

CITY PLANNING COMMISSION

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

APPLICANT JTS Engineering, 811 J Street, Sacramento, CA 95814
OWNER Fred Cullincini Sr. 973 Arden Way, Sacramento, CA 95815
PLANS BY JTS Engineering
FILING DATE 7/9/87 ENVIR. DET. EX 15305 a REPORT BY SD/vf
ASSESSOR'S-PCL. NO. 275-0125-019-015

- APPLICATION:**
- A. Variance to waive 10 parking spaces (reduced to 5).
 - B. Variance to locate required four ft. planter off-site in the City right-of-way.
 - C. Lot line adjustment to merge two parcels.

LOCATION: 1450 - 1454 Del Paso Boulevard

PROPOSAL: The applicant is requesting the necessary entitlements to locate an 86 seat restaurant in an existing structure located in the General Commercial (C-2) zone.

PROJECT INFORMATION:

1984 North Sacramento Community

Plan Designation: Del Paso SPD
Existing Zoning of Site: C-2
Existing Land Use of Site: Vacant Office

Surrounding Land Use and Zoning:	Setbacks:	Required	Provided
North: Auto Parts and Vacant; C-2	Front:	-0-	-0-
South: Apartments, parking; R-1	Side(Int):	-0-	-0-
East : Fire Station; C-2	Side(St):	-0-	50'
West : Used car sales; C-2	Rear:	-0-	10.5'

Parking Required:	29 spaces
Parking Provided:	20 spaces
Property Dimensions:	100' x 150'
Property Area:	0.3+ acre
Square Footage of Building:	4,200+ sq. ft.
Height of Building:	2 Story
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing on Del Paso; to be provided on Canterbury
No. of Employees per shift:	Approximately 10

PROJECT EVALUATION: Staff has made the following findings:

A. Land Use

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The subject site is designated Del Paso S.P.D. in the 1984 North Sacramento Community Plan. The site is zoned General Commercial (C-2). The site is developed with an existing office structure which has been vacant for a number of years. The site is surrounded by the following:

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auto sales and a dry cleaners to the north, zoned C-2; a fire station to the east, also zoned C-2; residential and parking to the south, zoned R-1; and used car sales to the west, zoned C-2.

B. Design

The subject site consists of two parcels, each 50' x 150' in size. The corner parcel has existing parking. The interior lot has a vacant two-story office building. The applicant proposes to renovate the structure and establish an 86 seat family restaurant in the downstairs portion of the structure. The use requires 29 parking spaces. The applicant proposes to combine the two parcels in order to provide on-site parking.

The applicant's site plan indicates 25 on-site parking spaces. The design of the parking lot, as proposed, however, has several spaces that do not comply with zoning regulations. Compact spaces 9 and 10 conflict with space 14 and cannot be counted. Spaces 1 and 2, behind the structure, require occupants to back out some 70 feet. This also does not comply with City regulations. Spaces 24 and 25 are located in a garage the applicant has indicated is intended for storage. These spaces technically cannot be counted for required parking.

Space 23, a corner of the structure, and the planter on the corner are located in public right-of-way. City Traffic Division indicated that a revocable permit would be required to allow parking and planting on this corner. Staff also recommends that a revocable permit be obtained from the Public Works Division to landscape City right-of-way along Canterbury Road.

Staff recommends that the garage on the site be demolished or relocated off-site. The stored items can be placed upstairs in the restaurant structure. This would create four spaces on the west parking bank and eliminate the conflict of spaces 8, 9 and 14. Additional space can be used for handicapped parking. Staff's recommendations will result in 24 on-site parking spaces and one parking space on City right-of-way.

C. Del Paso Special Planning District

The subject site is located in the Del Paso Special Planning District, an area characterized by a mixture of uses, underutilization, signs of decline, physical improvement needs and having good potential for positive change. There is a need for revitalization of the Del Paso Boulevard business district. Requirements of the City Zoning Ordinance for off-street parking can present a hardship and impede the prospect of improving an existing business where vacant land is not readily available. The Del Paso Boulevard Parking Study conducted in November 1985, found the site to be in an area where roughly 50 percent of the on-street parking spaces are available at any time. Furthermore, overflow into residential areas was not found to be a problem. The study further states that Light Rail would not be expected to alter this situation dramatically. Since the request now entails a waiver of only five spaces, (one off-site) staff has no objection to the request. In order to encourage development in the area, staff also supports the request to locate landscaping in the City right-of-way.

Staff notes that the applicant owns the property west of the subject site which is developed with a used car lot. If the applicant is considering a future use for the upstairs of this structure, staff would strongly encourage locating parking on the adjacent parcel.

D. Lot Line Adjustment

The applicant proposes combining two parcels in order to locate parking on-site. Plans for the merger were routed to the City Engineer, Traffic Engineer, City Real Estate and Water and Sewer. The following comments were received:

Traffic - 10 ft. corner radius required at alley

Engineering - grading and drainage plan required

- alley improvement required

- frontage improvements required

Real Estate - pay off bonds if any

Staff notes that street frontage improvements along Canterbury Road cannot be required as part of the Variance entitlement.

ENVIRONMENTAL DETERMINATION: The project is exempt from environmental review pursuant to State EIR Guidelines (CEQA, Section 15305 (a)).

RECOMMENDATION: Staff recommends the following actions:

- A. Approve the Variance to waive five parking spaces subject to conditions and based upon findings of fact which follow.
- B. Approve the Variance to locate landscaping off-site in the City right-of-way subject to conditions and based upon Findings of Fact which follow.
- C. Approve the Lot Merger by adopting the attached Resolution and findings of fact.

Conditions/Variances

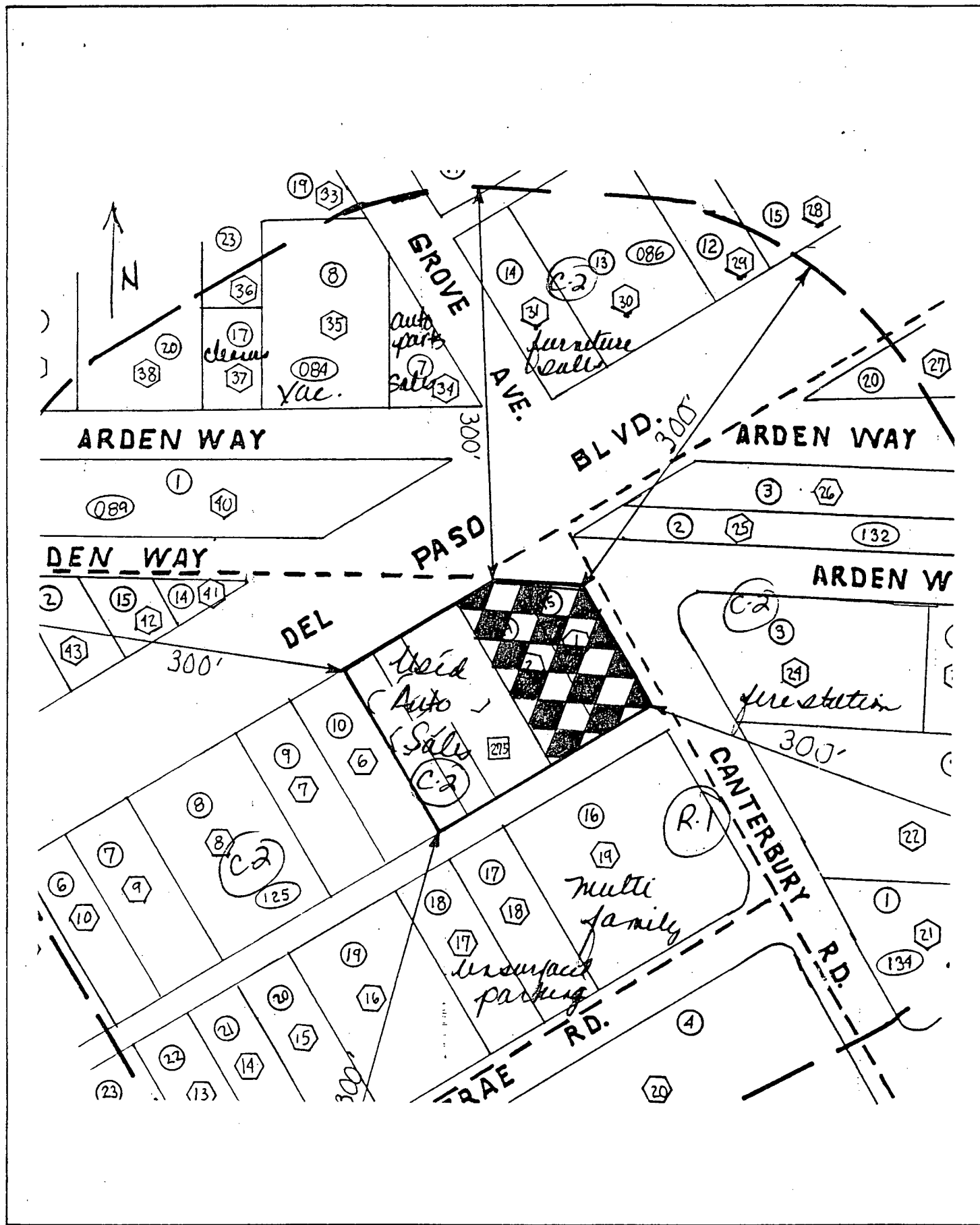
1. The applicant shall obtain a revocable permit to locate landscaping in the City right-of-way on Canterbury Road and to locate landscaping and parking on the corner portion prior to obtaining building permits.
2. The garage at the rear of the site shall be relocated or demolished prior to obtaining building permits. That area vacated by the garage shall be striped with four spaces.
3. Detailed landscape and irrigation plans shall be reviewed and approved by staff prior to issuance of building permits.

4. Spaces 1 and 2, which do not meet City standards, shall be clearly marked as employee spaces.
5. A revised site plan indicating the above changes shall be submitted to staff for review and approval.

Findings of Fact/Variances

1. Granting the variances does not constitute a special privilege extended an individual applicant in that;
 - a. the site on which the structure is located was originally developed with a different use which had different parking requirements.
 - b. The original use had substandard parking.
 - c. any owner facing these circumstances would receive a variance.
2. Granting the request does not constitute a use variance in that restaurants are allowed in the C-2 zone.
3. Granting the request will not result in a disservice to the community in that:
 - a. It will utilize a site that has long been vacant.
 - b. The impact of on-street parking will be reduced from six to four.
4. The rproposed project is consistent with the City's Discretionary Interim Land Use Policy in that the site is designated for commercial uses and the proposed restaurant conforms to the plan designation.

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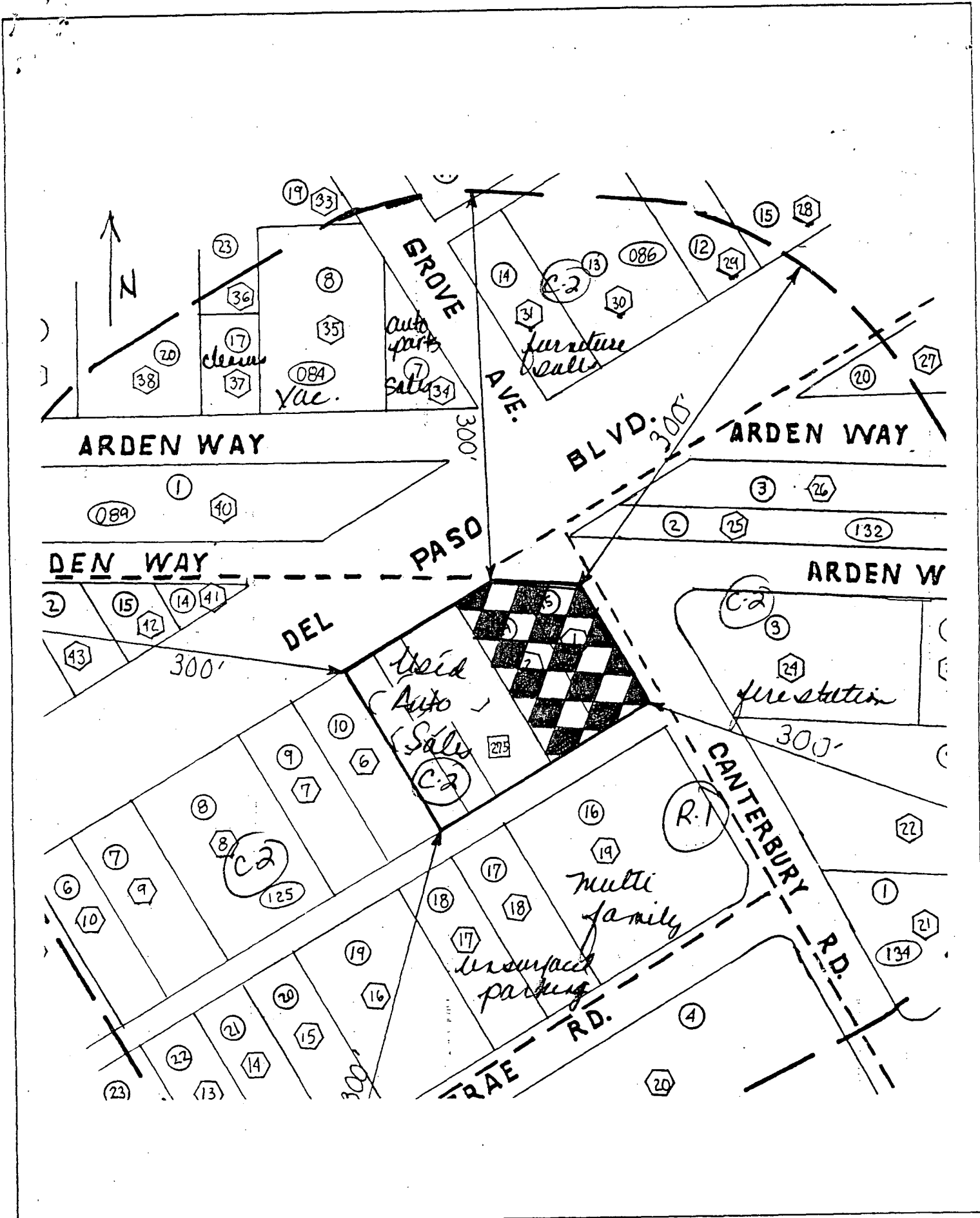


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VICINITY - LAND USE - ZONING

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EXHIBIT A

LEGAL DESCRIPTION

PROPOSED MERGED PARCEL

ALL THAT PORTION OF SECTION ONE, AS SHOWN ON THE "MAP OF SURVEY AND SUBDIVISION OF RANCHO DEL PASO", RECORDED IN BOOK A OF SURVEYS, PAGE 94, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF DEL PASO BOULEVARD, A PUBLIC ROAD, 100 FEET IN WIDTH, LOCATED SOUTH $58^{\circ} 34' 00''$ WEST 416.5 FEET FROM THE SOUTHWEST CORNER OF LOT 7, IN BLOCK 2, AS SHOWN ON THE "MAP OF NORTH SACRAMENTO SUBDIVISION NO. 1", RECORDED IN BOOK 11 OF MAPS, MAP NO. 26, RECORDS OF SAID COUNTY; THENCE FROM SAID POINT OF BEGINNING, ALONG SAID SOUTHEASTERLY LINE OF DEL PASO BOULEVARD, NORTH $58^{\circ} 34' 00''$ EAST 129.3 FEET TO A POINT ON THE SOUTH LINE OF THAT PORTION OF BASSETTLAW AVENUE (NOW KNOWN AS ARDEN WAY) LYING SOUTH OF THE SACRAMENTO NORTHERN RAILROAD RIGHT-OF-WAY AS SAID AVENUE IS SHOWN ON THE "PLAT OF WOODLAKE", RECORDED IN BOOK 17 OF MAPS, MAP NO. 8, RECORDS OF SAID COUNTY; SAID POINT BEING THE INTERSECTION OF THE SOUTHEASTERLY LINE OF DEL PASO BOULEVARD WITH THE SOUTHERLY LINE OF SAID ARDEN WAY; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID ARDEN WAY TO ITS INTERSECTION WITH THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF EAST GROVE STREET (NOW KNOWN AS CANTERBURY ROAD) AS SAID STREET IS SHOWN ON THE SAID "PLAT OF WOODLAKE" THENCE, SOUTH $31^{\circ} 14' 00''$ EAST ALONG THE SOUTHWESTERLY LINE OF SAID CANTERBURY ROAD TO A POINT LOCATED NORTH $31^{\circ} 14' 00''$ WEST 20.00 FEET FROM THE MOST NORTHERLY CORNER OF LOT 15, AS SHOWN ON THE SAID "PLAT OF WOODLAKE", THENCE SOUTH $58^{\circ} 36' 00''$ WEST ALONG A LINE PARALLEL WITH AND 20 FEET NORTHWESTERLY MEASURED AT RIGHT ANGLES FROM THE NORTHWEST LOT LINE OF SAID LOT 15 EXTENDED SOUTHWESTERLY TO A POINT LOCATED SOUTH $31^{\circ} 26' 00''$ EAST 150 FEET FROM THE POINT OF BEGINNING; THENCE NORTH $31^{\circ} 26' 00''$ WEST 150 FEET TO THE POINT OF BEGINNING.

~~EXCEPTING THEREFROM THE SOUTHWESTERLY 100.00 FEET OF THE ABOVE DESCRIBED PARCEL AS MEASURED PERPENDICULAR TO THE SOUTHWESTERLY LINE.~~

END OF DESCRIPTION

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EXCEPTING THEREFROM THE SOUTHWESTERLY 100.00 FEET OF THE ABOVE-DESCRIBED PARCEL AS MEASURED PERPENDICULAR TO THE SOUTHWESTERLY LINE.

END OF DESCRIPTION

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