

P94-055 Entitlements to allow back out parking and a waiver of three parking spaces for a multi-family residence in the Alhambra Corridor's Multi-Family (R-4) zone

- REQUEST: A. Special Permit to allow the construction of a multi-family residence in the Multi-Family (R-4) zone;
- B. Special Permit to waive three parking spaces; and,
- C. Variance to allow back out parking on a 40' X 80' (3,200 square foot) parcel in the Multi-Family Residential (R-4) zone.

LOCATION: 2604 H Street
007-0035-004
Central City Community Plan Area, Council District #3

OWNER:	Anthony Investments 5150 Fair Oaks Boulevard, Suite 101-317 Carmichael, CA 95608
APPLICANT:	Ron Hubbard 1800 K Street Sacramento, CA 95814
PLANS BY:	Brett Osborn (773-5154) Roseville, CA 95678

APPLICATION FILED: May 18, 1994

STAFF CONTACT: Donald C. Smith, Associate Planner 264-5381

SUMMARY/RECOMMENDATION:

The applicant requests the entitlements to allow the conversion of a single family unit to a multiple family dwelling (four units) on a 40' X 80' lot in the R-4 zone. The multiple family, R-4 and R-5 zones, of the Alhambra Corridor Plan require a Special Permit for multiple family residences. A Special Permit to waive the three required parking spaces

is requested as there is one parking space proposed for the four units. A Variance to allow back out parking is also requested. Staff supports these requests based on the zoning of the site, availability of on-street parking and design considerations.

PROJECT INFORMATION:

General Plan Designation: High Density Residential (30 + du/na)
 Central City Community Plan: Multiple Family
 Existing Zoning of Site: Multiple Family (R-4)
 Existing Land Use of Site: Single Family Residence
 Surrounding Land Use and Zoning:
 North: Residential; R-1B
 South: Residential; R-1B
 East: Residential; R-1B
 West: Office/ Residential; R-1B

Property Area: 3,200 square feet
 Square Footage of Building: 3,256 \pm square feet
 Height of Proposed Building: 23 \pm feet to plate line, 36 \pm to top of roof, 3 stories
 Exterior Building Materials: Stucco
 Roof Materials: Composition Shingles
 Parking Required: 4 spaces
 Parking Provided: 3 spaces

BACKGROUND INFORMATION: The subject building was located on 26th Street between the J/K alley and K Street from around the 1930's to recently when it was relocated to its present site to make way for a parking garage. The building was moved as a single family residence which is permitted by the Zoning Ordinance. The applicant is now requesting entitlements to allow an expansion of the single family unit to a fourplex.

STAFF EVALUATION: Staff has the following comments:

A. **Policy Considerations**

General Plan

The Sacramento General Plan supports restoration and retention of existing housing. Policies that support this include: "Maintain and improve the existing housing stock" (SGPU Pg.3-45), and "Provide affordable housing for all income groups" (SGPU Pg.3-47).

Central City Community Plan

Central City Community Plan policies support maintaining and expanding housing opportunities in the Central City. Policies include: "Provide adequate housing for all residents of the Central City at all socio-economic levels, and in particular,

provide the opportunity for low and moderate income persons to reside within the Central City; and, "provide a choice of housing types by developing new housing and conserving existing housing" (CCCP Pg. 3).

Staff finds the applicant's proposal to be consistent with the General Plan and Central City Community Plan in that it rehabilitates an existing building, expands the available housing and provides rental opportunities to those seeking housing in the Central City.

B. Zoning

Approval of the Alhambra Corridor Plan included provisions that changed the property between 26th, 27th, H and I Streets from the Residential-Office (R-O) and Office Building (OB) zones to the Multi-family (R-4) zone. During the redesignation of the site, a provision was added requiring a Special Permit for any multi-family use in the R-4 and R-5 zones. The Special Permit requirement was intended to allow adequate review of new projects. The applicant's request for a Special Permit is a result of that provision.

The proposal is consistent with the density and height provisions of the R-4 zoning of the site. That is, the building is less than 35 feet in height and is within the four unit density range identified for the site. The applicant's plan requires a parking variance as four parking spaces are required and only one is proposed.

C. Parking

The applicant's original Special Permit request was for a four unit apartment with one garage. The City's Transportation Division and Design Review staff are recommending the elimination of the proposed garage. Transportation Division staff recommend against the garage as the grade of the driveway needed for the garage exceeds city standards. Some cars would not be able to clear the sidewalk as they enter the garage from the street (see Attachment D, Exhibit 1). Design Review staff also recommended removal of the garage for aesthetic reasons.

Discussions with the applicant have led to the removal of the garage. In place of the garage, the applicant proposes one parking space on a pad in front of the building. The one space still falls short of the required four spaces. A provision of the Zoning Ordinance requires a Special Permit, rather than a Variance, to waive parking on 40' X 80" lots in the Central City. The Special Permit provision recognizes the difficulty in providing garages on small Central City lots by not requiring the Variance findings of hardship.

The request to waive four parking spaces was also reviewed by the City's Parking Management Division. Currently, a Residential Preferential Parking Program is in effect in the neighborhood and there are approximately twenty available on-street

parking spaces located on H Street. Parking Management considers the impacts of this one proposed project to be insignificant. There are also ten hour parking meters in front of the site along H Street. It is the practice of the Parking Management Division to remove these meters when sites develop.

D. Variance to allow back out parking

The Zoning Ordinance does not allow multi-family parking spaces where vehicles need to back out into a public street. Therefore, a Variance is requested to allow the one space to back out onto H Street. The Variance is not required for single or two family residences due to the small number of vehicles needing to back out onto a street. The Transportation Division has reviewed the request for the one back out space and does not oppose the request as the amount of activity would be similar to a single family use.

E. Site Plan Design Requirements

The building meets the setbacks of the R-4 zone. The north wall of the building (front) is 21 ± feet from the front property line. A deck and stairway extend into the front yard to the sidewalk. Since the adjacent building is located on the front property line, the subject building's front setback is the property line. The side and rear setbacks meet the five (side) and fifteen foot (rear) setbacks of the Zoning Ordinance. The proposed plans and any revisions are subject to the review and approval of the Design Review/ Preservation Board.

Design Review staff is recommending that the aluminum windows on the ground floor be replaced with windows that will better reflect the character of the building and neighborhood.

Staff supports the request for the four unit residential unit in the multi-family zone along with the requested Special Permits and Variance.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The proposed project is exempt from environmental review pursuant to State EIR Guidelines (CEQA Section 15303 and 15305).

B. Neighbor Comments

Staff has received input from the Marshall School Neighborhood Association in support of the project. The Sacramento Old City Association has reviewed the project and recommends that bicycle parking be provided. A neighbor has voiced

opposition to the approval of any project which may impact parking in the neighborhood.

C. Summary of Agency Comments

The project has been reviewed by several City Departments who provide the following comments:

Parking Management

Street parking in this area is generally regulated to two hour time limits. Residents and their guests are exempt from the parking regulations when the proper permit is displayed. Entitlements to waive the required parking for this project should not have any impact on the area or on parking operations. The existing ten hour meters located along H Street will be removed to make way for residential parking.

Transportation

The driveway does not meet the City grade policy. A garage is not recommended for the building. Transportation staff is not opposed to the request to allow the one back out space.

Sacramento City Unified School District

The District is not in opposition to the project. However, to offset the cost of providing classroom space for additional students from the project, mitigation fees will need to be collected from the builder/ developer.

Public Works, Development Services

Conditions pertaining to water service, sidewalks, flooding, sewer connections are recommended (see the attached Resolution).

PROJECT APPROVAL PROCESS: The Planning Commission has the authority to approve or deny the requested Special Permits and Variance. The Planning Commission's action may be appealed within ten days to the City Council.

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

- A. Adopt the attached Resolution to approve the Special Permit to allow the construction of a multi-family residence in the Multi-Family (R-4) zone subject to conditions and based on the findings of fact; and,

- B. Adopt the attached Resolution to approve the Special Permit to waive three parking spaces subject to conditions and based on the findings of fact that follow; and,
- C. Adopt the attached Resolution to approve the Variance to allow back out parking on a 40' X 80' (3,200 square foot) parcel in the Multi-Family Residential (R-4) zone.

Report Prepared By,

Report Reviewed By,



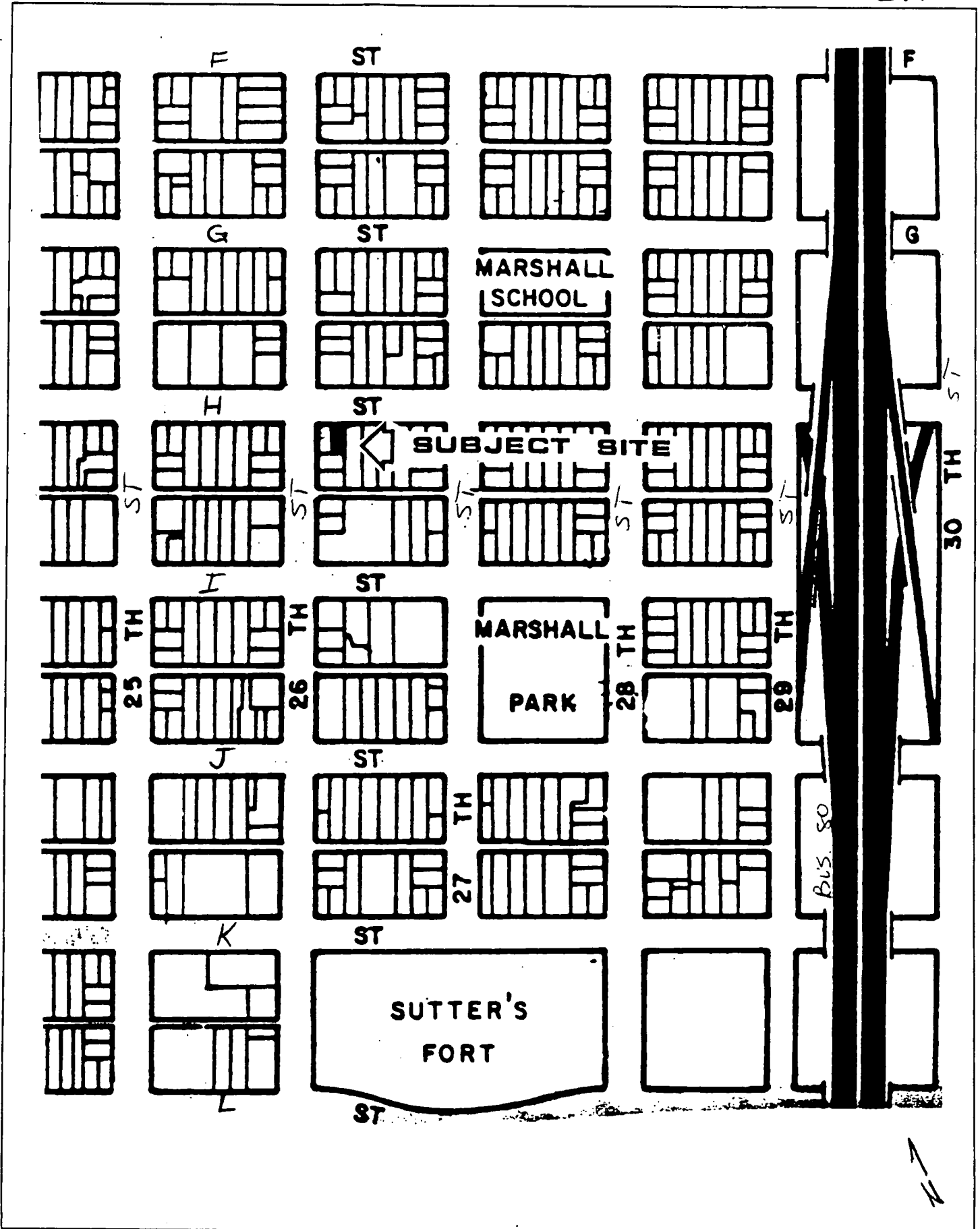
Don Smith,
Associate Planner



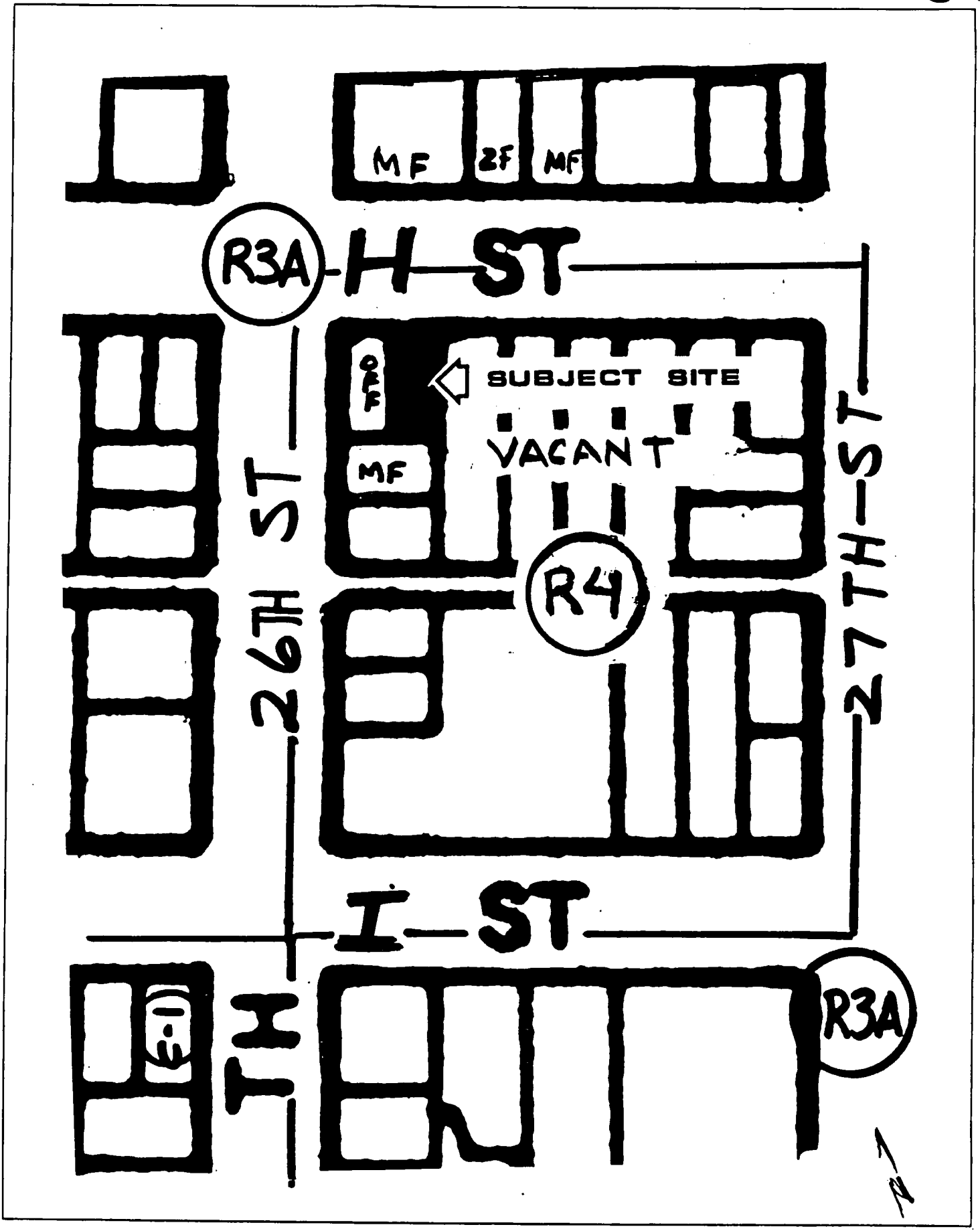
Steve Peterson,
Senior Planner

Attachment A, Vicinity Map
Attachment B, Land Use and Zoning Map
Attachment C, Floor Plans and Elevations
Attachment D, Transportation Division Letter
Resolution

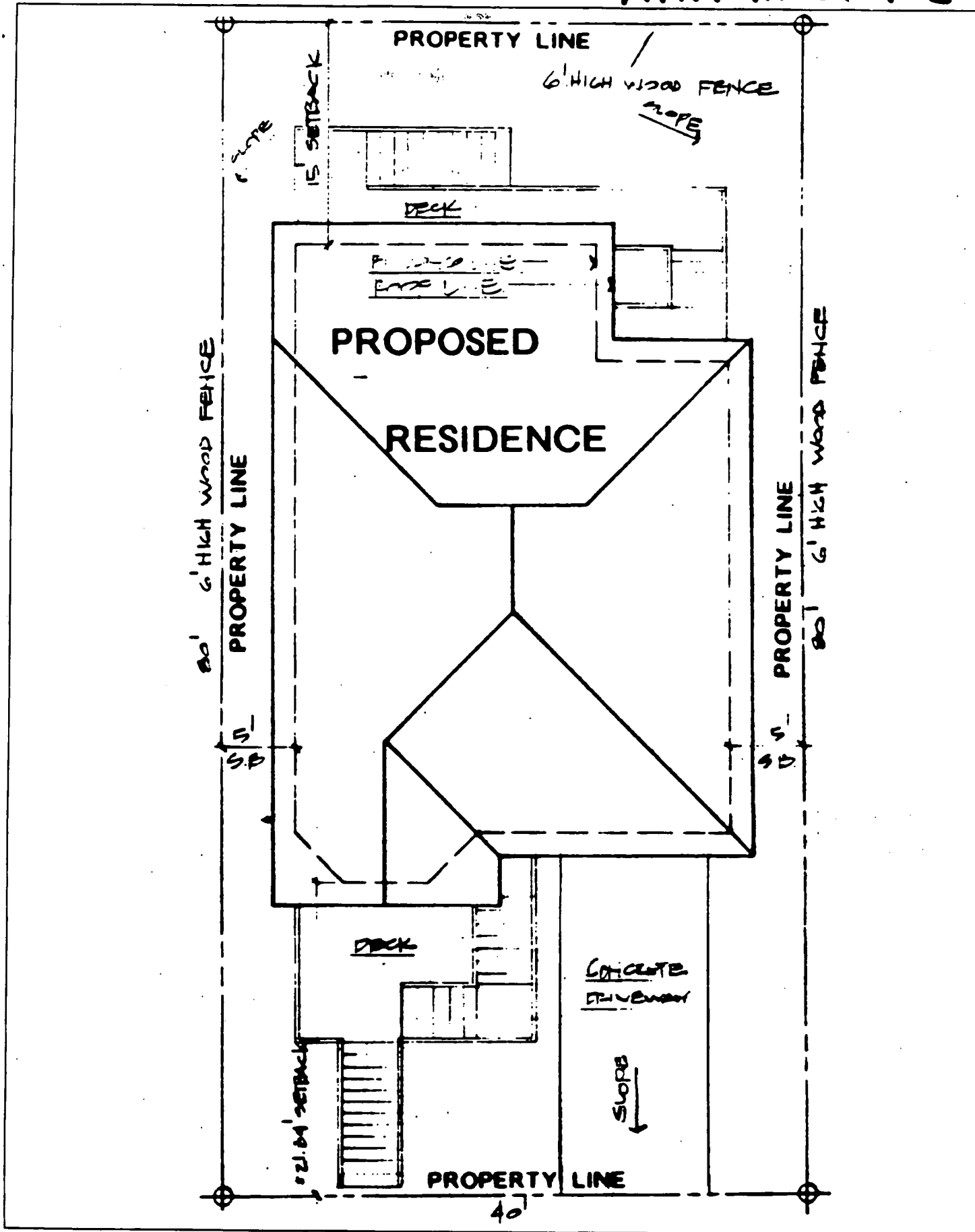
ATTACHMENT A



VICINITY MAP



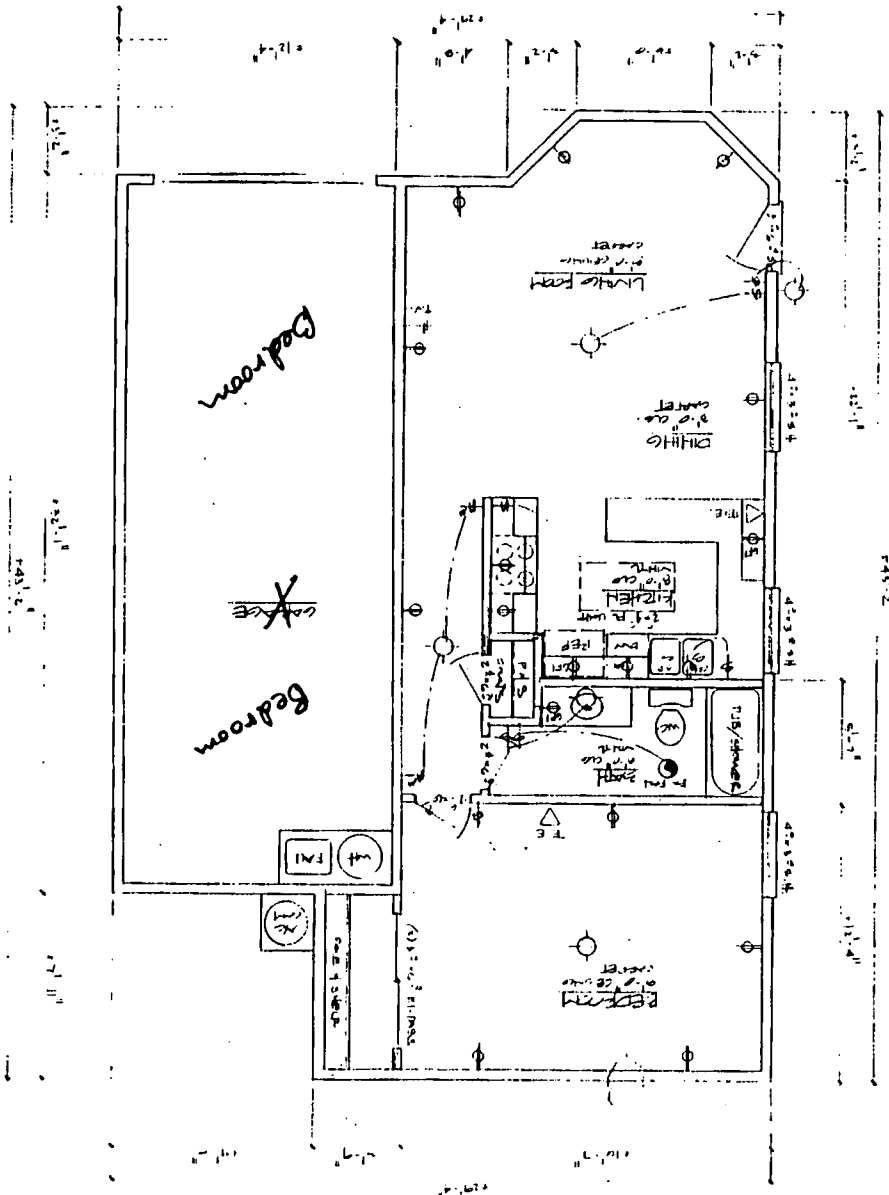
LAND USE & ZONING MAP



SITE PLAN

FLOOR PLAN

SCALE: 1/8" = 1'-0"
 UNIT: 1/8" = 1'-0"



DRAWN	P.W.
CHECKED	P.W.
DATE	1-5-94
SCALE	1/8" = 1'-0"
JOB NO.	75-50
DESIGN	SHERRY

NEW HOMES & ROOM ADAPTIONS
 FAST & RESPONSIBLE

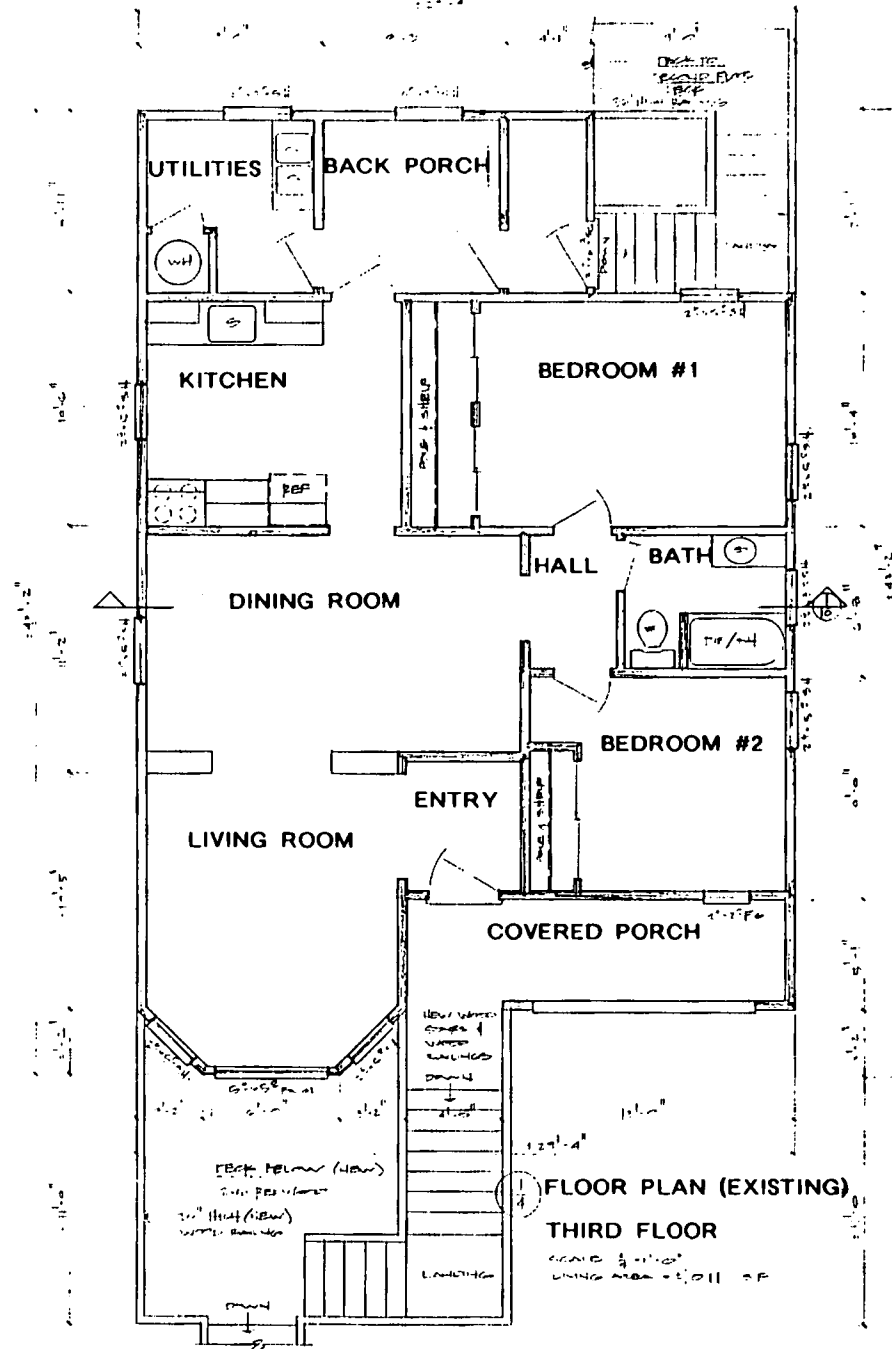
BOBBORN'S
 RESIDENTIAL DESIGN & CONSTRUCTION SERVICES

8011 GARDEN
 SUITE 1431
 BAYVIEW, CA 94026

REVISIONS	BY

#445

ATTACHMENT 2-2



FLOOR PLAN (EXISTING)

THIRD FLOOR

SCALE 3/8" = 1'-0"
 USING AREA 25.011 SF

1245

REVISIONS	NO.

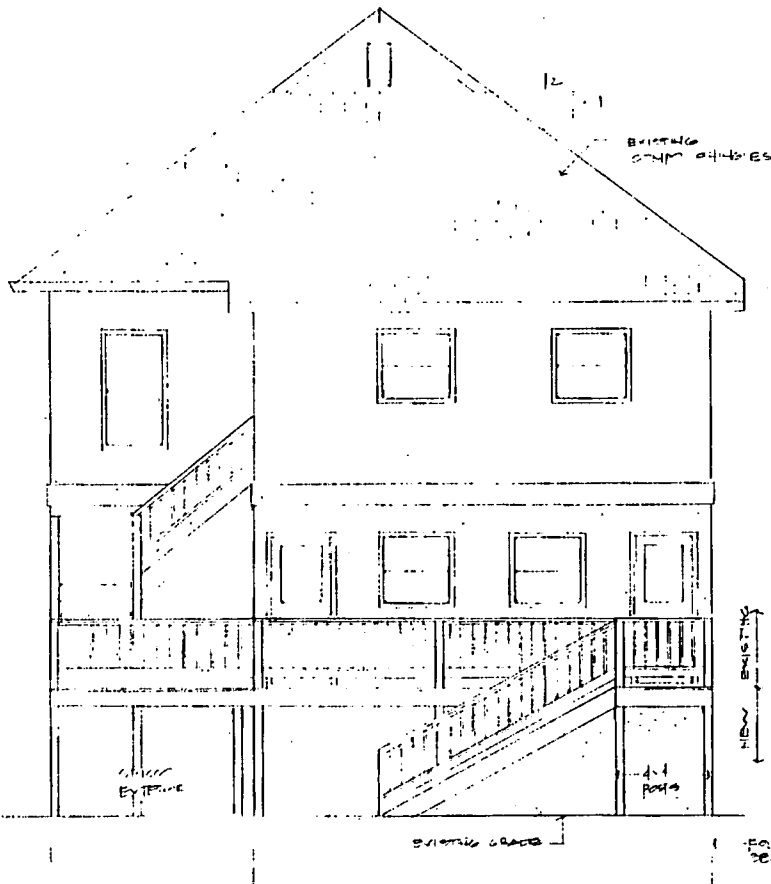
NEW HOMES & ROOM ADDITIONS
 FAST & RELIABLE

ROBBORN'S
 RESIDENTIAL DESIGN & DRAFTING SERVICE

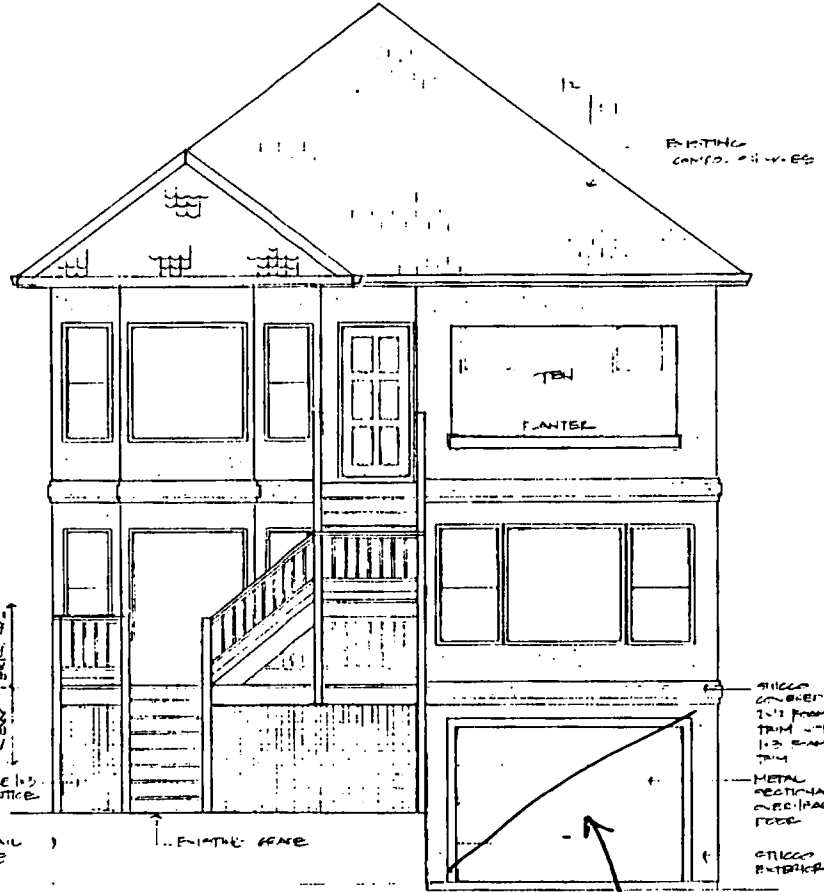
BRETT W. OSBORN
 Redwood City, CA
 650.754.0000

DRAWN	
CHECKED	
DATE	
SCALE	
JOB NO.	
SHEET	
OF TEN SHEETS	

ATTACHMENT



REAR ELEVATION
SCALE 1/4" = 1'-0"



FRONT ELEVATION
SCALE 1/4" = 1'-0"

Revise per Design Review Board

#45

REVISIONS	BY

NEW HOMES & ROOM ADDITIONS
FAST & RESPONSIBLE

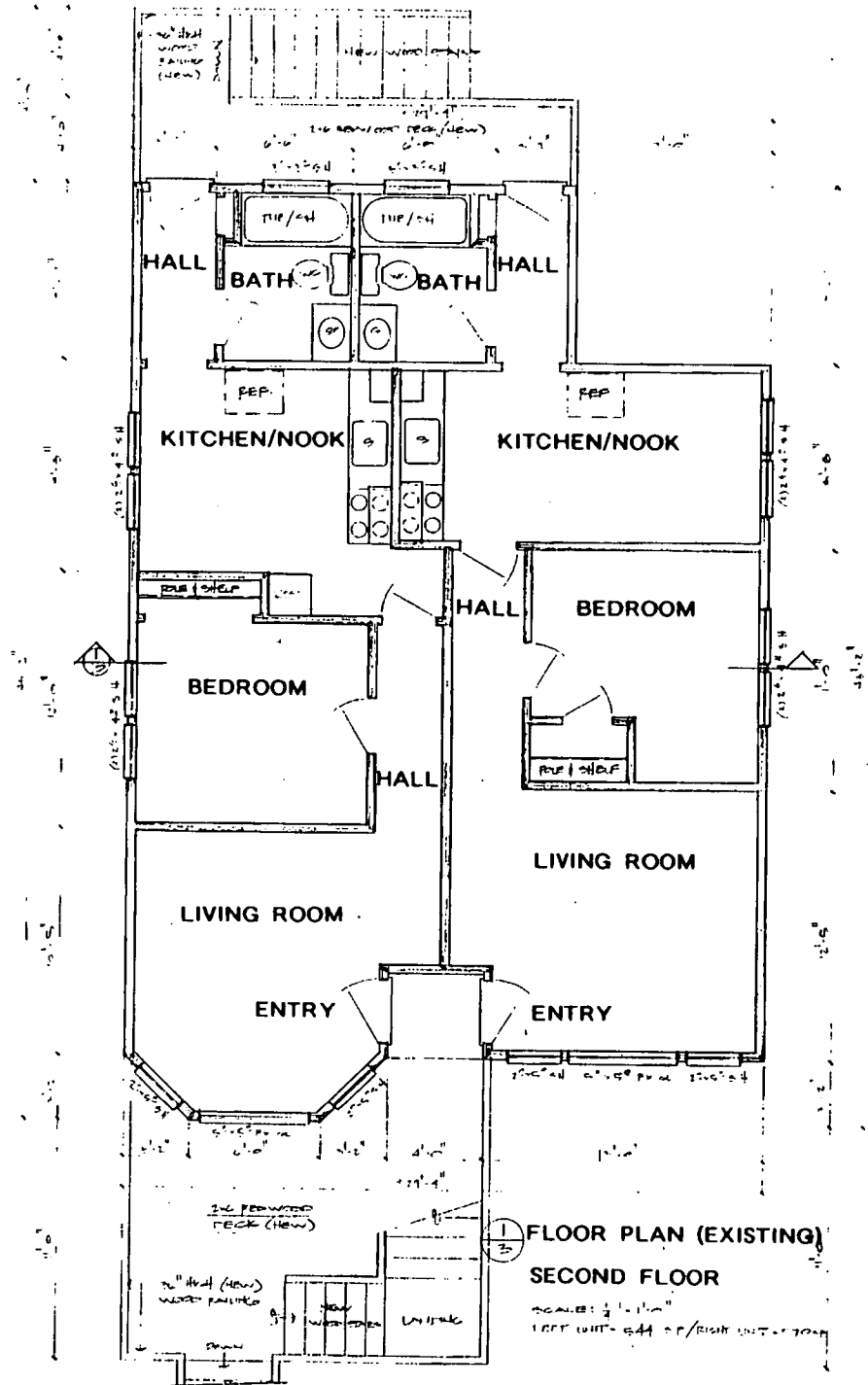
ROBBINS

RESIDENTIAL DESIGN & CONSTRUCTION SERVICE

ROBBINS, CA
800-777-0800
310-441-3333

DRAWN	PWC
CHECKED	PWC
DATE	11-21-15
SCALE	1/4" = 1'-0"
JOB NO	15-08
SHEET	FIVE
OF 10	SHEETS

ATTACHMENT 2



1
2
FLOOR PLAN (EXISTING)
SECOND FLOOR

SCALE: 1/8" = 1'-0"
LEFT UNIT - 544 SF / RIGHT UNIT - 700 SF

REVISIONS	BY

NEW HOMES & ROOM ADDITIONS
FAST & REASONABLE

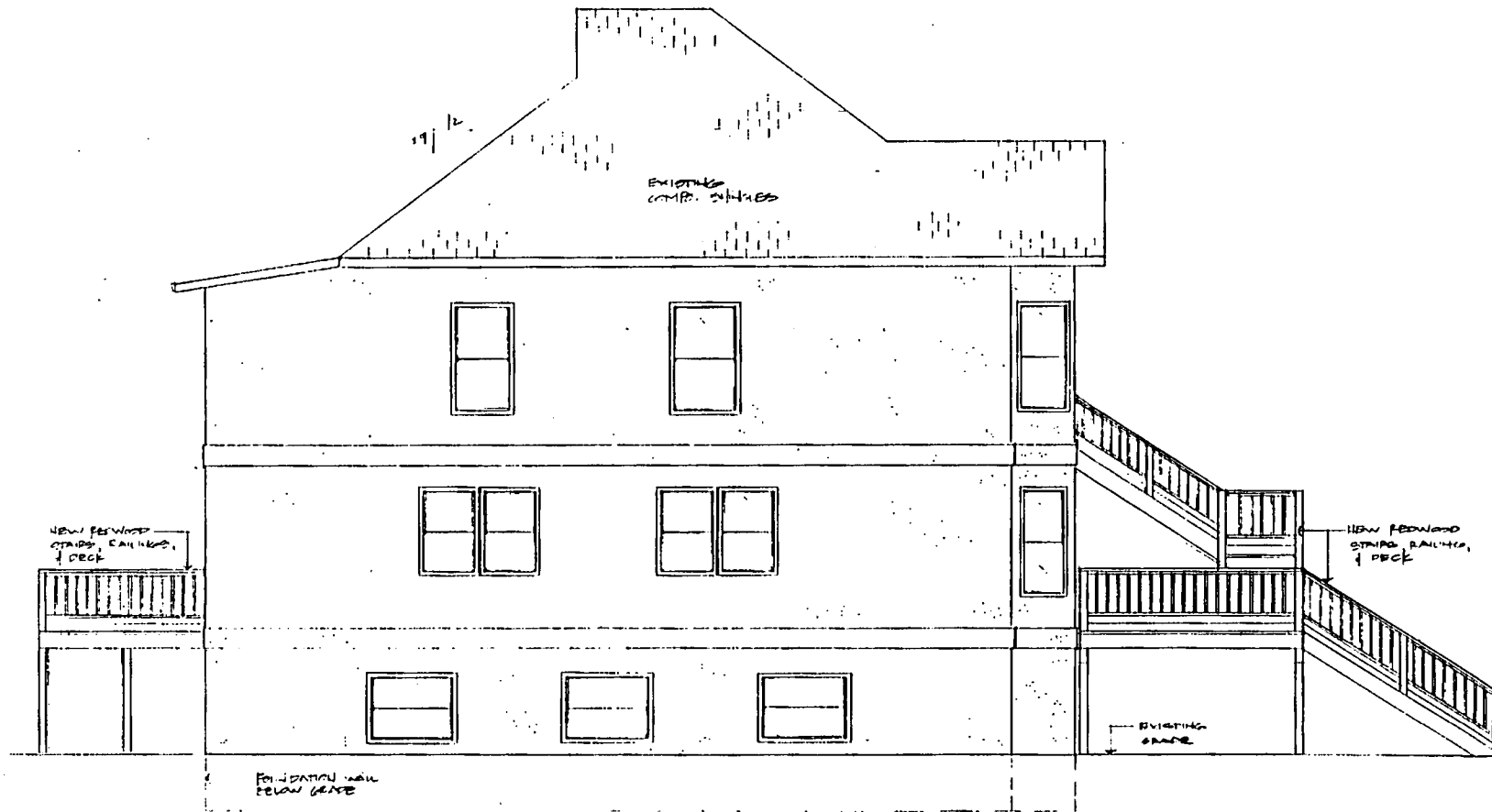
BOBORN'S

RESIDENTIAL DESIGN & CONSTRUCTION SERVICES

ROCKWELL, CA
92573-5154
BUILT TO LAST

DRAWN	P. H. D.
CHECKED	B. H. D.
DATE	11-29-95
SCALE	1/8" = 1'-0"
JOB NO.	13-50
SHEET	THREE
OF TEN SHEETS	

ATTN: H. M. STUT C-13



⊕ LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"

HAS

REVISIONS	BY

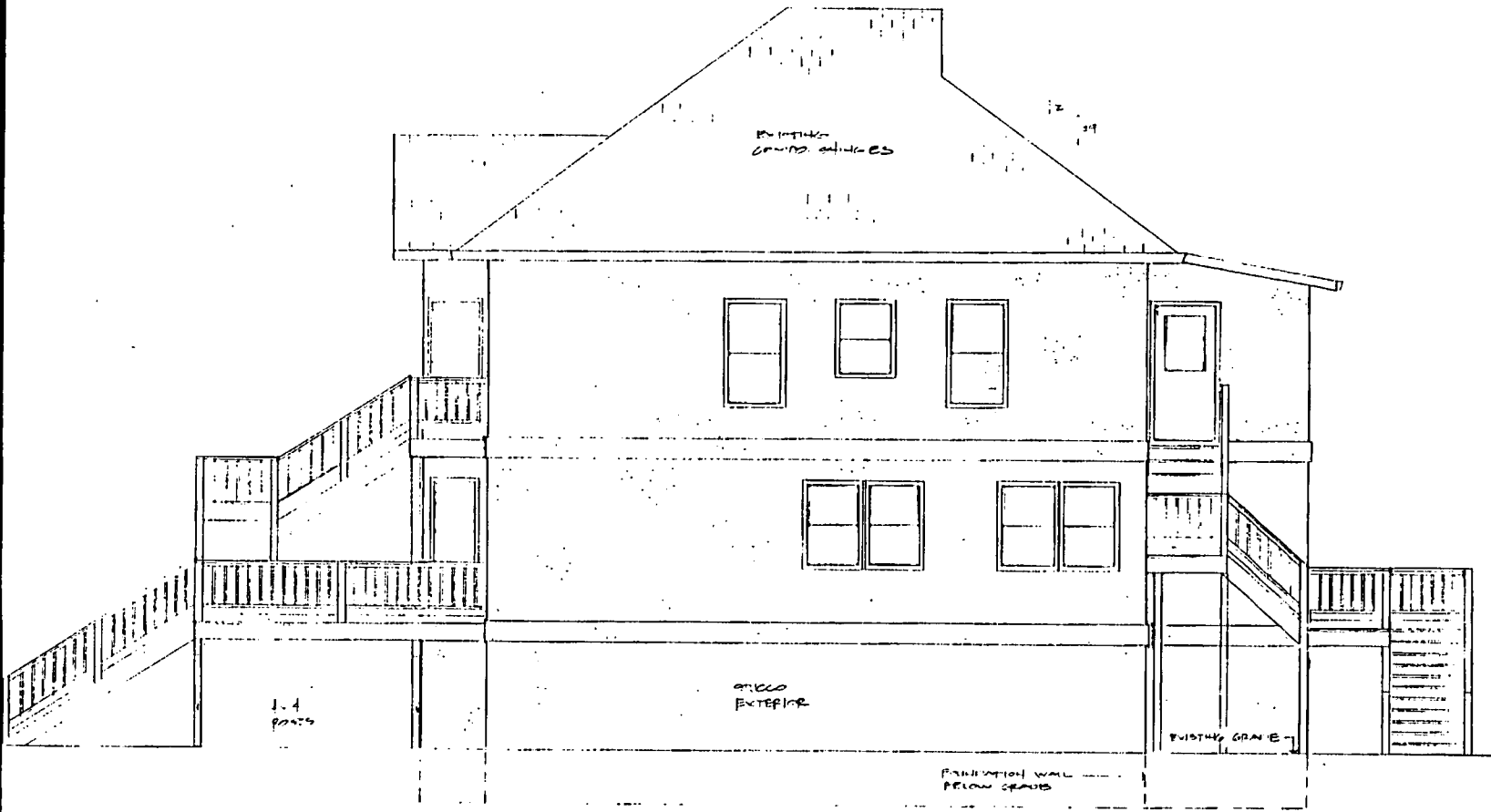
NEW HOMES & ROOM ADDITIONS
FAST & REASONABLE

BOBBORN'S
RESIDENTIAL DESIGN & DRAFTING SERVICE

BOBBORN'S
RESIDENTIAL DESIGN & DRAFTING SERVICE
Bakersfield, CA
815-837-1234

DRAWN	EW
CHECKED	FWD
DATE	11-7-73
SCALE	H/T/D
JOB NO.	95-50
SHEET	SIX
OF TEN SHEETS	

ATTACHMENT C



⊕ RIGHT SIDE ELEVATION
SCALE 1/4" = 1'-0"

REVISIONS	BY

HAY 5

NEW HOMES & ROOM ADDITIONS
FAST & RESPONSIBLE

BOBBORNS

RESIDENTIAL DESIGN & DRAFTING SERVICE

BRETT W. BOBBORN
1975-13-2133
Bakersfield, CA
BWB LLC 04/11

DRAWN	P.W.C.
CHECKED	P.W.C.
DATE	11-27-15
SCALE	1/4" = 1'-0"
JOB NO.	17-150
SHEET	6 OF 10



DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 202
SACRAMENTO, CA
95814-2819

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

Memorandum

July 19, 1994

To: Don Smith, Associate Planner

From: Steve Pyburn, Associate Engineer *SP*

SUBJECT: 2230 H STREET DRIVEWAY DESIGN (P 94-055)

As we discussed at our July 1, 1994 meeting with the applicant, I have visited the above-referenced site to determine the feasibility of the proposed driveway.

The lengths of the proposed driveway, sidewalk and planter (driveway apron) were measured at the site. The attached Exhibit 1 shows a profile of the proposed driveway. The driveway apron slope was estimated assuming an 8" vertical curb, which is consistent with current City standards. The actual curb may actually be taller, which would increase the apron's slope. The sidewalk was assumed to have a standard 2% cross slope. The driveway slope was estimated based on the applicant's information that the driveway is 3'-0" below the back of sidewalk.

The attached exhibit indicates the grade difference between the driveway and the sidewalk is 13.69% and the grade difference between the driveway and the apron is 18.98%. (Caltrans recommends a maximum grade difference of 13% at driveways along public streets). Kim Yee and myself concur that the driveway design will result in vehicles bottoming-out between the driveway apron and the proposed driveway. Therefore, the driveway must be redesigned and/or eliminated as we discussed at our meeting.

The City Code requires driveways to have a maximum 4% slope for a distance of 20 feet from the street right-of-way. Any driveway that does not meet this requirement will require a City Council variance. Since the proposed driveway is not acceptable (as stated above) this office cannot support a variance for the driveway as proposed.

The City Code also prohibits backing into major streets for projects with more than two dwelling units. A driveway variance will be required since the proposed project includes three dwelling units. However, the proposed driveway would essentially serve only one or two of the units and therefore a variance allowing vehicles to back into H Street may be supported.

H/5

Don Smith
2230 H Street Driveway (P94-055)
July 19, 1994
Page 2

If you have any questions regarding these comments, please call me at 264-7486.

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

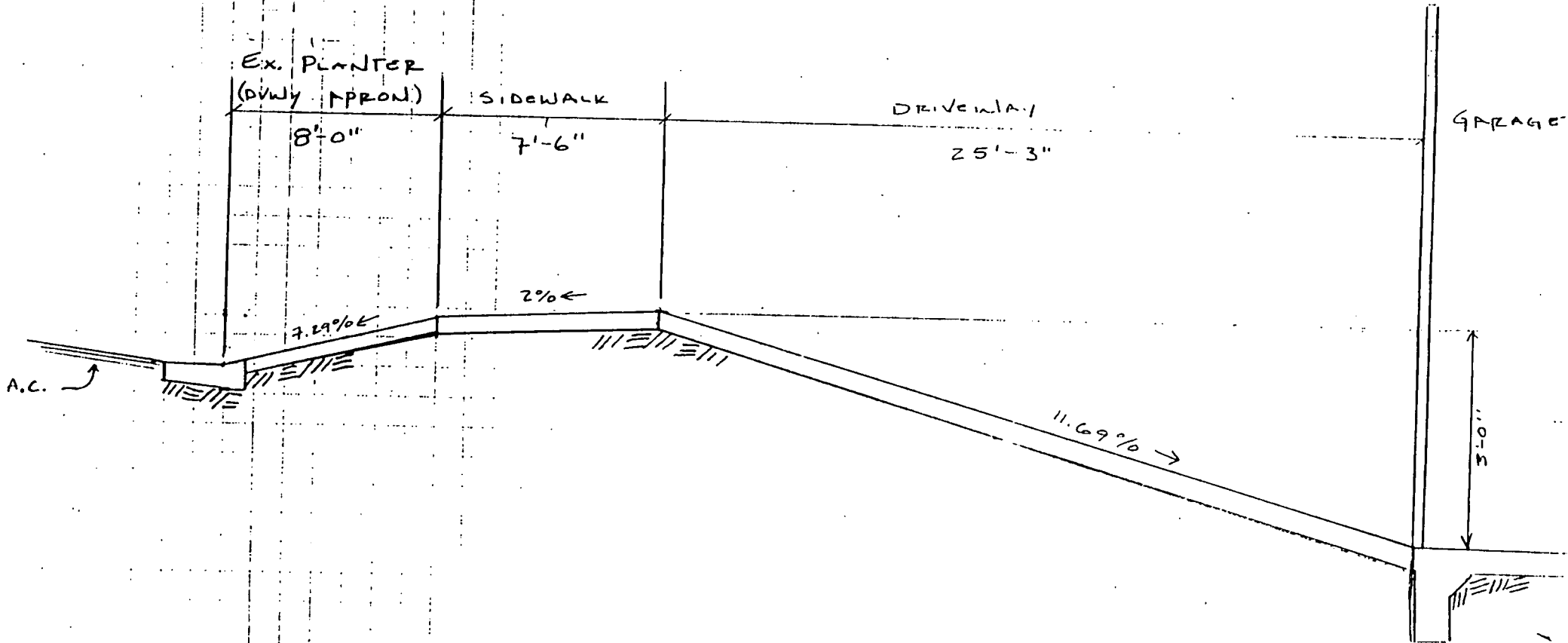
194-FILES\P94055.CMT

SCALE

V 1"=2'
H 1"=5'

2604 H ST
FIELD DATA
(BY STAFF P)

EXHIBIT 1



SAF

ATTN: CONSTRUCTION
SKETCH