

CITY PLANNING COMMISSION

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

APPLICANT	Buzz Garcia Associates, 1017 25th Street, Sacramento, CA 95816				
OWNER	UC Regents, c/o Gary De Weese, 615 University Hall, Berkeley, CA 94720				
PLANS BY	Applicant				
FILING DATE	11/19/86	ENVIR. DET.	12.8/86	REPORT BY	EG:tc
ASSESSOR'S-PCL. NO.	007-211-12				

- APPLICATION:
- A. Negative Declaration
 - B. Variance to allow valet parking for all required parking
 - C. Variance to reduce required parking from 70 to 49 spaces
 - D. Variance to waive the required four foot on-site planter

LOCATION: 1310 Alhambra Boulevard

PROPOSAL: The applicant is requesting the necessary entitlements to allow valet parking for an existing restaurant.

PROJECT INFORMATION:

1974 General Plan Designation:	Commercial and Offices
1980 Central City Community Plan Designation:	General Commercial
Existing Zoning of Site:	C-2
Existing Land Use and Zoning:	Restaurant
Surrounding Land Use and Zoning:	Setbacks: Required Provided
North: Restaurant; C-2	Front Existing Building
South: Motel; C-2	Side (Int): Existing Building
East: Gas Station; C-2	Side (St): Existing Building
West: Care Home; C-2	Rear: Existing Building
Parking Required:	81 spaces
Parking Provided:	49 valet spaces
Property Dimensions:	120'x 160'
Property Area:	0.44+ acres
Square Footage of Building:	3,500 square feet
Height of Building:	22 feet
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Exterior Building Materials:	Stucco

BACKGROUND INFORMATION:

On May 7, 1980, the City Architectural Review Board reviewed and approved the remodel and conversion of an existing commercial building to a restaurant use. This approval was

APPLC. NO. P87-002 MEETING DATE January 22, 1987 ITEM NO. 10

based on a 66 seat restaurant with 22 on-site parking spaces. The existing service station building and a portion of the restaurant structure was shown to be converted to office use at a future date. A condition of approval was that additional planting be provided as indicated by Exhibit A. This parking design provided from 20 to 22 parking spaces and provided the required four foot planters.

Subsequently the applicant converted the buffet-catering area into a dining area; converted the future office-tenant area into a banquet room; expanded the area adjacent to the lounge with additional seating; located outdoor seating in the courtyard area; and the service station building has been used as a retail store and offices. This remodeling and expansion increased the seating capacity to 210. This would require 70 parking space (one space) per three seats. The applicant, however, has not provided additional parking on-site or off-site. In addition, the applicant has not provided the required landscape planters and additional planters in accordance with the original approval.

The restaurant owner filed an application for valet parking in October of 1983. The request was not acted upon by the Planning Commission due to failure of the applicant to provide requested information (P83-343). The applicant has now filed a new application due to the fact that the applicant was cited by City Code Enforcement based upon a complaint from a neighboring property owner.

PROJECT EVALUATION:

Staff has the following comments:

- A. The site consists of a 0.44+ acre lot which is developed with a restaurant and bar (Alhambra Fuel and Transportation Company). The site is zoned general commercial (C-2) and is designated for commercial/office by the 1974 General Plan and general commercial by the 1980 Central City Community Plan. The site is surrounded by various commercial businesses.
- B. The applicant is proposing all valet parking for the restaurant. The owner application indicates that the maximum restaurant seating during peak hours is 120, which would require that 40 spaces be provided on site. The City Enforcement Division inspected the site and found seating for 210. This would necessitate 70 on-site parking spaces be provided. The applicant proposes to locate 49 spaces on the site. The applicant indicated that there are 20 existing parking spaces and that 29 additional valet spaces would be provided. Valet hours are scheduled daily from 11 AM to 2:30 PM and from 6:00 PM until midnight (Thursday, Friday, Saturday nights). During non-valet hours only the 20 existing spaces would be available. Staff has reviewed the applicant's proposal and has the following observations:
 1. The applicant's plan indicates that 47 cars can be parked on the site although the request is for 49 on-site spaces. The proposed parking plan utilizes cars which scale out to be 12-14 feet long. These car sizes includes basically the smallest (subcompact) cars available on the market such as:
 - * Yugo - 11.5 feet
 - * Toyota Corolla - 13.8 feet
 - * Chevrolet Sprint - 12 feet
 - * Ford Escort - 14 feet

Many of the sporty and compact cars are in excess of 14 feet, for example:

- * Mazda RX7 - 14.1 feet
- * Honda Accord - 14.9 feet
- * Volvo DL - 15.75 feet
- * BMW 325 - 14.75 feet

(Source: Consumer Reports, April 1986)

The medium and large sedans far exceed the 14 foot car length depicted in the site plan, for example:

- * Mercedes-Benz 300E - 15.5 feet
- * Audi 5000S - 16 feet
- * Cadillac de Ville - 16.25 feet
- * Lincoln Town Car - 18.25 feet

(Source: Consumer Reports, April 1986)

Except for small cars, parking on site would be even more limited should mid or large size cars utilize the lot and the applicant's patrons do not appear to be the type to drive a Yugo.

3. The site plan is laid out showing cars parked partially in the City right-of-way, cars are parked in the driveway entrance and the handicapped parking does not comply with minimum standards. During inspections of the site, staff noted cars parked over the public sidewalk from one to three feet. This practice causes safety problems for pedestrians and an unacceptable liability for the City. In Staff's opinion, if valet parking is used on the site with no parking in the driveway or over the sidewalk, approximately 36 valet spaces can be provided. If the office/display building were removed from the site, an additional eight valet spaces could be provided for a total of 44 valet spaces. On the other hand, if the lot configuration were designed to provide standard dimension parking, approximately 26-28 spaces could be provided.
 4. The applicant's proposal also includes a request for variances to waive the four foot wide planter strip and to reduce on-site parking to 49 spaces. The applicant has not indicated the hardship, other than economics, which would justify the granting of a variance. Space is available on-site to provide parking and the number of seats in the restaurant could be reduced, therefore the hardship is self-imposed and the variance is unwarranted.
- C. Staff has inspected the site on four occasions (December 16, 19, 29 and January 15) concentrating on the lunch hour (11:30 AM to 2PM). During lunch, nearly all on site spaces were full and on street parking within 1 1/2 blocks of the site was unavailable. Staff noticed that patrons who were able to find on-street parking did so. It is difficult to determine how many of the on-street spaces were utilized by restaurant patrons and if the inadequacy of on-site parking contributes to on-street parking problems. At the hearing for the abandonment of Kiesel Way (M86-014), businesses in the area indicated that employees utilized on-street parking since most businesses could not provide parking for all of their employees and customers.

Two restaurant owners including the applicant, expressed opposition to the abandonment due to loss of scarce parking in the area. Staff also observed that deliveries are made in the alley and the proposed parking area behind the restaurant. It is unknown whether or not the deliveries will interfere with the parking plan.

D. The project was reviewed by Traffic, Fire and Police. The following comment was received:

TRAFFIC

1. No parking shall be allowed within the City right-of-way.
2. No parking should be permitted within driveway width.
3. 26 foot wide maneuvering distance required at alley.
4. Length of vehicles shown is unrealistic.
5. A new parking plan should be provided.

POLICE

No problem from the law enforcement viewpoint.

E. In summary, staff would point out that the proposal does not warrant the granting of a variance since the hardship is self-imposed. No viable alternatives have been provided by the applicant (e.g.: off-site parking) which would help resolve the parking problem. In addition, the parking plan is unworkable in that vehicles are unrealistically small, vehicles will be parking in the right-of-way and in the driveway entrance. Therefore, staff would recommend denial of the project. If approved, this request will have a major negative impact on businesses who also depend on a share of available on street parking in the area, the variance would also be an unfair privilege given to one business while others have been required to provide adequate parking.

ENVIRONMENTAL DETERMINATION:

The Environmental Coordinator has determined that the proposal will not have a significant impact on the environment and has filed a negative declaration.

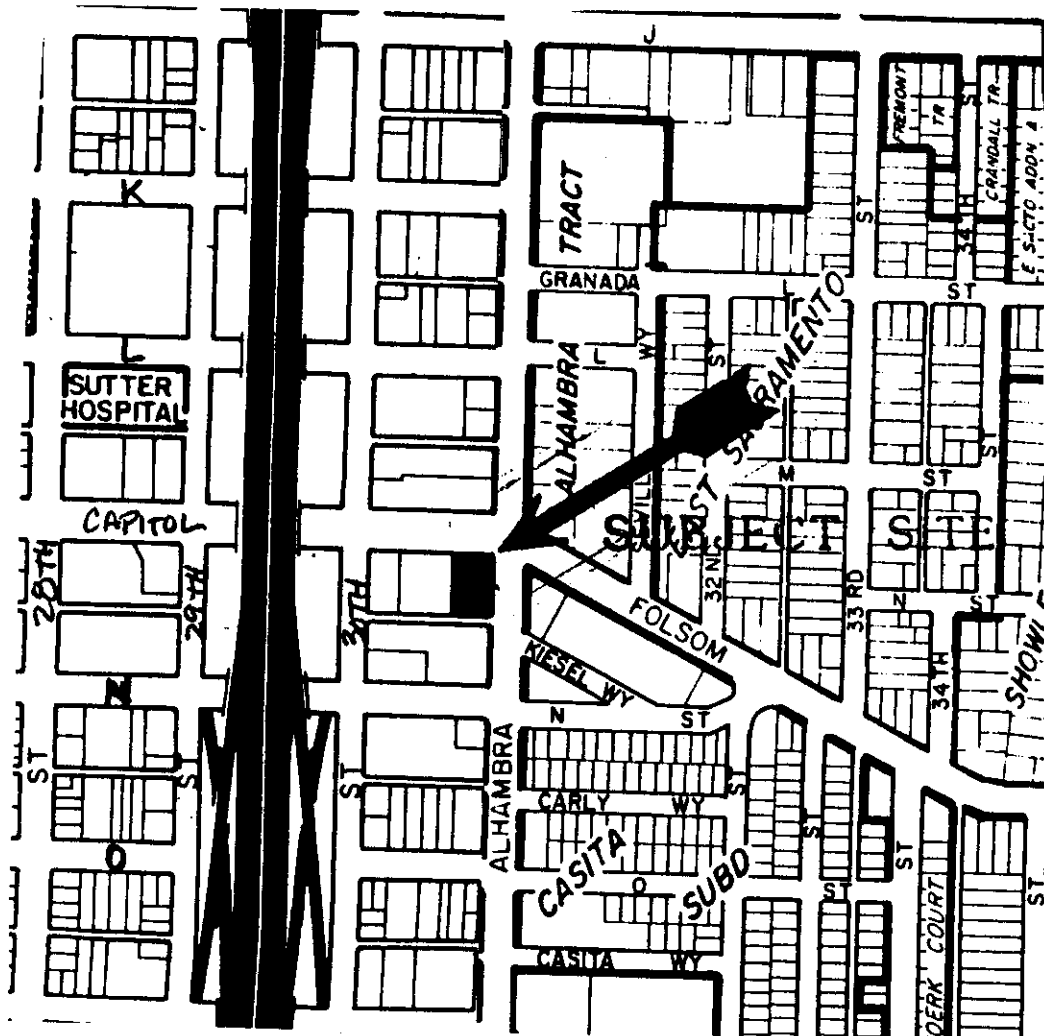
RECOMMENDATION:

Staff recommends the following action:

- A. Ratify the negative declaration;
- B. Deny the variance based on Findings of Fact which follow;
- C. Deny the variance to reduce required parking based on Findings of Fact which follow;
- D. Deny the variance to waive the four foot wide planter based on Findings of Fact which follow;

FINDINGS OF FACT - SPECIAL PERMIT/VARIANCES

1. The proposal, if approved, would be a special privilege extended to one property owner, in that the project can be redesigned to meet the required parking standards. In addition, no hardship exists which is unique to the site.
2. The proposal would be injurious to the public welfare and properties in the vicinity in that patrons will park off-site on adjacent lots or on the street.
3. The proposal is not based upon sound principles of land use in that it would not provide adequate parking on-site.

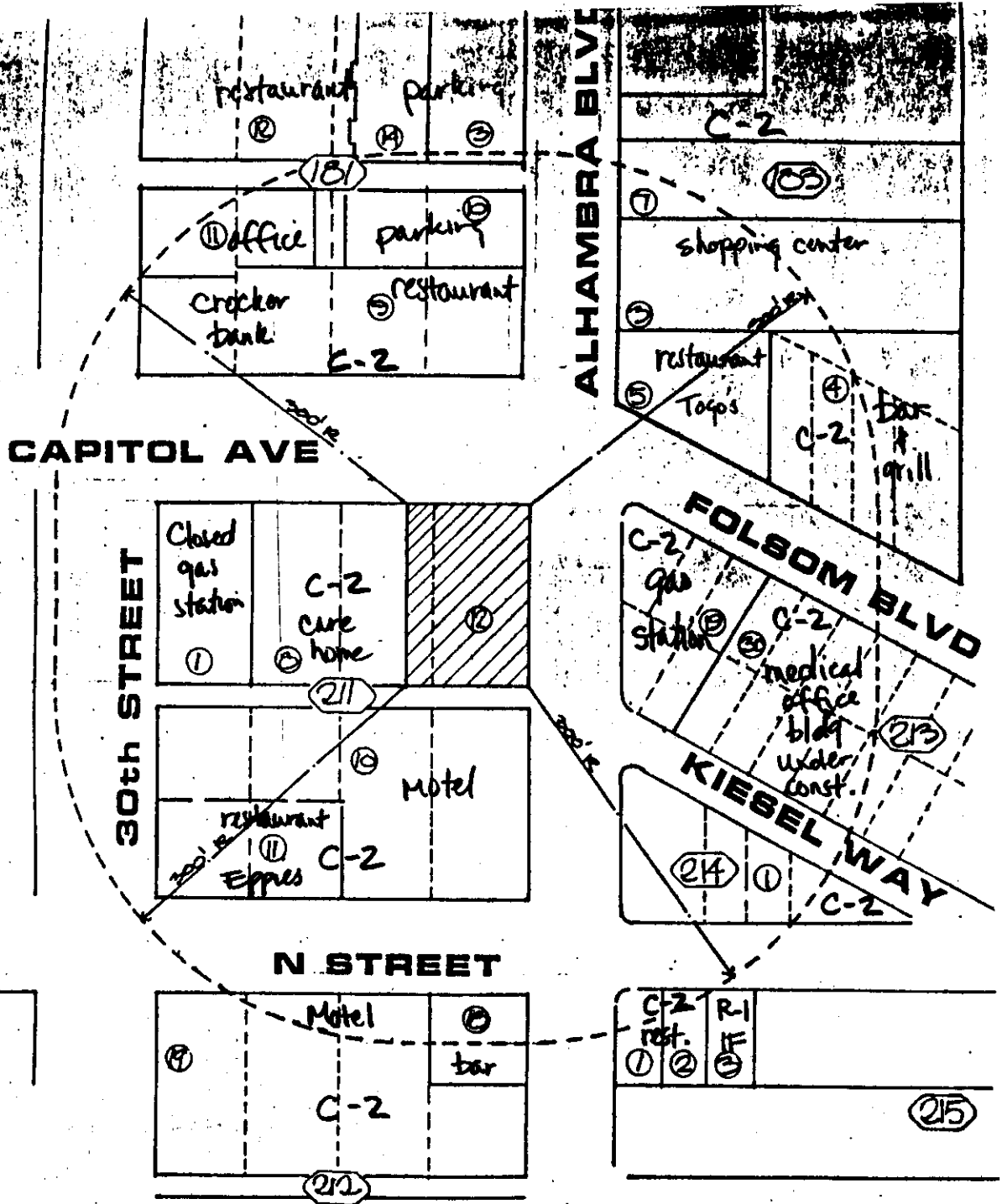


VICINITY MAP

P87-002

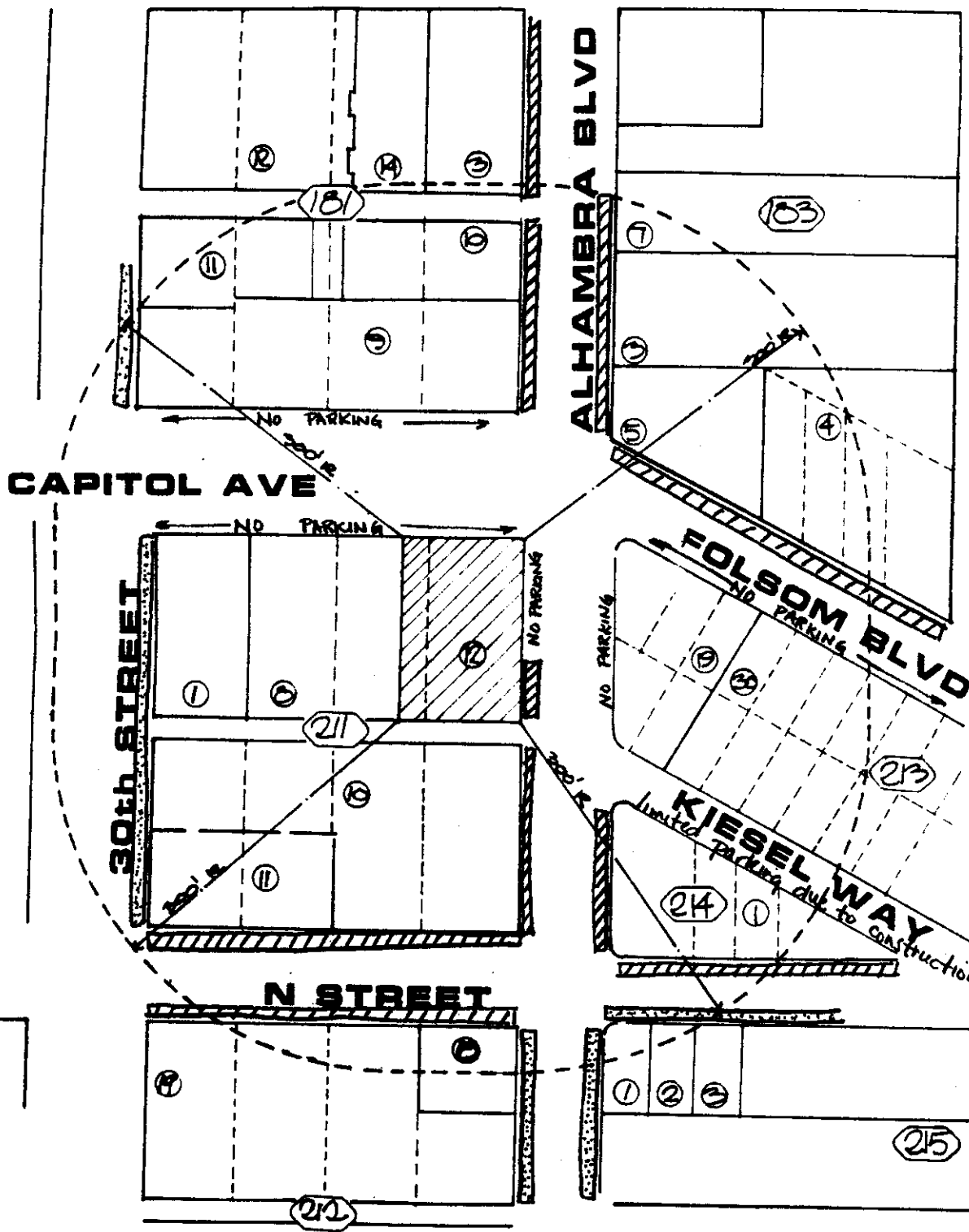
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Item 10



LAND USE & ZONING MAP

PARKING LIMITATIONS



NORTH

SCALE 1" EQUALS 100'-0"

- 1 hour parking
- No restrictions

P87-002

F-8-87 1-2287

Item 0

ALHAMBRA

November 12, 1986.

Department of Planning and Development,
City of Sacramento,
1231 9 Street,
Sacramento, Ca 95814.

Re: 1310 Alhambra Boulevard.

Dear Sirs:

Please find enclosed the necessary items to complete the application for valet parking.

1A - One valet scheduled daily from 11 AM through lunch until approximately 2:30 PM.

One valet Thursday, Friday, and Saturday nights from 6 PM. until approximately midnight.

B - Handicap parking: see plan.

C - Reservoir capacity: see plan (49 spaces).

D - Peak hours 12: to 1:30 lunch, 7:30 to 10:30 evenings.

E - Emergency coordination - access is available from any direction by moving no more than two vehicles. Restaurant manager who is on sight at all times plus valet would be able to remove any vehicles necessary within 2-3 minutes.

2 - The limousine service has one vehicle on the premises which is available 24 hours. Many hours per week it is not on the premises.

3 - Negotiations have proceeded for over one year to purchase the property next door. Parcel # 211-8

4 - Existing - 141 under roof, proposed 147. 32 seasonal (courtyard), average 2 months per year.

5 - 88 per lunch, 106 people per dinner, average 6 months.
continued.

FUEL & TRANSPORTATION

1310 Alhambra Boulevard, Sacramento, Ca 95816 452-4624

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6 - See plan.

7 - The Fire Chief has approved a maximum 242 seats, on 11/10/86.

See enclosed.

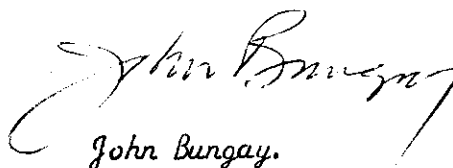
Traffic

1, 3, & 5 - In response to these concerns, we have had valet parking for four years with no problems associated with traffic congestion, left hand turns or queing, even during peak hours.

4 - No

7 - See plans.

Sincerely,



John Bungay.

JB/dm

(encl.)