

P94-099 - RIVER TOWER OFFICE PROJECT

- REQUEST:
1. **Special Permit Time Extension** to allow the development of a 34-story, 505,605 square foot office building with ground floor retail space and 825± parking spaces on 0.918± acres; and
 2. **Variance Time Extension** to allow tandem parking spaces in the Central Business District (C-3) zone.

LOCATION: North-East Corner of 12th and I Streets
APNs: 006-0051-013,014,015,016,017
Central City Community Plan Area
Sacramento Unified School District
Council District 1

APPLICANT:	JB Company (Attn: James Gately), 916/929-3003 2101 Evergreen, Sacramento, CA 95815
OWNER:	JB Company (Attn: James Gately), 916/929-3003 2101 Evergreen, Sacramento, CA 95815
APPLICATION FILED:	September 6, 1994
STAFF CONTACT:	Mike Dale, 264-8309

SUMMARY/RECOMMENDATION: The property owner is seeking the necessary entitlements to extend the time limit for construction of a major office project in the downtown area (Attachment A). The applicant proposes no changes to the project which was originally approved by the Planning Commission and Council in 1992. The primary issues are with regard to parking. Staff is supportive of further reducing the parking requirement for the project since it is located adjacent to the LRT station at 12th & I Streets. However, staff would like to re-evaluate the parking requirement after the Central City Transportation Strategic Plan is completed. The actual un-met parking demand will be mitigated by the success of local parking and transportation systems management strategies adopted as part of the CCTSP. In order to allow adequate time to develop such strategies, **staff recommends the granting of a two-year time extension for the project**, subject to conditions.

PROJECT INFORMATION:

General Plan Designation:	Regional Commercial & Offices
Community Plan Designation:	Multi-Use
Zone:	Central Business District - Special Planning District (C-3-SPD)
Existing Land Use of Site:	Vacant

Surrounding Land Use and Zoning (see Attachment B):

North: Office Building; C-2
 South: I Street, Tire Shop, City Parking Structure; C-3-SPD
 East: City Office Building; C-2
 West: LRT Station, 12th Street, Motel, Restaurant, Print Shop; C-2

Property Dimensions:	160' x 250'
Property Area:	0.918 \pm acres
Square Footage of Building:	505,605 sf. office; 10,000 sf retail, 3,000 sf other (incl. lobby)
Proposed Building Height:	Total (incl. penthouse) = 460'
Intensity of Development:	FAR: 12.9
Exterior Building Colors/Materials:	Granite and precast concrete base, precast concrete upper tower
Parking Required:	810 spaces (@ 1/600 - 20,000 sf min.)
Parking Provided:	825 \pm spaces

OTHER APPROVALS REQUIRED: In addition to the requested entitlements, the applicant will be required to obtain the necessary grading and building permits.

BACKGROUND: On June 25, 1992, the Planning Commission voted eight ayes with one absent to approve the following entitlements with 825 parking spaces and ground floor retail space (P89-186):

1. General Plan Amendment from "Community / Neighborhood Commercial and Offices" to "Regional Commercial and Offices";
2. Community Plan Amendment from "General Commercial" to "Multi-Use";
3. Rezone from "General Commercial (C-2)" to "Central Business District - Special Planning District (C-3)";
4. Major Project Special Permit to construct a 505,605 square foot office building;
5. Variance to allow tandem parking; and
6. Lot Line Adjustment to merge five parcels into one parcel.

On October 6, 1992, the Council adopted resolutions certifying the River Tower EIR (92-742) and amending the General Plan and Community Plan land use designations (92-741) and adopted an ordinance rezoning the site to CBD (92-055) as recommended by the Planning Commission. As a condition of approval for the rezone, the Council required that the project return to the Council in two years, if building permits had not yet been issued, for purposes of reviewing the appropriateness of the approved plan amendments and rezone.

On October 10, 1994, the Council reconsidered the General and Community Plan amendments and zoning which extended the boundary of the CBD to include the subject site. The Council had the option to retain the Plan amendments and zoning or to restore the previous land use designations and zoning and thereby invalidate the applicant's major project special permit. The Council concluded that the Plan amendments are consistent with existing policy to support high-intensity office development at the north-east portion of the downtown area; the site's proximity to major streets/arterials and a LRT station render the site well suited for major office development; and major office development is still a viable land use option within the Central Business District (Resolution 94-613). A copy of the staff report and resolution are attached (Exhibit B).

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

General Plan. The subject site is designated "Regional Commercial & Offices" according to the General Plan. This designation is intended to accommodate larger (regional) shopping centers, the Central Business District, and suburban parks. The CBD is included in this category because of its regional function as an employment, retail trade, service, and office center.

Community Plan. The subject site is designated as "Multi-Use" according to the Central City Community Plan. This designation is considered to be compatible with the C-3-SPD zoning which accommodates a wide range of land uses. The Community Plan encourages intense development in appropriate areas adjacent to light rail stations.

Urban Design Plan. The subject site is located in the northeast corner of the CBD identified in the Urban Design Framework Plan as the "Incentive Zone." This zone is intended to be a focal point for civic, cultural, retail and commercial development.

Zoning. The subject site is in the "Central Business District - Special Planning District" (C-3-SPD) zone. This zone is intended to accommodate the most intense retail, office, and commercial development in the City.

B. Extension of Special Permit

The City's zoning ordinance requires that a use for which a special permit is granted must be established within two (2) years after such permit is issued (Section 15-D-4-a). However, the Planning Commission is authorized to grant an extension of time not to exceed (3) three years upon a showing of good cause by the applicant (Section 15-D-6). Staff considered the following criteria for evaluating the requested time extension:

- a. **The proposal shall be consistent with the general plan or specific plan for the area in which it is to be located.** In 1994, the Council re-affirmed its decision to approve General and Community Plan amendments to allow high-intensity office development at the subject site (Resolution 94-613). The Urban Design Plan, which provides specific policy direction on the future development of the CBD, provides that new major development should occur within the 18-block, north-eastern boundary of the CBD within 7th, 13th, I and L Streets (termed the "Incentive Zone"). The proposal is consistent with the relevant policy documents and their land use designations.
- b. **The proposal shall be compatible with nearby existing and/or proposed development.** The subject site is still surrounded by offices to the north and east, commercial uses to the west and south, a City parking garage to the south, and the 12th Street light rail transit station to the west, as originally evaluated in the EIR and by staff in its report to the Commission and Council in 1992 (Exhibit B). The proposal is still considered to be compatible with these existing land uses. No new major development is proposed in close proximity to the subject site.
- c. **The proposed parking ratio shall be consistent with existing policies to improve air quality and reduce commuter trips made by the single-occupant-vehicle.** Minimizing the availability of parking is a recognized method for reducing single-occupant trips. The office parking ratio for the CBD is more restrictive than elsewhere in the City due to the availability of public transit services and due to efforts to reduce congestion in the downtown area. The proposal includes approximately 825 on-site parking spaces which equates to a parking ratio of about 1:588. The off-street parking ratio for office development in the CBD ranges between a minimum of 1:600 and a maximum of 1:500. The proposal is therefore consistent with the City's parking standards which discourage single-occupant trips. However, due to the site's location next to a light-rail station and along a major

transportation corridor (I Street), staff sought to further implement policies which encourage public transit ridership and discourage utilization of the single-occupant-vehicle. A discussion of these issues is provided below.

C. Parking

Staff considered the project's parking provision with regard to proximity to transit services, parking availability in the vicinity of the Convention Center, and utilization as follows:

Transit Service. The Central City is well served by transit services. Furthermore, the subject site is located adjacent to the 12th/I Street LRT station. Other Central City office projects located in close proximity to LRT stations have parking ratios similar to that of the proposed project. The Attorney General building, located one block away from the 12th/I Streets LRT station, has a parking ratio of about 1:636. The Farmer's Market Complex, also located near a LRT station, has a parking ratio of about 1:600. However, other office development has been recently approved with lower parking requirements including the State mixed-use building at 16th/P Streets with a ratio of 1:770. The Capitol Towers application proposes a ratio of 1:707, and the facility element of the Railyards/Richards Redevelopment area proposes an office parking ratio of 1:1000. These projects demonstrate a trend to design and approve office projects with significantly reduced parking requirements in areas which are well served by public transit.

Parking Availability. The applicant indicated that any excess parking originating from the proposed building would be made available to Convention Center patrons. Staff's concern was that an over-abundance of parking would conflict with City policies to reduce the amount of parking in the Central City or to locate such parking along the outer perimeter of the Central City. However, other City policies promote the construction of adequate amounts of parking in the CBD to support efforts to revitalize the downtown area. Staff therefore considered the existing parking supply in relation to the future parking demand anticipated upon completion of the Convention Center expansion.

The demand for parking in proximity to the subject site was derived from the Convention Center Environmental Impact Report which assumed completion of the expansion, completion of certain major office development including the River Tower project, and the re-opening of the Memorial Auditorium. The EIR concluded that no immediate or short-term shortage of parking would occur assuming implementation of effective Transportation Systems Management (TSM) and other parking management strategies. In the long-term, however, a significant shortage of off-street parking would occur due to cumulative office development (source: Draft Supplemental EIR Table 4.2-18). In response to this forecast, the City

Council adopted Findings of Fact (Resolution 92-187) on March 17, 1992, which endorsed long-term monitoring of the demand and supply of parking on a project-by-project basis. Staff's research and findings regarding parking for the proposed project are a fulfillment of this mandate.

To determine the supply of parking in the vicinity of the subject site, staff surveyed the availability and utilization of off-street parking spaces located within a four-block walking distance of the Convention Center (Exhibit I). The survey showed that approximately 12% of the total supply within the study area is vacant on an average daily basis (Exhibit J). The parking industry uses a 90% occupancy factor (or a 10% vacancy rate) for determining the effective capacity of a parking facility. This suggests that a minor amount of excess parking supply does exist in the study area.

Based on the projected demand and existing supply of parking within the study area, staff concludes that the parking supply is almost completely utilized during normal, weekday, business hours. However, the need to construct additional parking spaces in the future will depend on the effectiveness of TSM and other parking management strategies. Staff is therefore supportive of retaining the proposed amount of parking for a short period of time (two-years) in order to ascertain the effectiveness of existing and proposed parking management programs to serve the Convention Center. The special permit would therefore expire on October 6, 1996. The same conditions of approval required by the Commission and Council in 1992 are still applicable and are included in the resolution (Attachment C).

Utilization. Joint-use of parking structures by employees and Convention Center patrons has proved to be one method of successfully managing the supply and demand for parking spaces in relation to the Convention Center activities. Staff therefore recommends, as a condition of approval, that parking within the proposed building also be made available to the general public on evenings and weekends at no cost to the City. The applicant would enter into an agreement with the City specifying the hours of public access to the building, parking rates, and security, etc.

D. Variance for Tandem Parking

The terms for granting an extension of time for a variance are similar to those of a special permit (Zoning Ordinance Section 14-D). The proposal includes approximately 45 tandem parking spaces (five per parking level). A variance to allow these tandem spaces was approved by the Commission and Council in 1992. The applicant proposes no changes to the project and therefore requests a time extension to implement the variance. Staff was supportive of the variance in 1992

because tandem spaces were found to work well for office workers who could be assigned to these spaces. The Commission and Council have also approved tandem parking spaces for other high-rise office buildings. Since the circumstances of the project have not changed, staff supports the requested time extension for the variance subject to conditions (Attachment D).

PROJECT REVIEW PROCESS:

A. Environmental Determination

On October 6, 1992, the City Council certified the River Tower EIR and adopted Findings of Fact (Resolution 92-741). The Council also adopted a Statement of Overriding Considerations and a Mitigation Monitoring Plan. The EIR assessed the general and community plan amendments, rezone, special permit, variance, and lot line adjustment listed under the "Background" section of this report. Section 15162 of the CEQA Guidelines provides that an additional EIR need not be prepared unless subsequent changes are proposed in the project, substantial changes occur with respect to the project's circumstances, or new information of substantial importance to the project becomes known or available. None of these conditions exist; therefore no new EIR is required. The mitigation measures as previously identified in the EIR are still applicable and are therefore required as a condition of approval (Attachment C).

B. Neighborhood Response

Copies of the project application and drawings were routed to the following organizations on September 14, 1994: Sacramento Old City Association, Sacramento Downtown Association, Central City Alliance of Neighborhoods, Downtown Neighbors Association, and Midtown Business Association. Staff subsequently followed-up with a telephone call. The Sacramento Downtown Association responded with no objections. SOCA and CCAN remain opposed to the City Council's decision to allow the rezone in that they believe that the CBD boundary should not be enlarged in this area. They also believe that the proposed building is too tall. At the time of this writing, no other objections have been raised from any of these neighborhood organizations.

C. Summary of Agency Comments

Staff routed copies of the project application to several local and regional agencies. The following comments were received:

Police Department. The Police Department would like to review detailed plans for parking levels 1-7 with the applicant in order to discuss security and crime prevention measures. The applicant is working with the Police Department to address this subject. Staff has added a condition of approval to the resolution (Attachment C) which requires that the applicant implement crime prevention measures to the satisfaction of the Police Department prior to the issuance of building permits.

Regional Transit. Regional Transit staff request that the conditions of approval required in 1992 be retained with regard to right-of-way dedication, contribution of \$250,000 for LRT station improvements, and restriction of alley access. RT believes the number of parking spaces proposed for the project are excessive and will promote the use of single-occupant vehicles. RT therefore recommends that parking capacity be maintained at a minimum level. RT also recommends that the developer implement a TMP as approved by the Public Works Department. Preparation and submittal of an approved TMP has been added to the resolution (Attachment C) as a condition of approval.

SMUD. The Sacramento Municipal Utility District requests that the applicant obtain a confirmation letter from SMUD, prior to the issuance of building permits, which affirms that the applicant has contacted and worked closely with SMUD New Construction Services (NCS) during the initial stages of project development and design to ensure that energy efficiency and load management measures are implemented to the maximum extent feasible. This request has been added to the resolution (Attachment C).

PROJECT APPROVAL PROCESS: The Planning Commission has the authority to approve or deny the requested entitlements. The Planning Commission action may be appealed to the City Council within 10 days following the Planning Commission action.

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

- Adopt the attached resolution (Attachment C) to approve a **two-year** time extension for a **Special Permit** to allow the development of a 34-story, 505,605 square foot office building with ground floor retail space and 825 \pm parking spaces on 0.918 \pm acres subject to conditions and findings of fact; and
- Adopt the attached resolution (Attachment D) to approve a **two-year** time extension for a **Variance** to allow tandem parking spaces in the Central Business District (C-3) zone subject to conditions and findings of fact.

Report Prepared By,

Report Reviewed By,

Mike Dale
Associate Planner

Steve Peterson
Senior Planner

Attachments

- | | |
|-------------------------|---------------------------------------|
| Attachment A | Vicinity Map |
| Attachment B | Land Use and Zoning Map |
| Attachment C | Resolution - Special Permit |
| Attachment D | Resolution - Variance |
| Exhibit A | LRT Right-Of-Way |
| Exhibit B | Council Staff Report (dated 10/10/94) |
| Exhibit C - Floor Plans | Ground Level & Sub-Parking Level 1 |
| Exhibit D - Floor Plans | Parking Levels 2-7 |
| Exhibit E - Floor Plans | Levels 8-13 |
| Exhibit F - Floor Plans | Levels 14-28 |
| Exhibit G | South Elevation - I Street |
| Exhibit H | West Elevation - 12th Street |
| Exhibit I | Artistic Rendering |
| Exhibit J | Parking Survey - Area |
| Exhibit K | Parking Survey - Supply |

Attachment C
Resolution - Special Permit**RESOLUTION NO.**

ADOPTED BY THE SACRAMENTO PLANNING COMMISSION
ON DATE OF MAY 25, 1995.

A RESOLUTION ADOPTING FINDINGS OF FACT AND
APPROVING A **THREE-YEAR** SPECIAL PERMIT **TIME**
EXTENSION FOR PROPERTY LOCATED AT THE NORTHEAST
CORNER OF 12TH AND I STREETS

(P94-099) (APNs: 006-0051-013,014,015,016,017)

WHEREAS, the City Planning Commission on May 25, 1995, held a public hearing on the request for approval of a Special Permit Time Extension to allow the development of a 34-story, 505,605 square foot office building on 0.918± vacant acres in the Central Business District (C-3) zone at the above described location;

WHEREAS, Section 15162 of the CEQA Guidelines provides that an additional or new EIR need not be prepared;

WHEREAS, the Planning staff has submitted to the City Planning Commission its report and recommendations on the proposed development;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF SACRAMENTO THAT:

1. The **three-year** special permit **time extension** is hereby approved based upon the following findings of fact:
 - a. The proposal is consistent with the General Plan or specific plan for the area in which it located in that:
 1. The Council recently re-affirmed its decision to approve General and Community Plan amendments to allow a high-intensity office use at the subject site; and
 2. The Urban Design Plan provides that new major developments should occur within the north-eastern boundary of the CBD.
 - b. The proposal is compatible with nearby existing and/or proposed development in that the subject site is surrounded by offices, commercial

uses, a parking garage, and a light rail transit station.

- c. The proposed parking ratio is consistent with existing policies to improve air quality and reduce commuter trips made by the single-occupant-vehicle.
2. The *three-year* special permit *time extension* is hereby approved subject to the following conditions:
- a. The applicant shall comply with the provisions of the Mitigation Monitoring Plan as adopted by the City Council on October 6, 1992, for the River Tower project per Resolution 92-741.
 - b. A Transportation Management Plan (TMP) shall be prepared and implemented to the satisfaction of the Planning Director and Director of Public Works prior to the issuance of any building permit. The TMP shall include those measures needed to meet the 35% trip reduction goal of the Ordinance.
 - c. The building plans shall be reviewed and approved by the Design Review Board and Police Department prior to the issuance of any building permit. Building plans to be reviewed by the Design Review Board shall include the detailed design and layout of the first floor as it relates to the light rail station.
 - d. Child care facilities shall be provided for as follows: the developer shall either provide an on-site or an off-site child care facility to accommodate the 195 infant/ toddlers generated by the project, or, pay an in-lieu fee that would go towards the provision of a facility. The in-lieu fee shall be consistent with child care fees assessed of other office projects in the Central City. These provisions are subject to the review and approval of the City prior to the issuance of any building permit. The Applicant shall thoroughly investigate opportunities to include the child care facility within the building prior to considering other alternatives. The applicant shall work with the City in this investigation. A report to the Planning Director shall be submitted indicating the results of the investigation prior to issuance of building permits. If minor modifications to the site plan and elevations are required in order to accommodate child care on the subject site, these modifications shall be reviewed and approved by the Design Review staff prior to issuance of building permits.
 - e. The applicant shall provide a construction impact mitigation plan for the review and approval of the Planning Director prior to any on-site construction activity which provides, at the minimum, for the following:

1. A detailed site plan which shows all construction activity including, but not limited to, location of construction fencing, trailers, structures, cranes, materials storage, staging areas, construction workers parking, etc.;
2. A plan indicating how circulation around the building will be maintained in light of the 12th Street Light Rail Station (i.e. pedestrian access, alley access, fire station activity, etc). The plan shall include a covered pedestrian walkway along 12th street parallel to the subject site. Construction of the walkway shall be coordinated and reviewed by Regional Transit;
3. The construction fencing, and any covered walkways facing I and 12th Streets shall be artistically painted to enhance the aesthetics of the construction site and mitigate visual impacts. The painting program shall be reviewed and approved by the Planning Director prior to issuance of any building permit;
4. The H-I alley shall be kept open continuously during the construction period;
5. Deliveries to the construction site shall be scheduled in a manner which minimizes truck interference with light rail operations. The applicant shall provide a sufficient number of flag personnel, as determined adequate by City Traffic Engineering, to facilitate vehicular, pedestrian, and delivery traffic;
6. The applicant shall hire police officer(s) to direct traffic at key intersections during the construction period if determined necessary by the Traffic Engineer;
7. The plan shall designate the name of the contractor or designee who will be on-site during the construction period as the contact person for responding to any complaints regarding construction activity. The name, office location, and phone number shall be painted / posted on the 12th Street and I Street construction fence;
8. High noise activities such as pile driving, metal cutting, use of jack hammers, drills, generators, etc., shall be restricted to the hours of 8:00 AM to 5:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. No construction activity shall be permitted on Sundays. The Planning Director may impose more or less restrictive hours on high noise activities should there become reason to do so

(e.g. complaints, or lack of complaints, from neighbors); and

9. All entrances and exits for the adjacent fire station shall remain unobstructed during all phases of development.
- f. The final interior circulation, bicycle facility and parking layout shall be subject to the approval of Planning and Development Department and Police Department prior to the issuance of building permits. If deemed necessary by the Planning and Development Department, a warning device (with light and sound) shall be installed at the alley exit to warn of exiting vehicles. Eighty-two bicycle parking spaces shall be provided in convenient locations for bicyclists. Bicycle parking spaces shall meet all provisions of City Ordinances.
- g. The applicant shall submit a comprehensive exterior building signage program for the review and approval of the Planning Director prior to the issuance of any sign permits. The sign program is to include signage for visitor and employee parking; public parking, access to service facilities, a conceptual retail tenancy signage program, and directional signage for off-hours public parking use.
- h. A detailed landscape plan shall be submitted by the applicant and approved by the Design Review Board prior to the issuance of final building permits.
- i. The developer shall donate the right-of-way to Regional Transit for light rail station modifications as shown in Exhibit A.
- j. The developer shall contribute \$250,000 to Regional Transit toward reconstruction of the 12th and I Light Rail Station.
- k. The project proponent shall notify SMUD no later than one year in advance of electrical energy needs to accommodate the appropriate planning, design, equipment acquisition, and construction phases for extending an off-site 21kV subtransmission line to the subject site.
- l. The River Tower office building shall include an on-site electrical vault room to the satisfaction of the SMUD Distribution Systems Service Planner.
- m. The applicant shall discontinue the use of the parking lot on the west portion of the property (see Exhibit E) prior to July 1, 1992. Should the parking lot continue or resume after July 1, 1992, without approval by the City, the requested special permit for the subject building (P89-186, P94-099) shall

be deemed expired.

- n. Ingress and egress as it affects the City right-of-way shall be reviewed and approved by the Traffic Engineer prior to issuance of any building permits.
- o. The developer shall provide electrical raceways for electric car recharging facilities for a minimum of two parking spaces within the parking garage.
- p. Prior to the issuance of building permits, crime prevention measures shall be incorporated into the project to the satisfaction of the Police Department;
- q. The applicant shall obtain a confirmation letter from SMUD, prior to the issuance of building permits, which affirms that the applicant has contacted and worked closely with SMUD New Construction Services (NCS) during the initial stages of project development and design to ensure that energy efficiency and load management measures are implemented to the maximum extent feasible; and
- r. The applicant/owner and successors in interest shall make all parking within the subject building (excluding tandem parking spaces) available to the general public during evenings and weekends at no cost to the City. The applicant shall enter into an agreement with the City addressing the hours of public access to the garage, parking rates, elevator and lobby access, restricting of tandem parking spaces, security, etc. Said agreement shall be prepared and executed prior to the issuance of final building permits.
- s. ***Prior to the issuance of building permits, the Planning Department shall verify that the proposed office building meets the currently adopted or established minimum parking ratio for new office buildings in the Central Business District; and***
- t. ***The three-year special permit time extension shall expire on October 6, 1997.***

CHAIRPERSON

ATTEST:

SECRETARY TO PLANNING COMMISSION

P94-099

Attachment D
Resolution - Variance**RESOLUTION NO.**

ADOPTED BY THE SACRAMENTO PLANNING COMMISSION
ON DATE OF MAY 25, 1995.

A RESOLUTION ADOPTING FINDINGS OF FACT AND
APPROVING A ***THREE-YEAR VARIANCE TIME EXTENSION***
~~SPECIAL PERMIT~~ FOR PROPERTY LOCATED AT THE
NORTHEAST CORNER OF 12TH AND I STREETS

(P94-099) (APNs: 006-0051-013,014,015,016,017)

WHEREAS, the City Planning Commission on May 25, 1995, held a public hearing on the request for approval of a Variance Time Extension to allow tandem parking space for a proposed 34-story, 505,605 square foot office building on 0.918± vacant acres in the Central Business District (C-3) zone at the above described location;

WHEREAS, Section 15162 of the CEQA Guidelines provides that an additional or new EIR need not be prepared;

WHEREAS, the Planning staff has submitted to the City Planning Commission its report and recommendations on the proposed development;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF SACRAMENTO THAT:

1. The ***three-year variance time extension*** is hereby approved based upon the following findings of fact:
 - a. Granting of the variance would not constitute a special privilege extended to an individual applicant in that tandem parking has been granted in similar circumstances; and
 - b. Granting the variance will not be injurious to the public welfare nor to property in the vicinity of the subject site in that the tandem parking spaces will be assigned to office workers.
2. The ***three-year variance time extension*** is hereby approved subject to the following conditions:

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- a. Tandem parking spaces shall be marked and reserved for designated parkers and not for the general public; *and*
 - b. *The variance shall expire on October 6, 1997.*

CHAIRPERSON

ATTEST:

SECRETARY TO PLANNING COMMISSION

P94-099