CITY PLANNING COMMISSION

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

APPLICANT JTS ENGINEERING, 1808 J Street, Sacramento, California 95814
OWNER LAL. Siddiqui, Mohanna, 930 Florin Road #200, Sacramento, California 95831
PLANS BY R. Wm. Isaacson, 3417 Arden Way, Suite A, Sacramento, California 95825
FILING DATE 5/20/88 ENVIR. DET. Neg. Dec. 6/30/88 REPORT BY
ASSESSOR'S PCL. NO.

APPLICATION: A. Special Permit for a 19 space parking garage.

B. Variance to reduce the required 26 feet of maneuvering space by two feet

C. Variance to reduce the required length of two compact car spaces from 16 ft. to 14 ft.

LOCATION: 818-824 J Street

PROPOSAL: The applicant is requesting the necessary entitlements to provide a parking garage in the basement of an existing building.

PROJECT INFORMATION:

General Plan Designation:	Community/Neighborhood Commercial and Office
1980 Central City Community Plan Designation:	Multiple Use
Existing Zoning of Site:	C-3
Existing Land Use of Site:	Vacant Office Building

Surrounding Land Use and Zoning:

North: Library Project; C-3
South: Renaissance Tower and Bank; C-3
East : Two restaurants; C-3
West : Restaurant; C-3

Parking Required:	0 spaces
Parking Provided:	19 spaces
Property Dimensions:	80 ft. by 160 ft.
Property Area:	.29± acres
Square Footage of Building:	25,600 sq. ft.
Height of Building:	2 story
Topography:	Flat
Street Improvements & Utilities:	Existing
Exterior Building Materials:	Brick, stucco
Roof Material:	Existing

PROJECT EVALUATION: Staff has the following comments regarding this proposal.

A. Land Use and Zoning

The subject site consists of .29± developed acres in the Central Business District (C-3) zone. The building is currently vacant due to fire damage which occurred approximately two years ago. The structure covers the entire site and consists of two levels with a basement below. The previous occupant (Army-Navy Surplus) used the basement for storage.

The building is the original Elks' building, however, it is not a Historic "Listed Structure", nor is it in a Preservation Area. Surrounding land uses include vacant buildings to the north currently undergoing demolition for the library expansion, two restaurants to the east and one to the west and the Renaissance Tower construction and bank to the south. The site is designated for multiple use in the Central City Community Plan and community/neighborhood commercial and office in the General Plan.

B. Applicant's Proposal

The applicant proposes to bring the fire damaged building to code in order to locate retail use on the first floor, and office use on the second floor. The proposed 19 space parking garage would be located in the basement with one access point from the alley. The basement also includes a storage area. The applicant has indicated that the rehabilitation of the building would be kept to a minimum as they expect it to be removed within the next 10 years. A portion of the wall along the south elevation would have to be removed in order to accommodate the 17 ft. wide, 6 ft. 7 inch high garage door (see Exhibit A). The door would have a motorized sliding security gate. As shown in (Exhibit B), the parking garage includes 19 spaces that are located between existing brick columns. Each stall is at a 90 degree angle and are nine feet wide including the four compacts. The columns are 13 feet apart, with the exception of the two most northerly columns which are 18 feet apart. Measured across the aisle, the columns are 19 feet apart.

The applicant is requesting a variance to reduce the stall length for two compact stalls, numbers 16 and 17. The length of the stalls would be reduced from the required 16 feet to 14 feet. This would allow the car to overhang two feet into the maneuvering space. The car would also extend beyond the brick columns. No variance is requested for the other two compacts (number 8 and 9) as the 16 feet is accommodated.

The garage is open to an area below the public sidewalk at the north end of the garage. No parking is shown in this area, however, it could be used as maneuvering space for stalls 1 and 19.

The applicant has indicated that the height of the garage from floor to ceiling is seven feet and in some areas 7.5 feet.

C. Staff Evaluation

The project is located in the Central Business District (C-3) zone which does not require parking. However, the proposed supplemental parking is desireable because it would help alleviate on-street parking demand created by the new office/retail use. Staff is not opposed to the parking garage, however, there are several concerns that remain and are discussed below.

The Traffic Division has indicated that the minimum acceptable width of the door must be 21 feet to allow adequate driveway maneuvering space. The 21 feet is actually a reduction from what is usually required (24-26 feet). Anything under 21 feet is unacceptable because the doorway could be scraped by cars, and cars could cause damage to each other entering and exiting the garage at the same time due to limited maneuvering space.

Any stall that is designed to encourage back-out maneuvering into the alley should be eliminated or redesignated to the satisfaction of the Traffic Division. This would apply to stalls 1 and 19, as a car is unable to pull out and point in the direction of the exit without backing into the area under the public sidewalk. Staff has concerns over any vehicle use of this area under the public right-of-way. Damage by a vehicle to any support bearing structure could create an unsafe situation. The City Building Department will consider this issue during plan check. Also, the brick columns in the garage support the building above (see exhibit C) and damage to the columns could create a hazardous situation. The feasibility of replacing the brick columns with a more secure material will be evaluated by the Building Department before building permits are issued.

The applicant is requesting a variance to reduce the length of two compact stall (stalls 16 and 17) by two feet allowing the cars to overhang two feet into the maneuvering space. Also, a variance to reduce the maneuvering space from 26 feet to 24 feet is also requested for the full length of the garage. Therefore, by reducing the length of the two compacts by two feet and allowing the reduction of maneuvering space by two feet, the overall reduction is four feet across the width of the garage. Staff recommends that stalls 16 and 17 be eliminated and the area used for motorcycle and or bicycle parking or redesigned to the satisfaction of the Traffic Engineering Department.

Staff also recommends that a warning device (beeper) be used for cars exiting the garage as the alley will be heavily used by the Renaissance Tower parking garage and their truck loading zone.

The applicant proposes to remove the exterior fire escape stairs from the south (alley) elevation. The Fire Department does not object to this as long as they are replaced by an interior stairwell that meets Fire Code. The Fire Department has also indicated that the parking garage and storage areas of the basement will need to be sprinklered.

The door and ceiling height of the garage do not meet State Handicap Requirements which require eight feet, two inches for vans. The UBC is less restrictive in that it requires seven feet of unobstructive headroom clearance from finished floor to ceiling. The applicant has indicated that the seven feet can be met, but not the handicap requirement. This issue will have to be resolved through the Building Department before building permits are issued. The project must also meet Section 705 (Light, Ventilation and Sanitation Codes) of the UBC before permits are issued.

D. Interdepartmental Review

The proposed project has been reviewed by the City Traffic Engineer, City TSM Coordinator, City Engineer, City Building Inspections, the Sacramento Old City Association and the Midtown Business Association. The following comments were received:

Traffic Engineering

1. The alley is scheduled for reconstruction within the next few weeks. The applicant should check with the Development Division of the Public Works Department to verify any changes to alley surface elevations.

2. The proposed 17 foot wide door is too narrow. We normally require 24 to 26 feet. The door must be a minimum of 21 feet wide to allow adequate maneuvering space through the garage door. Truck loading is allowed along the south side of the alley in the location of the project which reduces the alley maneuvering width to approximately 10 feet, further verifying the need for a 21 foot wide door. The loading configuration of the alley cannot be changed due to the design of the Renaissance Tower project.