

P94-105 - 29TH & B STREETS OFFICES

REQUEST: Negative Declaration

Mitigation Monitoring Plan

Special Permit to construct a 11,627 square-foot office-building on 0.61± undeveloped acres in the Transportation Corridor (TC) zone.

LOCATION: South-East Corner of 29th and B Streets
003-0105-001
East Sacramento Community Plan Area
Sacramento Unified School District
Council District 3

APPLICANT:	Donald Comstock, 916/362-6303 10304 Placer Lane, #A, Sacramento, CA 95827
OWNER:	Jackson Properties, 916/362-6303 5665 Power Inn Road, #140, Sacramento, CA 95824
APPLICATION FILED:	September 28, 1994
STAFF CONTACT:	Mike Dale, 264-8309

SUMMARY/RECOMMENDATION:

The applicant is seeking the necessary entitlement to construct a single-story, 11,627 square-foot office building with 26 on-site parking spaces. The building and parking lot would be located on a 0.61-acre (26,583 square-foot) parcel at the southeast corner of 29th and B Streets in the Central City Community Plan Area and the Alhambra Corridor Special Planning District. A negative declaration and mitigation monitoring plan have been prepared, and the project has been reviewed and approved by the Design Review Board. The property owner has agreed to the mitigation measures.

The proposal's primary issues relate to vehicular access, pedestrian orientation, and tree preservation. These issues have been resolved to staff's satisfaction. **Staff recommends approval of the requested entitlement subject to the conditions listed in the attached resolution.**

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PROJECT INFORMATION:

General Plan Designation:	Heavy Commercial or Warehouse
Community Plan Designation:	Industrial
Zone:	Transportation Corridor (TC)
Existing Land Use of Site:	Vacant

Surrounding Land Use and Zoning (see Attachment B):

North: CalTrans Building/Warehouse, Vacant Land; C-4
 South: Business-80 Freeway; TC
 East: Business-80 Freeway; TC
 West: State of California Military Depot/Warehouse; RMX

Property Dimensions:	Triangular
Property Area:	26,583 square feet (0.61 \pm acres)
Square Footage of Building:	11,627 Square Feet
Intensity of Development:	FAR: 0.437
Building Height:	One Story (16'8" to top of parapet)
Exterior Building Colors/Materials:	Garnet Brick Block, Teal-Green Storefront, Solar-Gray Glazing, Verde #914 Accent Tile, Built-Up Roof
Parking Required/Proposed:	26 Spaces (@ 1/450 gsf)
Bicycle Parking Required/Proposed:	2 Spaces (@ 1/15 parking spaces)

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

BACKGROUND INFORMATION: On August 23, 1990, the Planning Commission approved a special permit to develop a 43,804 square foot, four-story, office building and a variance to waive ten parking spaces (P90-087). On August 13, 1992, the City received an application to extend the time limit for the special permit (P92-227). The application was withdrawn, and the special permit has expired.

On July 21, 1992, the City Council adopted the Alhambra Corridor Special Planning District. The intent of the District is to: 1) ensure that new development in the vicinity of Alhambra Boulevard is compatible with the existing development in the area; 2) to help further define appropriate uses within the Corridor; and 3) to further implement the policies of the General Plan and the Central City Community Plan which promote infill development and the reuse and rehabilitation of existing urban development. The District is bounded by 26th Street to the west, the SPRR tracks to the north, 33rd Street to the east, and Business-80 / Highway 50 Freeway interchange to the south.

The project site is also located south of the City's 28th Street Landfill site. On October 8, 1991, the City Council amended the General Plan to designate the landfill site for park use (Resolution No. 91-802). The City's Parks Division is preparing a Master Plan for the site to be known as "Sutter's Landing Park." The Plan indicates that vehicular access to the site will be from 28th Street. No capital improvements are anticipated for that portion of 29th Street near the subject site. The Council will be reviewing the Master Plan later this year.

STAFF EVALUATION: Staff has the following comments:

A. **Policy Considerations**

General Plan. The subject site is designated as "Heavy Commercial or Warehouse" by the General Plan. One hundred percent office uses are conditionally allowed by special permit in this land use category.

Community Plan. The site is designated for "Industrial" use by the Central City Community Plan. The primary industrial goal of the Community Plan is to upgrade existing industrial areas of the Central City and to minimize incompatibilities with adjacent land uses. The subject site is not in an area of the City that is dominated by industrial uses (see Attachment B - Land Use Map). The proposed building has been designed and will be constructed to be compatible with the surrounding land uses. The proposal is therefore consistent with the Community Plan goals and the site's designation.

Alhambra Corridor. The proposal is located within the "Residential Preservation Transition Buffer Area" (RPTBA) of the Alhambra Corridor Special Planning District. The RPTBA was established to help preserve the character and scale of existing residential neighborhoods. Development within the District and RPTBA is regulated by Section 2.92 of the zoning ordinance. The ordinance limits the height of development to a maximum of 35 feet. The ordinance also establishes a minimum 7.5-foot setback for development in the Transportation Corridor (TC) zone. The proposed building height and setback meets these land use criteria.

The proposal is also subject to the Alhambra Corridor Design Guidelines. The Guidelines state that development in the RPTBA should be similar in scale and architectural character with adjacent single-family residential structures. The Guidelines also discourage visual disruptions to the existing street scape which was originally developed to ensure compatibility of new construction with the existing residential neighborhood. The proposal meets these criteria by being single-story and by providing an adequate setback from 29th Street. The project has been reviewed by the Design Review Staff and was approved by the Design Review Board on November 16, 1994 (DR94-318).

Zoning. The subject parcel is located adjacent to and west of the Business-80 Freeway in the "Transportation Corridor" (TC) zone. The TC zone is intended to regulate land uses within major transportation corridors. The TC zone requires that land uses other than freeways, highways, interchanges, bridges, or public streets obtain a special permit from the Planning Commission in order to provide uniform standards for the development of ground rights and/or air rights within the corridor. Caltrans was contacted and has no concerns regarding the proposal. Development in the TC zone is also subject to design review and should be evaluated for consistency with the General Plan. The proposal has been approved by the Design Review Board and is consistent with the General Plan. The proposal, as conditioned, is not anticipated to adversely affect the adjacent heavy commercial/industrial/freeway uses nor the nearby residential uses by generating significant amounts of new traffic, noise, or other public nuisances. Similarly, the proposal is not anticipated to be adversely affected by the nearby land uses except for high levels of traffic noise from the Business-80 Freeway. This impact has been addressed and mitigated by the mitigation monitoring plan, however. The proposal is therefore considered to be compatible with the TC zone.

The SPD prescribes a maximum height of 35 feet and a minimum setback of 7.5 feet along all street frontages in the TC zone. The proposed building will be 16'8" tall and will have a 55-foot setback from 29th street. The proposal therefore meets these criteria.

B. Site Plan

The subject site is located on a triangular parcel formed by 29th Street, B Street, and the Business-80 Freeway (see Attachment A - Vicinity Map). Two 20-foot wide driveways are proposed. The driveways are narrower than the City's 26-foot standard and therefore require approval by the City Council of a "driveway variance." The narrower driveways are intended to provide less paving and more root space for the existing trees along 29th Street. Two driveways are proposed instead of one in order to provide adequate on-site vehicular circulation. The parking lot will have lighting. An enclosed bicycle storage/locker capable of accommodating two bicycles will be located near the southern entrance to the building thereby meeting the City's bicycle parking requirements. A trash enclosure is shown at the southeast corner of the parking lot.

A row of mature elm, cedar, and maple trees are located along the western edge of the subject parcel. These trees will be preserved as well as the 41-inch oak located along the site's eastern boundary. The existing sidewalk and gutter are in poor condition and will be replaced to City standards.

The proposed building is situated at the rear of the parcel with four doors facing 29th Street. Planning staff worked with the applicant to consider better pedestrian orientation by placing the building closer to 29th Street and locating the

parking lot adjacent to the freeway, but concluded that the irregular shape and location of the lot warranted the proposed site plan. The plan provides the least amount of paving needed for parking and maneuvering, enhances security by increasing the public's visibility of the parking lot from 29th Street, and takes advantage of the shade afforded by the existing street trees.

C. Special Permit

The proposed office project is required to obtain approval of a special permit due to its location within the General Plan "Heavy Commercial or Warehouse" designation, and due to its TC zoning. The proposed project has therefore been evaluated according to the following criteria:

1. ***The special permit shall be granted upon sound principles of land use.*** The proposal constitutes a single-story, 11,627 square-foot, office building on two-thirds of an acre surrounded by heavy commercial/warehouse uses and a major transportation corridor. The proposal is considered to be compatible with these adjacent land uses. Given the irregular shape of the parcel in close proximity to the freeway, the proposed location and orientation of the building is considered beneficial. The proposal is not anticipated to generate significant amounts of traffic or noise. The proposal meets or exceeds the City's minimum vehicle and bicycle parking requirements and makes efficient use of the parcel by reducing paving and taking advantage of the shade afforded by the existing street trees.
2. ***The special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.*** The proposal is designed to enhance security by increasing the public's visibility of the parking lot from 29th Street. The parking lot will be lit. The proposal includes replacement of the deteriorated sidewalk, curb, and gutter to City standards. The Police Department recommends conditions on the operations and future use of the site. These conditions are included in the attached resolution.
3. ***The special permit use shall comply with the objectives of the general or specific plan for the area in which it is to be located.*** The subject site is intended to accommodate heavy commercial and warehouse uses. Office uses are conditionally allowed but may be adversely affected by truck traffic and noise. The applicant is aware of the potential noise impacts and will be incorporating additional noise attenuation measures into the building design. Though an objective of the General Plan is to "(p)rovide adequate land for expansion of existing facilities and opportunities for new warehousing / distribution activities" (Sec. 4-19), staff believes that the proposed office building would be more compatible with the nearby

residential and light commercial uses than would heavy commercial, industrial, and warehouse uses.

4. ***The special permit use shall meet the goals and development criteria as outlined in the Alhambra Corridor SPD, Alhambra Corridor Design Guidelines, and land use regulations for the TC zone.*** Two purposes of the SPD are to improve and maintain the character, quality and vitality of individual neighborhoods and to provide for a balanced mixture of uses along transportation corridors. This requires that new development be compatible with existing development and provides flexibility for different types of land uses along the Business-80 Freeway. The proposal is considered to be compatible with the heavy commercial buildings in the "Heavy Commercial (C-4)" zone to the north and the freeway in the TC zone to the east. The City block to the west, however, has been recently rezoned from "Light Industrial" (M-1) to "Residential Mixed-Use" (RMX) which could allow up to 90 dwelling units. Staff recognizes this effort to promote housing in the Central City and to establish land uses which will compliment the existing residential uses. The proposed office project is considered to be less intrusive than the heavy commercial uses allowed by the General Plan designation. The proposal's design, including massing and materials, has been reviewed and approved by the City's Design Review Board subject to conditions. These conditions are included in the attached resolution (Attachment C).

A goal of the Alhambra Corridor Design Guidelines is to enhance pedestrian activity within the Corridor. The commercial setbacks along 29th Street and B Street are generally less than the proposed 55-foot setback which is to be filled with parking spaces and maneuvering area. However, due to the shape and location of the subject site, staff believes that exception to this design principle is acceptable. A further discussion of these issues is provided under Site Plan, above.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The Planning Department has reviewed the proposed project for potential environmental impacts and has determined that the project, with mitigation measures, will not have a significant effect on the environment. The Initial Study identifies potential impacts to the combined sewer system, trees, archeological or historical remains, and from freeway noise. A Mitigation Monitoring Plan has been prepared which provides a procedure for ensuring that the mitigation measures will be implemented (Attachment C).

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B. Neighborhood Response

Copies of the project application and drawings were routed to the Sacramento Old City Association, Midtown Business Association, Sacramento Downtown Association (SDA), New Era Park Neighborhood Association, and the Central City Alliance of Neighborhoods (CCAN). The SDA responded with no objections. Staff subsequently followed-up with a telephone call. The CCAN responded with no objections. At the time of this writing, no objections have been raised from either the neighborhood or above associations.

C. Summary of Agency Comments

The City Police Department specified that, to limit the impact of the proposal upon the neighborhood, social service and entertainment uses should be prohibited at this location. Also, truck traffic relating to deliveries should be restricted to the hours between 6:00 AM and 6:00 PM. Finally, the east side of the building should be closed-off to prevent pedestrian access.

The Public Works Department requires a Driveway Variance in order to allow the substandard commercial driveways. Public Works also requires the replacement of curbs, gutters, and sidewalks. The Utilities Department requires the extension of the existing water main into 29th Street.

The State Department of Transportation (Caltrans) has indicated that the proposal would not interfere with their right-of-way or future construction activities at this location (pers. comm. Tom Meyers, 2/14/95).

D. Design Review Board Comments

The DRB approved the applicant's proposal, in accordance with Design Review staff's recommendation, subject to conditions. The conditions included the submittal of final plans for landscape, lighting, and signage prior to issuance of building permits. The conditions also required the submittal of plans showing adequate screening of roof equipment, trash storage, and utilities.

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

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

- Ratify the Negative Declaration
- Adopt the attached resolution approving the Mitigation Monitoring Plan
- Adopt the attached Resolution approving a Special Permit to construct a 11,627 square-foot office-building on 0.61± undeveloped acres in the Transportation Corridor (TC) zone subject to conditions and findings of fact.

Report Prepared By,



Mike Dale
Associate Planner

Report Reviewed By,



Steve Peterson
Senior Planner

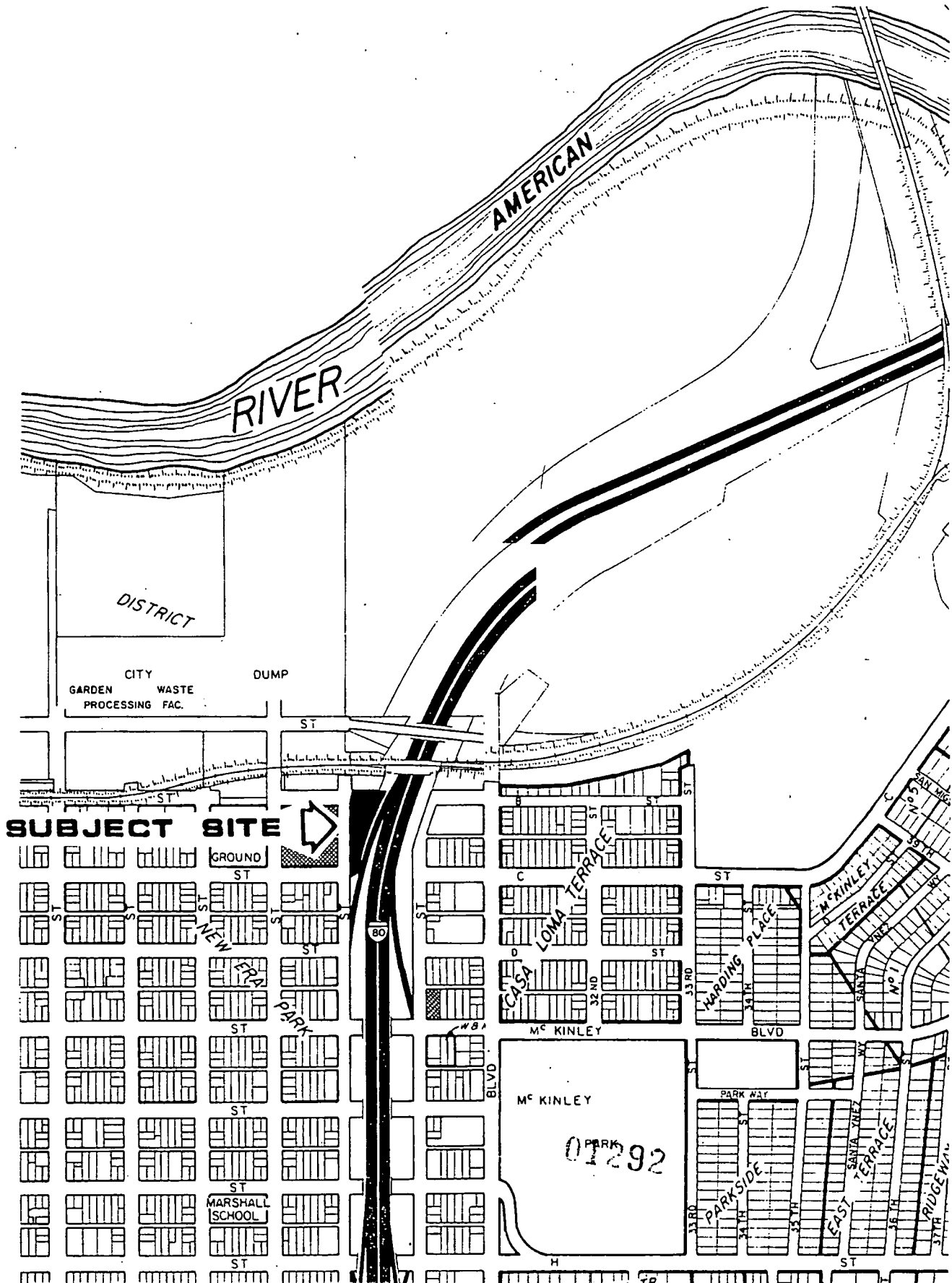
Attachments

Attachment A
Attachment B
Attachment C
Resolution
Resolution
Exhibit A
Exhibit B
Exhibit C

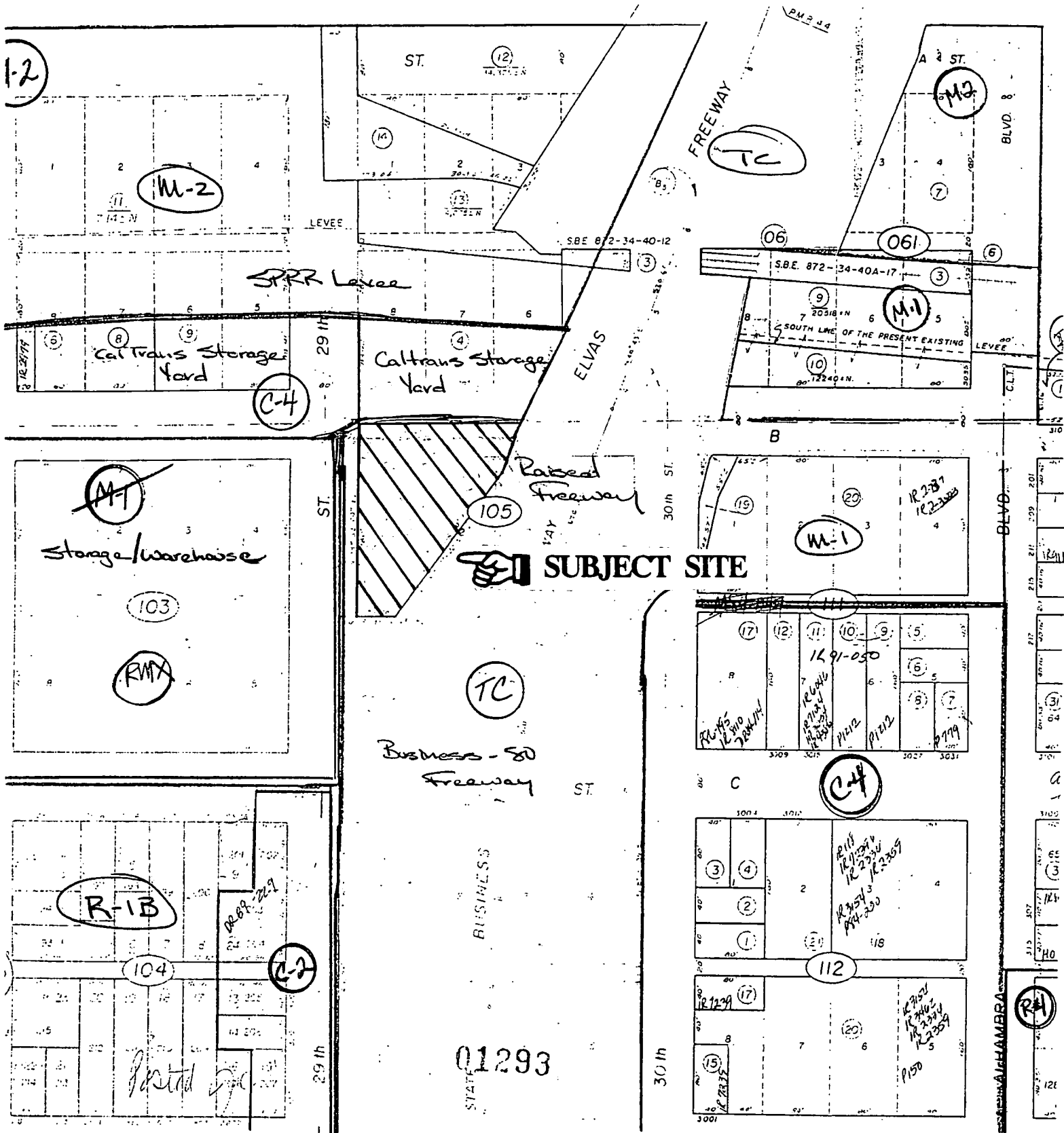
Vicinity Map
Land Use and Zoning Map
Mitigation Monitoring Plan
Special Permit
Mitigation Monitoring Plan
Site Plan
Floor Plan
Exterior Elevations

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Attachment A
Vicinity Map



Attachment B
Land Use and Zoning Map

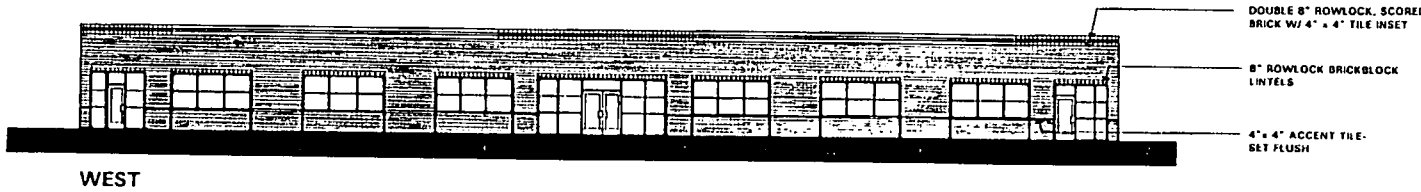


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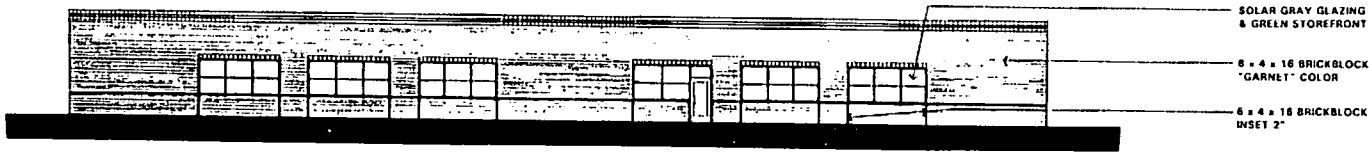
ALHAMBRA



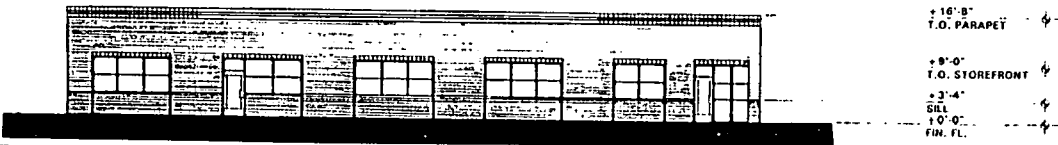
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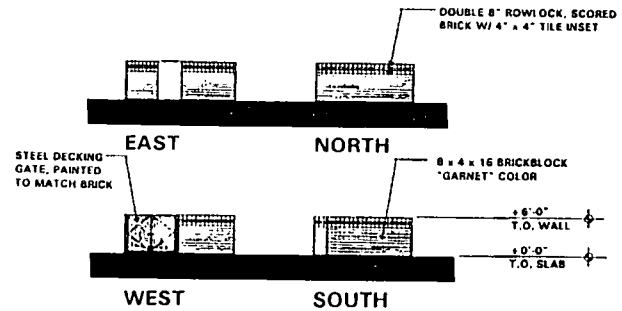
WEST



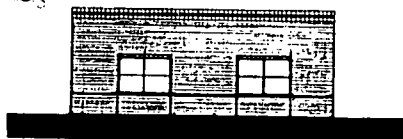
SOUTHEAST



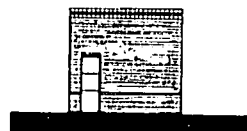
NORTH



DUMPSTER ELEVATIONS
1/8" = 1'-0"



EAST



SOUTH

EXTERIOR ELEVATIONS
1/8" = 1'-0"

01301

Exhibit C
Exterior Elevations

RESOLUTION NO. 1728

ADOPTED BY THE SACRAMENTO PLANNING COMMISSION
ON DATE OF FEBRUARY 23, 1995.

A RESOLUTION ADOPTING FINDINGS OF FACT AND
APPROVING A MITIGATION MONITORING PLAN FOR
PROPERTY LOCATED AT AT THE SOUTHEAST CORNER OF
29TH AND B STREETS

(P94-105) (APN: 003-0105-001)

WHEREAS, the City Planning Commission held a public hearing to review the above described project; and

WHEREAS, the above described project has been given a Negative Declaration by the Department of Planning and Development; and

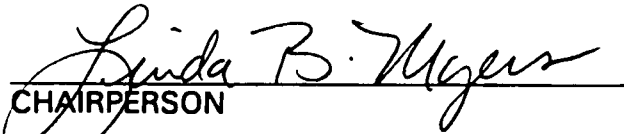
WHEREAS, the proposed Negative Declaration finds that the proposed project will not have a significant effect on the environment subject to the implementation of mitigation measures; and

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; and

WHEREAS, the applicant for the project has agreed to the provisions of the Mitigation Monitoring Plan as indicated on the Agreement contained in the attached Mitigation Monitoring Plan.

NOW, THEREFORE, be it resolved by the Commission of the City of Sacramento that:

The Mitigation Monitoring Plan for the 29th & B Offices (P94-105) Special Permit to allow the construction of 11,627 square feet of office space in the Transportation Corridor (TC) zone be approved and adopted as shown in the attached Mitigation Monitoring Plan dated December 9, 1994.


CHAIRPERSON

ATTEST:


SECRETARY TO PLANNING COMMISSION
P94-105

RESOLUTION NO. 1729

**ADOPTED BY THE SACRAMENTO PLANNING COMMISSION
ON DATE OF FEBRUARY 23, 1995.**

**A RESOLUTION ADOPTING FINDINGS OF FACT AND
APPROVING A SPECIAL PERMIT FOR PROPERTY LOCATED AT
THE SOUTHEAST CORNER OF 29TH AND B STREETS**

(P94-105) (APN: 003-0105-001)

WHEREAS, the City Planning Commission on February 23, 1995, held a public hearing on the request for approval of a Special Permit to construct a 11,627 square foot office-building on 0.61± undeveloped acres in the Transportation Corridor (TC) zone at the above described location;

WHEREAS, the Planning Department released a Negative Declaration with mitigation measures and a Mitigation Monitoring Plan;

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

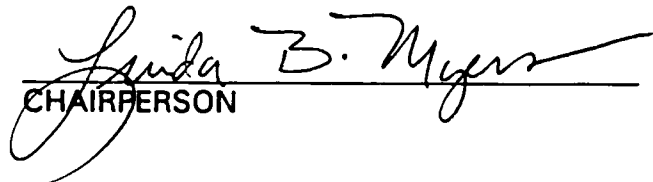
NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF SACRAMENTO THAT:

1. The special permit is hereby approved based upon the following findings of fact:
 - a. The special permit, as conditioned, is granted upon sound principles of land use in that:
 1. The proposal is not anticipated to generate incompatible amounts of traffic or noise;
 2. The proposal meets the City's minimum requirements for vehicle and bicycle parking; and
 3. The proposal efficiently utilizes the parcel by reducing paving and taking advantage of the existing street trees.
 - b. The special permit, as conditioned, will not be detrimental to the public health, safety or welfare, or result in the creation of a nuisance in that:
 1. Office use is compatible with the surrounding land uses and zoning;
 2. The proposal will enhance security by providing lighting for the

parking lot and by increasing the public's visibility of the site from 29th Street.

3. The proposal will replace the deteriorated sidewalk, curb, and gutter to City standards; and
 4. Future uses will be restricted per the Police Department's recommendation.
- c. The special permit, as conditioned, complies with the objectives of the general or specific plan for the area in which it is to be located in that:
1. Office uses are allowed in the "Heavy Commercial or Warehouse" designation;
 2. Additional noise attenuation measures will be incorporated into the building design;
 3. Office development at this location is more compatible with the nearby residential and mixed-use land uses; and
 4. The subject site is not in an area of the City that is dominated by industrial uses.
- d. The special permit, as conditioned, meets the development criteria as outlined in the Alhambra Corridor SPD land use regulations for the TC zone in that:
1. The proposed office building is considered to be less intrusive than the heavy commercial uses allowed by the General Plan designation;
 2. The proposed office building meets the minimum and maximum requirements for setback and height, respectively; and
 3. The proposal's design, including massing and materials, has been reviewed and approved by the City's Design Review Board subject to conditions.
2. The Special Permit is hereby approved subject to the following conditions:
- a. Comply with the mitigation measures as identified in the attached Mitigation Monitoring Plan.
 - b. Comply with the conditions of approval as approved by the Design Review Board (DR94-318).

- c. Truck traffic relating to deliveries shall be limited to the hours between 6:00 AM and 6:00 PM.
- d. Social service and entertainment uses shall be prohibited at this location.
- e. The east side of the building shall be closed-off to prevent pedestrian access.
- f. A Driveway Variance shall be obtained to allow the 20-foot wide driveways.
- g. Curbs, gutters, and sidewalks shall be replaced to City standards.
- h. The existing water main shall be extended into 29th Street.
- i. On-site grading, paving, and drainage shall be approved by Public Works prior to issuance of a Building Permit.
- j. Future signage shall be subject to review and approval by the Design Review Staff or Board.
- k. Parking lot lighting shall be provided which is shielded to prevent glare upon neighboring or adjacent land uses.


CHAIRPERSON

ATTEST:


SECRETARY TO PLANNING COMMISSION

P94-105