

P93-164 - Planning Commission Determination

REQUEST: Planning Commission Determination to allow maneuvering width at a 50 degree angle for a future parking lot combined with proposed condominiums at River Landing on 1.82± vacant acres in the Floodway (Planned Unit Development) FW(PUD) zone.

LOCATION: 1361 Garden Highway  
274-0320-035  
South Natomas Community Plan  
Council District 1

APPLICANT:	Chris Coyne, (415)453-0451 901 Tamalpais Ave. San Rafael, CA 94901
OWNER:	E&C Development 901 Tamalpais Ave. San Rafael, CA 94901
PLANS BY:	Lind & Assoc., LTD P.O.Box 1633 Folsom, CA 95763-1633
APPLICATION FILED:	November 3, 1993
STAFF CONTACT:	Bridgette Williams, 264-5000

SUMMARY/RECOMMENDATION:

The applicant is requesting a Planning Commission Determination to allow 50 degree maneuvering for 69 proposed parking spaces under 18 future condominiums on 1.82± vacant acres. In order to provide 50 degree maneuvering for the parking spaces, a Planning Commission Determination is required per Section 6-C-2 of the City Zoning Ordinance. In evaluating the project, the basic issue is whether or not the 50 degree maneuvering for the 18 parking spaces is adequate and safe. **Staff recommends approval of the project** subject to conditions. The applicant has submitted construction drawings to the Building Division for phase one of the condominium development with parking and was informed that in order to design parking at a 50 degree angle, a Planning Commission Determination would be required prior to issuance of building permits.

PROJECT INFORMATION:

General Plan Designation:	Parks, Recreation, Open Space
Community Plan Designation:	Riverfront District
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	FW(PUD)

## Surrounding Land Use and Zoning:

North:	Vacant/Orchards; OB-PUD
South:	Boat Dock & Sacramento River; FW-PUD
East:	Riverbank Marina; FW-PUD
West:	Virgin Sturgeon Restaurant; F

Property Dimensions:	107' x 97'
Property Area:	1.82 <sub>±</sub> gross acres
Parking Required:	28 spaces (1.5 per unit, plus one guest space per 15 units)
Parking Provided:	69 spaces plus lower level 54 spaces (two-car garages for each unit plus uncovered space for each unit)
Topography:	Slope
Street Improvements:	Existing
Utilities:	Existing

OTHER APPROVALS REQUIRED:

<u>Permit</u>	<u>Agency</u>
Building Permit	Building Division

BACKGROUND INFORMATION:

On January 6, 1983, the City Planning Commission approved Special Permits for a multi-use development to be known as the Riverbank Marina on the Sacramento River (P9307). The multi-use development included restaurants, retail, boat docks, small office uses, and 18 condominium units at the Riverbank Marina complex to be constructed in phases. The approved site plan for the multi-use development indicated two major building footprints which also reflected upper and lower level parking for each building. One building footprint has since been built which consists of restaurants, retail, boat docks and small office uses with upper and lower level parking. Building plans have recently been submitted to the Building Division for development of the 18 condominium units with upper and lower level parking. The second building footprint for the condo development, reflected lower level parking in order to provide surplus parking for the restaurant and retail patrons of the Riverbank Marina.

**STAFF EVALUATION:** Staff has the following comments:

The applicant is proposing to develop the condominium units in three groups of six units in three phases. Therefore, upper and lower level parking will be developed in phases. The submitted site plan for the lower level parking, however, reflects the entire lower level parking lot with the 50 degree maneuvering for parking stalls (Exhibit A). At present, the City's Zoning Ordinance allows maneuvering widths for parking spaces at 90 degrees, 60 degrees, 45 degrees, and 30 degrees. All other maneuvering widths are to be determined by the Planning Commission. The Transportation Division has reviewed the proposed 50 degree maneuvering for parking stalls and has determined that the 50 degrees proposed would be adequate provided that specific conditions are met. Attached is a memorandum forwarded from the Transportation Division indicating their approval of the 50 degree maneuvering with required conditions (see Attachment A).

Staff is not opposed to the applicant's request since surplus parking will be provided for the Riverbank Marina and the Transportation Division has determined that the angle requested would not create a safety problem to vehicles utilizing the parking lot.

**A. Policy Considerations**

The proposed parking with 50 degree maneuvering for the lower level parking will not be in conflict with existing policy. Policy language in the Community Plan for the Riverbank Marina states "Regulate intensity of development according to accepted standards for vehicle trip generation and parking generation by land uses proposed, allocating to each parcel a share of available capacity proportional to its frontage on Garden Highway". The lower level parking will be consistent with City policy in that adequate parking will be provided for the parking demand generated by the marina.

**PROJECT REVIEW PROCESS:****A. Environmental Determination**

No environmental review is required for the proposed request.

**B. Public/Neighborhood/Business Association Comments**

The Natomas Community Association informed City staff that they were not opposed to the applicant's request.

**C. Summary of Agency Comments**

The project has been reviewed by the City's Transportation Division. The Transportation Division is not opposed to the proposal but requested that minimum stall widths and depths are met and that a barrier be constructed to prevent vehicles from backing into the river.

**PROJECT APPROVAL PROCESS:** The Planning Commission Determination may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

**RECOMMENDATION:** Staff recommends that the Planning Commission approve the 50 degree maneuvering for parking stalls subject to the following conditions.

1. The minimum dimensions shall be the following:

<u>TYPE</u>	<u>STALL WIDTH</u>	<u>STALL DEPTH</u>	<u>MANEUVERING WIDTH</u>
Standard	8 Feet	19 Feet	16 Feet
Compact	7.5 Feet	17 Feet	15 Feet

2. The barrier behind the parking stalls shall be constructed to prevent vehicles from backing into the river. The construction of the barrier shall conform to plans prepared and signed by a licensed structural engineer.

Report Prepared By,

Report Reviewed By,

\_\_\_\_\_  
Associate Planner

\_\_\_\_\_  
Senior Planner

**Attachments**

Attachment A	Land Use, Zoning and Vicinity Map
Attachment B	Letter From Transportation Division
Attachment C	Site Plan

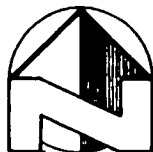
Attachment A

**RIVERS LANDING**

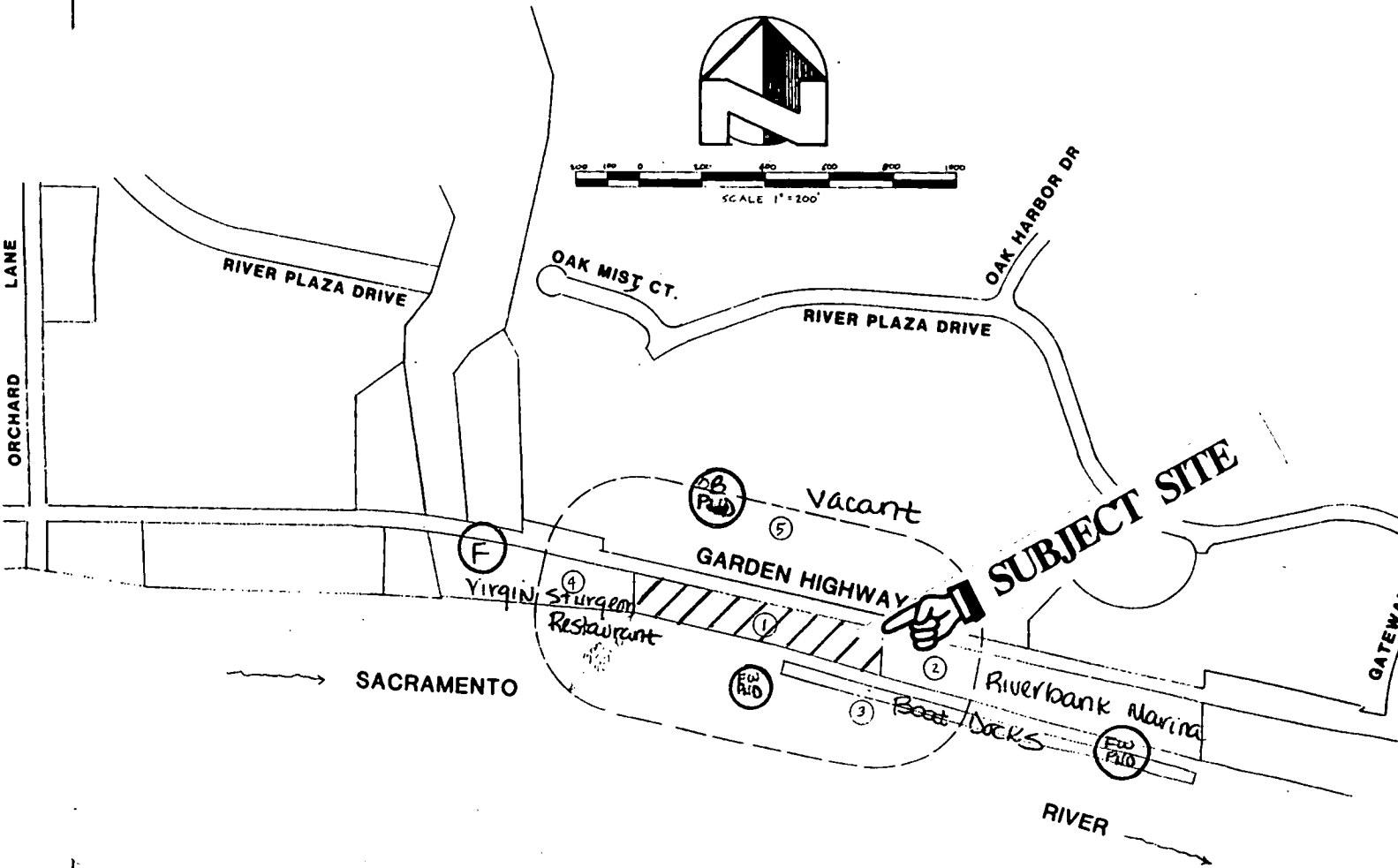
CITY OF SACRAMENTO

LIND & ASSOCIATES, Ltd.  
CONSULTING ENGINEERS

2822 Guinness Park Drive Suite G  
Sacramento, CA 95827 (916) 381-9918



SCALE 1" = 200'



**VICINITY, LAND USE & ZONING MAP**



REF: 93-11-33

DEPARTMENT OF  
PUBLIC WORKSCITY OF SACRAMENTO  
CALIFORNIA1023 J STREET  
SUITE 202  
SACRAMENTO, CA  
95814-2819

TRANSPORTATION DIVISION

November 5, 1993

TRANSPORTATION: 916-264-5307  
916-448-8450 (FAX)**MEMORANDUM**

TO: Bridgette Williams, Assistant Planner

FROM: Kimland M. Yee, Associate Engineer *xmey*

SUBJECT: **RIVER LANDING CONDOS (P93-164) - VARIANCE TO CITY STANDARD OFF-STREET ANGLE PARKING**

This memorandum is in response to the applicant's request for a variance to Section 6, C., DEVELOPMENT STANDARDS FOR OFF-STREET VEHICLE PARKING FACILITIES, of the Zoning Ordinance. The Transportation Division is not opposed to the variance to construct 50 degree angle with the following conditions:

- The minimum dimensions shall be the following:

<u>TYPE</u>	<u>STALL WIDTH</u>	<u>STALL DEPTH</u>	<u>MANEUVERING WIDTH</u>
Standard	8 Feet	19 Feet	16 Feet
Compact	7.5 Feet	17 Feet	15 Feet

- A barrier behind the parking stalls shall be constructed to prevent vehicles from backing into the river. The construction of the barrier shall conform to plans prepared and signed by a licensed structural engineer.

c: Fran Halbakken, Senior Engineer  
Glenn Marshall, Associate Engineer