

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

A. Land Use and Zoning

The subject site consists of 1.0± acre of vacant land in the single family (R-1) zone. The North Sacramento Community Plan and the General Plan designate the parcel and surrounding area as low density residential. There is a single family residence on the adjacent lot to the north. The land across Fell Street to the east and across Dry Creek Road to the west is vacant. There is a drainage canal immediately south of the proposed project site with a mesh wire fence separating the parcel from the drainage canal. The Interstate 80 freeway is beyond the drainage canal and approximately 30' below ground level of the church parcel.

B. Applicant's Proposal:

The applicant is requesting special permit to construct a 7,800 sq. ft. church for a future anticipated congregation of 400 people, and parking for 68 automobiles. The applicant proposes to construct the church in phases with Phase 1 consisting of a temporary church seating 165 people. Phase 2 would consist of the main church structure which would seat 400 people. The Phase 1 structure would become a meeting room and children center when Phase 2 is completed. The anticipated completion date for the entire project is one year.

C. STAFF ANALYSIS:

1. PARKING

The parking requirement for the proposed church is 67 spaces at a one space for every six people ratio as required by the Zoning Ordinance. The applicant proposes 68 spaces. Over the past year staff has noted that a ratio of one space for every four people is more appropriate for a church use. This determination is backed by traffic studies prepared by traffic consultants on other similar proposals. A traffic study prepared for the St. Paul Missionary Baptist Church located at 4020 12th Avenue revealed that the average vehicle occupancy rate was 2.21 people per vehicle (P88-447). The International Traffic Engineering "Parking Generation", 1987 reference states an average parking rate of 0.43 parking spaces per attendee at a church (this is a ratio of 1 space for every 2.12 people). A people per vehicle count was done by the applicant at staff request. The vehicle count showed that there were 8 vans each carrying 10 people for a total of 80 people, 10 large cars carrying 7 people each for a total of 70 people, 7 cars/trucks carrying 2 people each for a total of 14 people, and 3 cars each carrying 3 people for a total of 9 people. 173 people came in 28 vehicles. Staff, upon talking with the applicant, believes that the church could be redesigned for 300 people which would bring the ratio closer to one parking space per 5 people. In addition, staff recommends that all the parking should be installed for the entire site when phase one is being developed which would be the church for 160 people, and that other parking arrangements be made before the main church structure is built in phase two. These arrangements could be solely or a combination of acquiring adjacent property for parking or locating off-site parking and providing shuttle service to the church location.

2. FENCES AND WALLS

The applicant would be required to put a six foot high masonry wall along the north property line adjacent to the residential uses. A masonry wall is also being required by the environmental coordinator for noise attenuation purposes and the traffic engineer for safety reasons along the south property line adjacent to and parallel with the drainage canal and the I-80 freeway. Staff recommends that the wall be of a decorative nature with plantings based on a submitted landscape plan.

3. INGRESS AND EGRESS

The applicant has proposed a driveway in and out of the proposed project site along Dry Creek Road. Staff is concerned that this driveway is too close to the Dry Creek Road Overpass over I-80 which, due to its arched

design would limit visibility for and of vehicles driving north over the overpass and toward the subject site. Staff recommends that the driveway on Dry Creek Road be a limited fire excess road.

4. BUILDING DESIGN

The proposed church would be constructed with a synthetic plaster exterior walls painted off-white. The windows would be tinted glass in anodized aluminum frames. The roof materials would be composition shingles. There are no signs or symbols on the exterior facade. Staff has no recommendation regarding the building design.

AGENCY COMMENTS:

The applicant's proposal has been routed to the City's Traffic Engineer, Engineering, Building Inspections, the City Water and Sewer Division. The following comments were received:

Traffic Engineering

- 1. Driveway on Dry Creek Road is a visibility problem and is not recommended.
- 2. The parking lot as shown creates a thoroughfare between Fell Street and Dry Creek Road. The lot should be redesigned.
- 3. All driveways shall be a minimum 24' wide, including the driveway between the parking lots.
- 4. Fell Street shall be a 54' R.O.W. typical cross section.
- 5. The cul-de sac shall be typical for a 54' R.O.W.

City Engineering

- 1. The owner will need pay the necessary fees to the Bell Avenue Sanitary Sewer Fee District.
- 2. Construct standard frontage improvements adjacent to Fell Street and Dry Creek Road.
- 3. Extend offsite sewer and drain pipes as necessary (plans shall be approved by Public Works Dept.).
- 4. On-site grading, paving and drainage shall be approved by the Public Works Dept. prior to issuance of a building permit.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined that the proposed project, with implemented mitigation measures as described below, will not have a significant affect on the environment.

A. Air

Development of the church will result in short term increases in particulate matter that may impact the surrounding residences. The following mitigation measures shall apply to mitigate these impacts:

Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of construction zones. Elements of this program should include the following:

- 1. Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.

2. Cover stockpiles of sand, soil, and similar materials with a tarp.
3. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
4. Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.
5. Increase the frequency of city street cleaning along streets in the vicinity of construction site.
6. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.

B. Noise

Noise generated from church activities could disturb the neighboring resident. The following mitigation measure shall apply in order to reduce noise impacts to a less-than-significant level:

Provide a six foot masonry wall along the northern border of the church property that abuts the existing residential use, and along the southern boundary of the property across from the church structure.

C. Light and Glare

The overhead light standards may have a light and glare impact on the residence located to the north, and on Interstate 80 to the south. The following mitigation measure shall apply to assure that these impacts are brought to a less-than-significant level:

Install outdoor lighting in such a way that no stray light falls off the project site onto neighboring residences or interstate 80.

D. Cultural Resources

The subject site is located in a Primary Impact Area as defined by the SGPU (DEIR, pg. V-5). The following mitigation measure shall apply to reduce potential impacts to cultural resources to a less than significant level:

If subsurface archaeological or historical remains (including unusual amount of bones, stones, or shells are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

RECOMMENDATION: Staff recommends the following actions:

- A. Ratify the Negative Declaration.
- B. Approve the Special Permit subject to conditions to be met during at the completion of construction and based upon findings of fact which follow.

Conditions

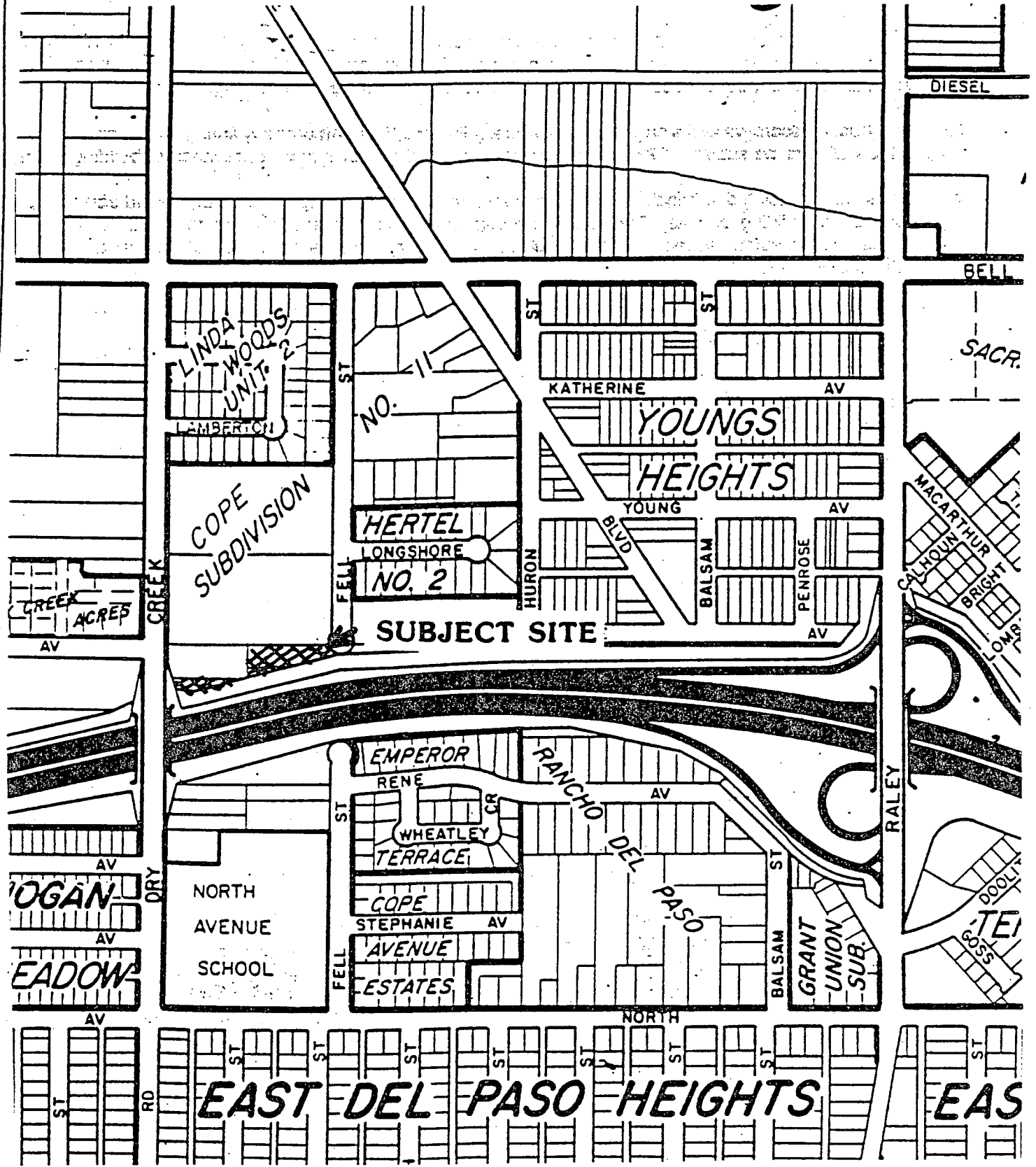
1. The church shall be limited to a maximum of 300 seats.
2. The applicant shall be permitted to construct the church in two phases. Phase 1 shall consist of a 160 seat church with a minimum of 40 on-site parking spaces. Prior to issuance of building permits for the Phase 2

church the applicant shall submit a transportation management plan to the Planning Director for review and approval which indicates the equivalent of a parking ratio of one space per four seats. The transportation plan shall include a carpool/vanpool program and/or arrangements for off-site parking.

3. Construct a decorative wall along the south property line and the north property line. The design and materials of the wall shall be subject to Planning Director review and approval prior to issuance of building permits.
4. Landscape, shading and irrigation plans shall be submitted for Planning Director review and approval prior to issuance of building permits. The landscape plan shall indicate planting along the north side of the wall adjacent to the south property line and a landscape planter along the south side of the wall adjacent to the north property line.
5. The driveway onto Dry Creek Road shall be redesigned as a fire access roadway to the satisfaction of the Fire Department, Transportation Division and Planning Director.
6. Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
7. Cover stockpiles of sand, soil, and similar materials with a tarp.
8. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
9. Sweep up dirt or debris spilled onto paved surfaces immediately to reduce resuspension of PM 10 through vehicle movements over these surfaces.
10. Increase the frequency of city street cleaning along streets in the vicinity of construction site.
11. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
12. Install outdoor lighting in such a way that no stray light falls off the project site onto neighboring residences or Interstate 80.
13. If subsurface archaeological or historic remains (including unusual amount of bones, stones, or shells are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

FINDINGS OF FACT

1. The proposed project, as conditioned, is based upon sound principles of land use in that the proposed church is compatible with the adjacent residential development.
2. The proposed project, as conditioned, will not be detrimental to the public health, safety, or welfare, nor result in the creation of a nuisance in that adequate parking, landscaping, and architectural design are provided.
3. The proposed project is consistent with the City's General Plan in that the Plan designates the site for residential uses and the proposed church conforms with this plan designation provided a Special Permit is obtained.



P90-064 Meeting Date 3-22-90 ⁰⁰¹⁸⁸⁶ Item # 14

VICINITY MAP



DRY CREEK ROAD

BELL STREET

DRAINAGE CHANNEL

INTERSTATE 80

GROSS FL. AREA ——— 7850 S.F.
 PARKING REQUIRED ——— 67 CARS
 PARKING PROVIDED ——— 68 CARS



SITE PLAN

1" = 30'-0"

FIRST ROMANIAN
 APOSTOLIC CHURCH
 SACRAMENTO, CALIFORNIA



HOSHIDA & REYES
 ARCHITECTS
 2330 ANHANGA BLVD. - SUITE 120
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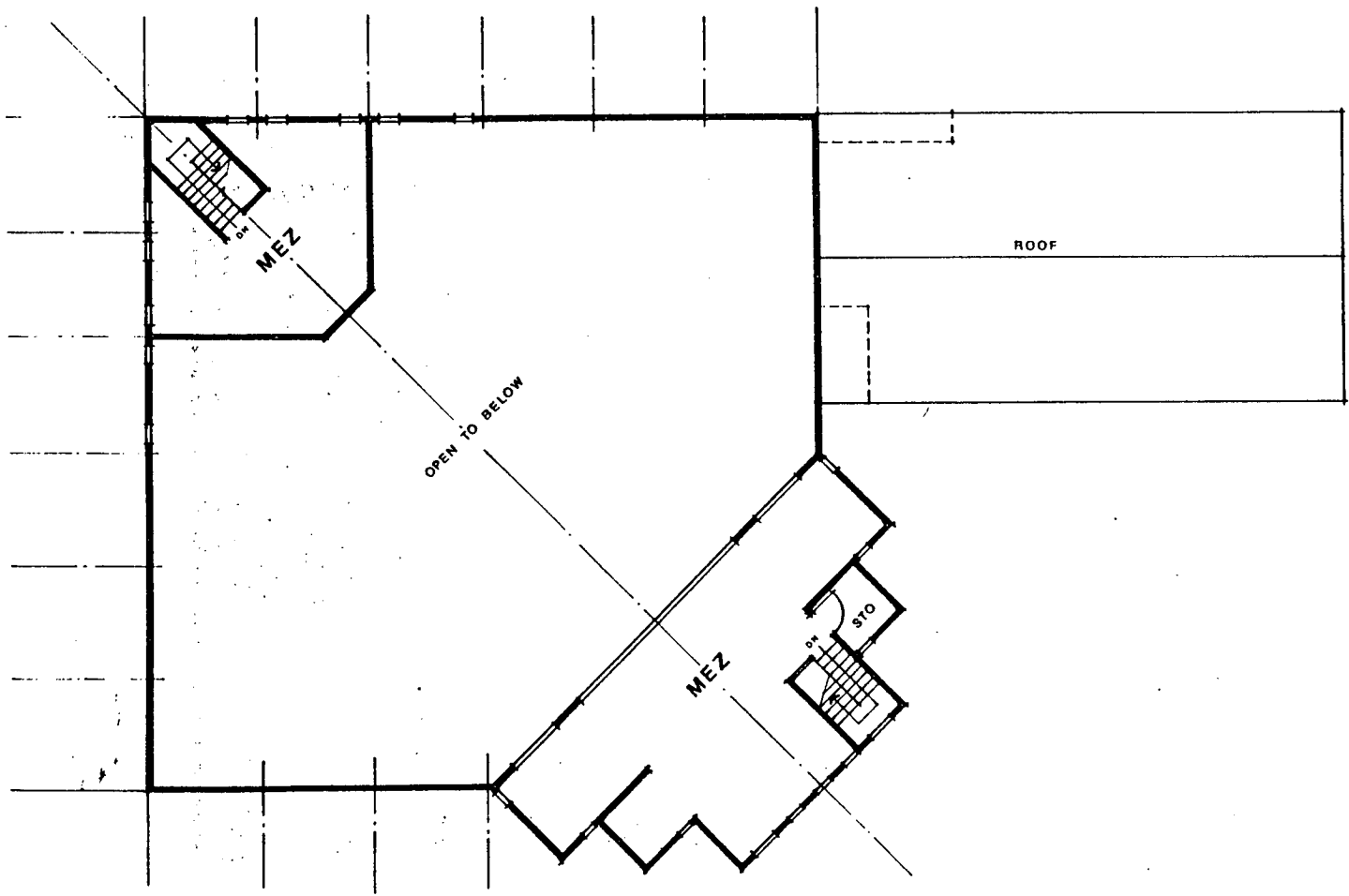
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838100

EXHIBIT A
 SITE PLAN 3-22-90

Item # 14

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001889



MEZZANINE FLOOR PLAN

1/8" = 1'-0"

1300 S.F.



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 ARCHITECTURE-PLANNING-ENGINEERS
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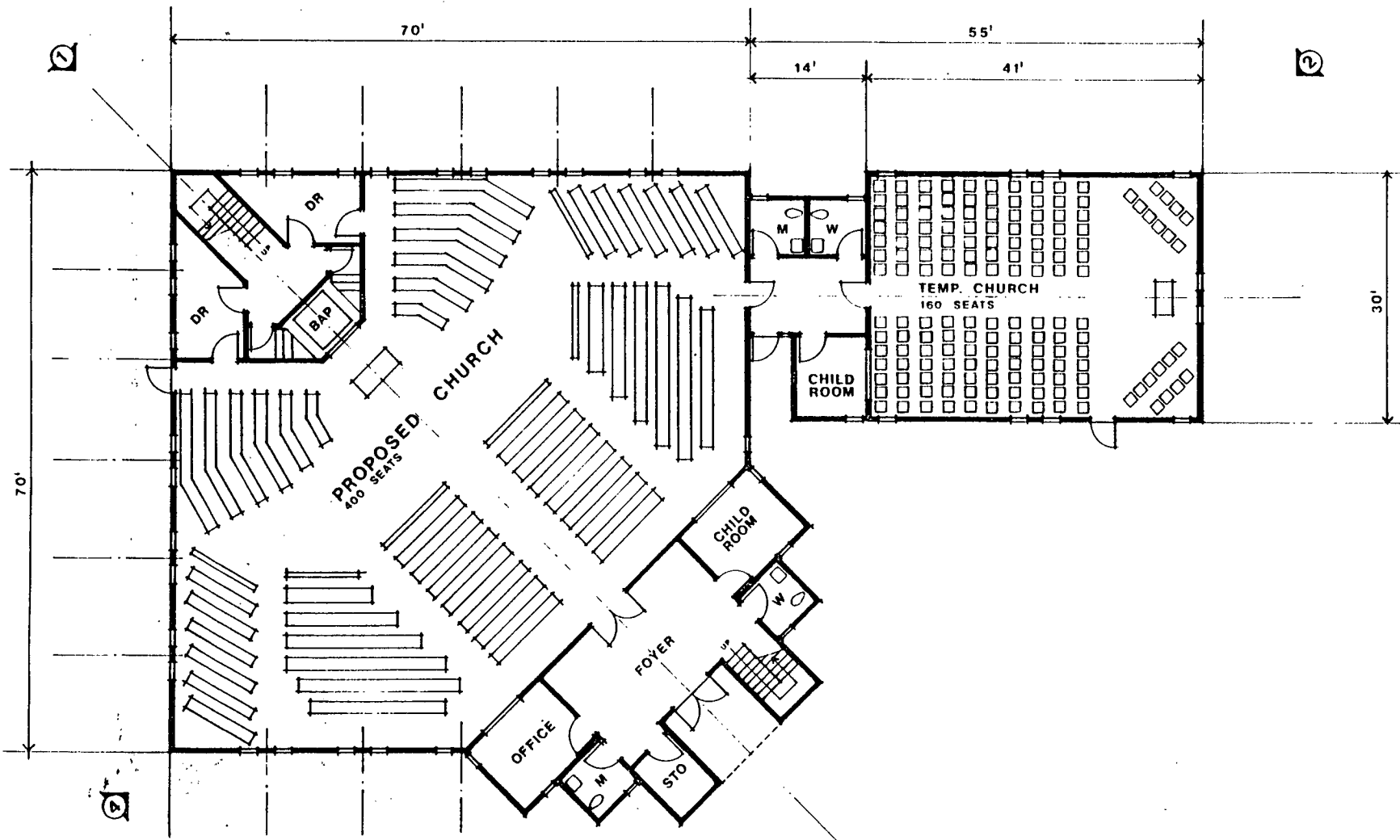
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EXHIBIT B
FLOOR PLANS

3-22-90

Item # 14

P90-064



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FIRST FLOOR PLAN
 1/8" = 1'-0"
 6550 S.E.

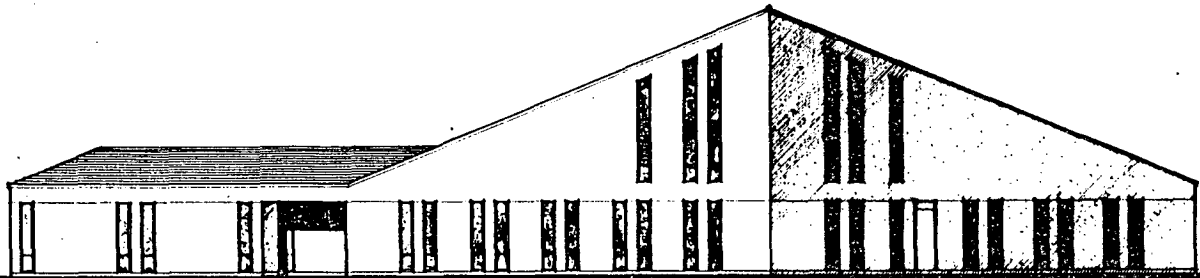
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SK# 2

EXHIBIT B
 FLOOR PLANS 3-22-90
 Item # 14
 P 90-064

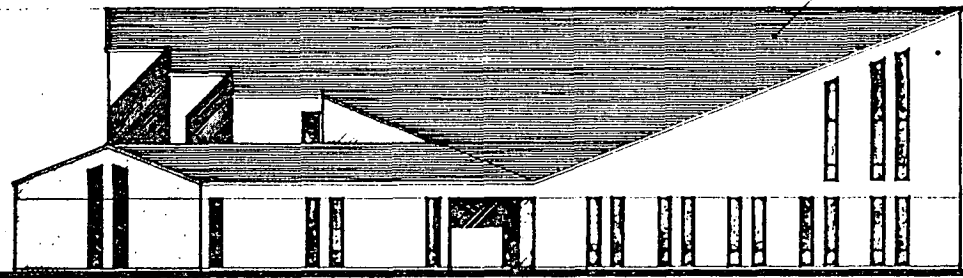
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EXHIBIT C
ELEVATIONS 3-22-70 Item # 14



NORTH ELEVATION 1
1/8" = 1'-0"

+30'-0"



EAST ELEVATION 2
1/8" = 1'-0"

- COMPOSITION SHINGLES
- SYNTHETIC PLASTER
- TINTED GLASS ON ANOD. ALUM. FRAME

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SK# 4

P90-064

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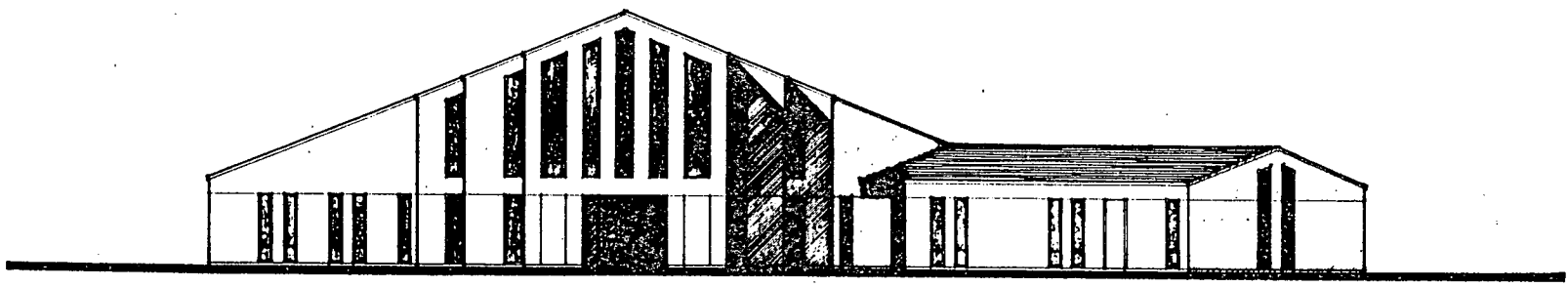
Item # 14

3-22-90

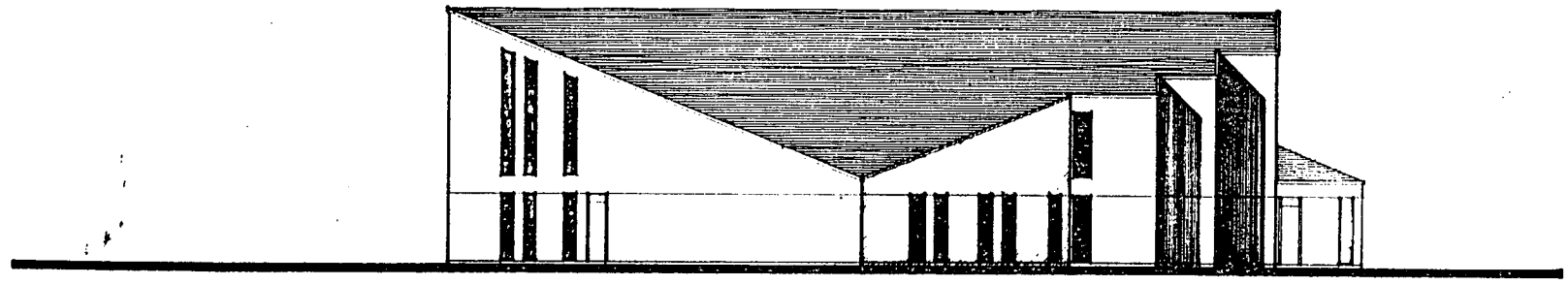
EXHIBIT C

ELEVATIONS


P20-064



SOUTH ELEVATION 3
 1/8" = 1'-0"



WEST ELEVATION 4
 1/8" = 1'-0"

 HOSHIDA & REYES
 ARCHITECTS, INC. AN ARCHITECTURAL FIRM
 215 S. ALHAMBRA BLVD. - SUITE 100
 LOS ANGELES, CALIF. 90012

SK# 5

HOSHIDA & REYES
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CITY OF SACRAMENTO
CITY PLANNING DIVISION

MAR 14 1990

RECEIVED

March 8, 1990

City of Sacramento
Planning & Development Department
1231 I Street, Suite 200
Sacramento, California 95814

Attention: Mr. Doug Holmen
Associate Planner

Subject: First Romanian Apostolic Church/Traffic & Parking Concerns
Fell Street & Highway 80 (P90-064)
Sacramento, California
H&R Job No.: 891600

Dear Mr. Doug:

The following information is forwarded to you per your meeting request of March 3, 1990.
(Meeting attendees: Ms. Joy Patterson & Mr. Doug Holmen-City Planning, Mr. Daniel Filip-First
Romanian Apostolic Church Board Member, Allan Hoshida--Hoshida & Reyes Architects):

1) Inventory at Sunday morning Church service, March 5, 1990:

<u>Number & Type of Vehicles</u>	<u>Number of People</u>
8 Vans (10 each)	80
10 Large cars (7 ea.)	70
7 Cars/Trucks (2 ea.)	14
3 Cars (3 ea.)	<u>9</u>
	173

Approximate number of people attending service

2) The Church Board has requested reduction of total capacity to 350 in lieu of 400 occupant load as originally indicated. There are two main reasons for this change:

- Due to political changes in Romania, less immigrants are anticipated to seek asylum in the United States.
- The seats on either side of the altar (used for chorus and orchestra performances) will be used by members seated in general congregation only when performing. Originally, these seats were used in accounting for 400 total occupants.
(Revised required parking based on 350 seats = 58. Actual parking provided = 68)

3) Anticipated Church use/time schedule:

- Weekly Sunday morning and evening services.
- Weekly Thursday night service (typically, less attended than Sunday services)
- Other week nights, occasional use for orchestra or chorus practice, Bible study, board meetings, etc.
- Very minimal week day use anticipated at this time.

4) Major reasons to warrant 1/6 or 1/5 parking ratio for subject project:

- Most all of the congregation are Romanian immigrants.
- Most all have or come from large families.

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Exhibit D

P 90-064

Meeting Date 3-22-90 Item # 14

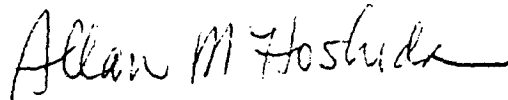
HOSHIDA & REYES
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- c) Due primarily to economics (a few families are on welfare) and large families, car pooling already exists. Because the new Church location will be further away than their present leased facility, car pooling will be even more encouraged.
- d) The Church as a whole, and the Board in particular, does not want to create any problems with the city or neighborhood. Therefore, the congregation will endeavor to mitigate any potential parking/traffic problems before they occur.

Thank you for your time and consideration. If there are any questions or we can be of any assistance, please feel free to call.

Respectfully submitted,

HOSHIDA & REYES



Allan M. Hoshida
Architect, AIA

Copy to: First Romanian Apostolic Church/Daniel Filip

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P90-064

3-22-90

Item No. 14