

CITY PLANNING COMMISSION

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

APPLICANT	Lane Branscombe - 1330 T Street, Sacramento, CA 95814				
OWNER	Naomi Heileman - 2609 O Street, Sacramento, CA 95816				
PLANS BY	Lane Branscombe - 1330 T Street, Sacramento, CA 95814				
FILING DATE	8-5-87	ENVIR. DET.	Ex. 15303e	REPORT BY	CS:sg
ASSESSOR'S-PCL. NO.	007-265-015				

APPLICATION: Variance to waive one required on-site parking space.

LOCATION: 2609 O Street

PROPOSAL: The applicant is requesting the necessary entitlements to waive one required on-site parking space to allow the addition of one apartment to an existing single family dwelling.

PROJECT INFORMATION:

1980 Central City Community

Plan Designation:	Multiple family
Existing Zoning of Site:	R-3A
Existing Land Use of Site:	Single family residence

Surrounding Land Use and Zoning:

Setbacks: Provided

North: Garage; R-3A	Front: 17'
South: Single family residential; R-3A	Side(Int): 6'/5'3"
East: Six family residential; R-3A	Rear 15'6"
West: Single family residential; R-3A	

Parking Required:	1 space
Parking Provided:	0 spaces
Property Dimensions:	40' x 80'
Property Area:	.07+ acres
Square Footage of Building:	2,368 sq. ft. (basement 1,184 sq. ft.)
Height of Building:	2-story
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

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

A. Land Use and Zoning

The subject site is a developed .07+ acre lot with a two-story single-family dwelling which is zoned Multiple Family (R-3A). The site is designated for multiple family in the 1980 Central City Community Plan. Surrounding land uses include a 40' x 80' garage to the north, two one-family structures to the west, a one-family structure to the south, and a six-unit apartment to the east. The boundary of the Sutter's Fort Preservation area is 80' west of the site, and approximately six priority structures are within a one block radius of the subject parcel.

B. Applicant's Proposal

The applicant proposes to convert the basement of an existing single-family home into a two-bedroom apartment. The ceiling of the basement is 8' high and

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could accommodate the additional 1,184 square foot unit. The applicant is requesting a waiver of the required on-site parking space for the new unit. Currently, no parking is provided on-site for the existing structure. There is an existing curb cut along O Street in front of the house.

Staff is in support of the parking variance based on the availability of parking on O street and aesthetic considerations.

Staff has observed the availability of parking along O Street between 26th and 27th Streets on two separate occasions. On August 4, 1987 (4:00 p.m.) there were four spaces available on the north side of O Street and three available on the south side. On August 31, 1987 (3:00 p.m.) four spaces were available on the north side of O Street and two on the south side of O Street. Staff recommends that the existing curb cut be removed from O Street east of the structure in order to provide additional curb area for on-street parking.

Staff had considered requiring a parking pad on the west side of the front yard setback. However, this consideration was withdrawn because it would be aesthetically incompatible on the site adjacent to the Victorian-style home, and this type of parking does not exist along O Street in the vicinity of the subject parcel. The aesthetics of the streetscape are important as many historic structures and the Sutter's Fort Preservation area are nearby the subject site. In addition, the on-site parking space would eliminate one on-street parking space.

Staff has noted while visiting the site that a large pick-up truck has been parked on the west side of the front setback. The use of parking in this area is illegal and should be discontinued.

The project is located in the Central City Design Review District and the repair of the porch and stairway along the north elevation must be reviewed and approved by the Design Review staff before a building permit can be issued.

- C. The proposal has been reviewed by the City Traffic Engineer and the City Parking Division. Traffic Engineering had no comment, and the Parking Division is opposed to the parking variance. The reason for their opposition is that additional units should not be added in the midtown area unless adequate parking is provided.

ENVIRONMENTAL DETERMINATION: This project is exempt from environmental review pursuant to the State EIR Guidelines (CEQA Section 15303e).

RECOMMENDATION: Staff recommends the Commission take the following action:

Approve the variance subject to conditions and based upon findings of fact which follow:

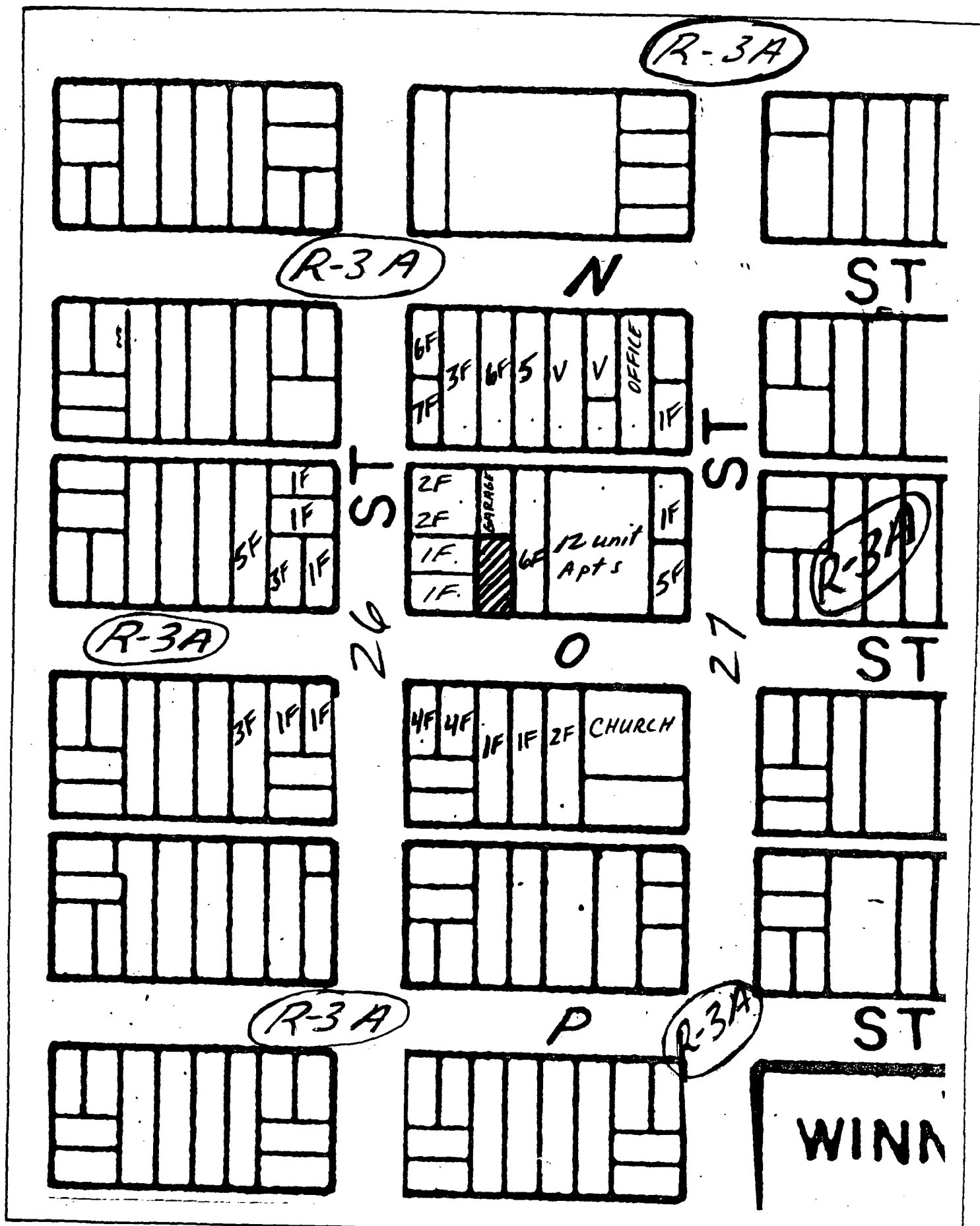
Conditions

1. The existing curb cut shall be removed, and the paved area in the street planter removed and replaced with grass.

2. The existing use of the front setback for parking shall be discontinued.

Findings of Fact

1. The special permit, as conditioned, is based upon sound principles of land use in that the project is compatible with surrounding properties which consist of single family and multiple family residential uses.
2. The special permit, as conditioned, will not be detrimental to the public health, safety, or welfare, nor result in the creation of a nuisance in that (a) adequate parking is available on O Street, and (b) the proposal will not increase the on-street parking demand significantly.
3. The proposed project is consistent with the Interim Discretionary Land Use Policy of the City in that the site is designated for multiple family in the 1980 Central City Community Plan and the proposed second unit is consistent with the plan's designation.

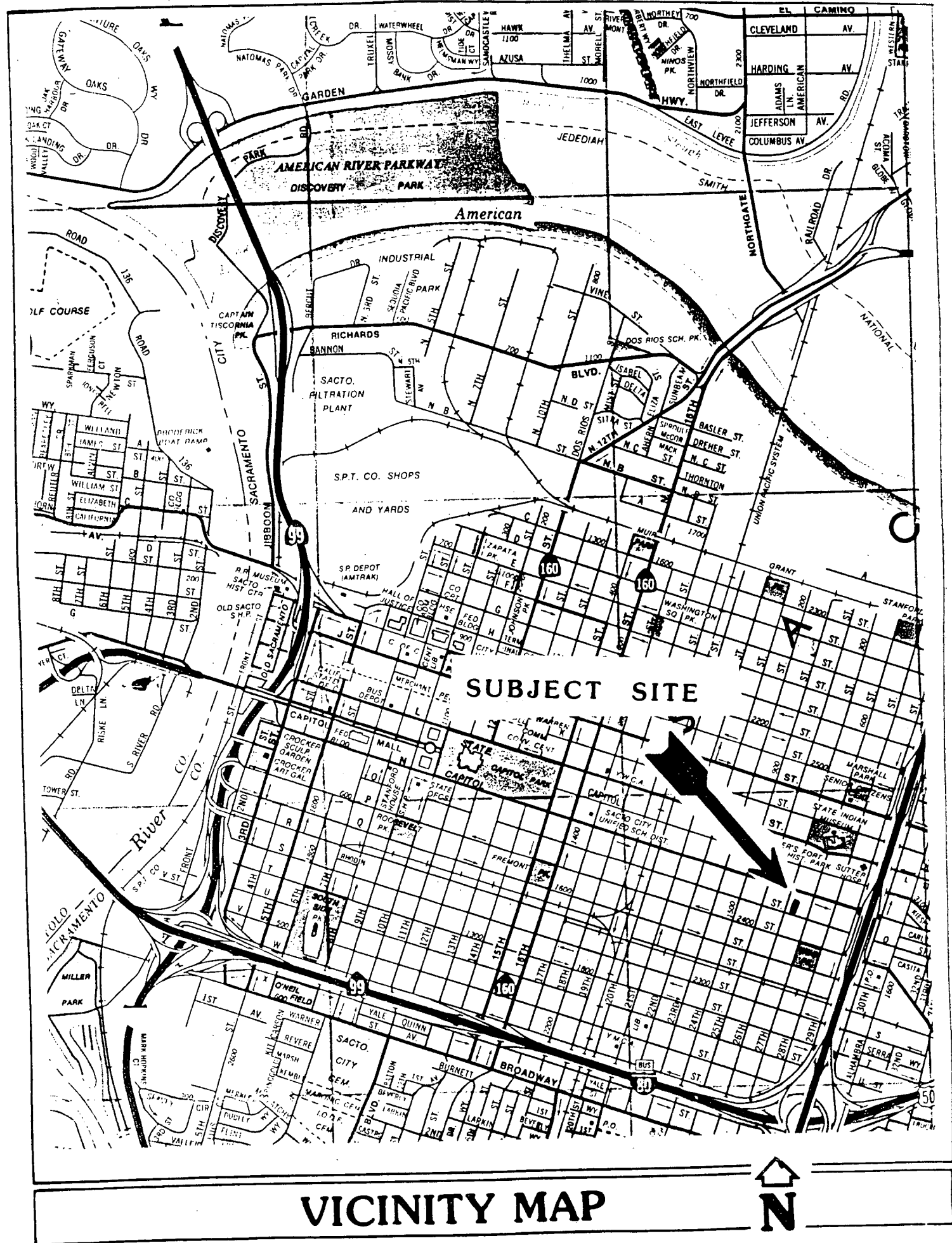


LAND USE & ZONING MAP

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VICINITY MAP

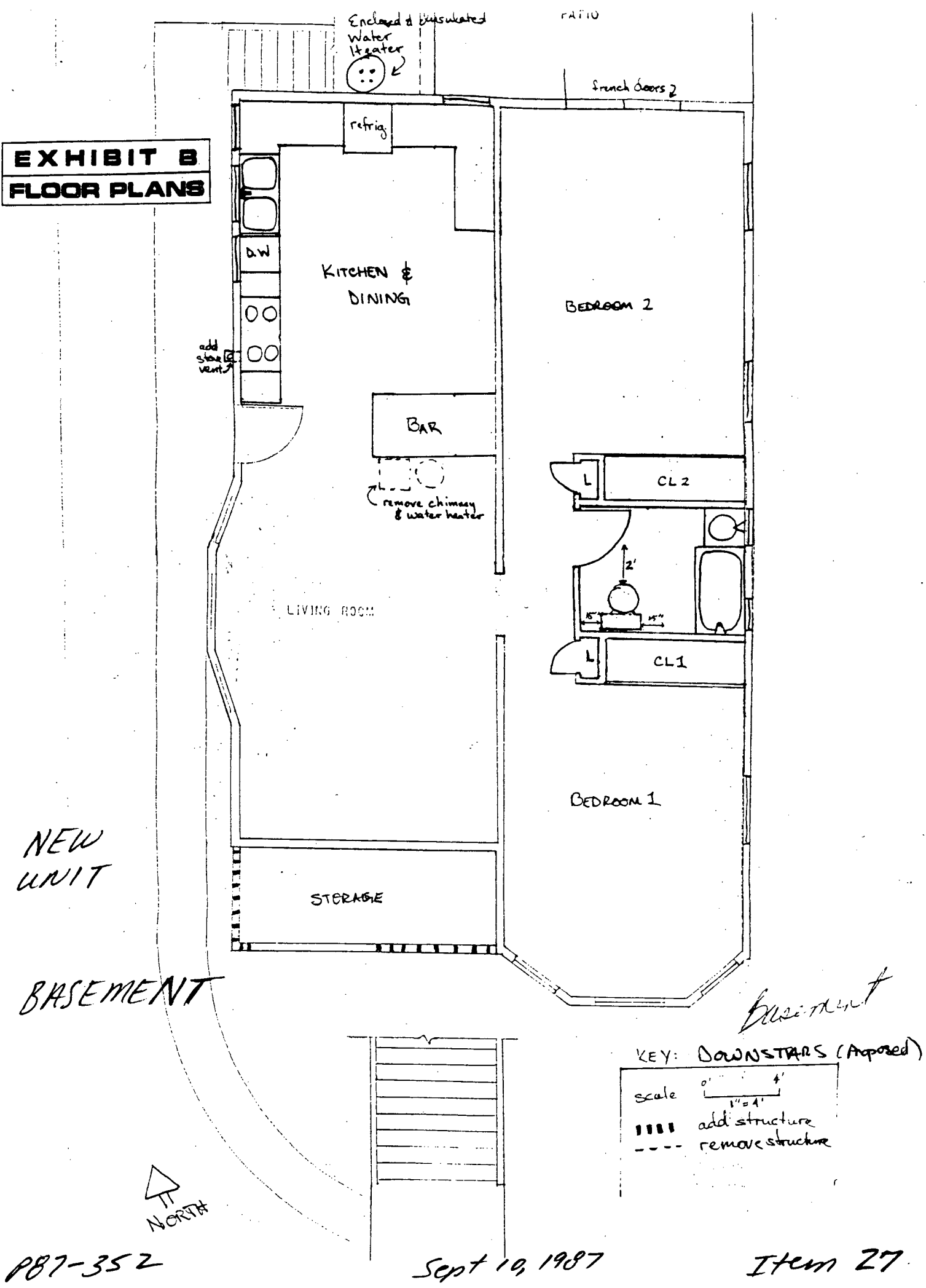


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**EXHIBIT B
FLOOR PLANS**



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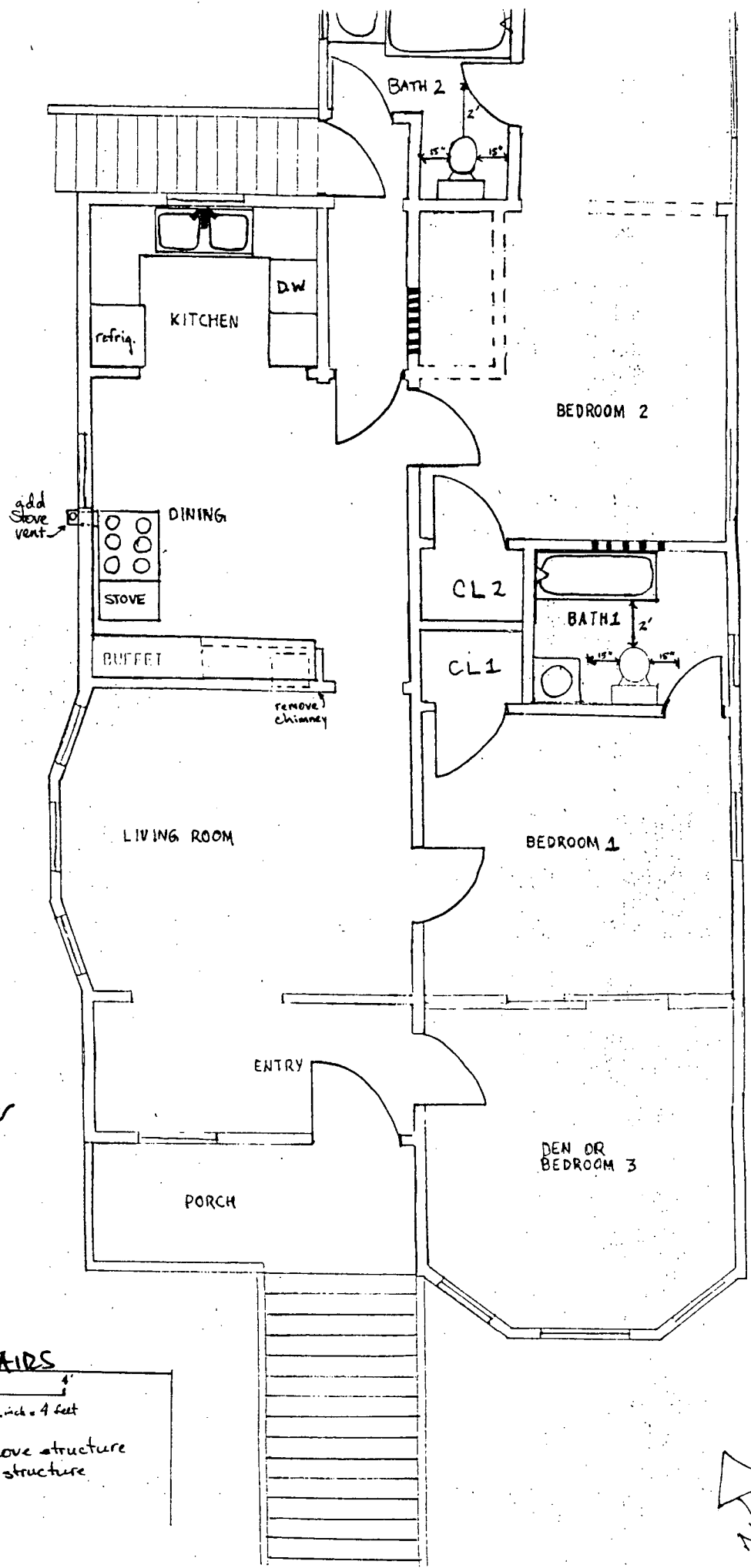
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**EXHIBIT B
FLOOR PLANS**

Continued

*Existing
Upstairs
Floor
Plan*



KEY: UPSTAIRS

SCALE 0 4'

1 inch = 4 feet

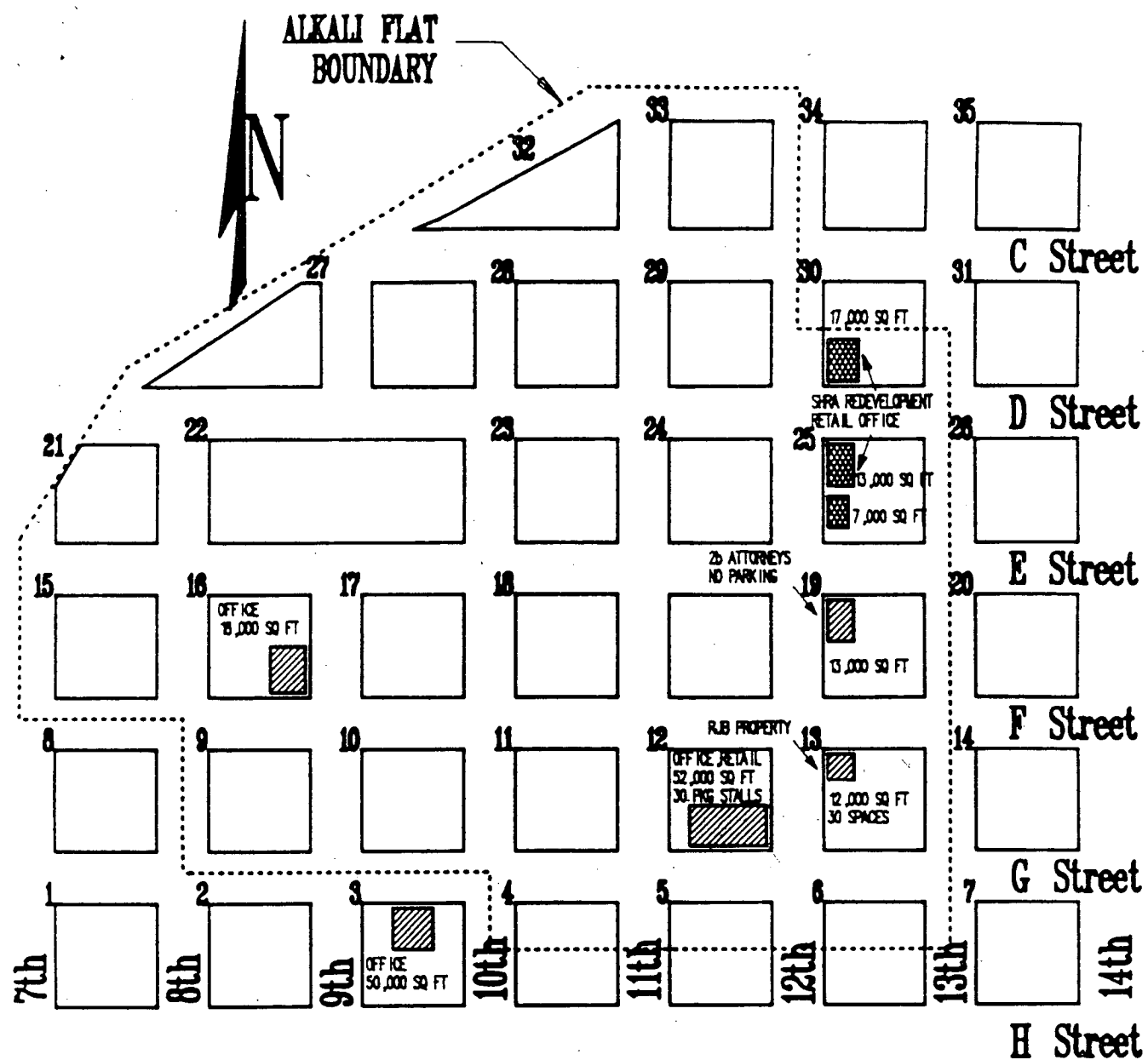
--- remove structure

||||| add structure


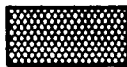


Exhibit C
Letter "opposing"
to come

from parking



LEGEND:

-  5 YEAR PROPOSED DEVELOPMENT
-  10 YEAR PROPOSED DEVELOPMENT

ALKALI FLAT PARKING STUDY

PROPOSED FUTURE DEVELOPMENT
FOR ALKALI FLAT

PREPARED BY

JKM

Figure 1

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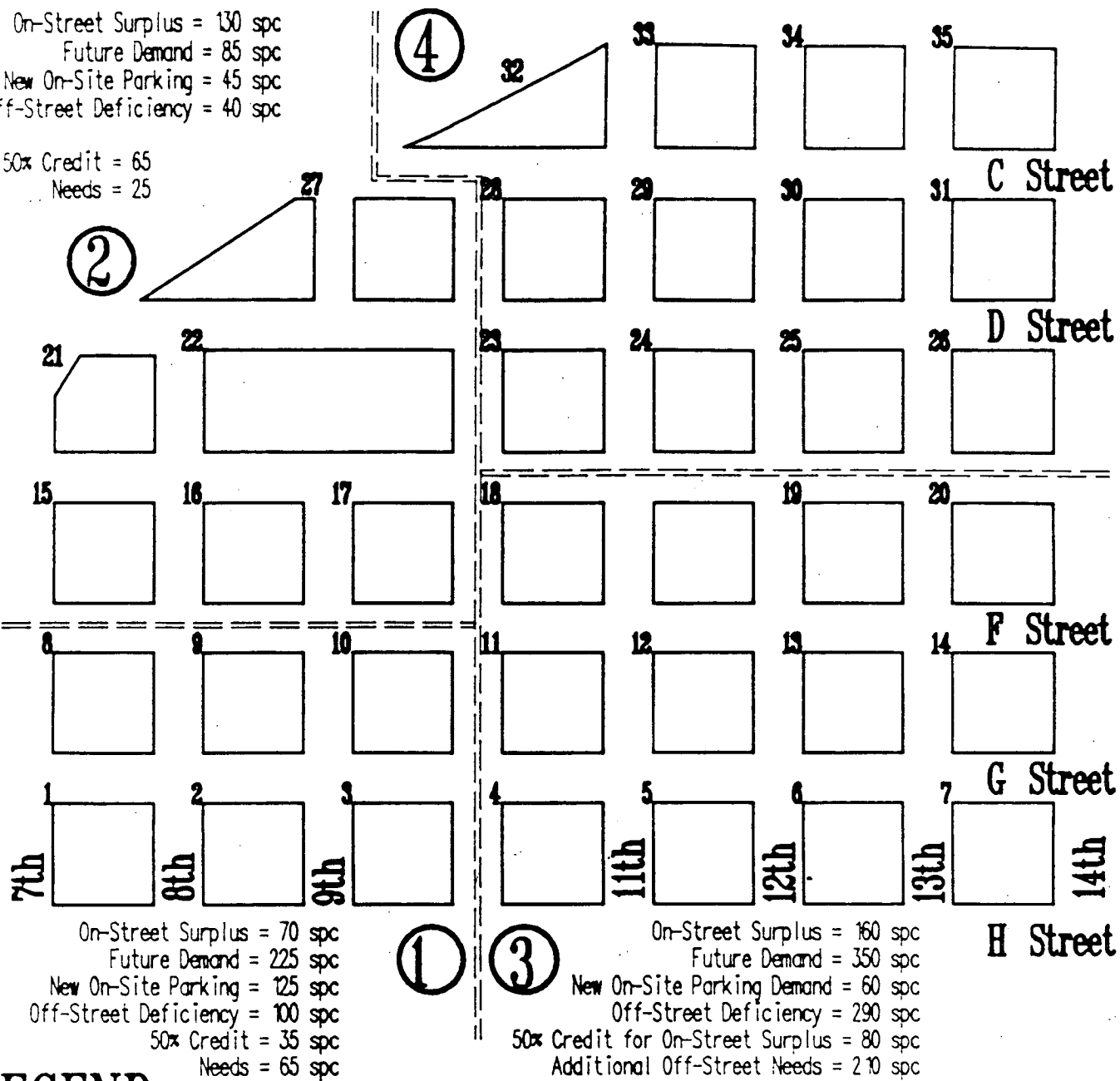
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On-Street Surplus = 230 spc
 Future Demand = 170 spc
 Off-Street Deficiency = 170 spc

50% Credit = 115
 Needs = 55

On-Street Surplus = 130 spc
 Future Demand = 85 spc
 New On-Site Parking = 45 spc
 Off-Street Deficiency = 40 spc

50% Credit = 65
 Needs = 25



On-Street Surplus = 70 spc
 Future Demand = 225 spc
 New On-Site Parking = 125 spc
 Off-Street Deficiency = 100 spc
 50% Credit = 35 spc
 Needs = 65 spc

On-Street Surplus = 160 spc
 Future Demand = 350 spc
 New On-Site Parking Demand = 60 spc
 Off-Street Deficiency = 290 spc
 50% Credit for On-Street Surplus = 80 spc
 Additional Off-Street Needs = 210 spc

LEGEND:

----- Boundary of the 4 future parking areas

On-Street Surplus Parking = 590 spc
 Future Demand = 830 spc
 New On-Site Parking = 230 spc
 Off Street Deficiency = 600 spc
 Credit For On-Street Surplus (50% of 590) = 295 spc
 Additional Off-Street Parking Needed = 305 spc

ALKALI FLAT PARKING STUDY

FUTURE PARKING DEMAND AND DEFICIENCY
 SUMMARY FOR ON STREET PARKING

PREPARED BY
JKM

Figure 2

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