



CITY OF SACRAMENTO

24

Suppl. Planning Com.

CITY PLANNING DEPARTMENT
927 TENTH STREET
SUITE 300
SACRAMENTO, CA 95814
TELEPHONE (916) 449-5604

MARTY VAN DUYN
PLANNING DIRECTOR

October 21, 1981

APPROVED
BY THE CITY COUNCIL

OCT 27 1981

OFFICE OF THE
CITY CLERK

*intent to grant
based on T.F.F.
Dec 11-10-81 and
Cont to 11-10-81*

City Council
Sacramento, California

Honorable Members in Session:

- SUBJECT:
1. Environmental Determination;
 2. Appeal of the City Planning Commission's denial of a Variance to allow substandard parking stalls in conjunction with a proposed office condominium;
 3. Tentative Map to establish a condominium parcel (P-9508)

SUMMARY

This is a request for entitlements necessary to develop a 38,000 square foot office condominium complex with valet parking service on a .4+ vacant acre site. The staff and Planning Commission recommend approval of the Tentative Map subject to a condition. The Commission also denied the Variance request to allow valet parking, and the applicant subsequently appealed the commission's action to the City Council.

BACKGROUND INFORMATION

The subject site is a 120-foot by 160-foot lot located in the C-2 General Commercial Zone. The proposed office building use is compatible with the surrounding land uses and is consistent with the Central City Plan. There was no objection to the proposed office use and, therefore, no objection to the Tentative Map.

In reference to the Variance request, the applicant is proposing to utilize a valet parking system on the first floor of the complex. The site plan indicates 35 parking stalls on the west side of the building in two deep bays, five spaces on the east side in two and three deep bays, and nine spaces in the center aisle. Access into the garage is from 12th Street via a 20-foot wide alley. The Zoning Ordinance specifically prohibits a valet parking arrangement, and the applicant is requesting a waiver of the provision.

Walter Slipe
Slipe
 Staff has a concern with the proposed valet parking arrangement because of the access point off the alley. The alley has a limited width and if vehicles are waiting to be parked, they would block the alley circulation. Also, at times, attendants temporarily park cars on sidewalks and alleys as they maneuver cars around. This could create additional circulation problems along the alley. In addition, during peak periods cars waiting to be parked could stack up and create a bottleneck on 12th Street.

Section 14 of the Zoning Ordinance requires that certain findings be made before a Variance request can be granted. One of the four findings pertains to "no special privilege" in that a variance cannot be a special privilege extended to one individual property owner. Given the fact that the site is vacant, the site is capable of being developed with a parking arrangement that is in compliance with the City's parking regulations. The staff and Planning Commission feel that there are no special circumstances related to the site and that no particular hardship exists.

The project resulted in a split vote by the Commission. Several Commissioners felt that the valet arrangement was workable and that it would not create any circulation problems.

The staff suggests that if the Council determines that valet or attendant parking is a workable alternative in certain situations, then the Zoning Ordinance should be amended to allow this type of parking.

VOTE OF COMMISSION

On September 24, 1981, the Planning Commission, by a vote of five ayes, three noes, one absent, recommended approval of the Tentative Map and denied the Variance request.

RECOMMENDATION

The staff and Planning Commission recommend the following actions:

1. Ratification of the Negative Declaration;
2. Denial of the appeal request which in effect means denial of the Variance based on the attached Findings of Fact; and
3. Approving a Resolution adopting Findings of Fact, approving the Tentative Map with conditions.

Respectfully submitted,

Walter Slipe
 Walter J. Slipe
 Planning Director

FOR CITY COUNCIL INFORMATION
 WALTER J. SLIPE
 CITY MANAGER

MVD:HY:jm
 Attachments
 P-9508

October 27, 1981
 District No. 1

Appeal of Mark S. Disbrow vs.)
City of Sacramento Planning)
Commission's denial of a)
Variance to allow valet)
parking in conjunction with a)
38,000 square foot office)
building in the C-2 Zone,)
located at the northeast cor-)
ner of 12th and H Streets)
P-9508)

NOTICE OF DECISION
AND
FINDINGS OF FACT

At its regular meeting of October 27, 1981, the City Council heard and considered evidence in the above entitled matter. Based on oral and documentary evidence at said hearing, the Council denied the appeal based on the following findings:

1. The granting of a Variance would be a special privilege extended to the applicant in that the site is a vacant 120-foot by 160-foot lot capable of being developed with a standard parking arrangement as required by the Zoning Ordinance.
2. The proposed development would be injurious to the public welfare and surrounding properties in that the project, as proposed, would create congestion and stacking of cars in the alley and possibly on 12th Street.

MAYOR

ATTEST:

CITY CLERK

P-9508

RESOLUTION No.

Adopted by The Sacramento City Council on date of

OCTOBER 27, 1981

A RESOLUTION ADOPTING FINDINGS OF FACT, APPROVING
A REQUEST FOR TENTATIVE MAP FOR EXECUTIVE PLACE
(APN: 002-162-15, 16) (P-9508)

WHEREAS, the Planning Commission has submitted to the City Council its report and recommendations concerning the request for a Tentative Map for Executive Place, located at the northeast corner of 12th and H Streets (hereinafter referred to as the proposed subdivision),.

WHEREAS, the Council of the City of Sacramento, based on testimony submitted at public hearing(s) conducted on October 27, 1981, hereby finds and determines as follows:

- A. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and the Central City Community Plan in that both plans designate the subject site for commercial uses. Also, any required improvements are to be designed and constructed within the provisions of the Subdivision Regulations which, by Section 40.102 of said regulations, is designated as a Specific Plan of the City of Sacramento.
- B. The site is physically suitable for the type and proposed density of development in that the subject site is flat, with no significant erosional, soil expansion, or other similar problems.
- C. The design of the subdivision or proposed improvements are not likely to cause substantial environmental damage, and will not substantially and avoidably injure fish or wildlife or their habitat. The proposed project has been reviewed and assessed by the Environmental Coordinator, who has filed a Negative Declaration with the City Clerk. By virtue of the Negative Declaration, the proposed project will not cause individual or cumulative adverse effects on the natural and social-physical environment nor substantially and avoidably injure fish, wildlife, or their habitat.
- D. The design of the subdivision or the type of improvements are not likely to cause serious public health problems in that community water and sewer systems exist at the site. The site is not within an established floodplain or over a known seismic fault.

- E. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public for access through, or use of, the property within the proposed subdivision, in that there are no access easements for use by the public at large on the subject site.
- F. The discharge of waste from the proposed subdivision into the community sewer system servicing the proposed subdivision will not result in or add to a violation of the waste discharge requirements applicable to said sewer system which were prescribed by the California Regional Water Quality Control Board, Central Valley Region, in that the existing City of Sacramento treatment plants have a design capacity of 75 mgd and that actual treated discharge averages 56 mgd. The discharge from the proposed project will not create a condition exceeding the design capacity.
- G. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the proposed subdivision, taking into consideration the local climate, the contour and configuration of the parcel to be divided, and such other design and improvement requirements applicable to the proposed subdivision.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento as follows:

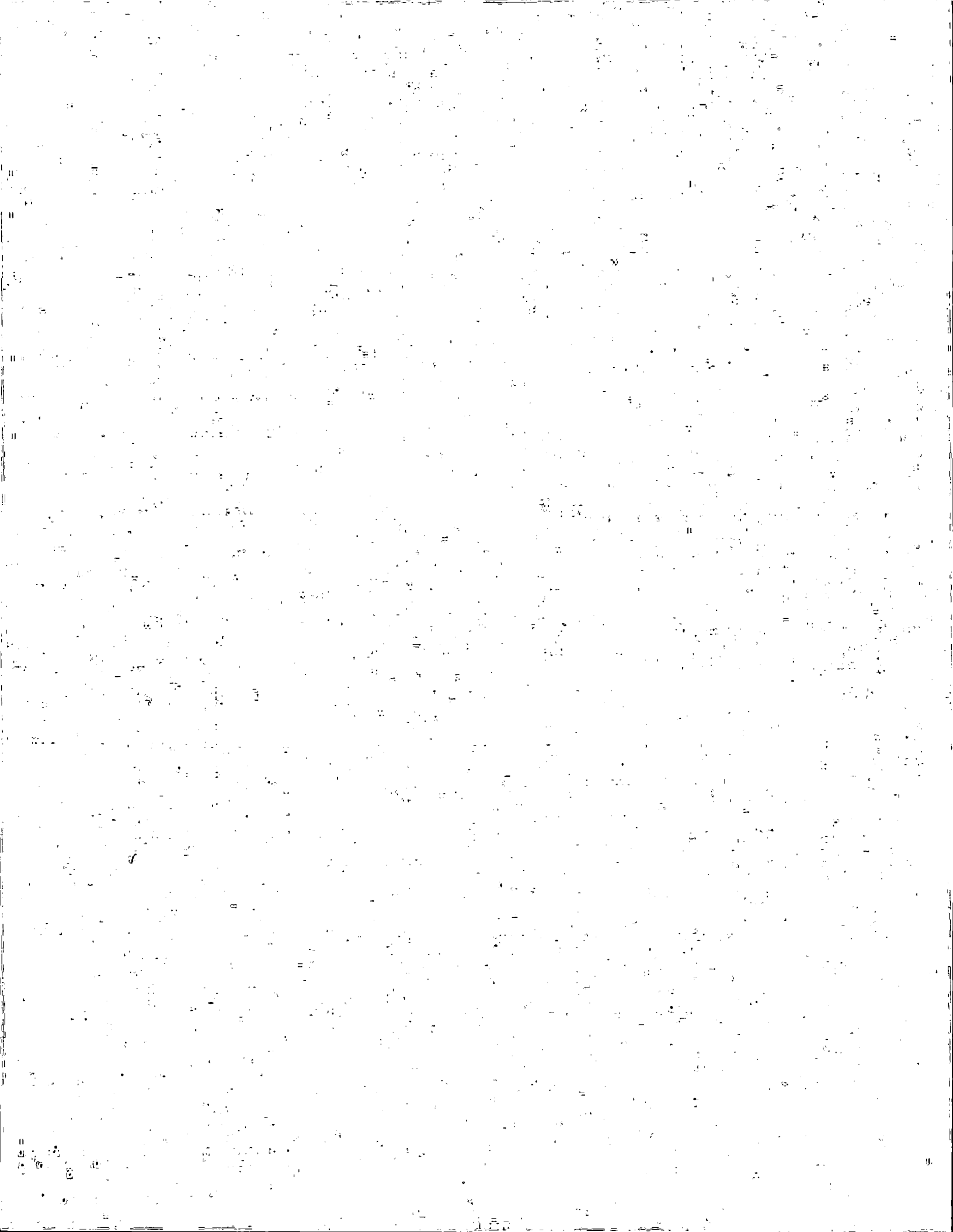
- A. The Negative Declaration be ratified;
- B. The Tentative Map be approved subject to the following condition:
Existing street trees shall be protected and watered during the construction process.

MAYOR

ATTEST:

CITY CLERK

P-9508



SACRAMENTO CITY PLANNING COMMISSION

DATE: September 24, 1981
 CASE NO. 902 FILE NO. 9508

- GENERAL PLAN AMENDMENT
- TENTATIVE MAP
- COMMUNITY PLAN AMENDMENT
- SUBDIVISION MODIFICATION
- REZONING
- EIR DETERMINATION
- SPECIAL PERMIT
- OTHER _____
- VARIANCE

Recommendation: Favorable Unfavorable Retention Correspondence
 LOCATION: NE corner of 12th & H Streets

PROPOSERS	
NAME	ADDRESS
<u>Mark Distrow - 1017 J Street, Sacramento</u>	
<u>Jim Blodgood (Traffic Engr.)</u>	

OPPOSERS	
NAME	ADDRESS

MOTION NO. _____

	YES	NO	MOTION	2ND
Advisory		<input checked="" type="checkbox"/>		
Public	<input checked="" type="checkbox"/>			
Good in		<input checked="" type="checkbox"/>		
Not today	<input checked="" type="checkbox"/>			
Refer	<input checked="" type="checkbox"/>			
Pass on	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Refer to	<input checked="" type="checkbox"/>			
Withdraw	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Submission		<input checked="" type="checkbox"/>		

- MOTION:
- TO APPROVE
 - TO DENY
 - TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
 - INTENT TO APPROVE SUBJ. TO COND. & BASED ON FINDINGS OF FACT DUE
 - TO RECOMMEND APPROVAL with a letter and a staff report & FORWARD TO CITY COUNCIL
 - TO EXECUTE NEGATIVE DECLARATION
 - TO CONTINUE TO _____ MEETING
 - OTHER _____

August 11, 1981

MALCOLM MCCONNELL
525 Morse Avenue
Sacramento, California

Dear Mr. McConnell,

Please draft the documentation regarding the parking at Executive Place.

Listed below are the items we feel are necessary:

1. The attendant must be there Monday through Friday from 8:00 A.M. to 6:00 P.M.
2. The rate per stall will be \$65/month minimum/allocated area.
3. The front 18 stalls will be designated for visitors.
4. Valet parking can not be eliminated under any circumstances.

As usual, we need this as soon as possible. Please call me if you should have any questions.

Sincerely,

DAVID BUTLER COMPANY



Mark Disbrow
Development Coordinator

MD/16

- 9 -



City Planning Commission
Sacramento, California

Members in Session:

SUBJECT: Tentative Map and Variance to develop an office condominium with valet parking. (P-9508)

LOCATION: Northeast corner of 12th and H Streets

On September 10, 1981 the Commission considered the subject project and continued the matter to the September 24, 1981 hearing. The Commission requested that the City Traffic Engineering Department provide additional information pertaining to the proposed valet parking concept and possible problems of traffic congestion and circulation in the area.

The City Traffic Engineering has reviewed the traffic consultant's report and concurs with the statistics and the evaluation of the project, and therefore believes the proposed project would not substantially impact the traffic circulation. Staff from the Traffic Engineering Department will be present at the hearing.

On September 16, 1981 the Architectural Review Board approved the project subject to the following conditions:

1. Change in the textured brick layout at the east wall elevation to match 12th and H Street horizontal bands.
2. Change in alley elevation so that decorative brick courses will match spandrels and parapet brick courses of 12th and H Street elevations.
3. The center spacing of the new existing trees to be 30 feet on center. Trees to be Sawleaf Zelkova.

As indicated in the attached original staff report, staff cannot support this type of parking operation because there are no special circumstances related to the site and that no particular hardship exists. Staff therefore recommends denial of the project based on findings of fact in the original staff report.

Respectfully submitted,


Wilfred Weitman
Senior Planner

WW:bw
Attachment

P-9508

September 24, 1981

Item No. 9

CITY PLANNING COMMISSION

915 "I" STREET SACRAMENTO, CALIFORNIA 95814

APPLICANT: David Butler, 1717 "I" Street, Sacramento, CA 95814
OWNER: David Butler/Jim L. Graver, 1717 "I" Street, Sacramento, CA 95814
PLANS BY: Frandsen-Nolten & Associates, 1420 Fulton Avenue, #4, Sacramento, CA 95825
FILING DATE: 8/7/81 60 DAY CPC ACTION DATE REPORT BY: CM:lv
NEGATIVE DEC: 8/31/81 EIR ASSESSOR'S PCL. NO. 002-162-15, 16

- APPLICATION:**
1. Environmental Determination
 2. Tentative Map to divide .4+ vacant acre lot in order to develop a 12-unit, 38,163 square foot office condominium project with 95 parking spaces in the C-2, General Commercial zone.
 3. Variance to waive standard parking requirements for lot design, layout and maneuvering area in order to provide tandem and three-deep parking and parking located within backout maneuvering area. Parking to be handled by valet parking.

LOCATION: Northeast corner of 12th and H Streets

PROPOSAL: The applicant is requesting the necessary entitlements to substitute valet parking service in lieu of a standard parking arrangement to meet the parking requirement of a 12-unit, 38,000+ office condominium project.

PROJECT INFORMATION:

1974 General Plan Designation:	Office Commercial
1980 Central City Community Plan Designation:	General Commercial
Existing Zoning of Site:	C-2
Existing Land Use of Site:	Vacant (existing buildings removed)

Surrounding Land Use and Zoning:

North:	Offices/commercial; C-2
South:	Offices; C-2
East:	Commercial; C-2
West:	Commercial; C-2

Parking Required:	95 spaces	Parking Provided:	95 spaces
Parking Ratio:			1:400 sq. ft.
Property Dimensions:			120' x 160'
Property Area:			19,200 sq. ft/.44 acre
Square Footage of Building:			38,163 sq. ft.
Height of Building:			44 feet; three-story
Street Improvements:			Existing
Utilities:			Available to site
Exterior Building Materials:			Red brick & Solar grey glass

BACKGROUND INFORMATION: The applicant is proposing to develop a three-story, 12-unit office condominium project on a 120' x 160' lot located on the northeast corner of 12th and H Streets. The subject site is zoned C-2, general commercial.

APPLIC. NO. P-9508

MEETING DATE: September 10, 1981
September 24, 1981

CPC ITEM NO. 14

The second and third floors of the building are proposed to be divided into 12 office condominium units totaling 38,163 gross square feet. The parking requirement for a building this size requires a total of 95 spaces based on a ratio of one space per 400 square feet. On-site parking will occupy the entire ground floor level of the subject structure.

In order to accommodate the necessary parking spaces, the applicant is proposing a valet parking operation rather than conventional self-park operation. The site plan indicates 35 parking spaces on the west side of the building in two deep bays, 51 spaces on the east side of the building in a combination of two and three deep bays and nine spaces in the center aisle (refer to Exhibit "A" (1)).

The applicant is requesting a variance to waive the Zoning Ordinance prohibition of attendant parking and to allow the proposed parking arrangement. The applicant's request to institute valet parking operation in conjunction with an office development is the first such application of this type received by the City. There are a number of attendant parking facilities in the Central City; however, these are usually private parking operations serving the general public and not required parking related to a specific office development.

According to the City Traffic Engineer's office, most of the private attendant parking operations were established many years ago and prior to the current requirement of a parking facility's permit. Private attendant parking facilities have not been approved since the initiation of the permit requirement approximately 15 years ago.

STAFF EVALUATION: Staff has the following comments and concerns regarding this proposal:

1. The applicant considers a valet parking operation a feasible alternative to standard self-park operation in this type of project based on differing commute characteristics of users of office condominiums compared to users in a lease office arrangement, particularly an office occupied by one major tenant. The applicant contends that buyers of a small office condominium unit are usually professionals such as attorneys and accountants, etc., who have flexible working schedules. Due to the mix of owners with flexible work hours the applicant feels that the peak arrival period is not as critical as in traditional office developments, thereby making valet service a feasible alternative. The applicant has consulted with a private traffic engineer regarding the subject proposal, and a copy of his analysis concerning the traffic impacts is attached for Commission review (see Exhibit B).
2. The City Traffic Engineer's office has reviewed the applicant's proposal and has concerns regarding the site plan as proposed. Twelveth Street is a major in-bound street into the Central Business District. The close proximity of the garage entrance to 12th Street may cause cars to back up onto 12th Street as they wait for attendant parking.

The Traffic Department notes that there is room in the alley for only two car lengths between the garage entrance and the 12th Street sidewalk. The Traffic Department indicated that the problem generally associated with attendant parking is congestion and stacking of cars on city streets and alleys as they que up to enter a facility; and in some instances, attendants temporarily parking cars on sidewalks and alleys as they maneuver cars around. If the applicant can show that these problems would not occur, the Traffic Department indicated that they can then support a valet parking arrangement in this particular instance.

3. Section 14 of the Zoning Ordinance establishes certain ground rules which govern consideration of any variance request. In order for the Commission to grant a variance, the applicant must meet or satisfy four basic requirements. One of the four requirements pertains to "no special privilege," in that a variance cannot be a special privilege extended to one individual property owner. Given the fact that the subject site is vacant, the site is capable of being developed with a parking arrangement that is in compliance with the City's parking regulations.

Furthermore, Section 6-C-6 of the Zoning Ordinance specifically states that "attendant parking does not meet minimum code requirements" of the City's parking regulations.

Staff, therefore, feels that since there are no special circumstances related to the site, and that no particular hardship exists, that it cannot support approval of the variance.

4. Staff suggests that if the Commission determines that valet or attendant parking is a workable alternative in certain situations, then it should amend the Zoning Ordinance to permit consideration of such proposals. At the present time, the Ordinance specifically prohibits this particular type of parking operation.

STAFF RECOMMENDATION: Staff recommends the following action:

1. Ratification of the negative declaration;
2. Approval of the tentative map based on Exhibit C subject to redesigning the parking facility to comply with the Zoning Ordinance and subject to the following condition:

Condition of Approval - Tentative Map

Existing street trees shall be protected and watered during the construction process.

3. Denial of the variance to waive standard parking requirements based on the findings of fact which follow:

Findings of Fact - Denial of Variance

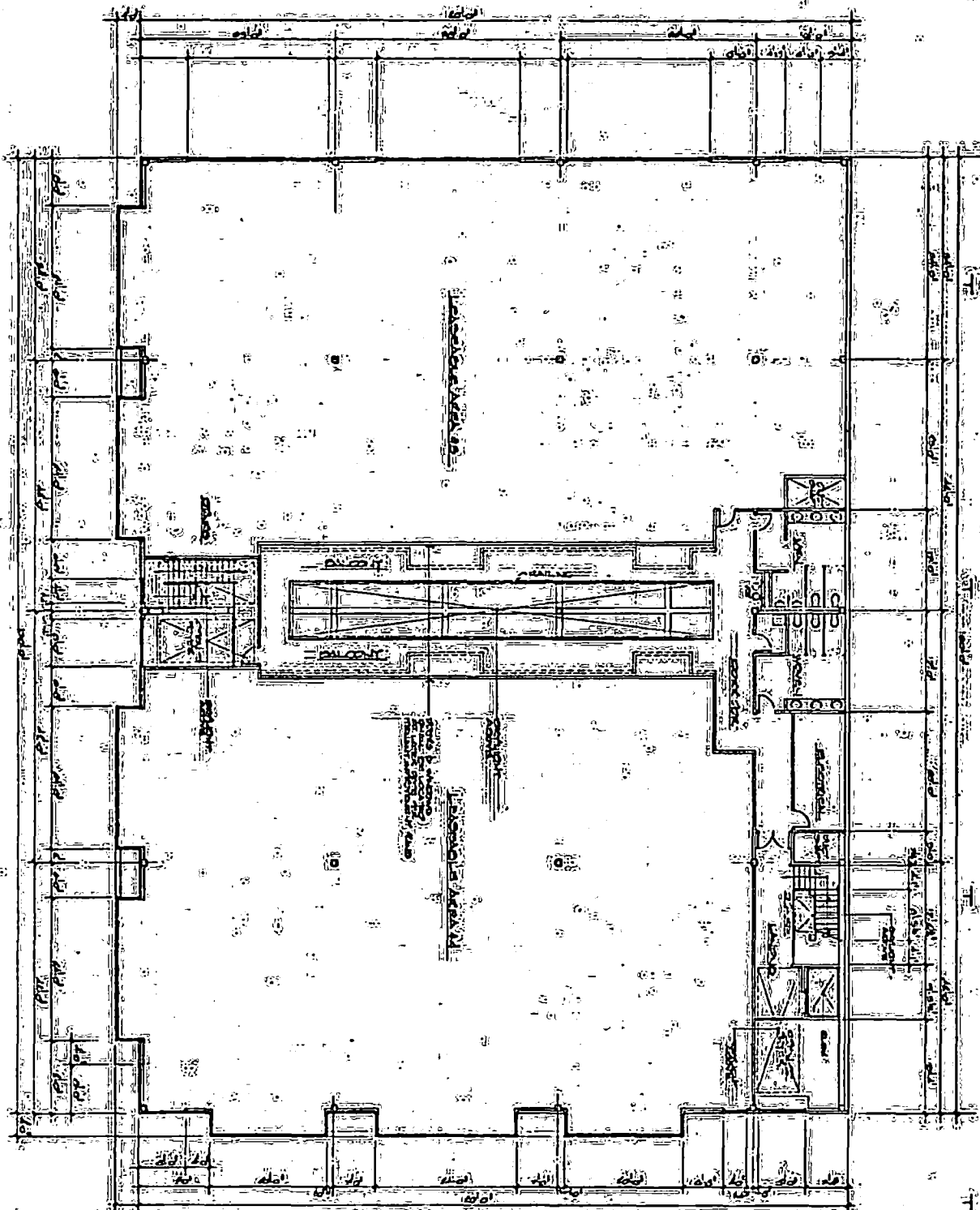
- a. The request is a special privilege extended to the applicant in that the site is a vacant 120' x 160' lot capable of being developed with a standard parking arrangement in conjunction with the office development.
- b. The development is injurious to the public welfare and surrounding properties in that the project, as proposed, would create congestion and stacking of cars in the alley and on 12th Street.

P-9508

September 10, 1981
September 24, 1981

Item No. 11
9

THIRD FLOOR PLAN



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Preliminary
Not For
Construction

A-3

Executive Office Building
1804 & B Street, Sacramento, Ca.
DAVID BUTLER CO.

Frandsen-Nolten & assoc.
1420 FULTON AVE. SUITE FOUR
SACRAMENTO, CA 95825
488-0177

REGISTERED
ARCHITECT
CALIFORNIA
BUILDING
DIVISION

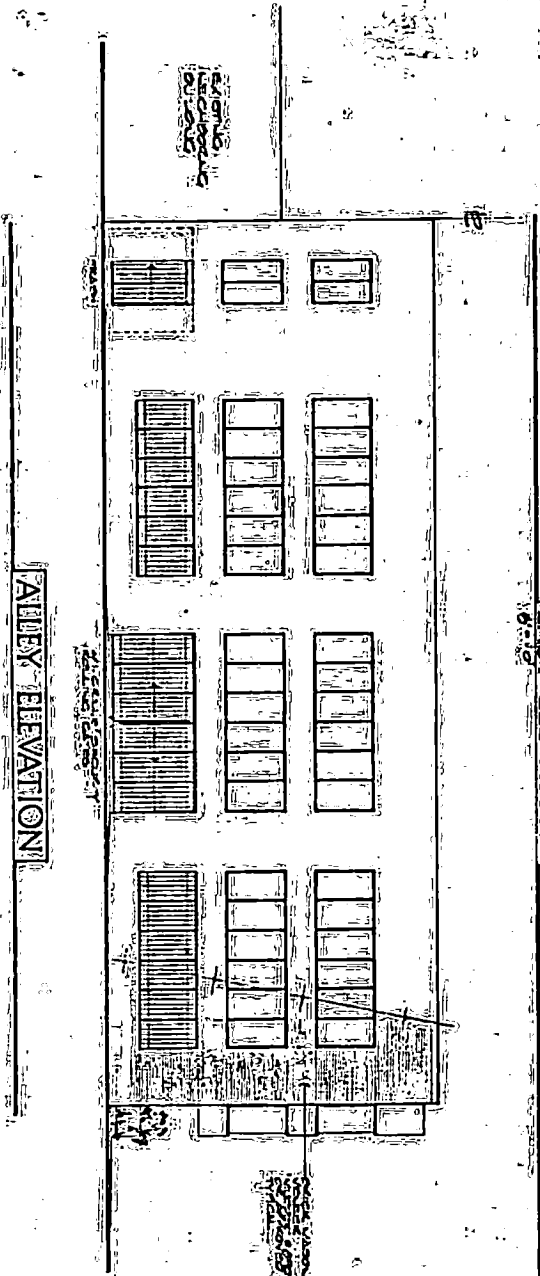
P-9508

9-10-A1

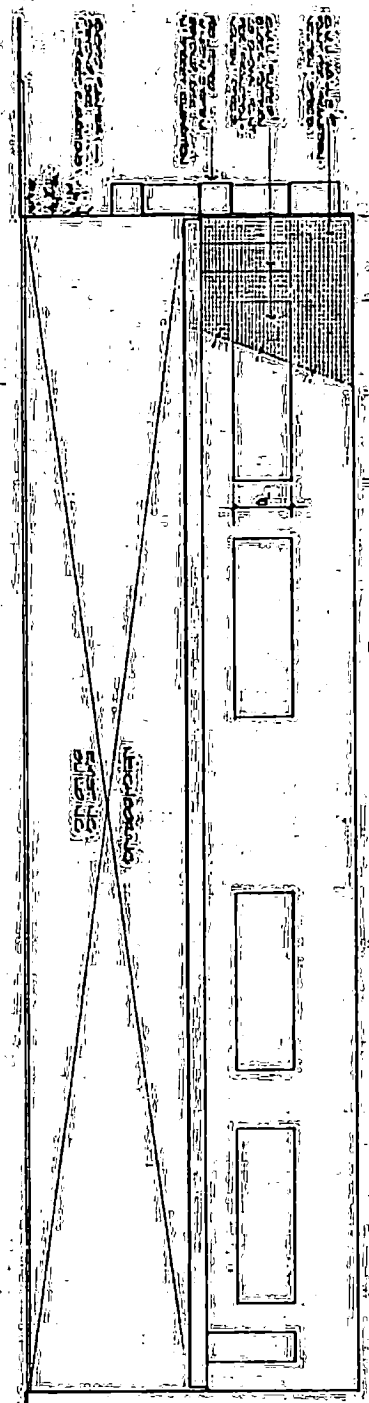
9-24-81

-18-

No. H
EXHIBIT "A" (3)



ALLEY ELEVATION



EAST ELEVATION

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AS
1/25/81

Executive Office Building
 1218 & 1/2 STREET, SACRAMENTO, CA
 95803 DAVIS BUTLER CO.

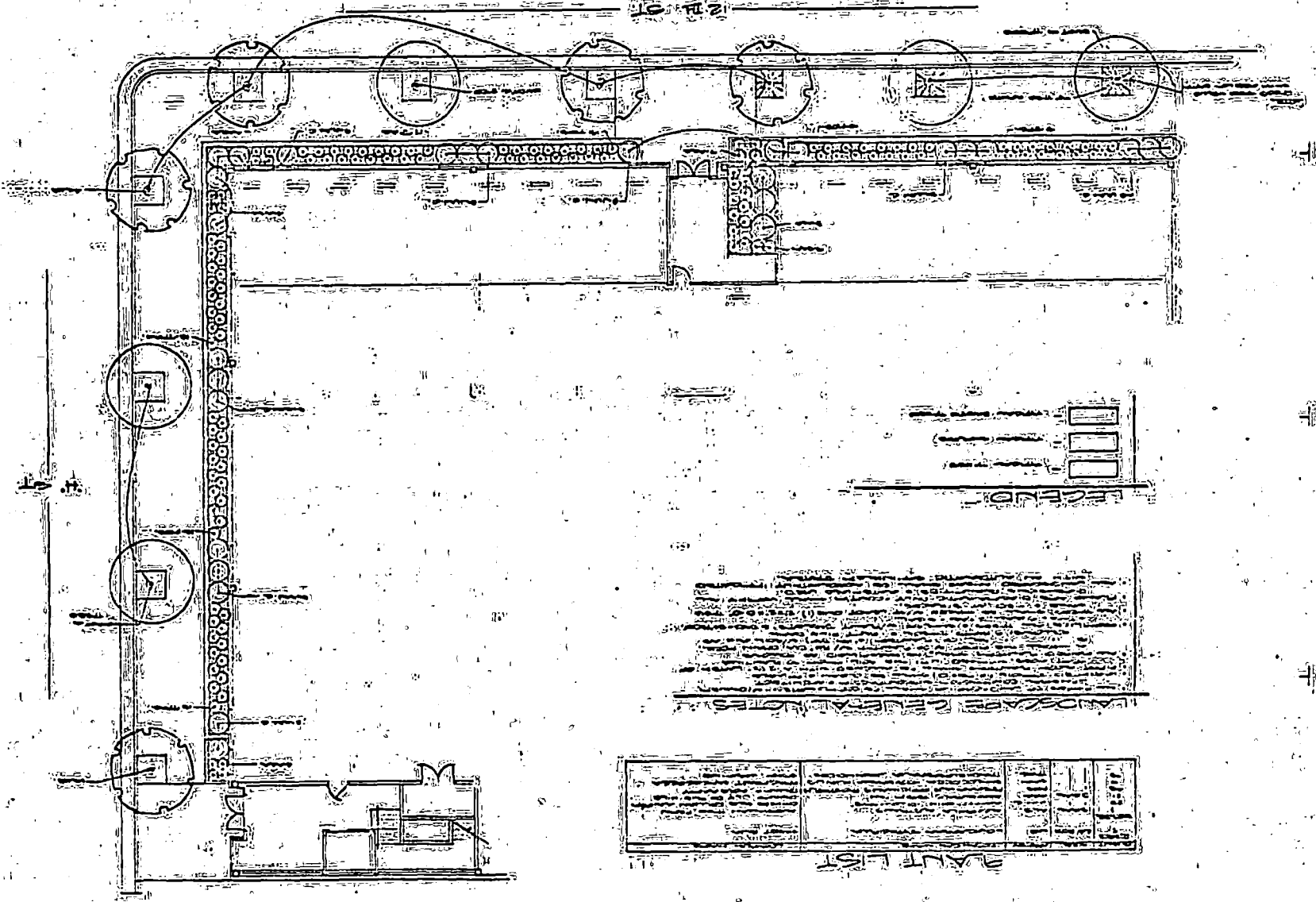
Frandsen * Rolten & assoc.
 1420 FULTON AVE. SUITE FOUR
 SACRAMENTO, CA 95825 488-0177

Preliminary
 Not For
 Construction

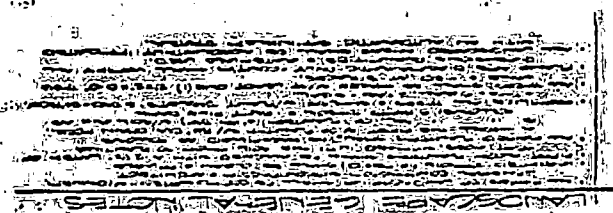
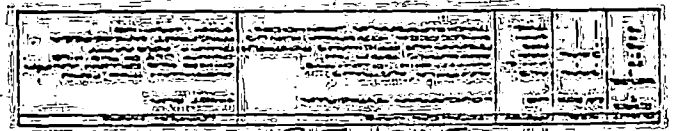
ENVIRONMENTAL
 PLANNING
 ENGINEERING
 BUILDING
 DESIGN

9
 NORTH
 EWING (A) (S)

PRELIMINARY LANDSCAPE PLAN



LEGEND



-21-

EXECUTIVE PLACE
10001 WILSON AVENUE
SAN FRANCISCO, CALIF. 94143

Krandsen Dolten & Assoc.
ASSOCIATION AVE. SUITE 1000
SACRAMENTO, CALIF. 95833
(916) 441-1177

PREPARED BY
K. KRANDSEN
D. DOLTEN
DATE: 1/15/77

No. 21-1
(15)

Howard

D. JACKSON FAUSTMAN, INC.
CONSULTING TRAFFIC ENGINEER
2415 L STREET
SACRAMENTO, CALIFORNIA 95816

AREA CODE 916
444-7471
444-8218

D. JACKSON FAUSTMAN, D. ENG.
REGISTERED C.E. 0106, M.E. 117, T.E. 43
JOSEPH R. HOLLAND, B.S., E.E.
REGISTERED T.E. 007

Sept 1, 1981

David Butler Company
1717 I Street
Sacramento, CA 95814

Attn: Mr. Mark Disbrow
Development Coordinator

Gentlemen:

Pursuant to your request we have reviewed the parking site plan for your proposed office building development at 12th and H Streets in the City of Sacramento. Particular attention was given to the layout and proposed valet operation of the parking area which is to be located on the ground floor of the building. Access is to be from the alley off of 12th and 13th Streets.

A total of 95 parking spaces are shown on the site plan: 34 spaces on the west side of the building in 2-deep bays; 52 spaces on the east side of the building in 3-deep bays; and 9 spaces in the center aisle. The proposed operation of these parking spaces is to be valet, rather than the conventional self-park operation. This is clearly reflected by the layout of the spaces, which could not function in a self-park mode.

For valet operation, the most critical time period for design purposes will be the peak arrival period. If the facility can temporarily park or store all of the vehicles arriving during this peak period without allowing vehicles to backup onto adjacent streets (in this case 12th Street), then the design is adequate. This peak period will be approximately 10-15 minutes in duration and will occur within the peak hour for morning arrivals.

A 95-space parking facility serving office uses with mixed tenants can be expected to have approximately 60 vehicles arriving during the morning peak hour. There is less than a 5 percent chance that the number of arrivals during the peak 10 to 15 minute period during the peak hour will exceed 17-24 vehicles on any given day of the year. Therefore, if the number of vehicles which can be parked during this peak period plus the number of vehicles which can be readily stored within the facility equals or exceeds this number of arrivals during the period, then satisfactory operation can be expected.

EXHIBIT "B"

22 -

P-9508

9-10-81 9-24-81

No. 11

The dimensions of the parking facility are approximately 120 ft by 160 ft, which represents a relatively small parking area. Within such an area with adequate staffing, the rate at which cars can be parked by valets can be expected to be quite rapid. An average parking rate of 1 car every 90 seconds will be assumed during the peak period. This is believed to be a conservatively slow rate and allows for effects of the confusion which might exist during the peak period. At this rate approximately 10 vehicles can be parked during a fifteen minute time period.

The center aisle of the parking area can be used temporarily to store three rows of vehicles of approximately 150 feet in overall length. This is enough room to hold approximately 20 vehicles, assuming an overall length of 22 feet per vehicle.

Therefore, during the peak 15-minute arrival period approximately 30 vehicles can be accommodated within the facility without any backup into the alley or into 12th Street. This exceeds by a good margin the number of arrivals which are expected at the 95 percent confidence level. This indicates that with adequate staffing the facility should operate satisfactorily during the peak arrival period without adversely affecting traffic flow in the alley or on 12th Street.

The attached letter from Metropolitan Parking Corporation substantiates the above findings from the point of view of the operator of such facilities. The letter indicates that no backups are foreseen which would affect 12th Street traffic flow and that the parking layout proposed can easily accommodate the 95 spaces indicated on the plan without blocking elevator access needed for loading operations in the alley. These opinions are based upon a review of the site plan for this project and the operator's actual experience in operating similar valet parking lots.

We, therefore, are of the opinion that the proposed 95-space valet parking lot will function satisfactorily to provide an efficient parking area for tenants and patrons without causing adverse affects on traffic flow in the alley or on 12th Street.

I will be pleased to discuss these findings with yourself and interested parties upon request.

Very truly yours,

Joseph R. Holland
Joseph R. Holland
Traffic Engineer 687

JRH:cr

-23-

EXHIBIT "B"



CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK

915 I STREET

CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814

TELEPHONE (916) 448-5426

LORRAINE MAGANA
CITY CLERK

October 30, 1981

David Butler/Jim L. Graver
1717 "I" Street
Sacramento, CA 95814

Gentlemen:

On October 27, 1981, the Sacramento City Council took the following actions for requests for property located at the northeast corner of 12th and "H" Streets (P-9508):

- A. Adopted by motion its intent to grant an appeal of the Planning Commission's denial of a variance to waive standard parking requirements for lot design, layout, and maneuvering area, based on Findings of Fact due November 10, 1981.
- B. Continued the Public Hearing on request for a Tentative Map to the regular City Council meeting of November 10, 1981.

Sincerely,

Anne Mason
Assistant City Clerk

MM/AM/mm/24

cc: Planning Department

