

CITY PLANNING COMMISSION
SACRAMENTO, CALIFORNIA
MEMBERS IN SESSION:

ITEM # _____
APRIL 26, 2001
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P00-115 - Meridian Plaza

- REQUEST:
- A. Environmental Determination: EIR
 - B. Mitigation Monitoring Plan
 - C. Lot Line Merger to merge two lots and a portion of the abandoned street into one lot totaling 0.9 acres in the Central Business District SPD (C-3 SPD) zone.
 - D. Lot Line Merger to merge three lots into one lot totaling 0.58 acres in the Central Business District SPD (C-3 SPD) zone.
 - E. Special Permit for a major office building totaling 243,689± square feet with off-site parking on 1.34 acres in the Central Business District Special Planning District (C-3 SPD) zone.
 - F. Special Permit to construct a 400 space stand alone parking structure on 0.44 acres in the Central Business District SPD (C-3 SPD) zone.
 - G. Variance to increase compact spaces from 40% to 48% for a subterranean parking facility.

LOCATION: 1415 L ST; & 1500 K St
APN: 006-0116-009, 012; 006-0122-012; 006-0116-003-005
Central City Community Plan/Central Business District
Council District 1

APPLICANT:	Allen Development Sacramento, A. Giannoni, 561-4500 2300 River Plaza Drive, Sacramento, CA 95833
OWNER:	ADS Meridian Partners, LLC 2300 River Plaza Drive, Sacramento, CA 95833
PLANS BY:	Hornberger & Worstell Architects & Planning 170 Maiden Lane, San Francisco, CA 94108
APPLICATION FILED:	August 16, 2000
STAFF CONTACT:	Jeanne Corcoran, (916) 264-5317

SUMMARY: The applicant proposes to construct a 12-story, 243,689 square foot office building and a seven level, 400 space parking garage. The office project will be developed at the northeast corner of 14th & L streets and the parking garage will be developed at the

southeast corner of 15th & K Streets. The parking garage to be constructed will accommodate required parking for the office project (185 spaces) and additional parking spaces that on an interim basis will alleviate Convention Center parking demand and on a long term basis provide required parking for a hotel which is to be developed to the south of the parking garage. A lot line merger is being requested for a third site, the future Phase 2 Meridian Plaza, at the southwest corner of 15th & K. All three sites are zoned Central Business District Special Planning District (C-3 SPD). The basic issues of the project are the amount of parking being constructed with the development and the use of the excess parking and the abandonment of 14th Street in connection with the staging of trucks for the convention center.

RECOMMENDATION: Staff recommends approval of the project, subject to conditions in the attached Notice of Decision. This recommendation is based on the consistency of the project with the General Plan and Central City Community Plan goals to enhance the downtown's role as regional office center and to make the Central City a viable living, working, shopping and cultural environment with a full range of day and night activities.

PROJECT INFORMATION:

General Plan Designation:	Community Neighborhood Commercial and Office
Central City Community Plan Designation:	Multi Use
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	C-3 SPD

Surrounding Land Use and Zoning:

	Office Use:	Parking Garage:
North:	Office; C-3 SPD	Office; C-3 SPD
South:	Capitol Park; R-5	Church; C-3 SPD
East:	Restaurant & Retail; C-3 SPD	Office; C-3 SPD
West:	Convention Center Theater; C-3 SPD	Vacant, Off, Comm; C-3 SPD

Setbacks: Required Provided

Office

Front (14 th St):	0'	30'
Side(L St):	15'	9'
Side(Int):	0'	2'
Rear:	0'	20'

* Arcades, plazas, or building base may extend up to 6 feet in setback area but cannot exceed 30 feet in height.

Parking Garage

Front:	0'	0'
Side(St):	0'	0'
Side(Int):	0'	0'
Rear:	0'	0'

Property Dimensions:	
Office Site:	200' X 160'
Parking Lot Site:	120' X 160'
Property Area:	
Office Site:	0.82+ net acres
Parking Lot Site:	0.44+ net acres
Square Footage of Building:	
Office Site:	243,689 square feet
Parking Garage:	7 levels, 400 spaces
Height of Building:	
Office:	150 feet, 12 stories
Parking Garage:	57 feet, 7 levels
Exterior Building Materials:	Pre-cast concrete wall panels; vision glazing & sandstone tile accents
Roof Material:	Single Ply Membrane
Hours of Operation:	8 am -5 pm, Typical office hours
Parking Provided:	373 spaces
Parking Required:	373 spaces (1:600 Min) 447 spaces (1:500 max)
Street Improvements:	Existing
Utilities:	Existing

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
*Design Review	Design Review Board
Transportation Management Plan	Public Works, Transportation Division
Certificate of Compliance	Public Works, Development Services
*Street Abandonment	Public Works, Development Services
Driveway Permit	Public Works, Development Services
Building Permit	Building Division

*Requires a public hearing.

BACKGROUND INFORMATION: Several previous applications have been filed on this property which have either not gone forward or not constructed. In 1990 an application (P90-266) was filed for a temporary parking lot, no action was taken on the proposal. Again in 1990 an application (P90-321) was submitted for a major project consisting of a 19 story, 256 foot high, 183,340 sf office building. This project was requested to be placed on hold pending the outcome of the Capitol View Protection Ordinance which was proceeding through the process. Again, no action was taken on this proposal. In 1992, an application was filed for an Early Policy Review (ER92-006) for a major office project. No application was filed after the early policy review. Lastly, on September 17, 1997, the Zoning Administrator approved a special permit (Z97-088) to develop a non-required off-street parking lot for the use of 1414 K Street. The parking lot was never constructed.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

The project office/garage project site consist of 3 lots, 2 at the northeast corner of 14th & L Streets and one at the southeast corner of 15th & K Streets. A third site, the future Phase 2 site, consist of 3 lots proposed to be merged. The General Plan designates the sites as Community Neighborhood Commercial and Offices. The Central City Community Plan designates the sites as Multi-Use. The proposed project is consistent with the General Plan and Central City Community Plan land use designations.

The project is also consistent with the following General Plan and Central City Community goals and policies:

General Plan

"Maintain and enhance downtown's role as regional office , retail, and employment center, ... promoting visitor service and cultural /entertainment uses". (GP, 4-1)

"Ensure that the City of Sacramento captures a regional Central City's share of the regional office market". (GP, 4-15)

Provide . . . access to a transportation network.... Make a special effort to maximize alternatives to single occupant vehicle uses, such as public transit". (GP, 5-1)

"Consider air quality along with traffic flow efficiency when making decisions about transportation." (GP, 5-7)

" Increase the commute vehicle occupancy rate by 50%. Increase the capacity of the transportation system". (GP 5-18)

"Consider the use of pedestrian pathways that can support the efficient movement of people, new development, and adopted Central City Design Concepts". (GP5-20)

"Provide an adequate amount of parking to support continued downtown development prosperity, alternative modes of transportation, and the Central City Urban Design Plan". (GP 5-20)

"Provide additional parking as part of development projects and in free standing parking structures". (GP, 5-21)

"Promote a . . . heavily patronized light rail and transit system". (GP, 5-22)

Central City Community Plan

". . . to continue revitalization of the Sacramento Central City area as a viable living, working, shopping and cultural environment with a full range of day and night activities". (CCCP, p6)

" Provide adequate off-street parking ot meeth the needs of shoppers, visitors and residents." (CCCP, p 10)

"Restrain the projected increase in parking spaces needed for long-term employee parking by promoting public transit . . . and other alternatives to the single occupant car usage". (CCCP, p 10)

". . . urban design standards which provide open space, attractive landscaping and encourage creative design features which are sensitive to the urban forms, scales and patterns found in the Central City". (CCCP, p12)

B. Lot Line Merger

The office building site consists of two lots and a portion of 14th Street to be abandoned, which the applicant proposes to merge into one lot. The abandonment of the a portion of 14th Street is a separate action brought forward to the City Council by Public Works. The applicant proposes to abandon 24 feet of the eastern portion of the street to provide access to the underground parking. Convention Center staff have indicated that they would not oppose the street abandonment if accommodations can be made for loading or off loading of trucks for the Convention Center and the Convention Center Theater. The applicant has indicated in a meeting of March 28, 2001, that they are willing to work with the City to allow truck staging for the Convention Center on the vacant site proposed for Phase II at the southwest corner of 15th & K Streets, if truck staging becomes an issue. Therefore, staff supports the lot line merger, the project will be conditioned so that the abandonment will be recorded (concurrently) upon issuance of a building permit.

The applicant has also requested to merge the three lots at the southwest corner of 15th & K Streets, the future Phase 2 Meridian Plaza project site. The site consists of two 40' X 160' lots and one 80' X 160' lot which are to be merged into one 160' X 160' lot. The applicant initially requested to develop this lot as a surface parking lot until such time that the Phase 2 office building was constructed. Based on improvements, number of parking stalls that the site would yield and that the parking was not necessary to support the applicants current proposal, the applicant withdrew his request for a surface parking lot. While the applicant does not have specific plans for this property at this time, he anticipates the Phase 2 development and wishes to proceed with the lot merger. The applicant is willing to work with the city to permit truck staging for the Convention Center on this site with minimal improvements required. Any proposal for a parking lot on this site, will be subject to a special permit, unless the project is a city project in which the City has the discretion to exempt themselves from requirements. Staff supports both lot line mergers subject to conditions in the attached Notice of Decision.

C. Site Plan Design/Zoning Requirements

1. Height/Setbacks

Typically, the C-3 zone does not have height or setbacks requirements. However, the proposed office building and the parking lot are located in the area covered by the Capitol View Protection Ordinance, which specifies height and setback requirements. Under the Capitol View Protection Ordinance height limits and setbacks have been established on certain blocks surrounding the Capitol in order to provide visual protection to and from the Capitol building and Capitol Park.

The Capitol View Protection Ordinance, requires buildings on the half block north of L Street between 9th & 16th Streets not to exceed 150' in height and buildings on the half block, south of K Street between 12th & 16th Streets not to exceed 300 feet. The office building located on L Street is proposed at 150 feet in height, measured to the plate line. The parking structure at the southeast corner of 15th & K Streets is proposed at 65 feet in height. Therefore, these structures comply with the height requirements.

Additionally, the Capitol View Protection Ordinance requires setbacks along blocks adjacent to Capitol Park - 9th, L and the 15th Streets from the south of the k-L Street alley to north half of the Capitol Mall- N Street alley and along 11th Street between H and L Streets. The office building is the only portion of the project that has a required setback. The required setback along L Street is fifteen feet. Projects which have street level pedestrian features such as arcades, plazas or building bases designed into the building may encroach into this setback up to six feet provided that this feature does not exceed 30 feet in height. The building will be developed to provide various setbacks from the L Street and 14th Street property lines. Along L Street, a colonnade is proposed that will be setback 9 feet from the property line above 30 feet the building setback will increase to 15 feet consistent with setback requirements. At the corner of 14th & L Street the building is setback approximately 80' providing a plaza element oriented towards the corner of 14th & L Streets. As the building wraps around 14th Street (north of the plaza area) the building is brought out to 10 feet of the property line and then to five feet. A two foot setback is proposed on the north property line adjacent to the alley. Staff does note that the plans indicate door opening into the alley. These doors will be required to be recessed so that they don't open into the alley way or an encroachment permit from Public Works will need to be obtained. Lastly, a 20 foot setback is provide along the east (interior) property line.

The C-3 zoning does not require setbacks for the parking garage site at the southeast corner of 15th & K Streets. The parking garage is proposed to be located on the property lines. The applicant has not yet submitted final elevations for the parking garage, since they intend to work with the proposed hotel development to the south of the site to provide a more integrated design theme along 15th Street. Final approval of the elevations are required by Design Review Board. Staff would recommend some relief from the property line along K and 15th Street be provided to incorporate some landscaping and air space necessary for the street tree canopies. Overall the project is in compliance with the required height and setback requirements.

The plans do not indicate any trash enclosure on the site. Projects may provide trash receptacles within a building. However, should the trash receptacles be located outside, they shall comply with the trash enclosure development standards, reviewed and approved by the Design Review Board and shall not be located within the alley way.

2. Parking/Circulation

The proposed office project will be developed with two subterranean levels of parking, providing 188 parking spaces on site. A 400 space, 7 level parking garage

at the southeast corner of 15th & K Streets will be constructed as off-site parking to supplement the parking requirement of the office building. The total number of parking spaces being developed with this project is 590 spaces. The office development, per the Zoning Ordinance requires a minimum of 373 parking spaces (1:600) and a maximum of 447 parking spaces (1:500). The parking garage is proposed to serve the needs of this office project and parking for a future hotel to be located south of the parking garage site at the northeast corner of 15th & L Streets.

The City of Sacramento Parking Division has identified a shortage of parking in this area for both long term and short term parking. Furthermore, Parking Division has stated that the "Meridian Plaza site is at a location where parking can easily be sold in both commute and non-commute hours. During commuter hours, (Monday-Friday 7:00 am to 5:00 pm) both long and short term parking is inadequate in that area and the State East End project that is under construction is likely to exacerbate this shortage. Due to its close proximity to the Convention Center and Convention Center Theater, evening parking could provide additional revenue". On an interim basis, the applicant is willing to enter into discussions with the City that will permit the City to operate the parking garage until such time that the hotel comes on line. The excess parking spaces 217 - 143 parking spaces, under the management of the City, are anticipated to be open to the public to support the Convention Center parking needs and address the existing parking shortfall in proximity to the Convention Center. The applicant has also expressed an interest in working with the City to permit the underground parking area to be open and accessible for Convention Center use after hours and on weekends.

Should the City and the applicant not come to an agreement for the City to operate the garage, prior to issuance of a building permit the applicant will be required to provide a plan for the review and approval of the Parking Operations Manager (Mark Miller) for 200 parking spaces within the garage to be operated as short term parking spaces. Or the applicant, may provide to the satisfaction of the Planning Director, a plan which prohibits the use (eg. bollards, fencing, control arms etc) of 200 parking spaces until the hotel comes on line.

Tandem/Compact Spaces

The Zoning Ordinance also provides that projects under the purview of the Capitol View Protection Ordinance and within one block of Capitol Park need not apply for additional special permits for off-site parking, stacked parking, reduced parking or shared parking. The underground parking facility will incorporate tandem or stacked parking and increase the amount of compact spaces from 40% to 48% (92 of the 188 proposed parking spaces). Staff supports the tandem spaces and increase in compact spaces since it does maximize on-site parking. The applicant has indicated that the tandem spaces will be assigned to office tenants and regulated by the building manager. The proposed parking layout and the additional vehicular movements in the parking lot will not affect on-street movements. Therefore, staff has no objections to the tandem parking nor the increase in compact spaces.

Access/Street Abandonment

The proposed office project is bounded on the north by an alley between K & L Streets, on the south by L Street, on the west by 14th Street and on the east by 15th Street. Vehicular access to the office project site is proposed from the alley between K & L Street, off of 14th Street. The applicant is requesting an abandonment of the easterly 24 feet of 14th Street to accommodate a pedestrian walkway and ramp access for the parking area beneath the building. With the abandonment, access from 14th Street may be prohibitive and access may need to be from the alley. Currently, 14th Street is one-way northbound and K Street between 14th & 15th Streets is one-way eastbound. The 14th Street right-of-way will be reduced to 54 feet which will adequately accommodate one-way traffic north. Abandonments are processed through Public Works Department and subject to review and approval of the City Council. The applicant will be working with the Convention and Visitor Bureau and the Traffic Engineer to minimize any impacts to the loading areas of the Convention Center Theater and Convention Center that may occur with the abandonment of a portion of 14th Street. The loading docks for the office project will be located and accessed from the alley north of the office project. Access to the garage component at the southeast corner of 15th & K Streets will be from two locations, K Street and from the alley south of the garage.

The project is located in an area well served by transit. The nearest light rail stations to the Meridian Plaza site are located on the K Street Mall between 10th & 12th Streets and on 12th Street between H & I Streets. In addition to the Light Rail Stations, the site is situated on several bus lines that operate on L Street and is in close walking distance of bus stops on 15th & 16th Streets, J and L Streets.

Pedestrian Circulation

The base of the building is oriented towards the northeast corner of 14th & L Street with a two story lobby facing the Capitol Building. The building is proposed to be setback from the corner of 14th & L Streets, approximately 80 feet, providing a pedestrian plaza. This plaza is intended to encourage pedestrian travel from the eastern area (East End project) through the project site to the Convention Center and K Street mall. A colonnade is proposed along L Street which will further define the pedestrian connection from the East End project to the Convention Center and K Street mall. The plans also provide for a pedestrian link from the corner of 14th & L Street through the building to a future Phase 2 office building at the southwest corner of 15th & K Streets.

3. Retail Component

The Urban Design Plan designates certain streets as required retail frontage. The streets that the office building and parking structure are located, 14th, L, 15th & K Streets, are not designated as required retail frontage. However, staff was concerned with the lack of pedestrian activity on K Street, between 15th & 16th Streets. K Street between 14th & 15th has evolved, due to the Convention Center loading docks, into a pedestrian wasteland. Staff is concerned with K Street between 15th & 16th Streets evolving into an extension of this wasteland with the development of another parking structure along this street. This street currently has no uses that invite or appeal to pedestrian activity. Staff has requested that the applicant incorporate into the parking structure a pedestrian use, (office, retail, coffee shop, etc) along K Street, in order to activate this street and provide a sense of

security. The applicant did not object to staffs suggestion and has provided a storefront use into the parking garage.

4. Landscaping

A detailed landscaping plan has not been submitted. The site plan indicates landscaping (trees) along the east elevation of the office building and street trees along L and 14th Streets. The plaza area needs further articulation than submitted at this time to assure that pedestrian amenities are provided. The project is subject to review and approval of the Design Review Board and the board is anticipated to provide comments and recommendations on landscaping and development proposal.

5. Signage

No signage has been proposed at this time. Any signage proposed is required to comply with the Sign Ordinance and is subject to review and approval of the Design Review staff.

D. Building Design

Meridian Plaza, the proposed project is comprised of two components, a 150 foot high, 12 story, office building and a 65 foot high, 7 level parking structure. The office building is oriented with a two story lobby (rotunda element) facing the corner of 14th & L Streets. A second two story lobby will be oriented to the northeast, facing towards the future office building at the corner of 15th & K Streets. The office structure is designed with a colonnade along L Street to a height of 26 feet then steps back six feet before rising again. The proposed building material includes glass with a light green tinted vision glazing, and buff brown earth tone pre-cast concrete panels. Glass turrets accent the entries, with vertical light brown sandstone tile accents at pedestrian level. The proposal also includes an illuminated circular element on the roof to provide a focal point to the skyline.

The proposed project is located in the Central Business District and is subject to review and approval of the Design Review Board. On April 4th the Board reviewed the proposed office project (DR00-184). Discussion occurred on the detailing at the top of the building, the base of the building, how the landscaping and paving at the plaza will be executed, how it relates to the Convention Center complex, and how the fenestration would be detailed. Staff felt that the project generally met the CBD design guidelines but asked that the Board focus on the following key components of the project:

- The top of the building should provide a definitive profile against the Central City skyline. Staff feels that the project as proposed should have more attention given to the design of the building top.

- The alley side of the building needs more attention related to the opening to the parking below, and the "trash room door", which is a rather dominant feature at the pedestrian level. Staff suggests that it be better integrated into the building design.

- Need to give special attention to the color and material palette, and especially how it relates at the lower portion of the building at pedestrian level.
- Massing and stepping of the building are important elements. The corner plaza approach versus placing the building at the corner should be discussed.
- Staff strongly recommends retail or other active uses to enliven fenestration at the south and west elevations, and to avoid lack of pedestrian/occupant interactions.

The Board approved the project based on staff's recommendations and formed a 3 member subcommittee to meet with the architects to resolve all the following design issues:

- Final landscape and plaza design
- Final exterior building and site lighting plan and fixture design
- Revisions to the building base for more definition and more pedestrian scaled elements
- Revisions to the building top for a more well defined top that provides a striking skyline profile
- Exterior details such as parapet edge, sills, fenestration, punched window detailing, base, etc.

The parking garage plans have not been completed. The applicant has indicated that the garage plans submitted are schematic for this application. The applicant has requested delaying the garage elevations since he proposes to work with the hotel to provide elevations that are complimentary and compatible to the hotel use to the south of the parking structure. Since the garage elevations will be reviewed by the Design Review Board prior to issuance of building permits, staff did not object to this approach.

PROJECT REVIEW PROCESS:

A. Environmental Determination

An Environmental Impact Report (EIR) has been prepared to analyze the environmental effects of the Meridian Plaza project. The EIR evaluated the Phase 1 office building and parking garage at a project-specific level of detail, meaning that the EIR contains the entire analysis required under CEQA for development of this phase of the project. The EIR also contains a program level analysis for the conceptual Phase 2 office building as it is a reasonably foreseeable future development. If and when the applicant submits an application for entitlements for the Phase 2 project, the City will conduct any necessary further analysis required under CEQA based upon the programmatic analysis contained in this EIR. Presently, the applicant is not requesting any entitlements from the City for Phase 2 of the Meridian project.

The EIR identified significant and potentially significant impacts for the Phase 1 project in the areas of :

- vehicular access blocking sidewalks, streets, or alleys;
- deterioration of air quality during grading, demolition, and construction of the

- project;
- temporarily increased noise levels during construction;
- construction-induced vibration that could affect nearby historic structures;
- wind effects in excess of pedestrian comfort criteria and wind hazard criteria;
- substantial increases to wastewater flows into the combined sewer system both from operation of the project and de-watering of the sub-grade parking;
- flooding of sub-grade levels from high groundwater levels or backups in the combined sewer system;
- construction-related loss of undiscovered prehistoric and historic resources and affects to the 1414 K Street historic building;
- interference with public safety radio signals in the sub-grade levels of the building and tower interference with the County's rain gages, stream gages, and weather radio signals;
- impacts to existing street trees;
- offices over 100 feet in height exceed the ability of Fire Department ladders to provide evacuation in an emergency and result in increased demand for fire protection services contributing to a cumulative demand in the Central City for an additional fire station, equipment, and company.

After application of mitigation measures, impacts identified for the Phase 1 project could be reduced to a less than significant level except in the following areas where, even with mitigation, the impact would remain significant and unavoidable:

- deterioration of air quality during erection and construction of the project;
- temporarily increased noise levels during construction;
- temporary wind effects in excess of wind hazard and pedestrian comfort criteria;
- substantial increases to wastewater flows into the combined sewer system from operation of the project.

The addition of the Phase 2 project (as presently conceived) would result in the following additional impacts:

- increased traffic volumes at local intersections would result in unacceptable operating conditions. Even with mitigation, this impact would remain significant and unavoidable;
- wind effects in excess of pedestrian comfort and wind hazard criteria would be permanent rather than temporary.

The Draft EIR was circulated to an extensive list of public agencies, interested persons and organizations, and property owners and residents within 500-feet of the project site for a period of 45-days. Comments were received from the Sacramento Regional County Sanitation District and from three state agencies including the Office of Planning and Research, the Department of Transportation, and the Regional Water Quality Control Board.

Caltrans' position is that the addition of one car to an existing queue would be a significant impact. However, the City utilized the following criteria in their EIR for determining the significance of impacts to Caltrans' facilities: 1) Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway, 2) Project traffic increases that cause any ramp's merge / diverge level of service to be worse than the freeway's level of service,

and 3) Project traffic increases that cause the freeway level of service to deteriorate beyond level of service (LOS) "E." The EIR determined impacts to be less-than-significant since the freeway will be at stop-and-go LOS "F" conditions with or without the project, the project does not cause any location currently operating at LOS "E" or better to become LOS "F," and given the LOS F condition on the mainline, vehicle queues may extend into the ramp's deceleration area or onto the freeway with or without the project. Furthermore, it is not unreasonable to consider the project's impact to be less than significant because the project's contribution doesn't substantially change conditions. Compared to the total volume on the freeway system, the project's contribution is quite small.

B. Public/Neighborhood/Business Association Comments

The project was routed to the following neighborhood and business associations: Downtown Partnership, Sacramento Tree Foundation, Sacramento Transportation Management Association, Boulevard Park, Fremont Park and Downtown Neighborhood Associations and Sacramento Old City Association (SOCA). No comments were received.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. Public Works

Development Services -
Sheet entitled "Site Plan Phase 1- Lobby Level" dated 7/18/00, label dated 8/16/00:

- A. The loading/unloading/service area on the south side of the K/L/14th /15th alley approximately 45 feet easterly of 14th Street has a very shallow depth (approximately 24 feet) and will not be able to accommodate a standard single unit truck (SU-30,30 feet in length);
- B. A northbound passenger vehicle on 14th Street will not be able to turn from the proposed non-parking lane (12 feet from the westerly curb) and enter the parking entrance in the entrance lane.

Sheet entitled "15th & K Garage-Ground Level", dated 7/18/00:

- A. The entry to the garage on the south side of K Street approximately 77 feet easterly of 15th Street shows a depth from the street right-of-way line to the parking arm barrier of about 16 feet. The depth needs to be a minimum of 20 feet to prevent entering vehicles from extending into the public sidewalk ea. The depth shall be designed in accordance with Mitigation Measure 6.2.4a.
- B. The entry to the garage on the north side of the K/L/15th/16th alley approximately 90 feet easterly of the 15th Street shows a depth from the alley right-of-way line to the parking arm barrier of about 19 feet.

The depth needs to be a minimum of 20 feet to prevent entering vehicles from extending into the public alley. The depth shall be designed in accordance with Mitigation Measure 6.2.4a.

Solid Waste - Recycling volume for this project is 6 cubic yards in addition to the capacity need for solid waste. A Statement of Recycling Information shall be reviewed and approved by the Solid Waste Manager prior to issuance of a building permit. Sufficient area shall be provided to accommodate both recycling and solid waste need and identified of building plans (Attachment 4)

Electrical - Historic street lights shall be installed adjacent to the development, along 14th L, 15th & K Street frontages, subject to the satisfaction of the Public Works.

2. Fire - See Attachment 5 for advisory notes.
3. Utilities - The existing water and sewer mains within the portion of the street to be abandoned shall be relocated within the remaining portion of City right-of-way to the satisfaction of the Department of Utilities.

Only one domestic water service per parcel is allowed. Tap record research and verification of tap locations by the field crews, prior to sign-off of abandonment of water service may take considerable amount of time, therefore all requests should be submitted in a timely manner. Service tap record research and verification requests shall be made to the Department of Utilities Customer Service at 1395 35th Avenue, telephone # (916) 264-5371.

The remaining comments have been incorporated as conditions of approval or advisory notes into the Notice of Decision.

4. Parking Division- "The Meridian Plaza site is at a location where parking can easily be sold in both commute and non-commute hours. During commuter hours, (Monday-Friday 7:00 am to 5:00 pm) both long and short term parking is inadequate in that area and the State East End project that is under construction is likely to exacerbate this shortage. Due to its close proximity to the Convention Center and Convention Center Theatre, evening parking could provide additional revenue" . (Attachment 6)

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny the special permits, variance and lot line mergers. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

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

- A/B. Adopt the attached Notice of Decision certifying the Environmental Impact Report and adopt Findings of Fact and Statement of Overriding Considerations and Mitigation Monitoring Plan;

- C./D. Adopt the attached Notice of Decision and Findings of Fact approving The lot line mergers.
- E. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit for a major office building with off-site parking within the Central Business District Special Planning District (C-3 SPD) zone.
- F. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit to construct a stand alone parking structure in on 0.44 acres in the Central Business District SPD (C-3 SPD) zone.
- G. Adopt the attached Notice of Decision and Findings of Fact approving the Variance to increase compact spaces from 40% to 48% for a subterranean parking facility.

Report Prepared By,

Report Reviewed By,

Jeanne Corcoran
Assistant Associate Planner

Joy Patterson
Senior PlannerAttachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Finding of Facts and Statement of Overriding Consideration
Exhibit 1B	Mitigation Monitoring Plan
Exhibit 1C	Lot Line Merger (Phase I Office Building Site)
Exhibit 1D	Lot Line Merger (Phase 2 Office Building Site)
Exhibit 1E	Site Plan (Ground level)
Exhibit 1F	Site Plan (Underground Parking Level 1)
Exhibit 1G	Site Plan (Underground Parking Level 2)
Exhibit 1H	Typical Floor Plan
Exhibit 1I	Elevations (North)
Exhibit 1J	Elevations (South)
Exhibit 1K	Elevations (East)
Exhibit 1L	Elevations (West)
Exhibit 1M	Parking Garage (Schematic Building Elevations)
Exhibit 1N	Parking Garage
Exhibit 1O	Parking Garage Layout
Attachment 2	Vicinity Map
Attachment 3	Land Use and Zoning Map
Attachment 4	Public Works Solid Waste
Attachment 5	Fire Department
Attachment 6	Parking Division

ATTACHMENT 1**NOTICE OF DECISION AND FINDINGS OF FACT FOR
MERIDIAN PLAZA, LOCATED AT 1415 L ST. & 1500 K ST.
SACRAMENTO, CALIFORNIA IN THE CENTRAL BUSINESS DISTRICT
SPECIAL PLANNING DISTRICT (C-3 SPD) ZONE. (P00-115)**

At the regular meeting of April 26, 2001, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. **Certified the Environmental Impact Report and approved Findings of Fact and Statement of Overriding Considerations;**
- B. **Approved a Mitigation Monitoring Plan;**
- C/D. **Approved the lot line mergers, merging two lots at the northeast corner of 14th & L Streets into one lot and merging three lots at the southwest corner of 15th & K Streets into one lot;**
- E. **Approved a Special Permit for a major office building totaling 243,589± square feet with off-site parking on 0.9 acres in the Central Business District Special Planning District (C-3SPD) zone; and**
- F. **Approved a Special Permit to construct a 400 space stand alone parking structure on 0.44 acres in the Central Business District Special Planning District (C-3 SPD) zone.**

- G. **Approved a Variance to increase compact spaces from 40% to 48% for a subterranean parking facility.**

These actions were made based upon the following findings of fact and subject to the following conditions:

FINDINGS OF FACT

- A. **Environmental Impact Report:** The Environmental Impact Report is certified and the Statement of Findings of Fact and Overriding Consideration adopted for the proposed Meridian Plaza project based upon the following findings:
 - 1. The Environmental Impact Report was prepared, published, circulated and reviewed for the above identified project pursuant to the requirements of CEQA and constitutes an adequate, accurate, objective and complete EIR in accordance with the requirements of CEQA;
 - 2. The proposed Environmental Impact Report and comments received during the public review process were considered prior to action being taken on the

project and the Planning Commission certifies that the EIR reflects the independent judgement and analysis of the City of Sacramento; and

3. Based upon the Initial Study, the Draft Environmental Impact Report, and the comments received during the public review process, substantial evidence demonstrates that the project will have a potentially significant noise impact on exterior residential balconies, therefore the Findings of Fact and a Statement of Overriding Considerations (Exhibit 1A) has been prepared.

B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is approved based upon the following findings of fact:

1. One or more mitigation measures have been added to the above-identified project;
2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit 1B;
3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.

C/D. The lot line mergers: The lot line mergers, merging two lots at the northeast corner of 14th & L Streets into one lot and merging three lots at the southwest corner of 15th & K Streets into one lot is **approved** based on the following findings of fact:

1. All existing streets and/or utility easements of record are reserved.
2. The resulting parcel conforms to the requirements of Title 40 (Subdivision Regulations) of the City Code, the City's General Plan, the Comprehensive Zoning Ordinance, and the City's Building Code.

E. Special Permit for a major office project with off-site parking: The Special Permit for a major office building totaling 243,689± square feet with off-site parking is **approved** based on the following findings of fact:

1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. the project is compatible with the surrounding land uses;
 - b. the project is located in an area that is well served by transit and supports transit facilities; and,
 - c. the project is located within the Central Business District which encourages intensification of land uses.

2. The project will not be detrimental to the public welfare and result in the creation of a public nuisance in that adequate parking is provided for the use and pedestrian access is provided.
3. The project is consistent with the General Plan and Central City Community Plan goals and policies to maintain and enhance downtown's role as the regional office, retail, and employment center.

F. Special Permit to construct a stand alone parking garage: The Special Permit to construct a 400 space stand alone parking garage is **approved** based on the following findings of fact:

1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. adequate parking will be provided for the office project;
 - b. the proposed parking structure will alleviate, on an interim basis, short term parking needs in the vicinity of the Convention Center, and;
 - c. the proposed parking structure provides shared opportunities for various uses and peak and off-peak hours.
2. The project will not be detrimental to the public welfare and result in the creation of a public nuisance in that:
 - a. additional short term parking will be provided in an area where a shortage of parking exist, and
 - b. a storefront component will be incorporated into the parking garage to provide activity along K Street.
3. The project is consistent with the General Plan and Central City Community Plans goals and policies to provide adequate amounts of parking to support development and activities within the Central Business District.

G. Variance to increase compact spaces: The Variance to increase compact spaces from 40% to 48% is **approved** based on the following findings of fact:

1. The variance is not a special privilege extended to one individual property owner. The variance is necessary to address the parking needs of this facility. The applicant proposes two levels of underground parking and proposes to maximize the parking area. The circumstances are such that the same variance would be appropriate for any property owner facing similar circumstances.
2. The variance is not use variance since parking is permitted and required for office

development.

3. The variance is not injurious to public welfare, nor to property in the vicinity of the project since adequate parking is being provided and the additional compact space will not restrict traffic movements on public right-of-ways.
4. The variance is consistent with General Plan and Central City Community Plans goals and policies to provide adequate parking for development, shielded and removed from view to preserve the urban environment.

CONDITIONS OF APPROVAL

- C/D. Lot line mergers, merging two lots into one lot at the northeast corner of 14th & L Streets (Phase 1- Exhibit 1C) and to merge three lots into one lot at the southwest corner of 15th & K Streets (Phase 2- Exhibit 1D) is hereby approved subject to the following conditions:
- C1. The abandonment of a portion of 14th Street shall be approved and recorded prior to recordation of the Certificate of Compliance for the Lot Merger at the northeast corner of 14th & L Streets.
 - C/D1. The applicant shall complete the following at the Public Works Department, Engineering Services, prior to a merger being recorded:
 - a. The applicant may file a Certificate of Compliance in lieu of a Parcel Map to record this lot merger if no Subdivision Improvement Agreement is required. File a Certificate of Compliance, submit all required documents according to the submittal requirements checklist, and pay necessary fee.
 - b. File a waiver of Parcel Map, if a Certificate of Compliance is prepared.
 - c. Pay off existing assessments, or file the necessary merger request and fees to merge the existing assessments.
 - d. Only one domestic water service per parcel is allowed. Excess domestic water services shall be abandoned. The applicant shall pay (City Council Resolution 98-272) the Department of Utilities for each water service to be abandoned.
- E/F. Special Permits for a major office building totaling 243,589± square feet with off-site parking on 0.9 acres and to construct a stand alone parking structure (Exhibits 1E-1N) on 0.44 acres in the Central Business District Special Planning District (C-3SPD) zone are hereby approved subject to the following conditions:
Planning
- E/F1. Prior to issuance of building permit the abandonment of the eastern portion of 14th Street shall be approved and recorded with the Certificate of

Compliance for the Lot Merger at the northeast corner of 14th & L Streets.

- E/F2. Prior to issuance of building permit, comply with conditions of the Design Review Board (DR00-184).
- E/F3. Prior to issuance of a building permit the development of the plaza area, landscaping, hardscape, street furniture, etc, shall be reviewed and approved by the Design Review Board.
- E/F4. Prior to issuance of building permit the parking structure design and setbacks shall be reviewed and approved by the Design Review Board. Adequate air space necessary for street canopies shall be provided to the satisfaction of the City Arborist.
- E/F5. Prior to issuance of building permit, an active space (office, retail, restaurant etc.) with a minimum interior space depth of sixty feet or space module containing a minimum area of 500-1000 feet adjacent to K Street shall be incorporated into the parking structure.
- E/F6. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in the Planning Division Office(P00-115).
- E/F7. Trash receptacles if located outside shall be within a trash enclosure that complies with the trash enclosure development standards, reviewed and approved by the Design Review Board and not be located within the alley way.
- E/F8. Prior to issuance of building permit, the applicant shall enter into an agreement with the City of Sacramento, Convention Center permanently dedicating parking spaces in the subterranean level parking garage at 14th & L Streets in consideration for parking spaces lost on the street.
- E/F9. Prior to issuance of building permit the applicant shall enter into an agreement with the City of Sacramento, subject to review and approval of the Parking Division and the Planning Director, that identifies the operation of the 200 excess parking spaces for short term use. Or.
- E/F10. Prior to issuance of building permit, if the applicant has not entered into an agreement with the City of Sacramento, the applicant shall be required to submit a plan for review and approval of the Parking Division and Planning Director that demonstrating how the excess parking spaces will be operated as short term parking.

Public Works

- E/F11. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction fo the Department of Public Works. Any public improvement not specifically noted in these conditions shall be

designed and constructed to City standards.

- E/F12. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.
- E/F13. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Department of Public Works. All work shall be ADA compliant.
- E/F 14. Construct/reconstruct existing handicap curb ramps at the northeast corner of 14th & L Streets and the southeast corner of 15th & K Streets. All work shall be ADA compliant. This may include constructing/reconstructing handicap curb ramps on opposite corners of the street.
- E/F15. Construct the K/L/14th/15th/ alley to a City standard PCC alley between approximately 120 feet westerly and 360 feet westerly of 15th Street.
- E/F16. Repair the northerly one-half of the K/L/15th/16th alley between 15th Street and approximately 120 feet easterly of 15th Street to the satisfaction of the City's Public Works Department.
- E/F17. Prior to issuance of building permit, the applicant must apply for and obtain City Council approval of the abandonment of an easterly portion of 14th Street between L Street and northerly to the K/L/14th/15th alley.
- E/F18. Prior to issuance of building permit or unless another time is stated, the applicant shall satisfy the conditions of approval of the abandonment.
- E/F19. The abandonment shall be recorded concurrently with the issuance of the building permit.
- E/F20. Prior to issuance of building permit, dedicate a standard 10 foot public utility easement (PUE) for underground facilities and appurtenances adjacent to L And 14th Streets where no proposed buildings or structures will be constructed.
- E/F21. Provide historic street lights. Coordinate street light design with the City's Public Works Electrical Section.
- E/F22. Prior to issuance of building permit construction staging plans shall be reviewed and approved by the Public Works Department so that truck staging and access to the Convention Center is not impacted during construction of the site.

Utilities

- E/F23. Prior to issuance of a building permit impacts from the project to the Combined Sewer System (CSS) must be mitigated to the satisfaction of the Department of Utilities. If mitigation of impacts is not practical, the developer may enter into an impact fee agreement with the City. The fee, as yet to be determined, will be used for improvements to the CSS.
- E/F24. Prior to issuance of building permit the applicant shall reconstruct underground utilities (sewer, storm drain, and water mains) in 14th Street between K and L Streets and the K/L Alley between 14th and 15th Streets as determined by the Department of Utilities.
- E/F25. All pavement other than standard pavement as shown in the City of Sacramento Standard Specifications will require an agreement by the property owner to the satisfaction of the Department of Utilities that the repair or replacement of the pavement due to repair, maintenance, or future construction of sewer, drainage and water mains shall be the responsibility of the property owners.
- E/F26. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.
- E/F27. Provide separate metered domestic water services to each parcel.

Police

- E/F28. Prior to issuance of building permit, the Police Department shall review the lighting system for the parking garage and underground parking area.
- E/F29. Project lighting shall be provided as follows: 1.5 foot candles of minimum maintained illumination per square foot of parking space during business hours and .25 foot candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal-resistant.
- E/F30. Prior to issuance of a building permit, the applicant shall have demonstrated to the city staff a good faith effort to work with both city staff and SMUD to lower energy consumption and costs, and to have explored the cost and feasibility of a solar energy component to the present project. (Added by CPC)

The following are advisory notes for the **Special Permit**:

2. The proposed project is located in the 100-year floodplain, designated as an A99 zone on the Federal Emergency Management Administration (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective May 22, 2000. Within the A99 zone, there are no requirements to elevate or flood proof.
2. Any special/decorative sidewalk, street, or alley paving or streetscape features within any public right-of-way will require advance approval of the City's Public Works Department. The applicant will be required to obtain a revocable encroachment permit for such work.
3. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
4. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site domestic, irrigation and fire suppression systems.
5. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
6. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the Department of Utilities (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
 - a. Construction dewatering discharges
 - b. Treated or untreated contaminated groundwater cleanup discharges
 - c. Uncontaminated groundwater discharges

Foundation or basement (including underground parking garage) dewatering discharges to the CSS are not allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.

Groundwater discharges may contain toxic and/or explosive chemicals that could be harmful to the environment and to service workers working in the City's sewer system. Groundwater discharges to the sewer system go beyond the original design of the City's system, thus removing existing sewer capacity from other system users and potentially causing overflows or restricting development. The additional water from groundwater discharges must be conveyed and pumped by the City's existing facilities. The additional volume of water increases the City's operations and maintenance costs through increased capacity, power, and maintenance costs.

Currently, two types of groundwater discharges are recognized by the Department of Utilities; limited discharges and long-term discharges. These types of discharges are described as follows:

- A. "limited discharges" are short groundwater discharges of 7-days duration or less. Limited discharges must be approved through the Department of Utilities by acceptance letter.
- B. "long-term discharges" are groundwater discharges of greater duration than 7-days. Long-term discharge must be approved through the Department of Utilities and the City Manager through a Memorandum of Understanding (MOU) process.

The Groundwater MOU has a term of one year and requires the discharger to:

- a. Provide a description of the groundwater discharge,
- b. Obtain a Regional Sanitation District permit,
- c. Obtain approval from the Regional Water Quality Board if discharge is part of groundwater cleanup or contains contaminants above MCLs,
- d. Pay fees based on flow amounts when a fee schedule is established by ordinance,
- e. Comply with any new pertinent laws,
- f. Assess and repair sewer lines if the discharge exceeds MCLs,
- g. Suspend discharges during storm events or at City request,
- h. Provide shut-off switches accessible to the City, and
- i. Indemnify the City against all claims related to the MOU.

CHAIRPERSON _____

ATTEST:

SECRETARY TO CITY PLANNING COMMISSION

DATE (P00-115)

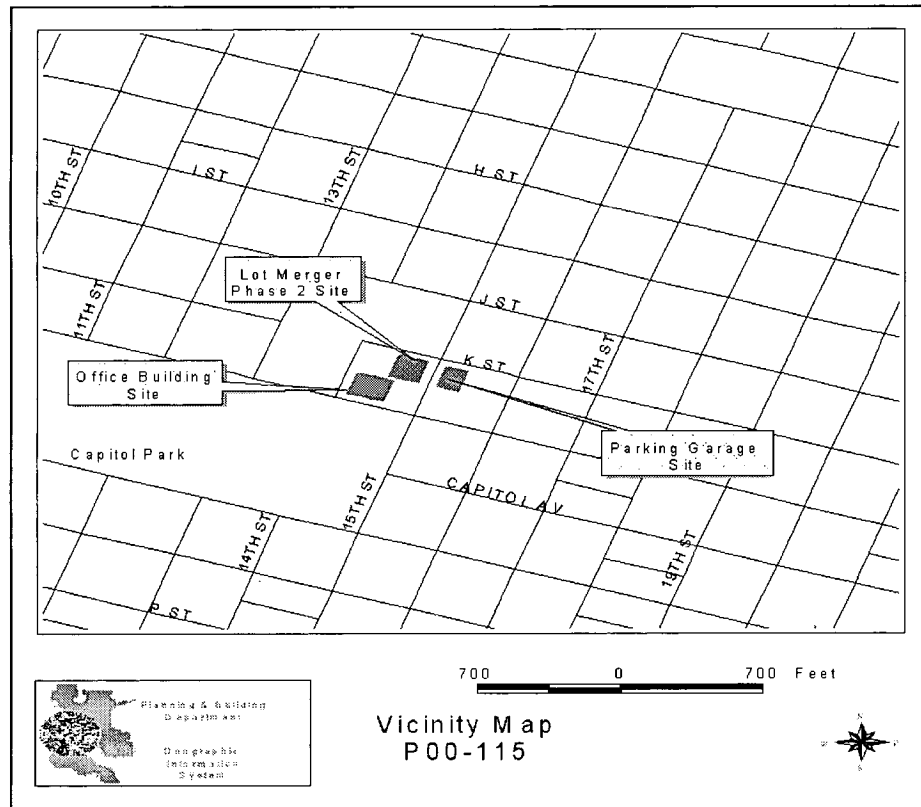
Exhibit	1A	Finding of Facts and Statement of Overriding Considerations
Exhibit 1B		Mitigation Monitoring Plan
Exhibit	1C	Lot Line Merger (Phase 1 Office Building)
Exhibit	1D	Lot Line Merger (Phase 2 - Office Building Site)
Exhibit 1E		Site Plan (Office - Ground Level)
Exhibit 1F		Site Plan (Underground Parking Level 1)
Exhibit	1G	Site Plan (Underground Parking Level 2)
Exhibit	1H	Typical Floor Plan
Exhibit	1I	Elevations (North)
Exhibit	1J	Elevations (South)
Exhibit	1K	Elevations (East)
Exhibit	1L	Elevations (West)
Exhibit 1M		Parking Garage (Schematic Building Elevations)

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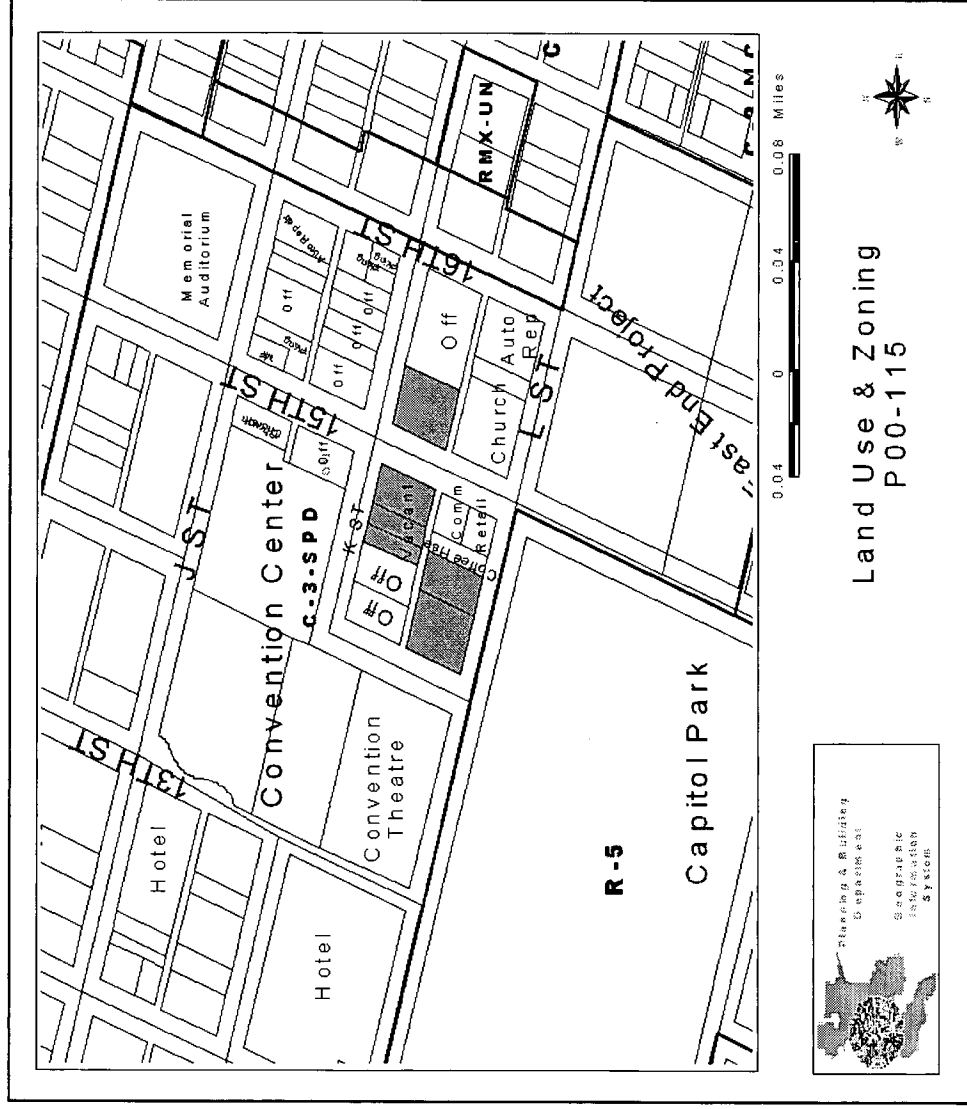
Exhibit	1N	Parking Garage
Exhibit	1O	Parking Garage Layout



ITEM #

Attachment 3

Comment [BJS1]: Land use & Zoning Map



Land Use & Zoning
P00-115

approved (45' or hammerhead). CFC 902.2.2.3

Dead Ends. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved provisions for the turning around of fire engines. CFC 902.2.2.4

Key Boxes. When access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or firefighting purposes, or where the building is served by a fire alarm system which is monitored by a central station, the chief is authorized to require approved key switches, key boxes or padlocks to be installed in approved accessible locations or areas in order to permit immediate fire department access. CFC 902.4

Gates and barriers. Plans shall be submitted for review and approval prior to the installation of gates, barriers, and access control devices which are to be constructed on or within fire department apparatus access roadways. CFC 902.2.4.3

Fire service. The fire sprinkler system in each building shall be supplied by its own main. CFC 903.1.1

Required Water Supply for Fire Protection. An approved water supply capable of supplying the required fire flow for the protection shall be provided to all premises upon which facilities, buildings or portion of buildings are hereafter constructed or moved into or within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a water supply on a public street, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the chief. CFC 903.2.

Note: contact Joyce Pilgrim with the Department of Utilities at 264-1430, for flow test required for sprinkler submittal.

Type of water supply. Water supply is allowed to consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow. CFC 903.3

Required installations. The location, number and type of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public street or the site of the premises or both to be protected as required and approve by the chief. CFC 903.4.2 See also Appendix III-B, Section 5, Distribution of Fire Hydrants

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