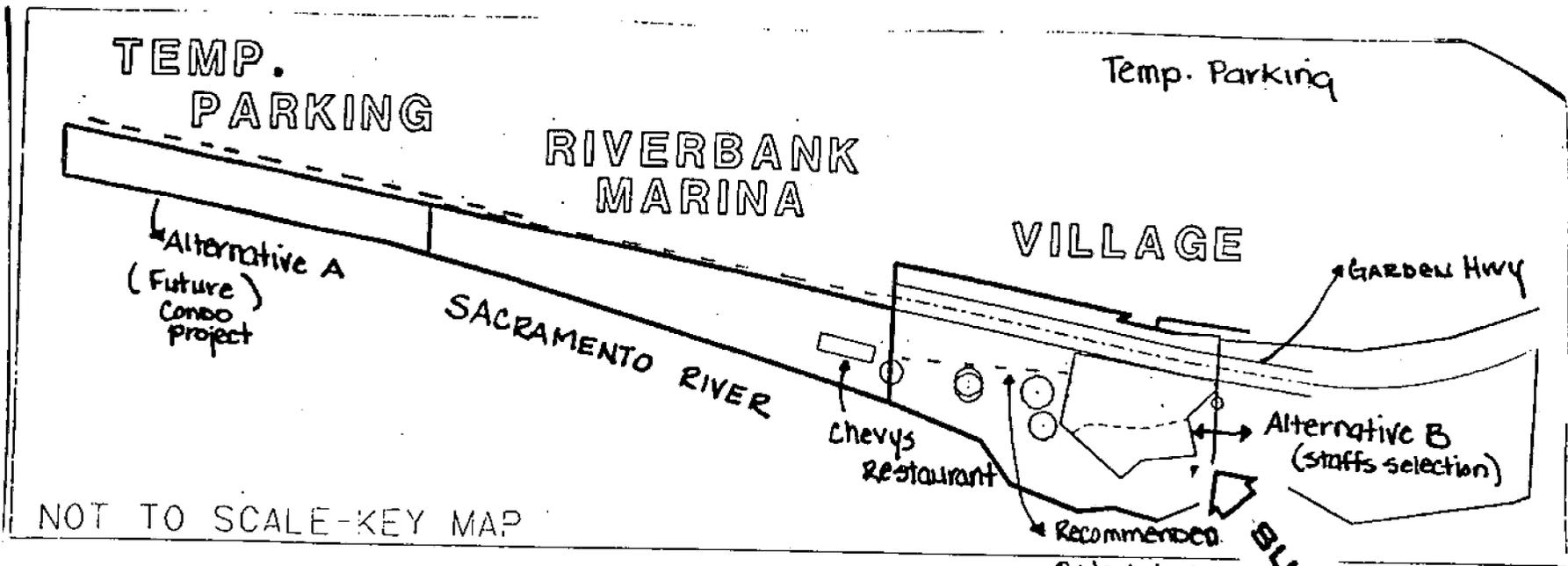
I, Karoline Steinbuck-Myers, do hereby certify that I am now and at all times hereinabove mentioned have been the duly appointed, qualified and acting secretary of Reclamation District No. 1000 and that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the Board of Directors of said District on the 12th day of August 1988, a majority in quorum of the members of said Board present and voting in favor of the resolution and that said resolution has not been modified, rescinded, altered or amended and is now in full force and effect.

Dated: August 12, 1988.

Karoline Steinbuck-Myers
Karoline Steinbuck-Myers
Secretary
Reclamation District No. 1000

1987-005

1-19-88
Jc



NOT TO SCALE-KEY MAP



EXHIBIT A

Item 19

1-12-89

Item 19

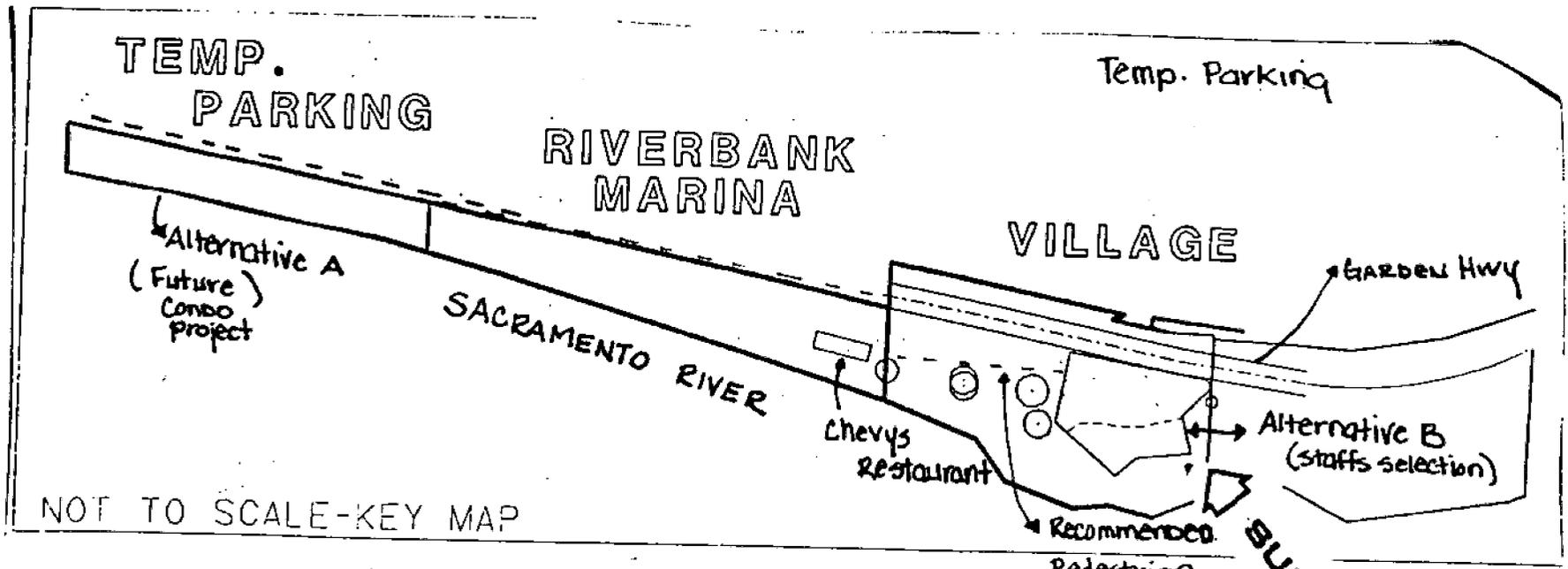
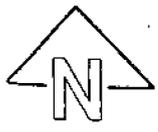


EXHIBIT A

P89-008

68-89-1-2689



RIVERBANK MARINA



46.43'
S 0°23'0"W
243.57'
S 0°23'0"W

522.53'
S 78°51'30"E

GARDEN HIGHWAY

29.80'
S 69°53'0"W
87.00'
S 79°4'11"E

102.07'
N 86°43'53"W

340.97'
N 0°23'0"E

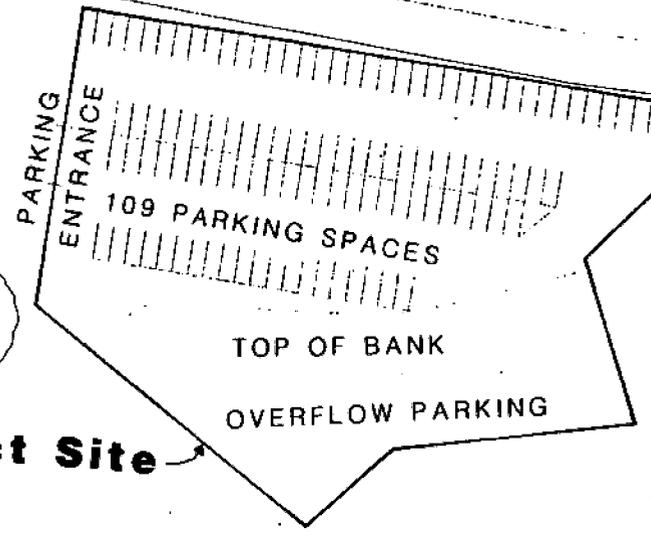
SACRAMENTO RIVER

216.70'
S 69°14'0"E

110.50'
S 37°0'0"E

VILLAGE

Project Site



159.80'
S 69°52'0"E

77.30'
N 84°48'30"E
99.20'
S 76°...

126.31'
N 69°35'0"E

**FIGURE 1
PROJECT LOCATION**

EXHIBIT B

Item 19

SND

Sierra National Development

December 29, 1988

Art Gee
Principal Planner
City of Sacramento
1231 I Street, Room 200
Sacramento, CA 95814

Re: Riverbank Holding Company Temporary Parking

Dear Art:

Riverbank agrees to sign an agreement with the City that allows the requested temporary parking to exist for a maximum of two years, provided that the application for a building permit for permanent parking on the residential parcel to the west of the existing Riverbank improvements is filed no later than August 1, 1990; construction commences no later than September 15, 1990; and construction of the permanent parking is completed within six months of it's commencement.

Thank you for your courtesy in this matter. If there are questions please do not hesitate to write or call.

Sincerely,

Thomas Westley
Thomas Westley
Managing General Partner
Riverbank Holding Company

RECLAMATION DISTRICT No. 1000
1633 GARDEN HIGHWAY
SACRAMENTO, CALIFORNIA 95833
922-1449

December 14, 1988

Bridgette Williams
Planning Department
City of Sacramento
1231 I Street Room 200
Sacramento, CA 95814

RE:P89-005
Special Permit and Variance

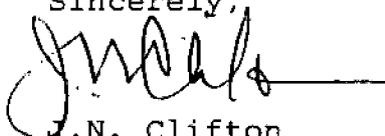
Dear Bridgette,

I am in receipt of Dawn Holm's correspondence regarding the subject request.

For some time now the District has been very concerned regarding hazardous parking and the traffic conditions on Garden Highway in the vicinity of the Riverbank Marina complex. Enclosed please find correspondence and a resolution to that effect.

In addition I think it is very unwise to allow parking in the floodway. The drawings provided did not indicate that parking area. I also believe you should have the State Reclamation Board comment on this. By copy of this correspondence to Ray Barsch will you please provide the Boards comments regarding this matter.

Reclamation District No. 1000 recommends strongly that the City Planning Commission and City Council, if required, deny the subject request.

Sincerely,

J.N. Clifton
District Engineer

JC:tf
enclosures
CC:Ray Barsch w/enclosures

P89-005

26
1-12-89

Item 19

STAFF REPORT AMENDED 7-26-84
CITY PLANNING COMMISSION

EXHIBIT E

927 10TH STREET, SUITE 300 - SACRAMENTO, CALIFORNIA 95814

APPROVED SPECIAL PERMIT

APPLICANT	Edmund J. Coyne & Co., Inc. 666 Third St., Suite 203, San Rafael, Ca.		
OWNER	River View Marina, 2 LTD. Partnership & Michael A. Coyne		
PLANS BY	Roger S. Scott Group 1801 Garden Highway, Sacramento, Ca.		
FILING DATE	5/30/84	50 DAY CPC ACTION DATE	REPORT BY: TM:mm
NEGATIVE DEC.	7/16/84	EIR	ASSESSOR'S PCL NO 274-021-02, 274-030,47,50

274-030-63

- APPLICATION:**
1. Negative Declaration
 2. Amendment of the South Natomas Community Plan to allow Residential Condominiums in the Riverfront District
 3. Special Permit to Develop 14 Condominium Units and to Expand an Existing Marina from 82 to 135 Berths

LOCATION: Southside of Garden Highway opposite El Centro Road

PROJECT INFORMATION:

1974 General Plan Designation: Major Recreation or Open Space

1978 South Natomas Community Plan Designation: Riverfront District

Existing Zoning of Site: Floodway (F)
 Existing Land Use of Site: 82 berth marina and parking lot

Surrounding Land Use and Zoning:
 North: Garden Highway, condominiums; and R-1A
 South: Sacramento River; and F
 East: Vacant (Riverbank); and F
 West: Single Family Residence; and F

<u>Parking Required</u>	<u>Parking Provided</u>
Condominium Use; 1 space per unit	1.8 space per unit (32)
Marina Use; to be determined by Commission	81 spaces (CPC determined that 71 spaces would be required)

<u>Property Dimensions:</u>	Irregular
<u>Property Area:</u>	8+ acres
<u>Density of Development:</u>	7+ units on condominium area
<u>Square Footage of Proposed Units:</u>	2,000+ sq. ft.
<u>Height of Units:</u>	35 ft.
<u>Significant Features:</u>	50+ oak and ash trees of various sizes as well as a number of elderberry bushes are located on the site

APPLC. NO. P84-187

MEETING DATE July 26, 1984

CPC ITEM NO. 13

P85-202

6-27-85

Item 10

ROGER S. SCOTT
 ARCHITECTS
 201 N. TWILIGHT STREET
 SACRAMENTO, CA 95811-5255

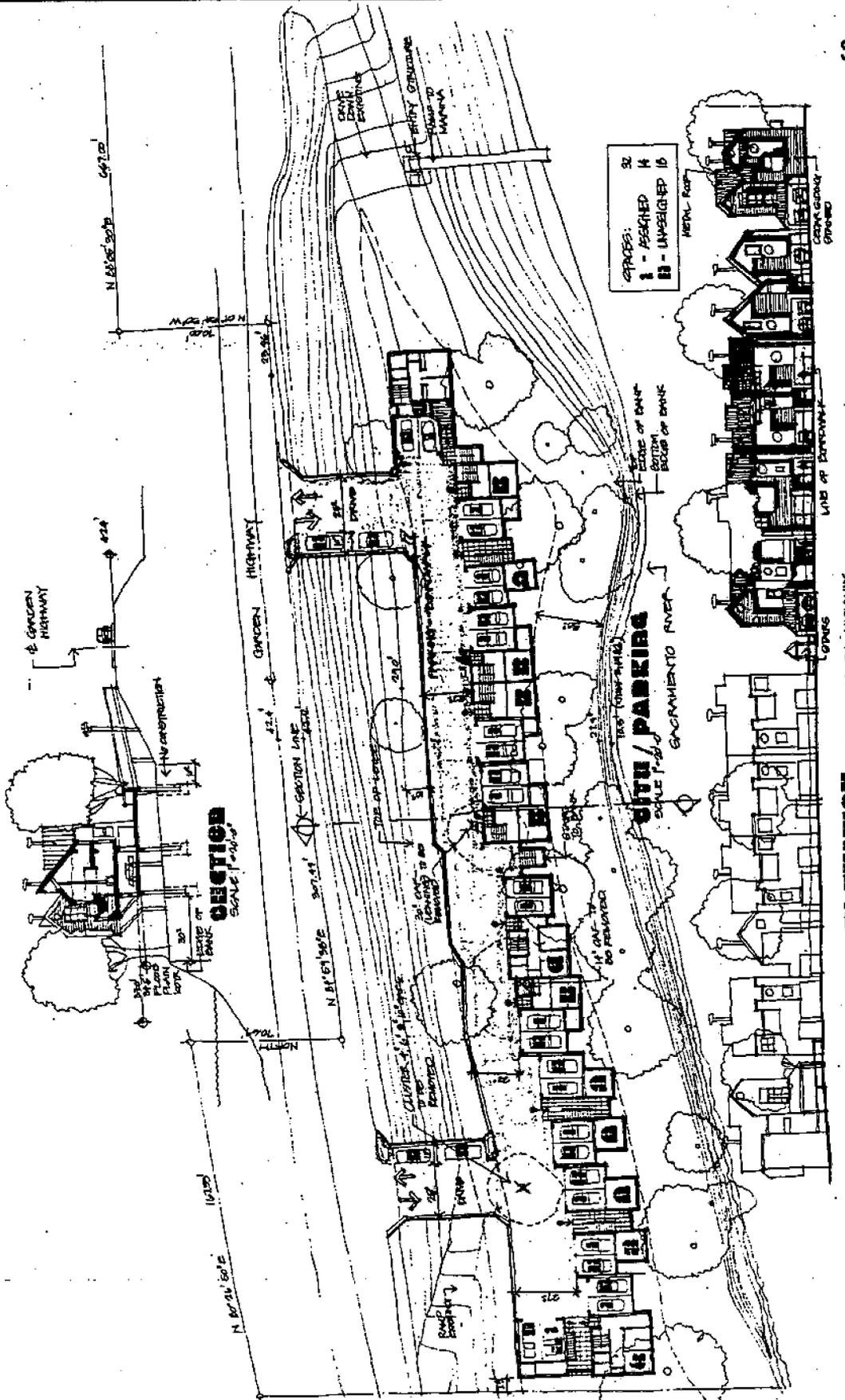


DATE: 6/27/85

RIVERVIEW GONDOS
 CORNE & CO.
 1400 17th ST. SUITE 205
 SACRAMENTO, CA 95811



**EXHIBIT D
 SITE PLAN**



TOTAL ONES 10
 COTTONWOOD 4
 ASH 10
 EY TREES
 5 ONES REMOVED

ELEVATION FROM GARDEN HIGHWAY
 SCALE 1"=20'

SECTION
 SCALE 1"=4'

STRIPS:
 1 - PEACHED
 2 - UNPEACHED
 METAL ROOF

P85-202

6-27-85

Item 10

Topography:	Varies, ranges from maximum of 43+ ft. at levee to 28+ ft. at rivers edge
Street Improvements:	Two lanes of pavement on Garden Highway, no curbs gutters or sidewalks
Utilities:	Water; on-site well Sewer; connected up to adjacent condominium system
Exterior of Building Colors:	Not specified; eastern coastal theme
Exterior Building Materials:	Wood siding, metal roof, post and beam construction

BACKGROUND INFORMATION: The following chronology is provided to indicate past events which have occurred relative to this project:

- April 1984: County Board of Supervisors certified an Environmental Impact Report for the proposed project and approved the necessary land use entitlements.
- May 30, 1984: Applicant files complete application with the City Planning Division due to understanding the project area will be annexed via the Willow Creek annexation request.
- July 3, 1984: City Council adopts resolution annexing Willow Creek area and concurrently enters into an annexation agreement (see Attachment A) as well as amends the South Natomas moratorium Ordinance to allow processing of this application.
- July 5, 1984: Negative Declaration, based upon previous EIR, filed with the State Clearinghouse for a 21 day review period.
- July 20, 1984: Willow Creek Annexation finalized by filing of resolution with the County Recorder.
- July 26, 1984: Review period on Negative Declaration closes at 5:00 p.m. Commission hearing.

PROJECT EVALUATION: The staff has the following comments relative to this project:

P84-187

July 26, 1984

Item No. 13

P85-202

6-27-856

item 10

1. Community Plan Consistency: The South Natomas Community Plan designates the subject site as Riverfront District. As stated in this Plan document the Riverfront designation is intended to accommodate single family detached residences at a density of one unit per acre. Also this district allows water orientated commercial uses. The following provisions are listed within the Riverfront District to assist in project evaluation:

- o The location and type of land uses permitted within this district should compliment the open space and natural character of the embankment and water.
- o Natural riparian areas of significance within the District should be preserved and protected from damage or loss. This includes mature trees.
- o New or replacement uses should be restricted to single family detached residential dwellings on lots of one acre or larger, private boat docks, and water-oriented commercial uses.
- o All commercial development projects should require plan approval by the appropriate City or County planning Commission and legislative body.
- o Commercial uses should be properly screened from residential uses.
- o Commercial gas and boat service facilities should be allowed only at existing marinas.
- o Commercial uses should have adequate provisions for safe vehicular ingress or egress onto Garden Highway as well as sufficient parking.

Staff finds the proposed marina expansion consistent with these provisions. However, the proposed condominium use is not consistent. The intent of these provisions appear to emphasize retention of as much of the natural habitat as possible as well as to insure the intensity of proposed development would not be incompatible with the river setting. The current draft of the Community Plan update also expresses similar concerns.

Although the condominium portion of the project exceeds the permissible density, staff finds the general scale of development acceptable for the following reasons:

- o The condominium development occupies approximately 35 to 45 percent of the site. The remainder of the project area consists of open space. This lot coverage percentage is close to the maximum coverage of 40 percent which is allowed in the single family zone. Therefore the proposed development is not overly intense if one considers lot coverage as a measurement of intensity and land use compatibility.
- o The applicant proposes to return the majority of on-site trees. These trees will help soften the appearance of the units. In addition the utilization of post and beam construction and proposed exterior materials will be harmless with the river setting.
- o The amendment of the Community Plan to accommodate condominium units in the Riverfront district has been allowed in the past for marina associated developments (River Bank).

2. Environmental Assessment: An Environmental Impact Report was previously prepared for this project by the County Environmental Impact Section. This EIR was ratified by the Board of Supervisors and a subsequent use permit and variance was granted by the County Project Planning Commission in February of 1984.

Due to the annexation of the subject site into the City, the applicant also was required to obtain the necessary City Permits. The Planning staff prepared a Negative Declaration with mitigation measures (see Environmental Determination) based on the EIR identified mitigation measures as well as additional measures relative to City requirements and policies. Basically, the mitigation measures were imposed to assure public health and safety, retention of existing vegetation and public access to the river.

~~Because implementation of the project requires State and Federal Permits the Negative Declaration was routed through the State Clearinghouse. The deadline for response to the Negative Declaration corresponds with the Commission's hearing. Staff will present all comments received at the Commission hearing.~~

3. Annexation Agreement: On July 3, 1984, the City entered into an annexation agreement with the applicant which indicated that the City would delay certain improvements related to sewer and water services as well as Garden

Highway improvements. Therefore, no conditions are recommended pursuant to these types of improvements.

4. Circulation and Parking: The site plan indicates three points of access into the project off of Garden Highway. The City Traffic Engineer has indicated that specific details must be provided on these driveways and prior to issuance of building permits. Modifications may be required.

The residential parking (32 spaces) will be provided on the boardwalk portion of the site and the marina parking spaces (81 spaces) will be provided below the boardwalk and condominium units. However, some of the spaces do not appear to meet City Planning dimension requirements so some revisions will be necessary prior to issuance of building permits. Also, the parallel spaces adjacent to the Garden Highway entrances should be eliminated.

5. Aesthetics: The subject site has a number of mature oak, ash, and cottonwood trees on the western portion of the site. These trees contribute positively to the aesthetic qualities of the site. Most of these trees will be retained. The proposed condominium units are to be constructed on an elevated boardwalk post and beam foundation. These units are to be constructed with horizontal wood siding with metal roofs. Since the site and elevation plans appear to be schematic in nature, staff recommends that specific plans be reviewed and approved by the Design Review Board prior to issuance of building permits.

To compensate for the loss of existing vegetation and the riverview due to the condominium development, the Environmental Determination indicated that public access should be provided to the marina and area east of the condominium site. Also, the Environmental Determination concluded that the area east of the marina entrance should be revegetated. The applicant has indicated that these conditions are acceptable.

6. Condominium Map: Staff notes that in order to develop the proposed condominium units, the applicant must apply for and, receive approval, of a subdivision map.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has reviewed the proposed project and has filed a Negative Declaration, based upon compliance with the following mitigation measures:

1. The applicant shall obtain the necessary permits and adhere to the standards of development as mandated by the Federal and State permitting Agencies (Corps of Engineers, State Declaration Board, State Department of Fish and Game).
2. Development of the condominiums and associated parking shall be supported by a post and beam construction with finished floor levels above the 100 year floodplain.
3. The setbacks established by the State Reclamation Board from the levee toe and waterbank shall be maintained in their natural state. Only the removal of poison oak may be permitted. Final landscaping and revegetation plans are to be approved by the City Planning Director with the aeration system approved by the City Arborist. The only exception to maintaining the natural vegetation would be bank protection measures required by any State or Federal agency.
4. Construction work and placement of impervious surfaces shall be approved by the City Arborist. The removal and retention of existing oak trees and other vegetation shall be reviewed and approved by the Planning Director after review by the City Arborist.
5. Prior to issuance of Building Permit, a report shall be submitted for the review and approval of the Building Inspection Division which addresses the liquification potential of the site and debris impact loads of the structural foundation.
6. All construction shall occur within the dry season established by the State Department of Reclamation (normally March through October).
7. The applicant shall submit an erosion control and reduction plan for the review and approval of the City Planning Director prior to Building Permit.
8. Foundations shall be designed and constructed to accommodate debris impact loads and pressures exerted by high velocity river flows.
9. All unnecessary existing pavement within the driplines of trees and blue elderberry bushes shall be removed from the site. If it is absolutely necessary to locate a portion of driveway within the driplines of trees, the surface shall be constructed of previous materials such as turfstone. No existing blue elderberry bushes shall be removed from the site.

10. The retention of, and revegetation of natural area as shown on Exhibit C. Final landscape plans for this area shall be submitted for the review and approval of the Planning Director prior to issuance of a Building Permit.
11. A temporary 6 foot high construction chain link fence shall be installed on the north side to protect the 30 foot wide Natural Area along the riverbank prior to the start of construction, and shall remain in place until the construction is completed. The fence shall meander northward as necessary around the driplines of all oak trees which have their trunks within the Reclamation Board setback area. The land on the south side of this fence shall be left completely in a natural and undisturbed condition. The root zones of the other oak trees not approved for removal shall also be protected by temporary fencing throughout the construction period. No grading, trenching, cutting or filling should occur within the driplines of the trees which are not approved for removal. Also, no employee vehicles, construction equipment, supplies, materials or facilities shall be parked, stockpiled or located within the driplines of any trees which are not approved for removal. The only exception to trenching shall be for trenching necessary for structural post and beams as approved by the City Arborist.
12. Ten interior live oaks (15 gallon), ten valley oaks (15 gallon), and ten blue elderberry bushes (5 gallon) shall be planted within the 30 foot wide Natural Area (adjacent to the condominiums) as replacement trees for riparian vegetation which would be removed to construct the project. The planting shall occur during the month of November following the completion of construction, and the trees shall be watered as necessary until winter rains have begun.
13. The site shall not include boat launching facilities, gas sales or storage facilities, outside repair or service of boats or boat accessories, fish cleaning facilities, and outside equipment storage. Signs shall be posted accordingly.
14. Dockside pumpout facilities vessel sewage wastes, waste oils and bilge slops shall be provided.
15. A harbor policy and enforcement program prohibiting waste discharge into the river shall be provided.
16. Fish cleaning areas connected to a City approved sewage system shall be provided on the landward portion of the site.

17. Exterior lighting shall be shielded to eliminate glare toward the river.
18. Public access must be provided to portions of the marina and proposed natural area including provisions for bicycle and automobile parking spaces.
19. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to less than significant effect before construction resumes.
20. The applicant shall retain and revegetate the natural area as indicated on Exhibit C to offset any reduction in wildlife habitat.

STAFF RECOMMENDATION: The staff recommends the following actions:

- A. Ratification of the Negative Declaration.
- B. Approval of the amendment of the South Natomas Community Plan to allow 14 condominium units within the Riverfront District.
- C. Approval of the Special Permit to develop 14 condominium units and to expand the existing marina to a maximum of 135 berths subject to conditions and based upon findings of fact which follow:

Conditions - Special Permit

1. The applicant shall submit the detailed plans which indicate the driveway location for the review and approval of the City Traffic Engineer prior to issuance of building permits.
2. The parking area dimensions shall be revised to comply with the City's standards prior to issuance of building permits.
3. The parallel parking spaces adjacent to the entries into the project shall be eliminated.
4. Subject to review and approval of the Design Review Board prior to the issuance of building permits.

5. Signage shall be posted designating commercial (marina) and public parking areas prior to the issuance of occupancy permits. The signage shall be subject to the review and approval of the City Planning Director.
6. The applicant shall obtain the necessary permits for development as mandated by the Federal and State permitting Agencies (Corps of Engineers, State Reclamation Board, State Department of Fish and Game) and shall be accomplished prior to issuance of a building permit.
7. Development of the condominiums and associated parking shall be supported by a post and beam construction with finished floor levels above the 100 year floodplain.
8. The setbacks established by the State Reclamation Board from the levee toe and waterbank shall be maintained in their natural state. Only the removal of poison oak may be permitted. Final landscaping and revegetation plans are to be approved by the City Planning Director with the aeration system approved by the City Arborist. The only exception to maintaining the natural vegetation would be bank protection measures required by any State or Federal agency.
9. Construction work and placement of impervious surfaces shall be approved by the City Arborist. The removal and retention of existing oak trees and other vegetation shall be reviewed and approved by the Planning Director after review by the City Arborist.
10. Prior to issuance of Building Permit, submit a report for the review and approval of the Building Inspection Division which addresses the liquification potential of the site and debris impact loads of the structural foundation.
11. All construction shall occur within the dry season established by the State Department of Reclamation (normally March through October).
12. The applicant shall submit an erosion control and reduction plan for the review and approval of the City Planning Director prior to Building Permit.
13. Foundations shall be designed and constructed to accommodate debris impact loads and pressures exerted by high velocity river flows.

14. All unnecessary existing pavement within the driplines of trees and blue elderberry bushes shall be removed from the site. If it is absolutely necessary to locate a portion of driveway within the driplines of trees, the surface shall be constructed of previous materials such as turfstone. No existing blue elderberry bushes shall be removed from the site.

15. The retention of, and revegetation of natural area as shown on Attachment C shall be accomplished prior to occupancy permits. Final landscape plans for this area shall be submitted for the review and approval of the Planning Director prior to issuance of a Building Permit.

16. A temporary 6 foot high construction chain link fence shall be installed on the north side to protect the ~~100~~ ¹⁰⁰ foot wide Natural Area along the riverbank prior to the start of construction, and shall remain in place until the construction is completed. The fence shall meander northward as necessary around the driplines of all oak trees which have their trunks within the Reclamation Board setback area. The land on the south side of this fence shall be left completely in a natural and undisturbed condition. The root zones of the other oak trees not approved for removal shall also be protected by temporary fencing throughout the construction period. No grading, trenching, cutting or filling should occur within the driplines of the trees which are not approved for removal. Also, no employee vehicles, construction equipment, supplies, materials or facilities shall be parked, stockpiled or located within the driplines of any trees which are not approved for removal. The only exception to trenching shall be for trenching necessary for structural post and beams as approved by the City Arborist. *(CPC amended to ...protect the setback of the natural area along...)*

17. Ten interior live oaks (15 gallon), ten valley oaks (15 gallon), and ten blue elderberry bushes (5 gallon) shall be planted within the ~~100~~ ¹⁰⁰ foot wide Natural Area (adjacent to the condominiums) as replacement trees for riparian vegetation which would be removed to construct the project. The planting shall occur during the month of November following the completion of construction, and the trees shall be watered as necessary until winter rains have begun. *(CPC amended to... within the setback of the natural area...)*

18. The site shall not include boat launching facilities, gas sales or storage facilities, outside repair or service of boats or boat accessories, fish cleaning facilities, and outside equipment storage. Signs shall be posted accordingly.
19. Dockside pumpout facilities vessel sewage wastes, waste oils and bilge slops shall be provided.
20. A harbor policy and enforcement program prohibiting waste discharge into the river shall be provided.
21. ~~Fish/cleaning/areas/connected/to/a/City/approved/sewage system/shall/be/provided/on/the/landward/portion/of/the site/ (CPC deleted)~~
22. Exterior lighting shall be shielded to eliminate glare toward the river.
23. Public access must be provided to portions of the marina and proposed natural area including provisions for bicycle and automobile parking spaces.
24. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to less than significant effect before construction resumes.
25. The applicant shall retain and revegetate the natural area as indicated on Attachment C to offset any reduction in wildlife habitat.
26. The applicant shall meet the water flow requirements of the City Fire Department.

Findings of Fact

- a. The proposed project is based on sound principles of land use in that:
 - 1) The zoning ordinance allows the uses in the flood zones with the approval of a special permit.
 - 2) The proposal complies with the criteria for "Special Developments in the Flood Zones" in that

the development will have direct access to a major collector street, adequate on-site parking is provided; the design of the structures will be compatible with the riverfront character and surrounding properties.

- 3) The proposal is for expansion of an existing use.
- b. The project is not injurious to the general public or surrounding properties in that:
- 1) The structures will be constructed above the 100 year flood level.
 - 2) The site will meet on-site fire hydrant requirements.
 - 3) The proposal is subject to required state and federal approvals for development along the Sacramento River.
 - 4) Adequate on-site parking and landscaping shall be provided.
- c. The proposal is consistent with the 1974 General Plan in that:
- 1) Public access to the Sacramento River is provided.
 - 2) The uses are permitted in the flood zones by special permit based on criteria for "Special Developments in the Flood Zone".

CITY PLANNING COMMISSION

1231 I STREET, ROOM 200, SACRAMENTO, CALIFORNIA 95814

APPLICANT	KASL Engineering - 4200 N Freeway Blvd., Ste. 1B, Sacramento, CA 95834		
OWNER	Coyne and Co. - 901 Tamalpais Ave., Ste. 200, San Rafael, CA 94901		
PLANS BY	KASL Engineering - 4200 N Freeway Blvd., Ste. 1B, Sacramento, CA 95834		
FILING DATE	5-9-85	50 DAY CPC ACTION DATE	REPORT BY: SD:sg
NEGATIVE DEC	6-17-85	EIR	ASSESSOR'S PCL NO. 274-021-02;274-030-47

- APPLICATION:**
- A. Negative Declaration
 - B. Tentative Map (P85-202)
 - C. Extension of Special Permit (P84-187)
 - D. Subdivision Modification to waive standard street improvements (Ch. 40.322)

LOCATION: South side of Garden Highway, 1,000+ feet west of Orchard Lane

PROPOSAL: The applicant is requesting the necessary entitlements to subdivide 2.5+ vacant acres into 13 townhouse units and two common lots with parking for an adjacent marina below the proposed residential units.

PROJECT INFORMATION:

1974 General Plan Designation: River Front District
1978 South Natomas Community
Plan Designation: River Front District
Existing Zoning of Site: Flood
Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:

North: Swallow's Nest Condos; R-1A
South: River and marina; F
East: Marina; F
West: Single family; F

Parking Required:	92 spaces (21 residences, 71 marina)
Parking Provided:	113 spaces (32 residences, 81 marina)
Property Dimensions:	Irregular
Property Area:	2.5+ acres
Density of Development:	7+ d.u. per acre on condominium area
Square Footage of Proposed Units:	2,000+ sq. ft.
Height of Building:	Three stories 27' above Garden Highway grade
Significant Features of Site:	50+ Oak and Ash trees of various sizes, elderberry bushes
Topography:	43+ feet at top of levee to 28+ feet at river edge
Street Improvements:	Two lanes of pavement along Garden Highway, no curb, gutter or sidewalk
Utilities:	To be provided
Exterior Building Colors:	Eastern coastal theme
Exterior Building Materials:	Wood siding, post and beam construction
Roof Material:	Metal

001895

developers are required to provide these services as their development occurs. In staff's opinion, the applicant should wait until an assessment district is formed and operational or extend the necessary services. Under the applicant's proposal, the current development is premature.

C. Special Permit

The applicant proposes to remove some trees in order to erect the proposed structure. Under the special permit approved July 26, 1984, the applicant is required to retain as many trees as possible. In addition, a revegetation program for the adjacent parcel to the east has been approved by the State Reclamation Board, owner of that site. The applicant has superimposed a site plan over the tentative map lines. This indicates that the applicant can comply with the previously approved tree retention and relocation program. This program has been approved by the City Arborist.

Special permits for condominium development have a one year expiration period. The applicant has requested an extension of the necessary special permit (P84-187). Staff recommends the Commission approve a one-time one-year extension to expire July 26, 1986. The extension shall be subject to all conditions of the original approval as shown in the attached report (Exhibit E).

D. Parkland Dedication

The Planning and Community Services Divisions have determined the parkland dedication in-lieu fees are appropriate. Fees shall be based upon .194 acres of land multiplied by the per acre value established by the applicant's appraiser.

ENVIRONMENTAL REVIEW: The Environmental Coordinator has reviewed the project and determined it will have a less than significant impact on the environment provided the following mitigation measures are complied with. A negative declaration has been filed.

- A. Submit an erosion control plan that meets all standards dictated by U.S. Army Corp of Engineers regulations, describing bank stabilization methods and other erosion control treatments to be implemented at the project site. This plan shall be subject to the review and approval of the City planning Director prior to issuance of building permit(s);
- B. Develop the condominiums and associated parking using post and beam construction, with finished floor levels above the 100 year floodplain;
- C. Maintain setbacks from the levee toe and water bank (established by the State Reclamation Board) in their natural state. Only the removal of poison oak is permitted. Final landscaping and revegetation plans, including the aeration system, are to be approved by the City Planning Director. The only exception to maintaining the natural vegetation would be bank protection measures required by an state or federal agency;
- D. Construction work and placement of impervious surfaces shall be approved by the City Planning Director. The removal and retention of existing Oak trees and

cleaning facilities, or outside equipment storage. Signs shall be posted accordingly;

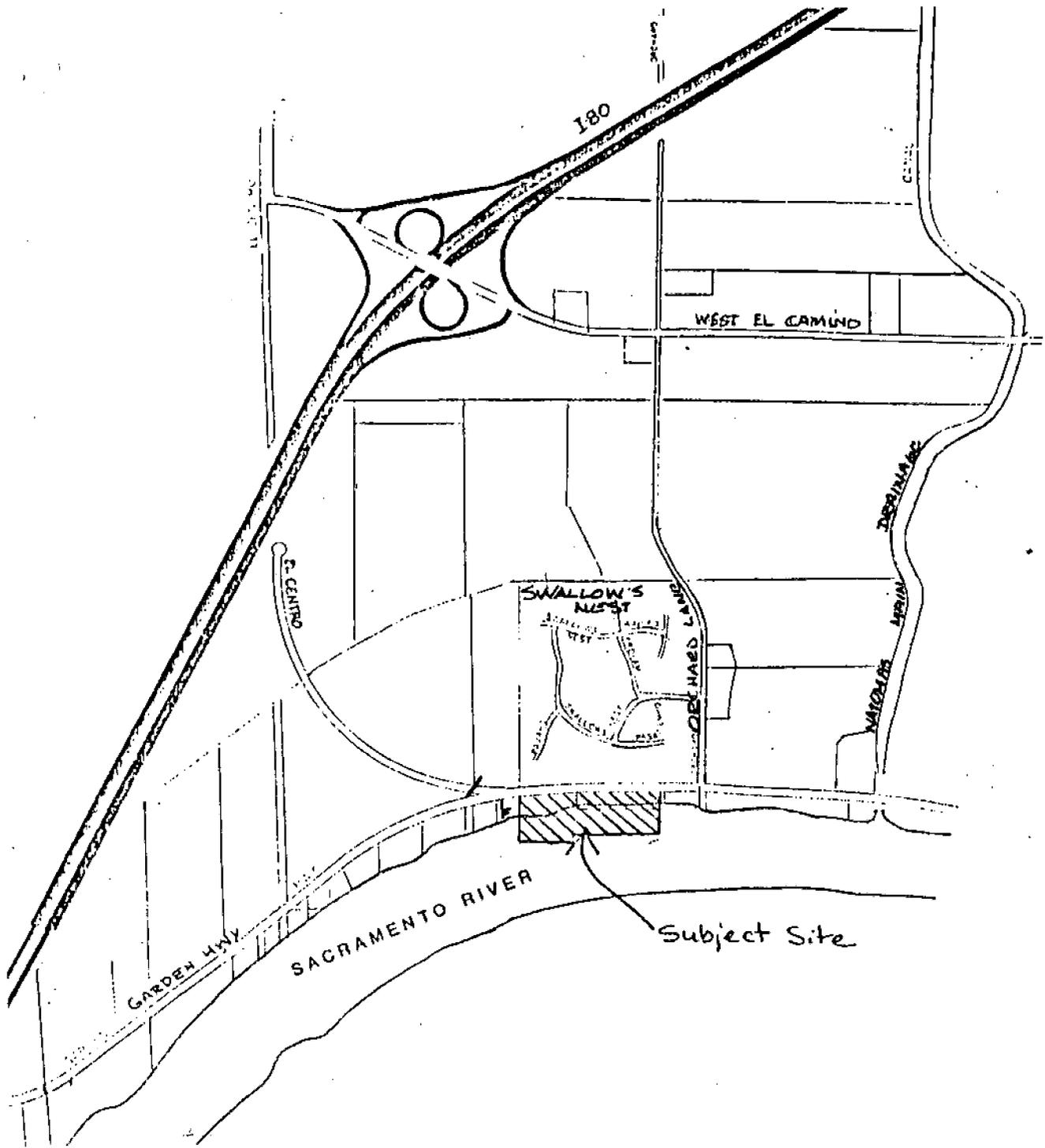
- N. Dockside pumpout facilities for vessel sewage wastes, waste oils, and bilge slop shall be provided;
- O. A harbor policy and enforcement program prohibiting waste discharge into the river shall be provided;
- P. Ensure incorporation of sound attenuation construction techniques within the proposed structures through the standard building permit procedure;
- Q. Exterior lighting shall be shielded to eliminate glare toward the river;
- R. The applicant shall retain the existing Oak trees as indicated on the approved tree removal plan;
- S. The applicant shall retain and revegetate the natural area as indicated in agreement with the State Reclamation Board to offset any reduction in wildlife habitat;
- T. Public access must be provided to portions of the marina and proposed natural area including provisions for bicycle and automobile parking spaces for the general public;
- U. If unusual amounts of bones, shell, or artifacts are uncovered, work within 50 meters of the area will stop immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to a less than significant level before construction continues.

RECOMMENDATION: Staff recommends:

- A. Ratification of the Negative Declaration;
- B. Approval of the Tentative Map, subject to conditions which follow;
- C. Approval of the Extension of Special Permit (P84-187), subject to the conditions listed in the attached report (Exhibit E);
- D. Approval of the Subdivision Modification, subject to conditions of the Tentative Map.

Tentative Map Conditions - The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

- 1. Provide public sewer, water and drainage improvements pursuant to Section 40.811 of the City Code; will require extensive off-site improvements;
- 2. Prepare a sewer and drainage study for the review and approval of the City Engineer; will require off-site extensions and oversizing;



001902

14

VICINITY MAP

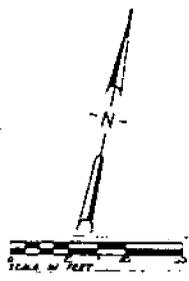
P85-202

6-27-85

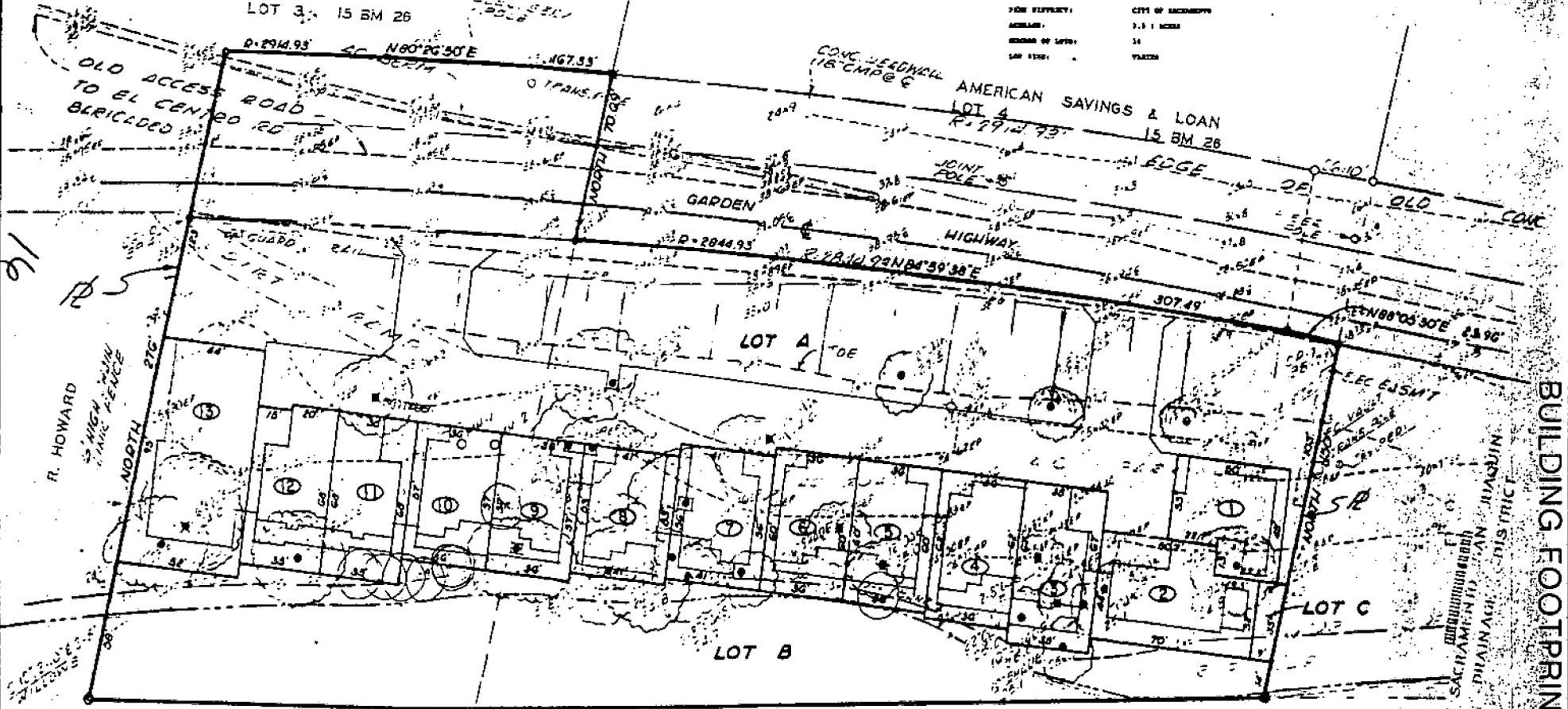
Sheet 10

TENTATIVE SUBDIVISION MAP
OF
RIVERVIEW
PORTION OF LOT 4 & LOT 5 OF
"MAP OF NATOMAS RIVERSIDE
SUBDIVISION NO. 1", BOOK 15
OF MAPS, MAP NO. 26
COUNTY OF SACRAMENTO
CALIFORNIA
MAY 6, 1985

OWNER:	COVER & COMPANY, INC. 243 TULLER STREET, SUITE 204 SAN RAFAEL, CALIFORNIA 94130 PHONE: (415) 433-4411
ENGINEER:	EARL CORREYSON ENGINEERS, INC. 1214 NORTH FREEDWAY BOULEVARD, 410 SACRAMENTO, CALIFORNIA 95814
DEVELOPER:	SLATTERY TRACTS, L.P.
PROPOSED USE:	TRACT
PROPOSED LOTS:	RESIDENTIAL (SINGLE UNIT)
PROPOSED LOTS:	7
PROPOSED NORTH:	7
ASSUMED'S PARCEL NO.:	375-074-01 AND 375-030-01
CIVIL ENGINEER:	COUNTY OF SACRAMENTO
PLATED:	CITY OF SACRAMENTO
FILE PROTECTION:	EXCLUSIVE FILE RIGHTS
AGENCY:	CLARY JOHN BIRD AND ASSOCIATES, INC.
FILE PROTECTION:	CITY OF SACRAMENTO
AGENCY:	3.5 FEET
RECORD OF LOTS:	14
MAP SIZE:	TABLE



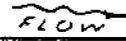
J. PEREIRA
LOT 3, 15 BM 26



001507

SACRAMENTO

RIVER



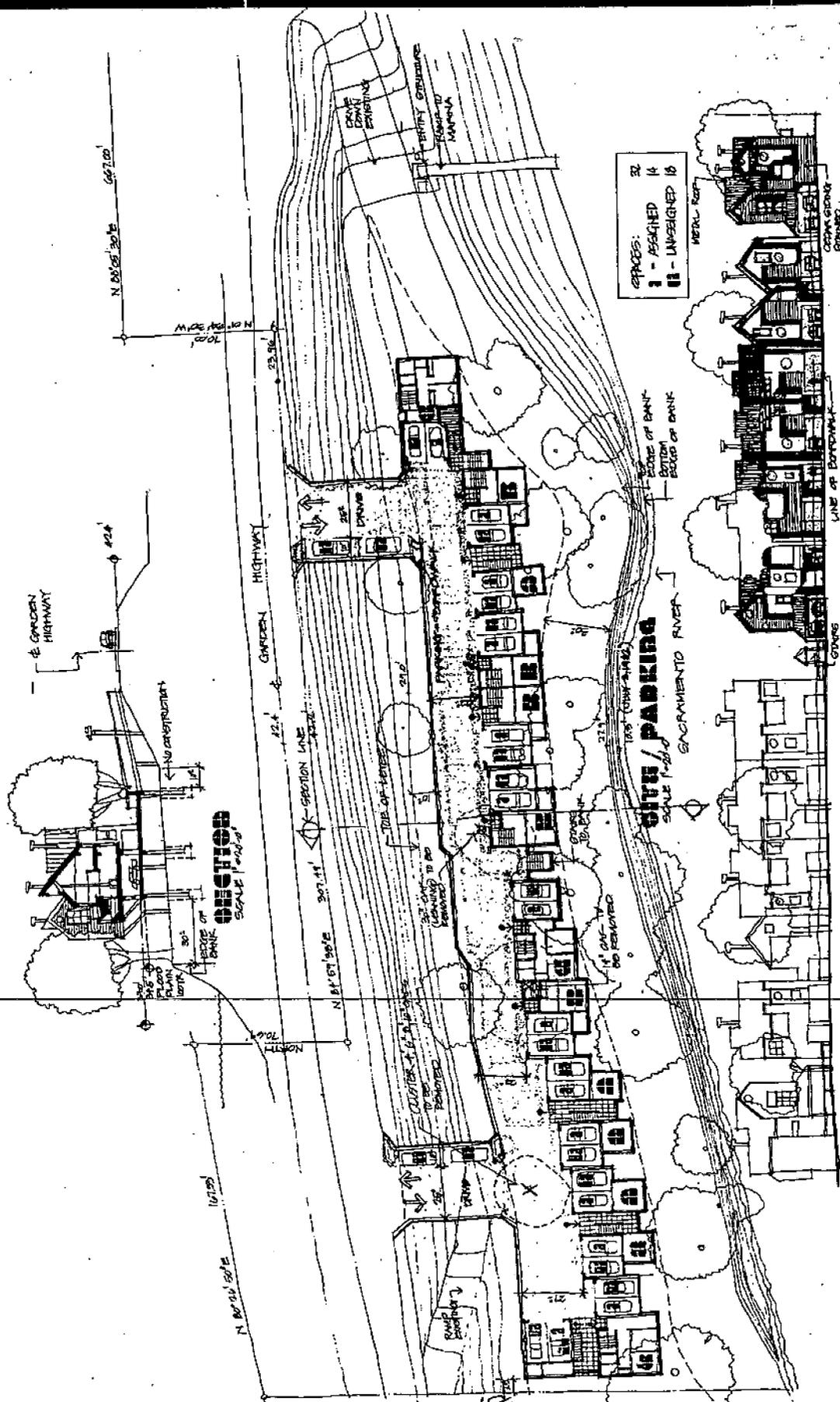
KASL CONSULTING ENGINEERS, INC.
4200 NORTH FREEDWAY BOULEVARD
SACRAMENTO, CALIFORNIA 95814

BUILDING FOOTPRINTS EXHIBIT B 2/1

ROBERT S. BOKAL
 FOUNDRY ARCHITECTS
 301 N TWELFTH STREET
 SACRAMENTO CA 95811-2255

RIVERVIEW GORDO &
 CORNE & CO
 1000 O ST
 SACRAMENTO CA 95811

EXHIBIT D
 SITE PLAN



ELEVATION FROM GARDEN HIGHWAY
 SCALE 1"=20'

TOTAL ONES 40
 COTTONWOOD 4
 ASH 10
 ASH 10
 5 ONES IDENTIFIED

001905

STAFF REPORT AMENDED 7-26-84
CITY PLANNING COMMISSION

EXHIBIT E

927 10TH STREET, SUITE 300 - SACRAMENTO, CALIFORNIA 95814

APPROVED SPECIAL PERMIT

APPLICANT	Edmund J. Coyne & Co., Inc. 666 Third St., Suite 203, San Rafael, Ca.		
OWNER	River View Marina, 2 LTD. Partnership & Michael A. Coyne		
PLANS BY	Roger S. Scott Group 1801 Garden Highway, Sacramento, Ca.		
FILING DATE	5/30/84	50 DAY CPC ACTION DATE	REPORT BY: TM:mm
NEGATIVE DEC	7/16/84	EIR	ASSESSOR'S PCL NO. 274-021-02, 274-030, 47, 50

274-030-63

- APPLICATION:**
1. Negative Declaration
 2. Amendment of the South Natomas Community Plan to allow Residential Condominiums in the Riverfront District
 3. Special Permit to Develop 14 Condominium Units and to Expand an Existing Marina from 82 to 135 Berths

LOCATION: Southside of Garden Highway opposite El Centro Road

PROJECT INFORMATION:

1974 General Plan Designation: Major Recreation or Open Space
 1978 South Natomas Community Plan Designation: Riverfront District
 Existing Zoning of Site: Floodway (F)
 Existing Land Use of Site: 82 berth marina and parking lot

Surrounding Land Use and Zoning:
 North: Garden Highway, condominiums; and R-1A
 South: Sacramento River; and F
 East: Vacant (Riverbank); and F
 West: Single Family Residence; and F

Parking Required

Condominium Use; 1 space per unit
 Marina Use; to be determined by Commission

Parking Provided

1.8 space per unit (32)
 81 spaces (CPC determined that 71 spaces would be required)

Property Dimensions:
 Property Area:
 Density of Development:

Irregular
 8+ acres
 7+ units on condominium area

Square Footage of Proposed Units:
 Height of Units:
 Significant Features:

2,000+ sq. ft.
 35 ft.
 50+ oak and ash trees of various sizes as well as a number of elderberry bushes are located on the site

APPLC. NO. P84-187

MEETING DATE July 26, 1984

CPC ITEM NO. 13

P85 202

19
 6-27-85

item 10

Topography: Varies, ranges from maximum of 43+ ft. at levee to 28+ ft. at rivers edge.

Street Improvements: Two lanes of pavement on Garden Highway, no curbs gutters or sidewalks

Utilities: Water; on-site well
Sewer; connected up to adjacent condominium system

Exterior of Building Colors: Not specified; eastern coastal theme

Exterior Building Materials: Wood siding, metal roof, post and beam construction

BACKGROUND INFORMATION: The following chronology is provided to indicate past events which have occurred relative to this project:

- April 1984: County Board of Supervisors certified an Environmental Impact Report for the proposed project and approved the necessary land use entitlements.
- May 30, 1984: Applicant files complete application with the City Planning Division due to understanding the project area will be annexed via the Willow Creek annexation request.
- July 3, 1984: City Council adopts resolution annexing Willow Creek area and concurrently enters into an annexation agreement (see Attachment A) as well as amends the South Natomas moritorium Ordinance to allow processing of this application.
- July 5, 1984: Negative Declaration, based upon previous EIR, filed with the State Clearinghouse for a 21 day review period.
- July 20, 1984: Willow Creek Annexation finalized by filing of resolution with the County Recorder.
- July 26, 1984: Review period on Negative Declaration closes at 5:00 p.m. Commission hearing.

PROJECT EVALUATION: The staff has the following comments relative to this project:

P84-187

July 26, 1984

Item No. 13

P85-202

20
6-27-856

item 10

1. Community Plan Consistency: The South Natomas Community Plan designates the subject site as Riverfront District. As stated in this Plan document the Riverfront designation is intended to accommodate single family detached residences at a density of one unit per acre. Also this district allows water orientated commercial uses. The following provisions are listed within the Riverfront District to assist in project evaluation:

- o The location and type of land uses permitted within this district should compliment the open space and natural character of the embankment and water.
- o Natural riparian areas of significance within the District should be preserved and protected from damage or loss. This includes mature trees.
- o New or replacement uses should be restricted to single family detached residential dwellings on lots of one acre or larger, private boat docks, and water-oriented commercial uses.
- o All commercial development projects should require plan approval by the appropriate City or County planning Commission and legislative body.
- o Commercial uses should be properly screened from residential uses.
- o Commercial gas and boat service facilities should be allowed only at existing marinas.
- o Commercial uses should have adequate provisions for safe vehicular ingress or egress onto Garden Highway as well as sufficient parking.

Staff finds the proposed marina expansion consistent with these provisions. However, the proposed condominium use is not consistent. The intent of these provisions appear to emphasize retention of as much of the natural habitat as possible as well as to insure the intensity of proposed development would not be incompatible with the river setting. The current draft of the Community Plan update also expresses similar concerns.

Although the condominium portion of the project exceeds the permissible density, staff finds the general scale of development acceptable for the following reasons:

- o The condominium development occupies approximately 35 to 45 percent of the site. The remainder of the project area consists of open space. This lot coverage percentage is close to the maximum coverage of 40 percent which is allowed in the single family zone. Therefore the proposed development is not overly intense if one considers lot coverage as a measurement of intensity and land use compatibility.
- o The applicant proposes to return the majority of on-site trees. These trees will help soften the appearance of the units. In addition the utilization of post and beam construction and proposed exterior materials will be harmless with the river setting.
- o The amendment of the Community Plan to accommodate condominium units in the Riverfront district has been allowed in the past for marina associated developments (River Bank).

2. Environmental Assessment: An Environmental Impact Report was previously prepared for this project by the County Environmental Impact Section. This EIR was ratified by the Board of Supervisors and a subsequent use permit and variance was granted by the County Project Planning Commission in February of 1984.

Due to the annexation of the subject site into the City, the applicant also was required to obtain the necessary City Permits. The Planning staff prepared a Negative Declaration with mitigation measures (see Environmental Determination) based on the EIR identified mitigation measures as well as additional measures relative to City requirements and policies. Basically, the mitigation measures were imposed to assure public health and safety, retention of existing vegetation and public access to the river.

Because implementation of the project requires State and Federal Permits the Negative Declaration was routed through the State Clearinghouse. The deadline for response to the Negative Declaration corresponds with the Commission's hearing. Staff will present all comments received at the Commission hearing.

3. Annexation Agreement: On July 3, 1984, the City entered into an annexation agreement with the applicant which indicated that the City would delay certain improvements related to sewer and water services as well as Garden

Highway improvements. Therefore, no conditions are recommended pursuant to these types of improvements.

- 4. Circulation and Parking: The site plan indicates three points of access into the project off of Garden Highway. The City Traffic Engineer has indicated that specific details must be provided on these driveways and prior to issuance of building permits. Modifications may be required.

The residential parking (32 spaces) will be provided on the boardwalk portion of the site and the marina parking spaces (81 spaces) will be provided below the boardwalk and condominium units. However, some of the spaces do not appear to meet City Planning dimension requirements so some revisions will be necessary prior to issuance of building permits. Also, the parallel spaces adjacent to the Garden Highway entrances should be eliminated.

- 5. Aesthetics: The subject site has a number of mature oak, ash, and cottonwood trees on the western portion of the site. These trees contribute positively to the aesthetic qualities of the site. Most of these trees will be retained. The proposed condominium units are to be constructed on an elevated boardwalk post and beam foundation. These units are to be constructed with horizontal wood siding with metal roofs. Since the site and elevation plans appear to be schematic in nature, staff recommends that specific plans be reviewed and approved by the Design Review Board prior to issuance of building permits.

To compensate for the loss of existing vegetation and the riverview due to the condominium development, the Environmental Determination indicated that public access should be provided to the marina and area east of the condominium site. Also, the Environmental Determination concluded that the area east of the marina entrance should be revegetated. The applicant has indicated that these conditions are acceptable.

- 6. Condominium Map: Staff notes that in order to develop the proposed condominium units, the applicant must apply for and, receive approval, of a subdivision map.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has reviewed the proposed project and has filed a Negative Declaration, based upon compliance with the following mitigation measures:

1. The applicant shall obtain the necessary permits and adhere to the standards of development as mandated by the Federal and State permitting Agencies (Corps of Engineers, State Declaration Board, State Department of Fish and Game).
2. Development of the condominiums and associated parking shall be supported by a post and beam construction with finished floor levels above the 100 year floodplain.
3. The setbacks established by the State Reclamation Board from the levee toe and waterbank shall be maintained in their natural state. Only the removal of poison oak may be permitted. Final landscaping and revegetation plans are to be approved by the City Planning Director with the aeration system approved by the City Arborist. The only exception to maintaining the natural vegetation would be bank protection measures required by any State or Federal agency.
4. Construction work and placement of impervious surfaces shall be approved by the City Arborist. The removal and retention of existing oak trees and other vegetation shall be reviewed and approved by the Planning Director after review by the City Arborist.
5. Prior to issuance of Building Permit, a report shall be submitted for the review and approval of the Building Inspection Division which addresses the liquification potential of the site and debris impact loads of the structural foundation.
6. All construction shall occur within the dry season established by the State Department of Reclamation (normally March through October).
7. The applicant shall submit an erosion control and reduction plan for the review and approval of the City Planning Director prior to Building Permit.
8. Foundations shall be designed and constructed to accommodate debris impact loads and pressures exerted by high velocity river flows.
9. All unnecessary existing pavement within the driplines of trees and blue elderberry bushes shall be removed from the site. If it is absolutely necessary to locate a portion of driveway within the driplines of trees, the surface shall be constructed of previous materials such as turfstone. No existing blue elderberry bushes shall be removed from the site.

- 10. The retention of, and revegetation of natural area as shown on Exhibit C. Final landscape plans for this area shall be submitted for the review and approval of the Planning Director prior to issuance of a Building Permit.
- 11. A temporary 6 foot high construction chain link fence shall be installed on the north side to protect the 30 foot wide Natural Area along the riverbank prior to the start of construction, and shall remain in place until the construction is completed. The fence shall meander northward as necessary around the driplines of all oak trees which have their trunks within the Reclamation Board setback area. The land on the south side of this fence shall be left completely in a natural and undisturbed condition. The root zones of the other oak trees not approved for removal shall also be protected by temporary fencing throughout the construction period. No grading, trenching, cutting or filling should occur within the driplines of the trees which are not approved for removal. Also, no employee vehicles, construction equipment, supplies, materials or facilities shall be parked, stockpiled or located within the driplines of any trees which are not approved for removal. The only exception to trenching shall be for trenching necessary for structural post and beams as approved by the City Arborist.
- 12. Ten interior live oaks (15 gallon), ten valley oaks (15 gallon), and ten blue elderberry bushes (5 gallon) shall be planted within the 30 foot wide Natural Area (adjacent to the condominiums) as replacement trees for riparian vegetation which would be removed to construct the project. The planting shall occur during the month of November following the completion of construction, and the trees shall be watered as necessary until winter rains have begun.
- 13. The site shall not include boat launching facilities, gas sales or storage facilities, outside repair or service of boats or boat accessories, fish cleaning facilities, and outside equipment storage. Signs shall be posted accordingly.
- 14. Dockside pumpout facilities vessel sewage wastes, waste oils and bilge slops shall be provided.
- 15. A harbor policy and enforcement program prohibiting waste discharge into the river shall be provided.
- 16. Fish cleaning areas connected to a City approved sewage system shall be provided on the landward portion of the site.

P85-202

25
6-27-85 11

item 10

- 17. Exterior lighting shall be shielded to eliminate glare toward the river.
- 18. Public access must be provided to portions of the marina and proposed natural area including provisions for bicycle and automobile parking spaces.
- 19. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to less than significant effect before construction resumes.
- 20. The applicant shall retain and revegetate the natural area as indicated on Exhibit C to offset any reduction in wildlife habitat.

STAFF RECOMMENDATION: The staff recommends the following actions:

- A. Ratification of the Negative Declaration.
- B. Approval of the amendment of the South Natomas Community Plan to allow 14 condominium units within the Riverfront District.
- C. Approval of the Special Permit to develop 14 condominium units and to expand the existing marina to a maximum of 135 berths subject to conditions and based upon findings of fact which follow:

Conditions - Special Permit

- 1. ✓ The applicant shall submit the detailed plans which indicate the driveway location for the review and approval of the City Traffic Engineer prior to issuance of building permits.
- 2. ✓ The parking area dimensions shall be revised to comply with the City's standards prior to issuance of building permits.
- 3. The parallel parking spaces adjacent to the entries into the project shall be eliminated.
- 4. (4) Subject to review and approval of the Design Review Board prior to the issuance of building permits.

- 5. Signage shall be posted designating commercial (marina) and public parking areas prior to the issuance of occupancy permits. The signage shall be subject to the review and approval of the City Planning Director.
- 6. The applicant shall obtain the necessary permits for development as mandated by the Federal and State permitting Agencies (Corps of Engineers, State Reclamation Board, State Department of Fish and Game) and shall be accomplished prior to issuance of a building permit.
- 7. Development of the condominiums and associated parking shall be supported by a post and beam construction with finished floor levels above the 100 year floodplain.
- 8. The setbacks established by the State Reclamation Board from the levee toe and waterbank shall be maintained in their natural state. Only the removal of poison oak may be permitted. Final landscaping and revegetation plans are to be approved by the City Planning Director with the aeration system approved by the City Arborist. The only exception to maintaining the natural vegetation would be bank protection measures required by any State or Federal agency.
- 9. Construction work and placement of impervious surfaces shall be approved by the City Arborist. The removal and retention of existing oak trees and other vegetation shall be reviewed and approved by the Planning Director after review by the City Arborist.
- 10. Prior to issuance of Building Permit, submit a report for the review and approval of the Building Inspection Division which addresses the liquification potential of the site and debris impact loads of the structural foundation.
- 11. All construction shall occur within the dry season established by the State Department of Reclamation (normally March through October).
- 12. The applicant shall submit an erosion control and reduction plan for the review and approval of the City Planning Director prior to Building Permit.
- 13. Foundations shall be designed and constructed to accommodate debris impact loads and pressures exerted by high velocity river flows.

- 14. All unnecessary existing pavement within the driplines of trees and blue elderberry bushes shall be removed from the site. If it is absolutely necessary to locate a portion of driveway within the driplines of trees, the surface shall be constructed of previous materials such as turfstone. No existing blue elderberry bushes shall be removed from the site.

- 15. The retention of, and revegetation of natural area as shown on Attachment C shall be accomplished prior to occupancy permits. Final landscape plans for this area shall be submitted for the review and approval of the Planning Director prior to issuance of a Building Permit.

- 16. A temporary 6 foot high construction chain link fence shall be installed on the north side to protect the ~~100~~ ~~foot~~ ~~wide~~ Natural Area along the riverbank prior to the start of construction, and shall remain in place until the construction is completed. The fence shall meander northward as necessary around the driplines of all oak trees which have their trunks within the Reclamation Board setback area. The land on the south side of this fence shall be left completely in a natural and undisturbed condition. The root zones of the other oak trees not approved for removal shall also be protected by temporary fencing throughout the construction period. No grading, trenching, cutting or filling should occur within the driplines of the trees which are not approved for removal. Also, no employee vehicles, construction equipment, supplies, materials or facilities shall be parked, stockpiled or located within the driplines of any trees which are not approved for removal. The only exception to trenching shall be for trenching necessary for structural post and beams as approved by the City Arborist. *(CPC amended to ...protect the setback of the natural area along...)*

- 17. Ten interior live oaks (15 gallon), ten valley oaks (15 gallon), and ten blue elderberry bushes (5 gallon) shall be planted within the ~~80~~ ~~foot~~ ~~wide~~ Natural Area (adjacent to the condominiums) as replacement trees for riparian vegetation which would be removed to construct the project. The planting shall occur during the month of November following the completion of construction, and the trees shall be watered as necessary until winter rains have begun. *(CPC amended to... within the setback of the natural area...)*

P85-202

28
6-27-85
14

Item 10

- 18. The site shall not include boat launching facilities, gas sales or storage facilities, outside repair or service of boats or boat accessories, fish cleaning facilities, and outside equipment storage. Signs shall be posted accordingly.
- 19. Dockside pumpout facilities vessel sewage wastes, waste oils and bilge slops shall be provided.
- 20. A harbor policy and enforcement program prohibiting waste discharge into the river shall be provided.
- 21. ~~Fish/cleaning/areas/connected/to/a/city/approved/sewage/system/shall/be/provided/on/the/landward/portion/of/the/site/ (CPC deleted)~~
- 22. Exterior lighting shall be shielded to eliminate glare toward the river.
- 23. Public access must be provided to portions of the marina and proposed natural area including provisions for bicycle and automobile parking spaces.
- 24. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to less than significant effect before construction resumes.
- 25. The applicant shall retain and revegetate the natural area as indicated on Attachment C to offset any reduction in wildlife habitat.
- 26. The applicant shall meet the water flow requirements of the City Fire Department.

Findings of Fact

- a. The proposed project is based on sound principles of land use in that:
 - 1) The zoning ordinance allows the uses in the flood zones with the approval of a special permit.
 - 2) The proposal complies with the criteria for "Special Developments in the Flood Zones" in that

P85-202

29
6-27-85
15

Item 10

the development will have direct access to a major collector street, adequate on-site parking is provided; the design of the structures will be compatible with the riverfront character and surrounding properties.

3) The proposal is for expansion of an existing use.

b. The project is not injurious to the general public or surrounding properties in that:

1) The structures will be constructed above the 100 year flood level.

2) The site will meet on-site fire hydrant requirements.

3) The proposal is subject to required state and federal approvals for development along the Sacramento River.

4) Adequate on-site parking and landscaping shall be provided.

c. The proposal is consistent with the 1974 General Plan in that:

1) Public access to the Sacramento River is provided.

2) The uses are permitted in the flood zones by special permit based on criteria for "Special Developments in the Flood Zone".

30
6-27-85
16

Item 18

P85-202

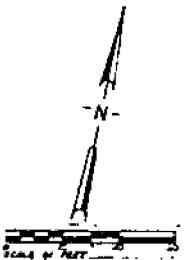
P85-202

6-27-85

Item 10

TENTATIVE SUBDIVISION MAP OF RIVERVIEW

PORTION OF LOT 4 & LOT 5 OF
"MAP OF NATOMAS RIVERSIDE
SUBDIVISION NO. 1", BOOK 15
OF MAPS, MAP NO. 26
COUNTY OF SACRAMENTO
CALIFORNIA
MAY 6, 1985

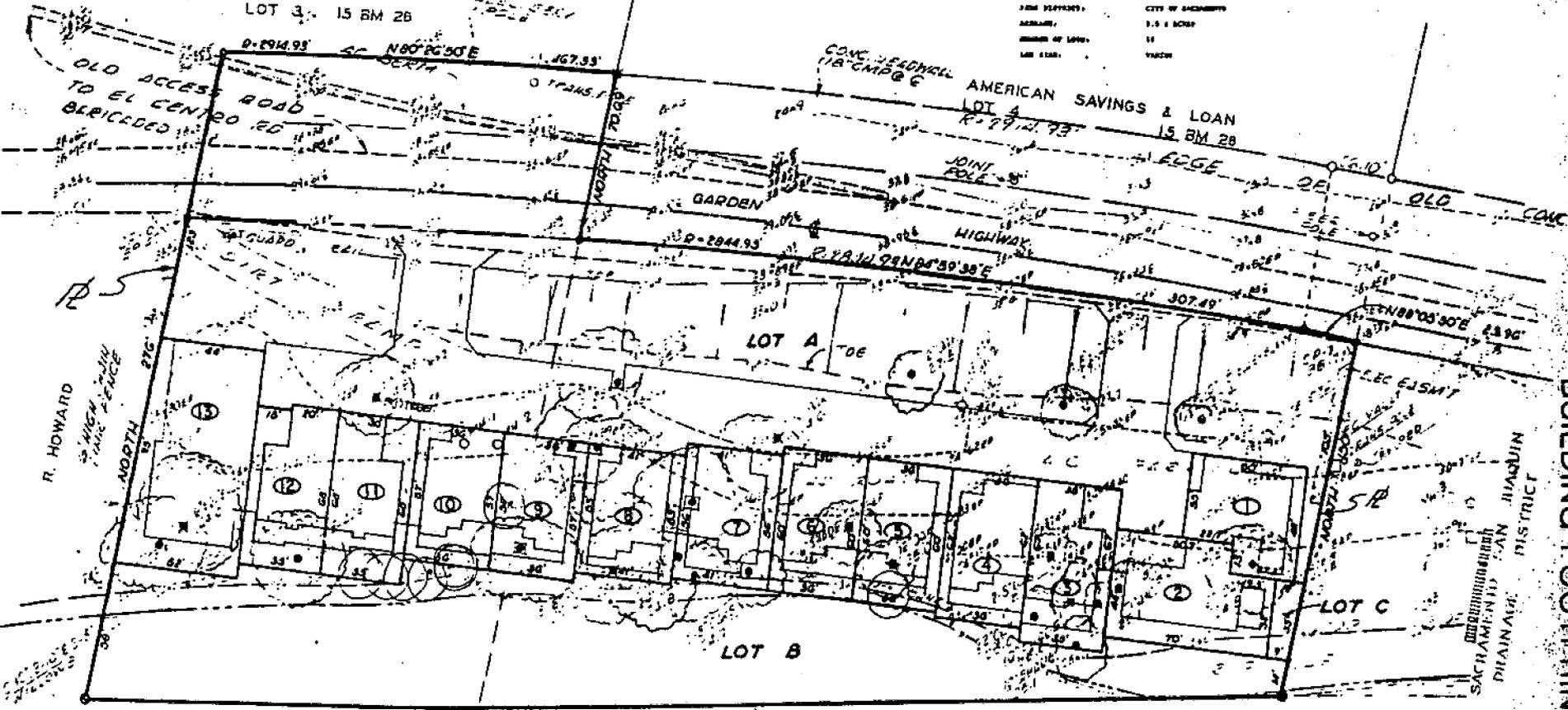


J. PEREIRA
LOT 3, 15 BM 26

OWNER & PREPARED BY:	JOHN J. TOWNSEND, INC., 1012 NORTH FREEMAN BOULEVARD, SACRAMENTO, CALIFORNIA 95834 PHONE: (916) 442-4411
ENGINEER:	DAVE WOODRUFF ENGINEERING, INC., 1112 NORTH FREEMAN BOULEVARD, 11A SACRAMENTO, CALIFORNIA 95834
DEPARTMENT:	CLAYTON PARKER LLP
OWNER'S REP.:	TALAM
PROPOSED USE:	RESIDENTIAL (SINGLE-FAMILY)
EXISTING ZONING:	R
PROPOSED ZONING:	R
ADJACENT TO PLATS OR MAPS:	274-020-02 and 274-020-01
STREET VERTICAL:	COUNTY OF SACRAMENTO
WATER SUPPLY:	CITY OF SACRAMENTO
SEWERAGE:	CITY OF SACRAMENTO
STATE PROTECTION:	SACRAMENTO FIRE DISTRICT
ADJACENT DISTRICTS:	SEASIDE 2000 WEST AND SEASIDE 2000
FORM PLANNING:	CITY OF SACRAMENTO
ADJACENT:	S. & S. 2000
ADJACENT TO MAPS:	11
MAP DATE:	1985



LOCATION MAP



BUILDING FOOTPRINTS
EXHIBIT B

SACRAMENTO

RIVER

FLOW

KASL CONSULTING ENGINEERS
4700 NORTH FREEMAN BOULEVARD
SACRAMENTO, CALIFORNIA 95834

TENTATIVE SUBDIVISION MAP
OF

RIVERVIEW

PORTION OF LOT 4 & LOT 5 OF
"MAP OF NATOMAS RIVERSIDE
SUBDIVISION NO. 1", BOOK 15
OF MAPS, MAP NO. 26
COUNTY OF SACRAMENTO
CALIFORNIA
MAY 6, 1985

OWNER & PREPARER:

KASL & COMPANY, INC.
541 COMMERCE STREET, SUITE 200
SAN RAFAEL, CALIFORNIA 94903
PHONE: (415) 452-4151

ENGINEER:

KASL CONSULTING ENGINEERS, INC.
4700 NORTH FREEMAN BOULEVARD, 615
SACRAMENTO, CALIFORNIA 95824

IMPROVEMENTS:

SEWERING VARIATION LOT

EXISTING USE:

VACANT

PROPOSED USE:

RESIDENTIAL (SINGLE-FAMILY)

SEWERING SYSTEM:

7

PROPOSED SEWER:

7

ASSessor'S PARCEL NO.:

374-070-01 AND 374-070-07

STORAGE DISTRICT:

CITY OF SACRAMENTO

SANITARY DISTRICT:

CITY OF SACRAMENTO

MAILING:

CITY OF SACRAMENTO

FIRE PROTECTION:

SACRAMENTO FIRE DISTRICT

SCHOOL DISTRICT:

DISTRICT 20 AND 21

WATER DISTRICT:

CITY OF SACRAMENTO

ACREAGE:

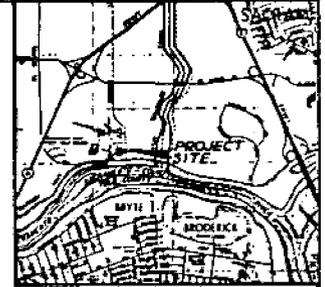
3.1 ACRES

NUMBER OF LOTS:

11

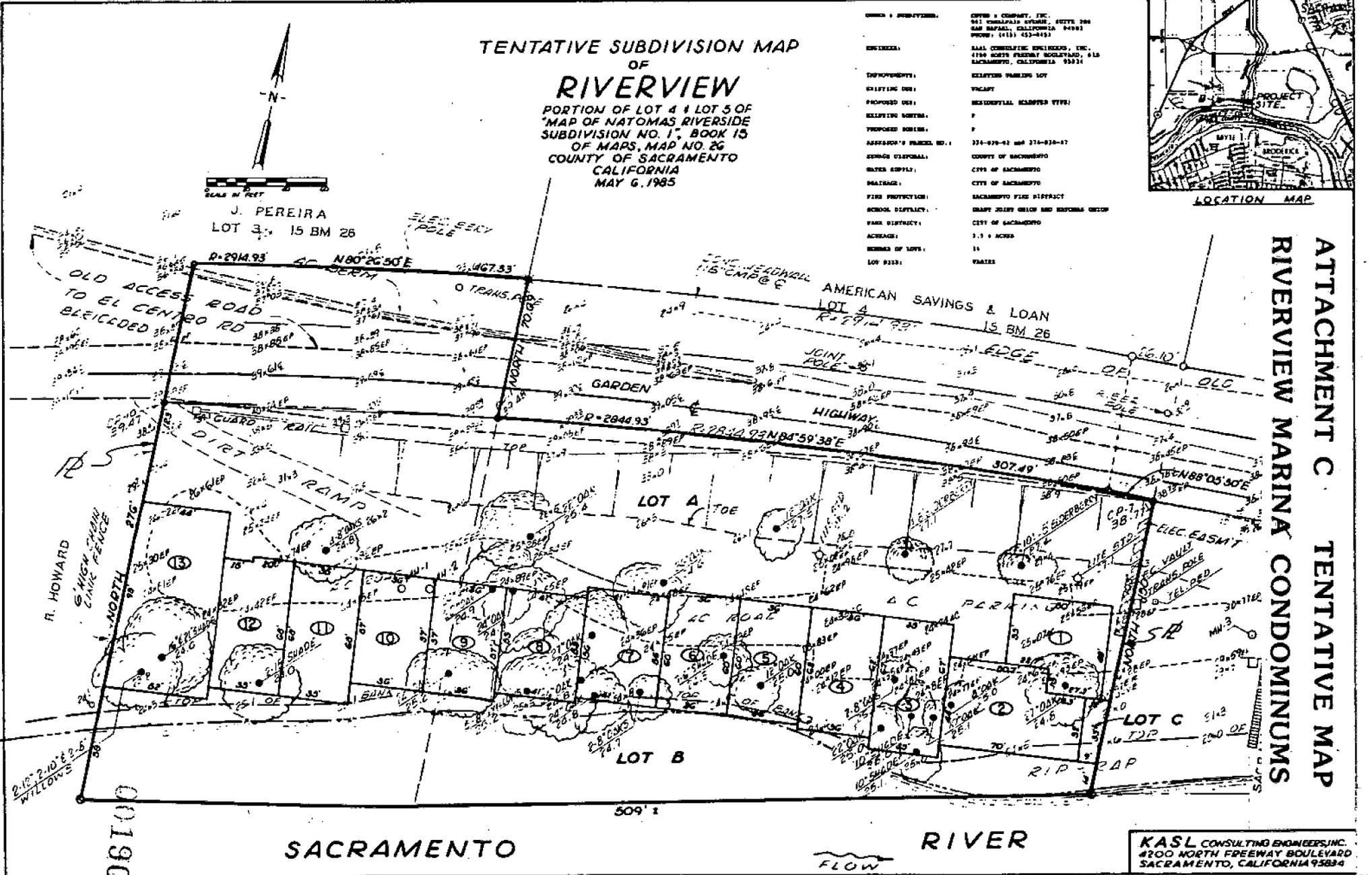
LOT SIZE:

VARIES



LOCATION MAP

ATTACHMENT C TENTATIVE MAP
RIVERVIEW MARINA CONDOMINIUMS



SACRAMENTO

RIVER

FLOW

KASL CONSULTING ENGINEERS, INC.
4700 NORTH FREEMAN BOULEVARD
SACRAMENTO, CALIFORNIA 95824

001903

TENTATIVE SUBDIVISION MAP
OF
RIVERVIEW

PORTION OF LOT 4 & LOT 5 OF
"MAP OF NATOMAS RIVERSIDE
SUBDIVISION NO. 1", BOOK 13
OF MAPS, MAP NO. 26
COUNTY OF SACRAMENTO
CALIFORNIA
MAY 6, 1985

OWNER & CONTRACTOR:

OWNER & CONTRACTOR, INC.
241 TOWNSEND AVENUE, SUITE 200
SACRAMENTO, CALIFORNIA 95811
PHONE: (415) 437-9431

ENGINEER:

KASL CONSULTING ENGINEERS, INC.
2100 NORTH FREEMAN BOULEVARD, #10
SACRAMENTO, CALIFORNIA 95834

IMPROVEMENTS:

EXISTING IMPROVEMENTS
VACANT
RESIDENTIAL RECREATION UTILITY

PROPOSED IMPROVEMENTS:

PROPOSED IMPROVEMENTS
170-420-02 AND 170-420-17

ADDRESSOR'S PARCEL NO.:

CITY OF SACRAMENTO

PARCEL IDENTIFICATION:

CITY OF SACRAMENTO

SECTION:

SACRAMENTO FIRE DISTRICT

FIRE PROTECTION:

SHAW-WALKER WATER AND SEWERAGE DISTRICT

SCHOOL DISTRICT:

CITY OF SACRAMENTO

WATER DISTRICT:

2.5-1 WATER

ACREAGE:

16

NUMBER OF UNITS:

16

LOT SIZE:

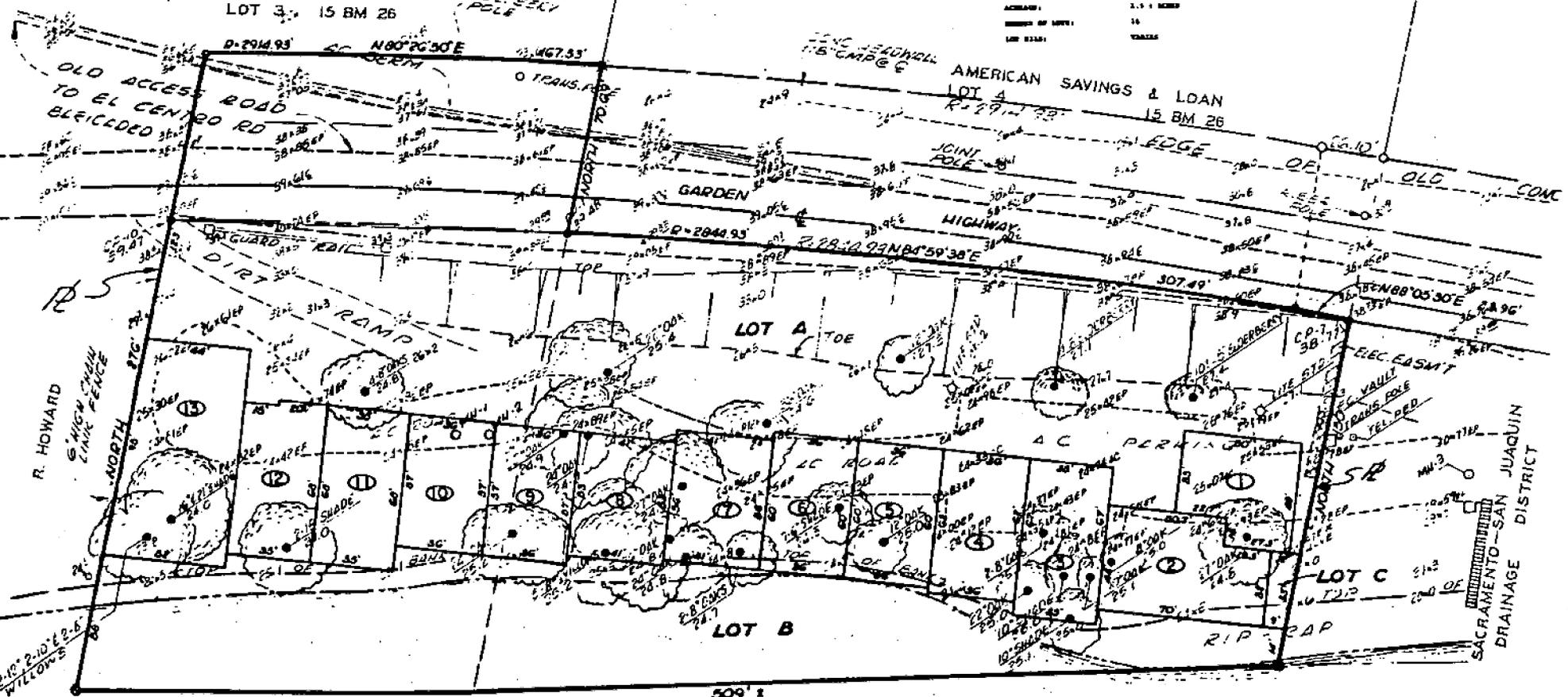
VARIABLE



LOCATION MAP



J. PEREIRA
LOT 3, 15 BM 26



SACRAMENTO

RIVER
FLOW

KASL CONSULTING ENGINEERS, INC.
2100 NORTH FREEMAN BOULEVARD
SACRAMENTO, CALIFORNIA 95834

ATTACHMENT C TENTATIVE MAP
RIVERVIEW MARINA CONDOMINIUMS

CITY PLANNING COMMISSION

1231 I STREET, ROOM 200, SACRAMENTO, CALIFORNIA 95814

APPLICANT	KASL Engineering - 4200 N Freeway Blvd., Ste. 1B, Sacramento, CA 95834				
OWNER	Coyne and Co. - 901 Tamalpais Ave., Ste. 200, San Rafael, CA 94901				
PLANS BY	KASL Engineering - 4200 N Freeway Blvd., Ste. 1B, Sacramento, CA 95834				
FILING DATE	5-9-85	50 DAY CPC ACTION DATE		REPORT BY:	SD:sq
NEGATIVE DEC.	6-17-85	EIR		ASSESSOR'S PCL NO.	274-021-02;274-030-47

- APPLICATION:**
- A. Negative Declaration
 - B. Tentative Map (P85-202)
 - C. Extension of Special Permit (P84-187)
 - D. Subdivision Modification to waive standard street improvements (Ch. 40.322)

LOCATION: South side of Garden Highway, 1,000+ feet west of Orchard Lane

PROPOSAL: The applicant is requesting the necessary entitlements to subdivide 2.5+ vacant acres into 13 townhouse units and two common lots with parking for an adjacent marina below the proposed residential units.

PROJECT INFORMATION:

1974 General Plan Designation: River Front District
1978 South Natomas Community Plan Designation: River Front District
Existing Zoning of Site: Flood
Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:

North: Swallow's Nest Condos; R-1A
South: River and marina; F
East: Marina; F
West: Single family; F

Parking Required:	92 spaces (21 residences, 71 marina)
Parking Provided:	113 spaces (32 residences, 81 marina)
Property Dimensions:	Irregular
Property Area:	2.5+ acres
Density of Development:	7+ d.u. per acre on condominium area
Square Footage of Proposed Units:	2,000+ sq. ft.
Height of Building:	Three stories 27' above Garden Highway grade
Significant Features of Site:	50+ Oak and Ash trees of various sizes, elderberry bushes
Topography:	43+ feet at top of levee to 28+ feet at river edge
Street Improvements:	Two lanes of pavement along Garden Highway, no curb, gutter or sidewalk
Utilities:	To be provided
Exterior Building Colors:	Eastern coastal theme
Exterior Building Materials:	Wood siding, post and beam construction
Roof Material:	Metal

001895

developers are required to provide these services as their development occurs. In staff's opinion, the applicant should wait until an assessment district is formed and operational or extend the necessary services. Under the applicant's proposal, the current development is premature.

C. Special Permit

The applicant proposes to remove some trees in order to erect the proposed structure. Under the special permit approved July 26, 1984, the applicant is required to retain as many trees as possible. In addition, a revegetation program for the adjacent parcel to the east has been approved by the State Reclamation Board, owner of that site. The applicant has superimposed a site plan over the tentative map lines. This indicates that the applicant can comply with the previously approved tree retention and relocation program. This program has been approved by the City Arborist.

Special permits for condominium development have a one year expiration period. The applicant has requested an extension of the necessary special permit (P84-187). Staff recommends the Commission approve a one-time one-year extension to expire July 26, 1986. The extension shall be subject to all conditions of the original approval as shown in the attached report (Exhibit E).

D. Parkland Dedication

The Planning and Community Services Divisions have determined the parkland dedication in-lieu fees are appropriate. Fees shall be based upon .194 acres of land multiplied by the per acre value established by the applicant's appraiser.

ENVIRONMENTAL REVIEW: The Environmental Coordinator has reviewed the project and determined it will have a less than significant impact on the environment provided the following mitigation measures are complied with. A negative declaration has been filed.

- A. Submit an erosion control plan that meets all standards dictated by U.S. Army Corp of Engineers regulations, describing bank stabilization methods and other erosion control treatments to be implemented at the project site. This plan shall be subject to the review and approval of the City planning Director prior to issuance of building permit(s);
- B. Develop the condominiums and associated parking using post and beam construction, with finished floor levels above the 100 year floodplain;
- C. Maintain setbacks from the levee toe and water bank (established by the State Reclamation Board) in their natural state. Only the removal of poison oak is permitted. Final landscaping and revegetation plans, including the aeration system, are to be approved by the City Planning Director. The only exception to maintaining the natural vegetation would be bank protection measures required by an state or federal agency;
- D. Construction work and placement of impervious surfaces shall be approved by the City Planning Director. The removal and retention of existing Oak trees and

cleaning facilities, or outside equipment storage. Signs shall be posted accordingly;

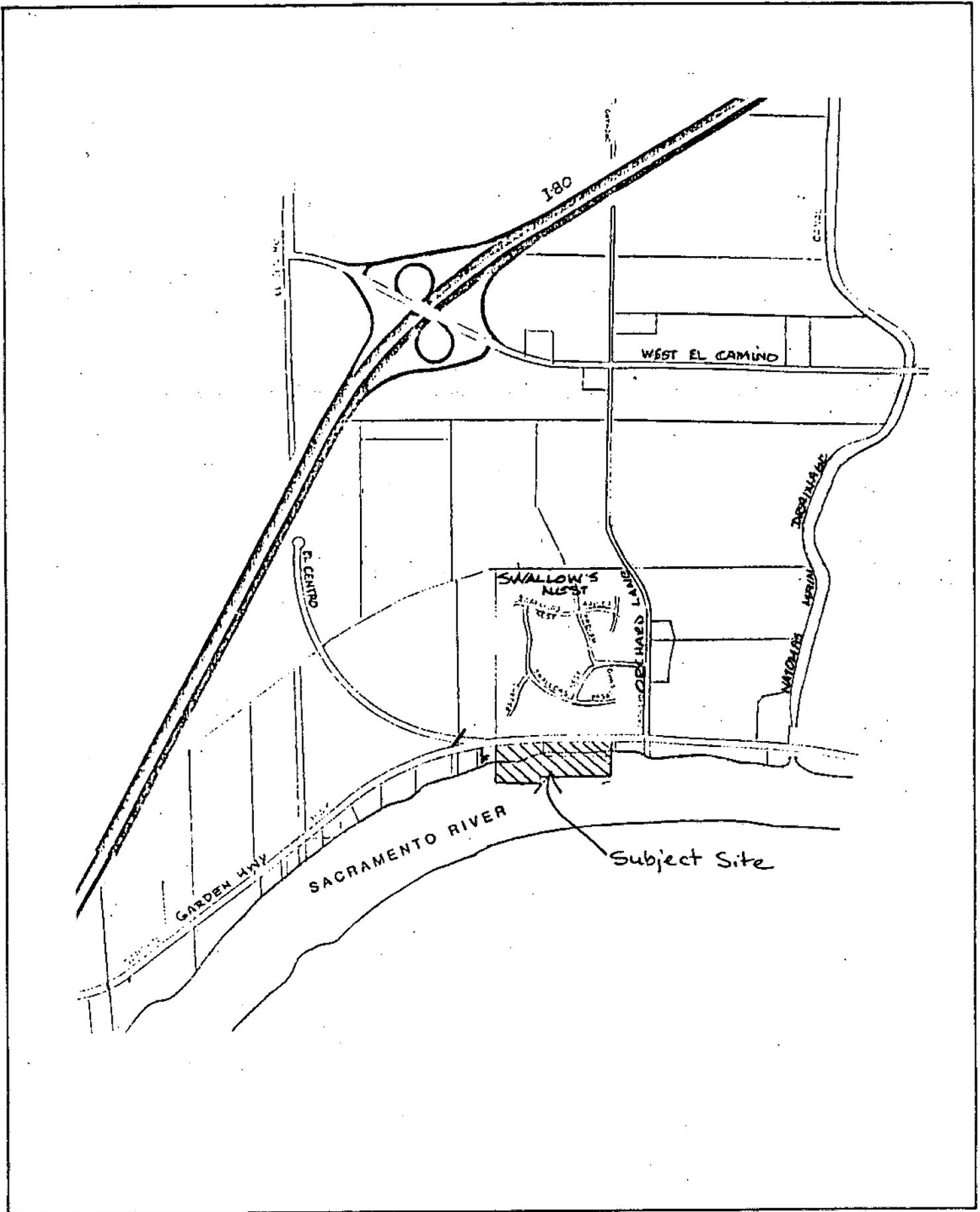
- N. Dockside pumpout facilities for vessel sewage wastes, waste oils, and bilge slop shall be provided;
- O. A harbor policy and enforcement program prohibiting waste discharge into the river shall be provided;
- P. Ensure incorporation of sound attenuation construction techniques within the proposed structures through the standard building permit procedure;
- Q. Exterior lighting shall be shielded to eliminate glare toward the river;
- R. The applicant shall retain the existing Oak trees as indicated on the approved tree removal plan;
- S. The applicant shall retain and revegetate the natural area as indicated in agreement with the State Reclamation Board to offset any reduction in wildlife habitat;
- T. Public access must be provided to portions of the marina and proposed natural area including provisions for bicycle and automobile parking spaces for the general public;
- U. If unusual amounts of bones, shell, or artifacts are uncovered, work within 50 meters of the area will stop immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to a less than significant level before construction continues.

RECOMMENDATION: Staff recommends:

- A. Ratification of the Negative Declaration;
- B. Approval of the Tentative Map, subject to conditions which follow;
- C. Approval of the Extension of Special Permit (P84-187), subject to the conditions listed in the attached report (Exhibit E);
- D. Approval of the Subdivision Modification, subject to conditions of the Tentative Map.

Tentative Map Conditions - The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

- 1. Provide public sewer, water and drainage improvements pursuant to Section 40.811 of the City Code; will require extensive off-site improvements;
- 2. Prepare a sewer and drainage study for the review and approval of the City Engineer; will require off-site extensions and oversizing;



VICINITY MAP

P85-202

6-27-85

item 10

CITY PLANNING COMMISSION

1231 I STREET, ROOM 200, SACRAMENTO, CALIFORNIA 95814

APPLICANT	KASL Engineering - 4200 N Freeway Blvd., Ste 1B, Sacramento, CA 95834		
OWNER	Coyne and Co. - 901 Tamalpais Ave., Ste 200, San Rafael, CA 94901		
PLANS BY	KASL Engineering - 4200 N Freeway Blvd., Ste 1B, Sacramento, CA 95834		
FILING DATE	5-9-85	50 DAY CPC ACTION DATE	REPORT BY: SD:sg
NEGATIVE DEC	6-17-85	EIR	ASSESSOR'S PCL NO. 274-021-02;274-030-47

- APPLICATION:**
- A. Negative Declaration
 - B. Tentative Map (P85-202)
 - C. Extension of Special Permit (P84-187)
 - D. Subdivision Modification to waive standard street improvements (Ch. 40.322)

LOCATION: South side of Garden Highway, 1,000±' west of Orchard Lane

PROPOSAL: The applicant is requesting the necessary entitlements to subdivide 2.5+ vacant acres into 13 townhouse units and two common lots with parking for an adjacent marina below the proposed residential units.

PROJECT INFORMATION:

1974 General Plan Designation: River Front District
1978 South Natomas Community
Plan Designation: River Front District
Existing Zoning of Site: Flood
Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:

North: Swallow's Nest Condos; R-1A
South: River and marina; F
East: Marina; F
West: Single family; F

Parking Required:	92 spaces (21 residences, 71 marina)
Parking Provided:	113 spaces (32 residences, 81 marina)
Property Dimensions:	Irregular
Property Area:	2.5+ acres
Density of Development:	7+ d.u. per acre on condominium area
Square Footage of Proposed Units:	2,000± sq. ft.
Height of Building:	Three stories 27' above Garden Highway grade
Significant Features of Site:	50+ Oak and Ash trees of various sizes, elderberry bushes
Topography:	43+' at top of levee to 28+' at river edge
Street Improvements:	Two lanes of pavement along Garden Highway, no curb, gutter or sidewalk
Utilities:	To be provided
Exterior Building Colors:	Eastern coastal theme
Exterior Building Materials:	Wood siding, post and beam construction
Roof Material:	Metal

001895

developers are required to provide these services as their development occurs. In staff's opinion, the applicant should wait until an assessment district is formed and operational or extend the necessary services. Under the applicant's proposal, the current development is premature.

C. Special Permit

The applicant proposes to remove some trees in order to erect the proposed structure. Under the special permit approved July 26, 1984, the applicant is required to retain as many trees as possible. In addition, a revegetation program for the adjacent parcel to the east has been approved by the State Reclamation Board, owner of that site. The applicant has superimposed a site plan over the tentative map lines. This indicates that the applicant can comply with the previously approved tree retention and relocation program. This program has been approved by the City Arborist.

Special permits for condominium development have a one year expiration period. The applicant has requested an extension of the necessary special permit (P84-187). Staff recommends the Commission approve a one-time one-year extension to expire July 26, 1986. The extension shall be subject to all conditions of the original approval as shown in the attached report (Exhibit E).

D. Parkland Dedication

The Planning and Community Services Divisions have determined the parkland dedication in-lieu fees are appropriate. Fees shall be based upon .194 acres of land multiplied by the per acre value established by the applicant's appraiser.

ENVIRONMENTAL REVIEW: The Environmental Coordinator has reviewed the project and determined it will have a less than significant impact on the environment provided the following mitigation measures are complied with. A negative declaration has been filed.

- A. Submit an erosion control plan that meets all standards dictated by U.S. Army Corp of Engineers regulations, describing bank stabilization methods and other erosion control treatments to be implemented at the project site. This plan shall be subject to the review and approval of the City planning Director prior to issuance of building permit(s);
- B. Develop the condominiums and associated parking using post and beam construction, with finished floor levels above the 100 year floodplain;
- C. Maintain setbacks from the levee toe and water bank (established by the State Reclamation Board) in their natural state. Only the removal of poison oak is permitted. Final landscaping and revegetation plans, including the aeration system, are to be approved by the City Planning Director. The only exception to maintaining the natural vegetation would be bank protection measures required by an state or federal agency;
- D. Construction work and placement of impervious surfaces shall be approved by the City Planning Director. The removal and retention of existing Oak trees and

cleaning facilities, or outside equipment storage. Signs shall be posted accordingly;

- N. Dockside pumpout facilities for vessel sewage wastes, waste oils, and bilge slop shall be provided;
- O. A harbor policy and enforcement program prohibiting waste discharge into the river shall be provided;
- P. Ensure incorporation of sound attenuation construction techniques within the proposed structures through the standard building permit procedure;
- Q. Exterior lighting shall be shielded to eliminate glare toward the river;
- R. The applicant shall retain the existing Oak trees as indicated on the approved tree removal plan;
- S. The applicant shall retain and revegetate the natural area as indicated in agreement with the State Reclamation Board to offset any reduction in wildlife habitat;
- T. Public access must be provided to portions of the marina and proposed natural area including provisions for bicycle and automobile parking spaces for the general public;
- U. If unusual amounts of bones, shell, or artifacts are uncovered, work within 50 meters of the area will stop immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to a less than significant level before construction continues.

RECOMMENDATION: Staff recommends:

- A. Ratification of the Negative Declaration;
- B. Approval of the Tentative Map, subject to conditions which follow;
- C. Approval of the Extension of Special Permit (P84-187), subject to the conditions listed in the attached report (Exhibit E);
- D. Approval of the Subdivision Modification, subject to conditions of the Tentative Map.

Tentative Map Conditions - The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

- 1. Provide public sewer, water and drainage improvements pursuant to Section 40.811 of the City Code; will require extensive off-site improvements;
- 2. Prepare a sewer and drainage study for the review and approval of the City Engineer; will require off-site extensions and oversizing;