



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

PUBLIC HEARING

August 15, 2006

Continued from June 27, 2006

Honorable Mayor and
 Members of the City Council

Subject: Call Up for Historic Service Station (Z04-391)

Location/Council District: 3030 T Street, Council District 4 (Attachment A-B)

Recommendation:

Staff recommends that the City Council take the following action: 1) Adopt a Resolution approving a Special Permit to re-establish a service station on .15± acres in the C-2 SPD zone in the Alhambra Corridor Special Planning District.

Contact: Evan Compton, Assistant Planner, 808-5260; Joy Patterson, Senior Planner, 808-5607

Presenter: Evan Compton, Assistant Planner, 808-5260

Department: Development Services Department

Division: Planning Division

Organization No: 4877

Summary:

The applicant is requesting to re-establish the service station use of an abandoned gas station in the General Commercial (C-2 SPD) Alhambra Corridor Special Planning District (SPD) zone. In the Alhambra Corridor SPD, new auto-related uses are prohibited in the General Commercial Restricted zone. However, the gas station is identified as a landmark structure on the Sacramento Register, and the Zoning Code allows a listed historic structure to be approved for a nonconforming use with the issuance of a Special Permit. The re-use of the site as a service station was approved by the Zoning Administrator and Planning Commission. Councilmember Fong has called up the project for review.

Committee/Commission Action:

The rehabilitation of this landmark structure as a service station was reviewed and approved by the Preservation Director on November 22, 2005. See Attachment E for a copy of this approval. The Zoning Administrator approved a Special Permit to re-establish the service station use of an abandoned gas station on December 1, 2005. Jack Evans, a third party who lives in the neighborhood, filed an appeal of the project on

December 12, 2005. The reason for the appeal included concerns about onsite vehicular circulation, safety issues with vehicles entering and exiting T Street, and the affect of the use on nearby residential owners. A copy of the appeal is included as Attachment C. The appeal was denied by the Planning Commission on January 26, 2006 with a vote of four ayes and two no votes. The project was then called up by Councilmember Fong on February 6, 2006 to review safety and traffic concerns.

Background Information:

Research on the property indicated the gas station use was terminated in the late 1960s. The Alhambra Corridor Special Planning District guidelines were written in the 1990s when the subject property was a blighted auto repair facility. The intent was to create retail nodes within the Alhambra Corridor that would encourage retail and personal service uses while prohibiting auto-oriented uses. Despite the effort to seek more pedestrian-oriented uses, the site remains a blight within the neighborhood. In 2002 the structure became a listed landmark to prevent demolition of the station and encourage rehabilitation of the site.

Project Design:

The applicant has been working with Texaco to develop the gas station rehabilitation proposal. Texaco has requested a customer entrance/exit both on Alhambra Blvd and T Street to develop the site. The project has been conditioned by staff to have an entrance and exit for customer use on T Street only. The applicant subsequently hired a traffic consultant to study how to safely allow customer access on Alhambra. A copy of this analysis can be found in Attachment G. Staff reviewed the new information submitted requesting the additional access on Alhambra and decided to move forward with the original project conditions allowing only one customer entrance and exit on T Street.

Planning Commission Hearing Summary:

On January 26, 2006, the Planning Commission conducted a hearing on the Historic Gas Station project. The issues raised at the hearing included concerns about the potential impact on the nearby residential properties by approving an auto-related use, the economic feasibility of the use on the site, and a possible increase in crime. Staff supported the proposed project for the following reasons:

- 1) The proposal will allow for the rehabilitation of a listed landmark structure with the original use of a gas station. The Secretary of the Interior Standards for Rehabilitation states the historical use is typically the best use for preserving a structure.
- 2) The original two pumps will be restored limiting the use to more of a neighborhood serving station with fewer customers than a typical multipump gas station.
- 3) The project will remove blight from this prominent corner property and encourage further renovations in this area.

The Planning Commission expressed concerns about the maneuvering space on the site for vehicles, the access issues for customers entering and exiting the site, and the amount of community opposition.

Ultimately, four members of the Planning Commission supported the Historic Gas Station project for the following reasons:

- 1) The rehabilitated gas station removes blight from a prominent corner on Alhambra Boulevard, and therefore will activate the corner and discourage criminal activity.
- 2) The current site is a relatively small commercial parcel (6,534 square feet) which is difficult to develop with an economically viable use. The rehabilitated gas station will allow the property to be redeveloped which has been vacant many years because of difficulty finding an economically viable use.
- 3) The project enhances the community by preserving a distinctive and increasingly rare Moderne/Art Deco structure. The project will provide a substantial investment in renovating the subject site, and if the service station use was discontinued at the site in the future, a new use could be located into the renovated landmark property.

Two members of the Planning Commission had reservations about the approval of the entitlement given the questions of safety accessing and maneuvering the site and the amount of community opposition. The two members ultimately voted to approve the third party appeal and deny the project.

Financial Considerations:

This project has no fiscal considerations.

Environmental Considerations:

This project will not have a significant effect on the environment and is exempt from environmental review pursuant to California Environmental Quality Act Guidelines, Section 15301 and/or 15331 (Existing Facilities and Rehab of Historic Resource respectively.) The existing gas station use will be rehabilitated to a functioning gas station complying with the Secretary of Interior Standards for Rehabilitation. Therefore the project can be classified as exempt under two separate sections. Originally the project was exempted under section 15301 for Existing Facilities. A representative of the NBAT neighborhood association requested at the Zoning Administrator hearing that both exemption codes be cited in the report. As a result, the project is noted to be exempt under both 15301 and 15331.

Three former underground fuel tanks and one underground waste-oil tank were removed from the site in September 1987. The County Environmental Management Department (EMD) was informed of the removals and were present on site during the removal process. No obvious signs of contamination were noted at that time. In October 2000, additional soil testing was conducted on the site and no petroleum hydrocarbons or fuel oxygenates (such as MTBE) were detected in any of the soil samples. The

County EMD concluded that no additional site investigation or remediation is required, and based upon the data reviewed, confirmed that no further action is required.

A new gas station facility will be required by the County EMD and the Air District to obtain permits for the new equipment. These agencies have strict regulatory requirements during construction of the facility for installation of new tanks as well as operational issues regarding the handling and disposal of hazardous materials.

Policy Considerations:

Staff has determined the project is consistent with the site's General Plan designation of Community/Neighborhood Commercial and Offices, the Central City Community Plan designation of General Commercial, and the site's Zoning designation of General Commercial (C-2). The project will also meet the Secretary of the Interior Standards for Rehabilitation.

General Plan: The proposed project is consistent with the General Plan designation in that it ensures all areas of the city are adequately served by neighborhood/community shopping districts. City actions need to encourage re-use and revitalization of local shopping districts to prevent blight. The City promotes the recognition, preservation, and enhancement of historic and cultural resources throughout the city. The City seeks to protect and preserve important historic resources that serve as reminders of the City's social and architectural history. It is crucial to prevent the deterioration of resources before they reach the point where restoration becomes too difficult or the resources are a safety hazard and demolition is imminent. The City shall encourage preservation of historic and cultural resources to promote sustainability of its neighborhoods. The City shall regard the demolition of historic resources as a last resort, to be permitted only after the City determines that the resource retains no reasonable economic use, that demolition is necessary to protect health, safety, welfare, or that demolition is necessary to proceed with a new project where the benefits of the new project outweigh the loss of the historic resource.

Central City Community Plan: The proposed project is consistent with the Central City Community Plan which encourages the improvement of existing and proposed business/commercial corridors outside the Central Business District. The primary goal is 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.

Zoning Code: The site is zoned General Commercial (C-2) zone and located in the Alhambra Corridor Special Planning District. The zoning permits a service station with the approval of a Planning Commission Special Permit. However, the Alhambra Corridor Special Planning District prohibits "auto related businesses" in the general commercial restricted zone ***unless the property is a listed landmark***. The Zoning Ordinance contains a provision in the nonconforming section that allows the issuance of a Zoning Administrator Special Permit to authorize the use of a listed historic structure for a nonconforming use. (Title 17.88.030) The project must demonstrate that the proposed use would benefit the preservation of the structure and that the public benefits

of the nonconforming use will outweigh the benefits that would result from requiring the property to be brought into conformance.

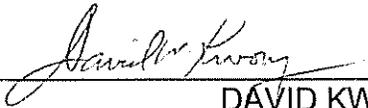
The proposed project is in keeping with the General Plan Goals and Policies, is consistent with the General Plan and Community Plan Land Use Designations, and meets Zoning Code requirements. In addition, the rehabilitation of the structure is consistent with the Secretary of the Interior's Standards for Rehabilitation. (See Attachment 7.) The Preservation element of the City's General Plan and the City's Preservation Director is required by the City Code to utilize these standards in the review of preservation projects. The standards encourage a property to be used as it was historically and that the historic character of a property be retained and preserved. The rehabilitation of this landmark structure as a service station was reviewed and approved by the Preservation Director on November 22, 2005. (Attachment E)

Smart Growth Planning Principles: The project is consistent by promoting distinctive, attractive communities with a strong sense of place, including the rehabilitation and use of historic buildings. The Moderne/Art Deco structure will become again a strong focal point on the prominent corner.

Emerging Small Business Development (ESBD):

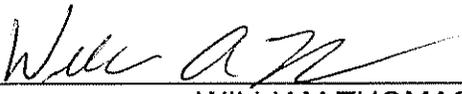
City Council approval of these proceedings is not affected by City policy related to the ESBD Program. No goods or services are being purchased.

Respectfully Submitted by:



DAVID KWONG
Planning Manager, Planning Division

Approved by:



WILLIAM THOMAS
Director of Development Services

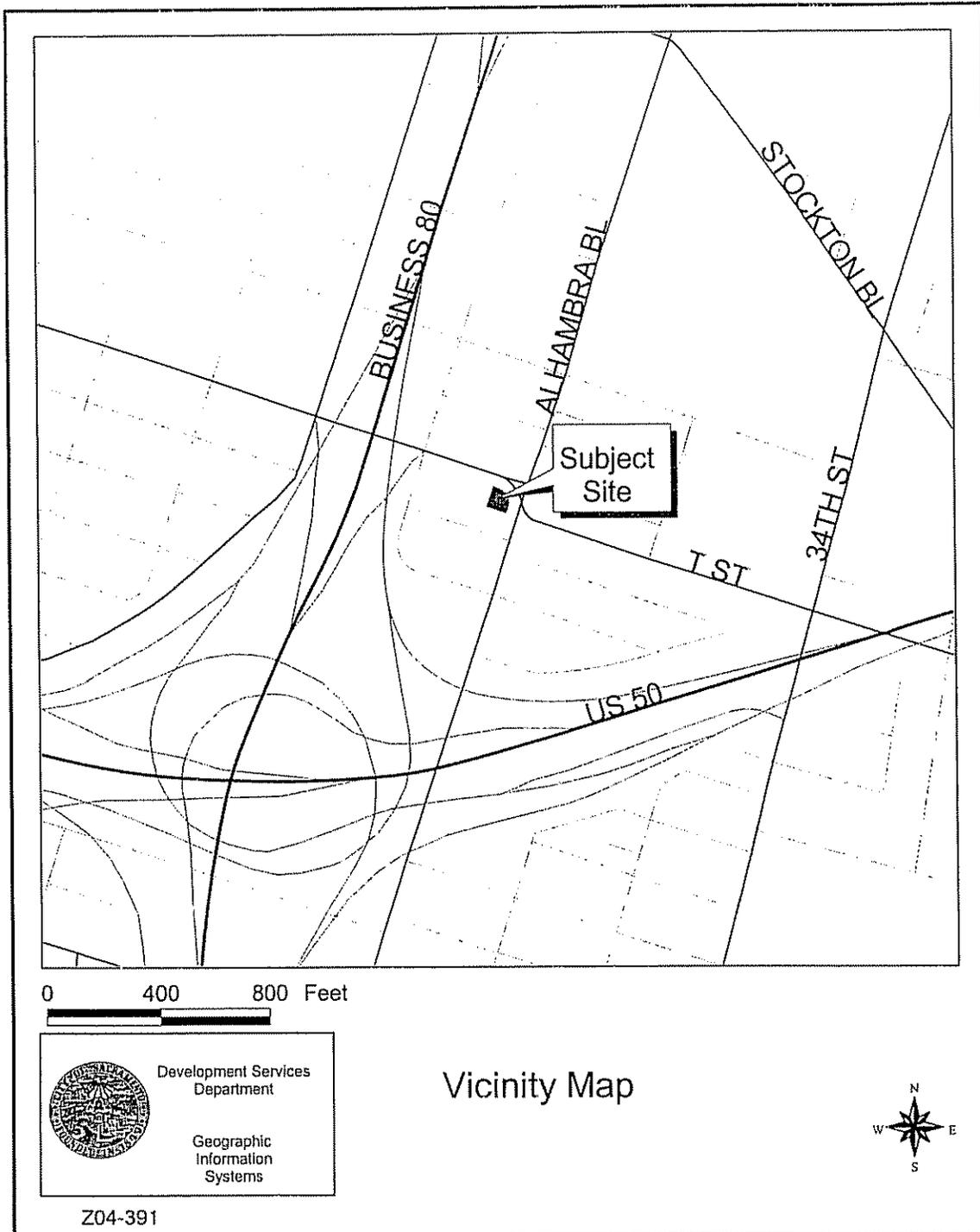
Recommendation Approved:



RAY KERRIDGE
City Manager

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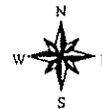
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 Development Services
Department

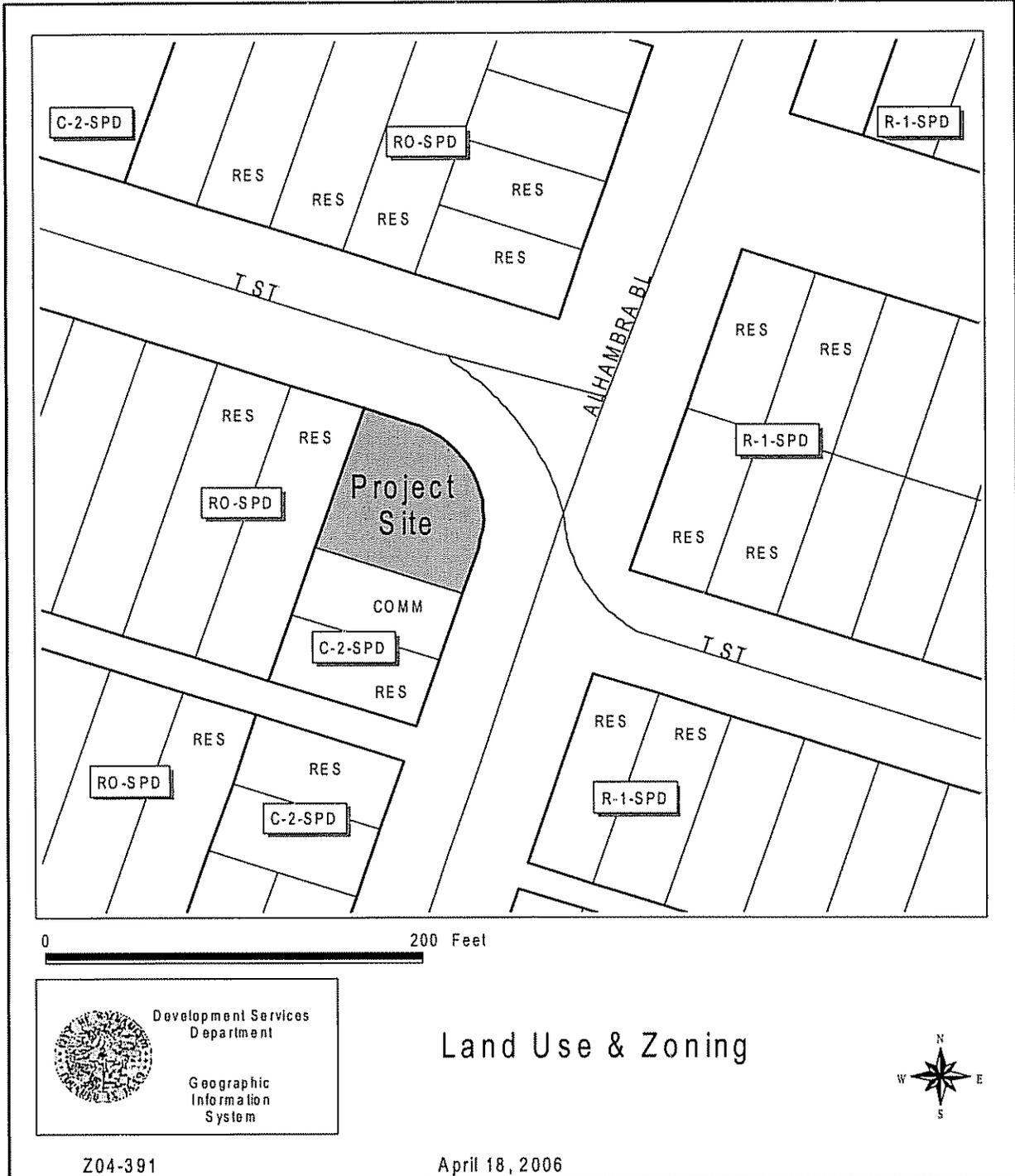
Geographic
Information
Systems

Vicinity Map



Z04-391

Attachment B - Land Use & Zoning Map



Z04-391

April 18, 2006

Attachment C- Appeal from Jack Evans – December 12, 2005

CITY OF SACRAMENTO
PLANNING DIVISION

1231 I Street, Room 200
Sacramento, CA 95814

916-808-5381

APPEAL OF THE DECISION OF THE ZONING ADMINISTRATOR

Date: DECEMBER 12, 2005
TO THE PLANNING DIRECTOR:

I do hereby make application to appeal the decision of the Zoning Administrator on
DECEMBER 1, 2005 for project number Z 040391
(date)

when a: Special Permit Variance
(check appropriate entitlement) Parcel Merger Lot Line Adjustment
 Other _____

was: Granted Denied by the Zoning Administrator.

Property Location: 3030 "T" ST

Grounds For Appeal: (explain in detail, you may attach additional pages)

PLEASE SEE ATTACHMENTS

Appellant: JACK S. EVANS Daytime Phone: (916) 736-9168

Address: 3124 "T" ST, SACRAMENTO, CA 95816

Appellant's Signature: [Signature]

OFFICE USE ONLY

Filing Fee Received: Applicant (\$596) _____ or Third Party (\$298)
Received By: Jay McCall Date: 12-12-05

Distribute Copies to: Planning Director _____
Zoning Administrator _____
Planning Commission Clerical Support Staff _____
Original & Receipt in File _____

1. THIS LOCATION WAS REJECTED AS A GAS STATION USE IN THE LATE 1960'S. THE LOCATION WAS OBSOLETE THEN AND IT IS NOW MORE OBSOLETE IN THIS USE. SINGLE ISLAND 2 PUMP STATIONS PROVIDE INADEQUATE CAPACITY TO ACHIEVE THE CUSTOMER THROUGH-PUT NECESSARY TO OFFSET FIXED COSTS. ON-SITE VEHICULAR CIRCULATION IS DIFFICULT AND UNORTHODOX.

THIS AREA IS SERVED BY MANY GAS STATIONS CURRENTLY. NO RESIDENT IN THE ALHAMBRA CORRIDOR IS FURTHER THAN 8 BLOCKS FROM A GAS STATION.

THIS HISTORICAL STRUCTURE HAS DETERIORATED TO ITS CURRENT DEPLORABLE CONDITION AS A RESULT OF A USE THAT IS INCOMPATIBLE WITH TODAY'S CUSTOMER DRIVEN REQUIREMENTS FOR A GAS STATION. ATTEMPTS TO FORCE THE SAME FAILED USE ON THIS SITE WILL NOT PRODUCE THE FINANCIAL RESULTS

Attachment C- Appeal from Jack Evans – December 12, 2005

REQUIRED TO MAINTAIN THE BUILDING, THE STRUCTURE WILL AGAIN DEVOLVE INTO A BLIGHTED STATE OF DISREPAIR AS AN UNENDING PARADE OF LESS AND LESS CAPABLE OPERATORS TRY TO EKE OUT A LIVING. FUTURE OPERATORS WILL ATTEMPT TO INTRODUCE ALCOHOL SALES. TEMPORARILY DEFERRED MAINTENANCE WILL BECOME PERMANENTLY DEFERRED. THIS RESULT WILL NOT WELL SERVE RESIDENT NEIGHBORS THE CITY OF SACRAMENTO OR PRESERVATION OF A UNIQUELY AMERICAN HISTORICAL STRUCTURE.

2. GRANTING A SPECIAL USE PERMIT FOR A GAS STATION AND CONVENIENCE STORE ON THIS SITE WILL RESULT IN PUBLIC NUISANCES EMANATING FROM THE SITE THAT GREATLY OUTWEIGH BENEFITS TO RESIDENTS.

3. A VEHICLE ORIENTED USE AT THIS SITE COUPLED WITH THE UNNATURAL AND CONFUSING INGRESS AND EGRESS SOLELY FROM "T" STREET DEGRADES UNNECESSARILY A MOST CHALLENGING AND CONFUSING INTERSECTION'S CAPACITY TO MOVE PEDESTRIANS, BICYCLISTS (COMMUTERS HEAVILY USE EAST/WEST "T" ST CORRIDOR) AND AUTOMOBILES. THE RESULTANT CONGESTION, PARTICULARLY DURING MORNING AND EVENING RUSH HOURS, UNNECESSARILY COMPROMISES THE SAFETY OF THOSE PEDESTRIANS, BICYCLISTS AND AUTOMOBILE OPERATORS.

4. THE ALHAMBRA SPECIAL PLANNING DISTRICT GOALS OF IMPROVING THE "CHARACTER, QUALITY AND VITALITY OF INDIVIDUAL NEIGHBORHOODS." ARE NOT MET BY GRANTING AN AUTO-CENTRIC USE AT THIS SITE,

Attachment D- Summary of Staff Report to Planning Commission, January 26,2006

Summary: The Historic Gas Station project was heard and approved by the City Planning Commission on January 26, 2006 with a vote of four ayes and two no votes. The following is a summary of the Planning Commission staff report:

PROJECT INFORMATION:

General Plan Designation:	Community Neighborhood Commercial and Offices Central City
Community Plan Designation:	General Commercial
Existing Land Use of Site:	Vacant Building with Landmark Designation
Existing Zoning of Site:	C-2 SPD (General Commercial in the Alhambra Corridor SPD)

Surrounding Land Use and Zoning:

North:	RO-SPD; Residential
South:	C-2 SPD; Commercial
East:	R-1 SPD; Residential
West:	RO-SPD; Residential

Property Dimensions:	76 x 80 feet (irregular corner lot)
Property Area:	.15± acres
Square Footage of Structure:	800 square feet
Height of Building:	One Story
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

Public/Neighborhood/Business Association Comments

The site is located within the boundaries of the Newton Booth Alhambra Triangle (NBAT) neighborhood association and the Midtown Business Association. The project plans were sent to the associations and the Midtown Business Association had no comments. NBAT originally did not oppose the service station proposal as long as the project conformed to the artist renderings provided and complied with all federal and state guidelines dictating use at the site. Later the association realized a service station is not allowed by right at this site and required a special permit. The association circulated a survey to the neighborhood questioning them about the development of the site and a majority of respondents expressed a preference for a bakery, sandwich, flower, or coffee shop type of use. The NBAT association then submitted a letter to formally oppose the service station use at the site. The concerns cited were increased congestion at T and Alhambra, environmental issues such as air quality, noise, and ground toxicity, and criminal activity. In response to neighborhood concerns, the Zoning Administrator placed conditions of approval addressing the issues of security, lighting, trash, and noise.

Zoning Administrator Hearing

At the Zoning Administrator hearing planning staff presented the project to the Zoning Administrator. The Newton Booth Alhambra Triangle neighborhood association and several neighbors stated their opposition to the gas station use. Other alternatives were suggested such as a coffee shop, bakery, or small office. There was also concern over an increase in traffic for the area, the circulation of cars on this awkward corner, an increase of trash at the subject site which could affect neighboring properties, safety issues behind the station where vagrants have congregated in the past, and environmental concerns (air quality, ground toxicity, and noise pollution).

The owner stated that the site did not have enough pedestrian traffic to support retail uses and that the building was too small for an office use. He believed that the cost of the remodel creates a situation where only certain uses are economically feasible. The argument concerning traffic was analyzed with the idea that this establishment would be a low volume neighborhood service station with a limited number of pumps. Furthermore, there are other gas stations in the area that would be more likely to serve customers accessing and exiting the freeway.

A representative from the Department of Engineering and Finance attended the hearing and testified to the following: After conducting a site investigation, the Development Engineering Department has required the applicant to redesign circulation on the site. The applicant originally proposed an entrance/exit off of T Street and an exit only on Alhambra Boulevard. Since the intersection at this corner is skewed, it was determined that no customer traffic would be allowed to exit onto Alhambra Boulevard. The exit on Alhambra will have a gate which will limit the access for gas tankers that are unable to maneuver on the site to exit on T Street. The applicant was provided with the option of hiring a licensed Traffic Engineer and working with the Department of Transportation to request customer access on to Alhambra Boulevard if a safe method could be demonstrated.

The owner agreed to take a proactive approach to control litter and noise on the site. There will be no outside seating to discourage loitering. The owner stated that he would place a lock on the detached bathroom, add video cameras, and install lighting to discourage inappropriate behavior at the rear of the property. Also the neighbors expressed concern that the gas station may request to sell alcohol or to extend the hours of operation outside of 6 am to 11 pm. In order to receive approval for these requests, the applicant would have to apply for a Planning Commission Special Permit. The current application does not propose either alcohol sales or an extension of operating hours and the applicant stated that he does not have any intention of seeking permission for these items.

The Zoning Administrator listened to the concerns of the neighborhood association and residents and closed the public hearing. She then approved the Special Permit subject to conditions of approval. The basis of the approval was because the project allows for the preservation of a listed landmark structure, provides incentive to rehabilitate a blighted property, and will not have a detrimental impact on the neighborhood.

Appeal of Zoning Administrator's Decision

A resident in the neighborhood, Jack Evans, has appealed the Zoning Administrator's decision to approve a Special Permit to re-establish a nonconforming automotive service station use in the currently abandoned historical landmark gas station. The appeal was filed on December 12, 2005. The original decision was on December 1, 2005 and the 10 day appeal period ended on a Sunday which allows the applicant to file the appeal on the following Monday.

Mr. Evans has submitted several reasons for his opposition to the project. The appellant states that the "[s]ingle island 2 pump stations provide inadequate capacity to achieve the customer through-put necessary to offset fixed costs." As part of the original conditions of approval, the service station was limited to a maximum of 2 pump stations to maintain the historic character of the structure and to minimize any negative impacts on the surrounding neighbors. Considering the size and location of this site, the intent of the business is to be more of a neighborhood serving gas station.

The appellant makes the argument that the "[h]istorical structure has deteriorated to its current deplorable condition as a result of a use that is incompatible with today's customer driven requirements for a gas station." Staff determined that the service station use of the site was discontinued sometime in the 1960s. Instead, an auto repair facility had been operating for many years at the site until the property became vacant several years ago. The applicant requested a special permit for a service station because they believe the use will be economically feasible. Some individuals have questioned why the structure could not be demolished so another building with more of a pedestrian use could be constructed. The City must regard the demolition of historic resources as a last resort, only to be permitted after the City determines that the resource retains no reasonable economic use. Staff believes that the service station use is a reasonable economic use and will allow for the rehabilitation of the historic resource.

Mr. Evans also cites a concern that the future operators at the site will request to sell alcohol in the convenience store. The Zoning Code requires that stores less than 15,000 square feet who request to sell alcohol must obtain a Planning Commission Special Permit. This convenience store is only 800 square feet and therefore would require an entitlement. The current application does not request to sell alcohol and the applicant has stated they do not have any intentions to request permission to sell alcohol in the future. Should this fact change, a separate public hearing would be required and the neighborhood associations and residents in the area would be notified.

The appellant states that the "gas station and convenience store on this site will result in public nuisances emanating from the site that greatly outweigh benefits to residents." As part of the conditioning for the special permit approval, the Zoning Administrator required the applicant to provide remedies to some of the nuisances raised by individuals at the hearing. The property owner agreed to install security cameras and monitor trash within 100 feet of the site on both Alhambra and T Street. The owner also agreed to monitor the site for noise and post a contact number at the site if there were issues. Lighting on the site was conditioned by Planning to ensure it was directed

downward to minimize negative impact on adjacent residential uses. No outdoor seating is allowed to discourage people from loitering. The bathroom door was required to have a key lock to deter non-customers. The Zoning Administrator also conditioned gas tankers to refuel only from 9 am to 4 pm or from 6 pm to 8 pm to minimize noise impacts on nearby residents. Staff believes that the rehabilitation and use of the site will provide a direct benefit to the community while the conditions placed on the special permit minimized any negative impact to nearby residents and property owners.

Mr. Evans believes that "the unnatural and confusing ingress and egress solely from 'T' Street degrades unnecessarily a most challenging . . . intersection's capacity to move pedestrians, bicyclists . . . and automobiles." The appellant makes the argument that the resulting congestion from only one entrance and exit will create safety issues at the site along T Street. The project was reviewed by Development Engineering staff who determined that no entrance or exit could be allowed off Alhambra. This intersection is skewed and creates a safety issue that can not be avoided with the timing of the traffic signals. Therefore all customers will be required to enter or exit on T Street. The exception would be gas tankers that are too large to maneuver on site. There will be a gated entrance on Alhambra that could be used by the gas tankers only. Development Engineering provided the applicant with the option of hiring a licensed Traffic Engineer who could work with the Department of Transportation to develop a safe method of exiting on Alhambra. At the time of this report, the applicant has not submitted any information that shows an intent to seek out this option. Therefore, only one entrance and exit on T Street is allowed. It is important to note that this requirement does not just apply to a service station use since these life and safety issues will apply to any business at the site.

Lastly, the appellant concludes the autocentric use at the site would hinder the goals of the Alhambra Corridor Special Planning District that strives to improve the "character, quality, and vitality of individual neighborhoods . . ." Staff believes that the approval of the gas station use at the site will promote further renovations in the area by removing blight. Furthermore, the approval will encourage the renovation of a distinctive and increasingly rare Moderne/Art Deco structure which will enhance the neighborhood.

In summary, the proposed project is consistent with the zone and has been adequately reviewed by all relevant agencies. The historical use, which is considered the best use under the Secretary of the Interior Rehabilitation Standards, should be re-established at this site. Staff recommends that the third party appeal be denied and the project be approved subject to conditions of approval contained in the attached NOD.

Attachment E- Preservation Director Approval, November 22, 2005



DEVELOPMENT SERVICES
DEPARTMENT
(916) 808-7185 Fax

CITY OF SACRAMENTO
CALIFORNIA

PRESERVATION OFFICE
915 "I" STREET, RM 300
SACRAMENTO, CA 95814
(916) 808-5962 Phone

CERTIFICATE OF APPROPRIATENESS

File Number:	PB04-053	Applicant:	Bay Miry
Address:	3030 T Street	Date Filed:	May 28, 2004
Classification:	Landmark	Date Approved:	November 22, 2005
Staff Contact:	Ellen A. Schmidt, 808-5962	APN:	010-0131-008

Project Description: Alterations and repairs to the existing vacant building and site

Findings of the Preservation Director/Office: The Preservation Director has determined the project to be consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties and the goals and policies of Chapter 15.124 of Title 15 of the Sacramento City Code.

The Preservation Director has reviewed the proposed project, and approves it with the following conditions of approval:

- 1 The project shall be located and constructed of the materials indicated on the approved plans.

BUILDING:

2. Remove illegally installed, non-original metal panels from original enclosed front portion of the building. Retain original panels (still located under the new panels). Repair original panels as needed in kind. Where panels are not repairable, remove and replace with new metal to match original in kind. Revise exterior elevations
3. The non-original panels may remain at the rear previously unenclosed portion of the building
4. Storefront on the southeast side of the building may remain as this is not part of the original enclosed portion of the building
5. Storefront installed on the front elevation shall be removed a new front door appropriate to the original period and design of the building shall be provided. Submit new door design to Preservation Staff for review and approval.
6. Original interior storefront which still divides the original portion of the building from the later addition on the interior shall remain and be repaired to original condition. Glazing is not necessary. Framework shall be repaired.
7. Two original columns on the interior of the building shall be visible. New drop ceiling shall not be installed within three feet of the columns
8. Revised gold and blue paint colors shall be submitted to Preservation Staff for review and approval. The rear shed shall be painted the same blue color used on the main building.
9. Align the misaligned rear metal panels. Panels shall not project beyond the fascia band.
10. Remove the existing raised pad at drive thru area and replace with asphalt.
11. Return the small, original raised concrete pad under pumps. Recess pumps within raised pad if necessary to comply with ADA

Attachment E- Preservation Director Approval, November 22, 2005

SITE WORK:

12. Provide masonry wall on west side of site as required by City Code. Wall shall drop down to as low as allowed by Zoning Administrator within the front yard setback. Submit exterior elevation and design of wall to Preservation Staff for review and approval. Provide vines in front of CMU wall.
13. Reconstruct the existing wood fence in front of the new wall Fence shall be painted gold.
14. Provide continuous shrubs at south property line and at west property line in front of wood fence.
15. Retain existing site light fixtures and indicate these on the architectural site plan.

GENERAL CONDITIONS:

16. No roof-mounted mechanical equipment allowed.
17. Match in-kind shall mean matching materials, design, dimensions, profiles, placement and finishes.
18. The submitted drawings do not document the scope of work proposed. The site plan, floor plans and exterior elevations all require extensive revisions. Submit revised drawings to Preservations staff for review and approval prior to submitting to the Building Division for Building Permits.
19. No other exterior work is allowed. All other existing exterior features such as windows, doors, trim, siding etc. shall remain in place.
20. All work shall also comply with the conditions of approval for Zoning Administrator file Z04-391.
21. All other notes and information on the approved drawings are deemed conditions of approval. Any work that differs from the final set of plans stamped by Preservation staff shall be subject to review and approval prior to performing work.
22. **Revised exterior elevations, site plans, and floor plans incorporating all the changes required in these conditions of approval must be submitted to Preservation Staff, reviewed by Preservation Staff, and approved by Preservation Staff prior to applying for a building permit. In addition, all revisions must be included on those drawing sets submitted to the building department.**
23. This approval shall expire in three years from the approval date.
24. This decision is appealable to the Design Review and Preservation Board. Appeals must be filed at the City Development Services Office within 10 days of this decision.

Roberta Deering, Preservation Director

Date

THIS IS NOT A PERMIT TO COMMENCE WORK OR CHANGE OF OCCUPANCY. PERMITS FROM THE BUILDING DIVISION (AND ANY OTHER APPROPRIATE AGENCIES) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

Attachment F – Letter of Opposition

NEWTON BOOTH NEIGHBORHOODS ASSOCIATION

*Encompassing the Alhambra Triangle, Poverty Ridge
and Newton Booth Neighborhoods*

April 16, 2005

TO: Philip Reed
City of Sacramento
Planning Division
Zoning Administrator Section
1231 I Street, Suite 200
Sacramento, CA 95814

FROM: Newton Booth Neighborhoods Association (NBNA)

RE: Z04-391 - Proposed Gas Station at 3030 T Streets

The Newton Booth Neighborhoods Association (NBNA) is comprised of three distinct neighborhoods: Poverty Ridge, Newton Booth and Alhambra Triangle. The Gas Station where the City is processing a request for a special use permit is located in the Alhambra Triangle Neighborhood. In December 2004, NBNA responded to an inquiry from the property owner at this location asking whether or not we would support the reinstatement of a gas station at this location. Our Board voted to neither support nor oppose the project as long as it conformed with the artist rendering provided and complied with all federal and state guidelines dictating the use at the site. However, at the time we took this position we were unaware that the project would require a special use permit to return it to an operating gas station.

With this new awareness, we distributed 215 flyers in the Alhambra Triangle Neighborhood, the NBNA neighborhood where the project is located. We asked neighbors to register an opinion about the proposed use so we could better represent the feelings of area residents. Twenty-three residents responded to our survey. A minority favored the idea, some residents were ambivalent about it but felt that something - anything would be better than the neglected state the property was currently in. Overwhelmingly, a majority of respondents expressed a preference for the existing C-2 zoning and hoped for a neighborhood-serving use such as a bakery, sandwich, flower, or coffee shop.

Neighbors who opposed the project were concerned about: 1) Increased congestion at T & Alhambra. [The intersection is too small and the existing relationship between Alhambra and T is disjointed. Additional cars entering and exiting the site would complicate navigation at the intersection.]; 2) Environmental concerns: Air Quality, Noise Pollution and Ground Toxicity; and 3) Criminal Activity.

Neighbors feel the site is full of latent potential. Imagine driving west on T Street in the evening toward the site with the building lit up in its vintage glory. What a cornerstone the site could be for the Alhambra Triangle Neighborhood if it reflected the needs and character of its surroundings.

Subject: Historic Service Station

April 18, 2006

Attachment F – Letter of Opposition

Project No. Z04-391
3030 T Street
Page No 2

In response to the findings of our survey, the NBNA Board voted to oppose the special use permit to operate a gas station at 3030 T Street. We prefer the existing C-2 zoning and would like to see neighborhood-serving retail at this site. We would be happy to assemble area residents to further discuss the project with the property owner

Sincerely,



Susan Pikowsky-Tatar, Chair
Newton Booth Neighborhoods Association
P.O. Box 161466
Sacramento, CA 95816
Email: sacnbat@yahoo.com

cc: RDeering, City of Sacramento
Steve Lebastchi, D & S Development

Attachment G – Analysis for 3030 T Street Site Access



Kimley-Horn
and Associates, Inc

March 7, 2006

Mr. Steve Lebastchi
D&S Development
1329 H Street
Sacramento, California 95814

■
Suite 120
1430 Blue Oaks Boulevard
Roseville, California
95747

Re: Site Access for 3030 T Street

Dear Mr. Lebastchi:

Per your request, Kimley-Horn and Associates, Inc. ("KHA") has conducted an evaluation of the driveway on Alhambra Boulevard for a proposed gas station to be located at 3030 T Street in the City of Sacramento. This letter report documents our recommendations for the proposed site access on Alhambra Boulevard.

Project Understanding

The project site is currently developed with a vacant structure. It is our understanding that this site, at one time, operated as an automobile fueling station. The proposed project includes reestablishing the original use with a replica of a vintage Texaco fueling facility. The City of Sacramento Planning Commission approved the use of the proposed project with a condition to restrict access at the Alhambra Boulevard driveway. This condition recommended limiting the Alhambra Boulevard driveway to use by fuel delivery trucks only and that a gate be placed across the driveway to prohibit use by all other traffic. This access restriction was likely imposed based on concern regarding vehicles (passenger cars) from the Alhambra Boulevard driveway interfering with operations at the signalized intersection.

The proposed project includes two fueling stations, shown in the attached site plan (Attachment 1). Further, based on *Trip Generation Manual*, 7th Edition published by the Institute of Transportation Engineers (ITE), the proposed project is anticipated to generate 25 AM peak hour and 27 PM peak hour trips. It should be noted this trip generation estimate is for a "standard," modern gas station. It is likely that the proposed replica station will generate fewer trips.

It is our understanding the city has expressed concern regarding the location of the Alhambra Boulevard driveway¹. The basis of this concern is the effect of uncontrolled driveway vehicle movements at the driveway, which would be located within a signal-controlled intersection.

Project Area Roadways

The project site is located in the southwest corner of the intersection of Alhambra Boulevard and T Street. This intersection is currently off-set, with the T Street segment west of Alhambra Boulevard located approximately 120 north of the T Street segment east of Alhambra Boulevard. This offset results in two intersections of T Street with Alhambra Boulevard. This split intersection is illustrated in Attachment 1.

¹ Discussion with Anis Ghobril, February 23, 2006.

■
TEL 916 797 3811
FAX 916 797 3804

Attachment G – Analysis for 3030 T Street Site Access



Mr. Steve Lebastchi
 Traffic Operations Analysis
 3030 T Street
 March 7, 2006. Page 2

The Alhambra Boulevard intersection with T Street is currently controlled by a traffic signal. Existing signal phasing is shown in Figure 1.

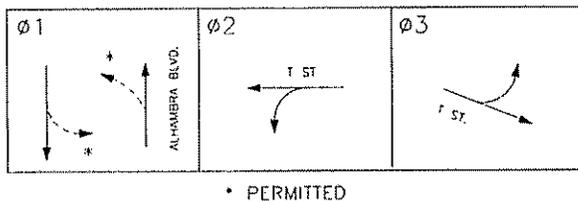


Figure 1 – Existing Signal Phasing
 (Alhambra Boulevard at T Street)

As shown in Figure 1, the intersection currently operates with three phases. Of note, left turn movements from Alhambra Boulevard to T Street are "permissive", meaning they are allowed to turn left only when acceptable gaps occur in the opposing traffic stream. This phasing is important because the signal is generally aligned with the segment of T Street east of Alhambra Boulevard, as shown in Attachment 1 and Figure 2. The proposed project's Alhambra Boulevard driveway is approximately aligned with the centerline of the east leg of T Street.

Because the site driveway aligns with the east leg of T Street, full access to the site from Alhambra Boulevard could be achieved by adding signal control to the site driveway. The addition of the driveway signal control would run concurrently with the westbound T Street signal phase. With this phasing, left-turns from westbound T Street and left-turns from the site driveway would be "permissive", consistent with the left-turn phasing currently in place along Alhambra Boulevard. The proposed phasing is shown in Figure 3.

Field measurements of site distance at the project's Alhambra Boulevard driveway revealed the potential for obstruction of line of sight for vehicles existing onto Alhambra Boulevard. As such, the addition of traffic signal control for vehicles existing the site would require supplemental "No Right Turn on Red" signing and control.

Attachment G – Analysis for 3030 T Street Site Access



Mr. Steve Lebastchi
Traffic Operations Analysis
3030 T Street
March 7, 2006, Page 3

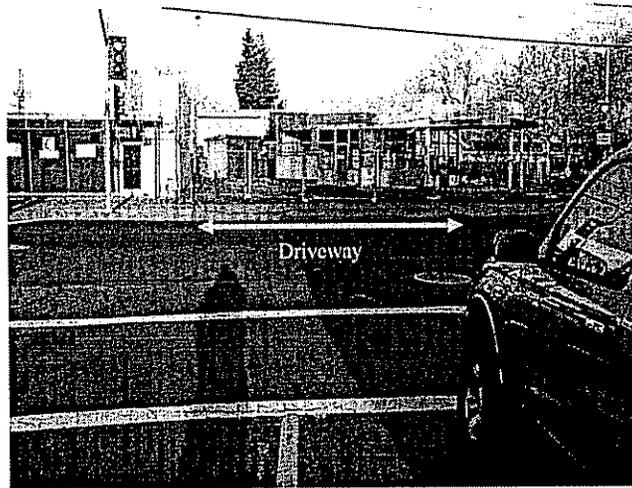


Figure 2 – T Street at Alhambra Boulevard
(looking west from T-Street east-leg)

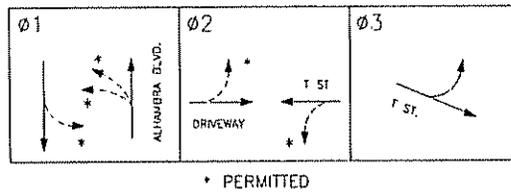
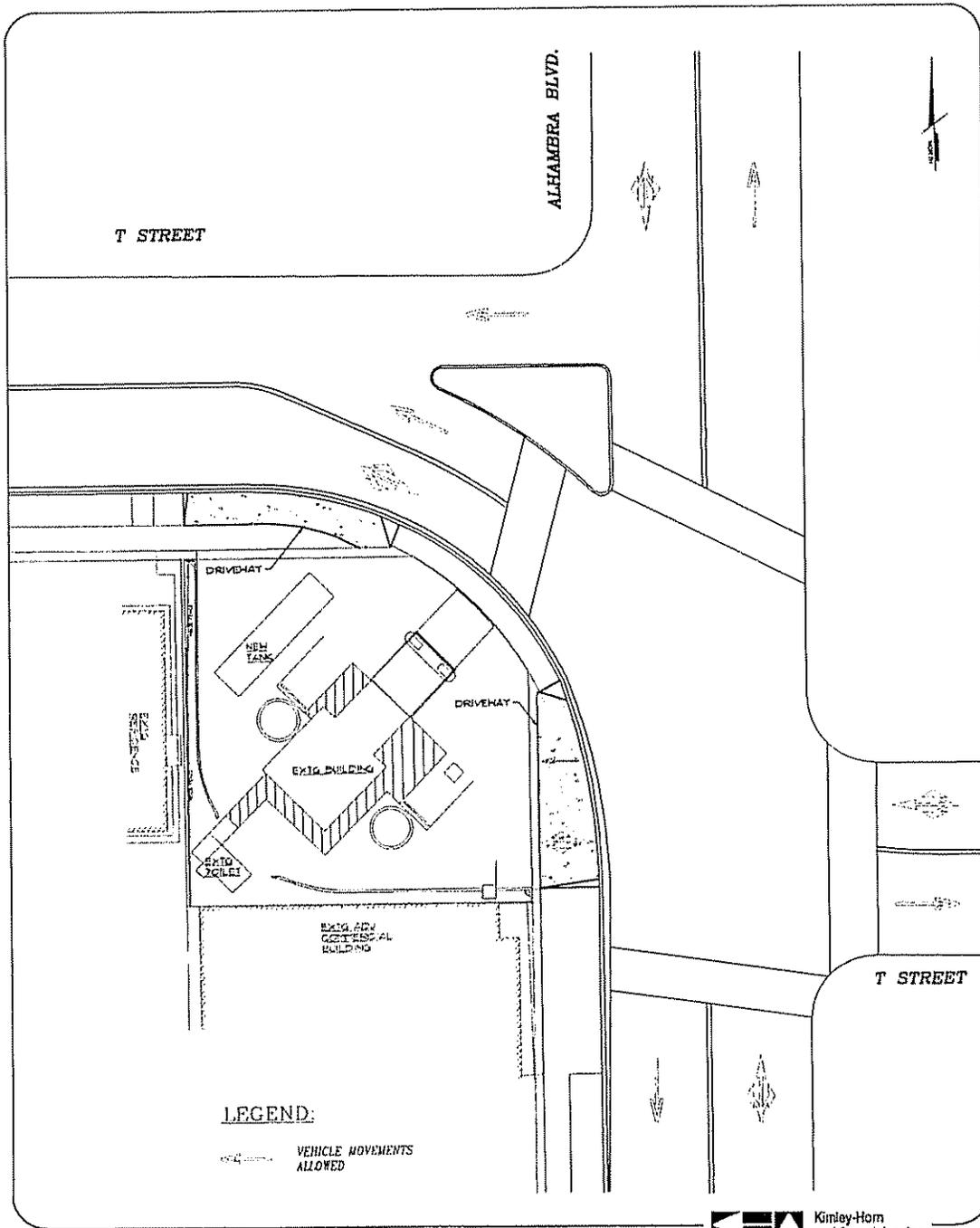


Figure 3 – Proposed Signal Phasing
(Alhambra Boulevard at T Street)

Attachment G – Analysis for 3030 T Street Site Access



ATTACHMENT 1
PROJECT AREA MAP

3030 T ST.
SACRAMENTO, CA

Kimley-Horn
and Associates, Inc.

Attachment G – Analysis for 3030 T Street Site Access



Kimley-Horn
and Associates, Inc.

Mr. Steve Lebastchi
Traffic Operations Analysis
3030 T Street
March 7, 2006. Page 4

Conclusions

The following is a summary of the results of this evaluation:

- *Low Site Driveway Volumes*
Because of the number of fueling stations, the proposed project is anticipated to generate minimal peak hour trips
- *No Additional Signal Phases Required*
Because of the existing intersection configuration and signal phasing, adding traffic signal control for the site's Alhambra Boulevard driveway does not require its own signal phase. As such, the revised signal phasing (Figure 3) does not add additional delay to the vehicles currently utilizing the intersection.
- *No Right-Turn on Red*
Because of the limited sight distance for vehicles exiting the project site at the Alhambra Boulevard driveway, it is recommended that right-turns on red be prohibited. This movement restriction is not anticipated to noticeably impact driveway operations.
- *Consistency with Driver Expectation*
As indicated in Figure 1, project area traffic is accustomed to "permitted" left-turn signal phasing. Therefore, the proposed phasing for the site driveway on Alhambra Boulevard (Figure 3) is not anticipated to result in conflicts with driver expectation

If you have any questions, please do not hesitate to call me at (916) 797-3811, or via e-mail at steve.pyburn@Kimley-Horn.com

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC

A handwritten signature in black ink that reads "Stephen M. Pyburn".

Stephen M. Pyburn, C.E., I.E.
Senior Project Manager

Enclosure: Attachment 1 – Project Area Map

Attachment H – Secretary of the Interior Standards for Rehabilitation



DEVELOPMENT SERVICES
DEPARTMENT
PLANNING DIVISION
PRESERVATION OFFICE

CITY OF SACRAMENTO
CALIFORNIA

915 * 1st STREET, 3rd Floor
New City Hall
SACRAMENTO, CA 95814
916-808-5656
916-808-5543 FAX

STANDARDS FOR REHABILITATION

The Standards for Rehabilitation (Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings) are the primary standard used by the City of Sacramento for Historic Preservation Project Review, along with the State Historic Building Code, and other plans and design guidelines that may apply to the particular historic property involved, including the City's "Preservation Area Plan" for properties in Historic Districts. The Rehabilitation Standards are also one of the required Standards for projects involving historic resources that would allow an exempt determination, if no other elements of the environment are affected, pursuant to the California Environmental Quality Act (CEQA). These Rehabilitation Standards are also the Standard for work undertaken to qualify for the federal Historic Rehabilitation Tax Credits. For additional information on the standards, the National Park Service's website includes the Standards and the Guidelines for using the Standards at:

http://www2.cr.nps.gov/tps/standguide/rehab/rehab_index.htm

Or contact the City of Sacramento Preservation Planners:

Ellen Schmidt - eschmidt@cityofsacramento.org Phone: (916) 808-5962

Melissa Mourkas - mmourkas@cityofsacramento.org Phone: (916) 808-8287

The Standards for Rehabilitation:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Attachment I – Historical Landmark Records for 3030 T Street

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # _____ HRI # _____
PRIMARY RECORD	Trinomial _____ NRHP Status Code _____
Other Listings _____	Review Code _____ Reviewer _____ Date _____

Page 1 of 2 Resource Name or #: 3030 T Street

P1. Other Identifier: former Richfield Gas Station

*P2. Location: *a County

b. Address: 3030 T Street City Sacramento Zip 95816

*c. USGS 7.5' Quad Sacramento East Date: 1992

*e. Other Locational Data: APN#: 010-0131-008

*P3a. Description:

The gas station is located on the south west corner of Alhambra Boulevard and T Street, placed at a diagonal angle to the street that would allow easy drive-up access. It is a one story pre-fabricated structure constructed of steel panels bolted together, and with large windows mounted behind grids of metal straps. It is comprised of two rectangular forms, one serving as the front sales office for the gas service, and a larger one located at the rear to house auto service activities. The building is noted on Richfield Oil Corporation plans as Building Type B2S.

The rounded Moderne-inspired canopy extends over the drive way and is supported by two posts located in the pump island. Circular metal discs of different diameters encircle the upper ends of the posts, somewhat like a Moderne version of the classical column capital. A round-cornered rib projects vertically from the roof of the canopy and extends to the main portion of the building where a larger rib continues along the length of the building. The cornice of the building is defined by a metal band, grooved horizontally, that wraps around the building. Combined with the ribs, it suggests a sense of movement.

(Please see Continuation Sheet)

*P3b. Resource Attributes: HP 6

*P4. Resources Present: Building Structure Object Site District Element of District Other (isolates, etc)



P5b. Description of Photo:

View to west

October, 2001

*P6. Date Constructed/Age and

Source: Historic

Prehistoric Both

1936

*P7. Owner and Address:

Stephen M. Tokuhama/Wadgi

Michael Wahba

4130 Norris Avenue

Sacramento, CA 95821

*P8. Recorded by:

Historic Environment

Consultants

5420 Home Court

Carmichael, CA 95608

*P9. Date Recorded:

October 31, 2001

*P10. Survey Type: Intensive

P11. Report Citation*: none

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List)

Attachment I – Historical Landmark Records for 3030 T Street

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # _____ HRI# _____
PRIMARY RECORD	
Continuation Sheet, p. 2 of 2	

Description: (continued from Primary Record page 1)

The rear of the southeast elevation contains a projecting bay with two identical grid-covered windows. One is mounted in a sliding door that passes over the other when opened. The bay also contains a narrow, taller window facing the street. A much larger grid-covered window is located in the side of the front portion of the building that served as the cashier, office, sales area.

The front of the building contains a door and similar windows (now boarded over). The canopy extends over the drive-through area.

The northwest elevation contains a large grid-covered window in the sales area portion that matches the window on the opposite side of the building. The projecting portion of this side of the building is a solid wall covered with wood siding, and a narrow street-facing window. This wall encloses the former service bay of the station. Drawings indicate that this building type, B2S, had an open service bay in the rear beneath a "lubrication canopy," which was supported by posts with discs similar to those of the front drive-through canopy. There are two such posts in each outer corner of the building. The wall on the southeast contains a window. The wall on the northwest is solid. However, the son of the proprietor does not remember that bay being open on this station. Enclosure may have been an original deviation from the plans, or an early modification.

The solid enclosure wall appears to be the only principle modification to the building.
 The building is currently boarded and fenced to protect it from vagrant damage.

Attachment I – Historical Landmark Records for 3030 T Street

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # _____ HRI# _____
BUILDING, STRUCTURE, AND OBJECT RECORD	

Page 1 of 2 *NRHP Status Code 551

*Resource Address: 3030 T Street

B1. Historic Name: Richfield Service Station, Mr Troutwine proprietor

B2. Common Name: Tokuhama/Wahba Property

B3. Original Use: gas station B4. Present Use: vacant

*B5. Architectural Style: Streamline Moderne, Art Deco

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features:

Driveways leading to and by the Pump Island

B9a. Architect: Plans drawn by architect for Richfield Corporation of Los Angeles. b. Builder: unknown contractor

*B10. Significance: Theme commercial, roadside Area parcel size
Period of Significance 1936-1986 Property Type -gas station Applicable Criteria C

The Richfield Station at 3030 T Street is a very good and increasingly rare example of the small prefabricated metal service stations that were distributed throughout the country in the 1930s. It is also symbolic of the turning point in acknowledging roadside architecture, and efforts to provide attractive and standardized station design.

Several factors combined to influence the widespread construction of small standardized service stations in this era. One factor in the early years of automobile expansion was the growth of a national concern regarding the physical appearance of small businesses selling gas. Crude signage, a hodge-podge of building types and ages conspired to seriously detract from the natural scenery that early motorists were just beginning to discover and appreciate. Early 'reform' efforts culminated in the initiation of national design contests for roadside stands and gas stations sponsored by Mrs John Rockefeller, Jr., the Adolf Gobel Company, the American Civic Association, and the Art Center of New York. The contests rewarded architects and designers for attractive and functional roadside facilities. Subsequent contests rewarded proprietors who used the prize winning designs in building their businesses.

(Please see Continuation Sheet)

B11 Additional Resource Attributes: -

*B12 References:

Jennings, Jan, *Roadside America: the automobile in design and culture*, Iowa State University Press, Ames, Iowa, 1990.

Jakle, John A. and Sculle, Keith A., *The Gas Station in America*, Johns Hopkins University Press, Baltimore, 1994.

Margolies, John, *Pump and Circumstance: Glory Days of the Gas Station*, Little, Brown and Company, New York, 1993.

Sacramento City Directories

Architectural Plans, Service Station Building B-2S Standard, Richfield Oil Company of California, Los Angeles, April 16, 1935

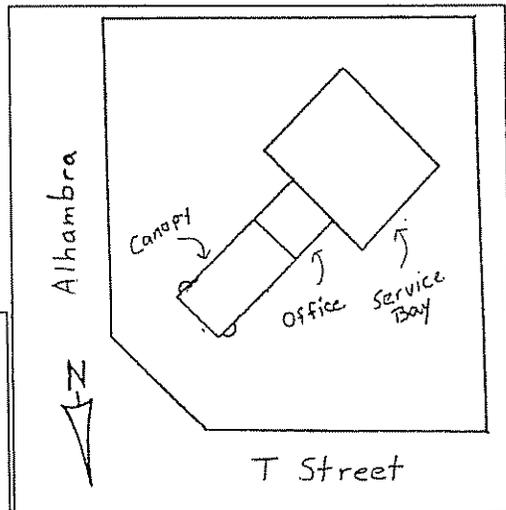
Mr. Troutwine, son of the original owner

B13. Remarks:

*B14. Evaluator: Paula Boghosian, Don Cox

*Date of Evaluation: November 2, 2001

(This space reserved for official comments)



Attachment I – Historical Landmark Records for 3030 T Street

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # _____ HRI# _____
BUILDING, STRUCTURE, AND OBJECT RECORD	
Continuation Sheet, p.2 of 2	

Significance: (continued from BSO Record page 1)

In 1929 the American Automobile Association reported that the influence of the wayside-stand competitions was evident throughout the country where unsightly stands were demolished and replaced with more attractive designs. However, the Association realized the enormity of the task when it was estimated that there were 59,000 stands in operation.

The National Association for the Protection of Roadside Beauty then undertook a series of state roadside surveys to spur continued reform. . . "surveyors traveled over thousands of miles of highways, compiling information on the amount of blight per miles" according to *Roadside America*. They also accumulated a photographic record that included glaring examples of local roadside blight. Beyond contests; surveys and educational campaigns, roadside reformers looked hopefully to the emergence of large corporations that would embrace reform ideals and replace the unrefined roadside independents. When Standard Oil of California removed the company's advertising billboards from the highways of the West in 1924, it was lauded as an agent of roadside beauty. The sign removal came after the company had already undertaken a campaign to beautify its retail gasoline stations. The company created a model station and insisted that "the buildings, equipment and grounds are designed and maintained as attractive spots of utilitarian beauty." By adapting domestic, regional vernacular or high-style models, Standard, Atlantic Richfield and other major oil companies hoped to appear civic minded and head off restrictive zoning that would interfere with distribution strategies.

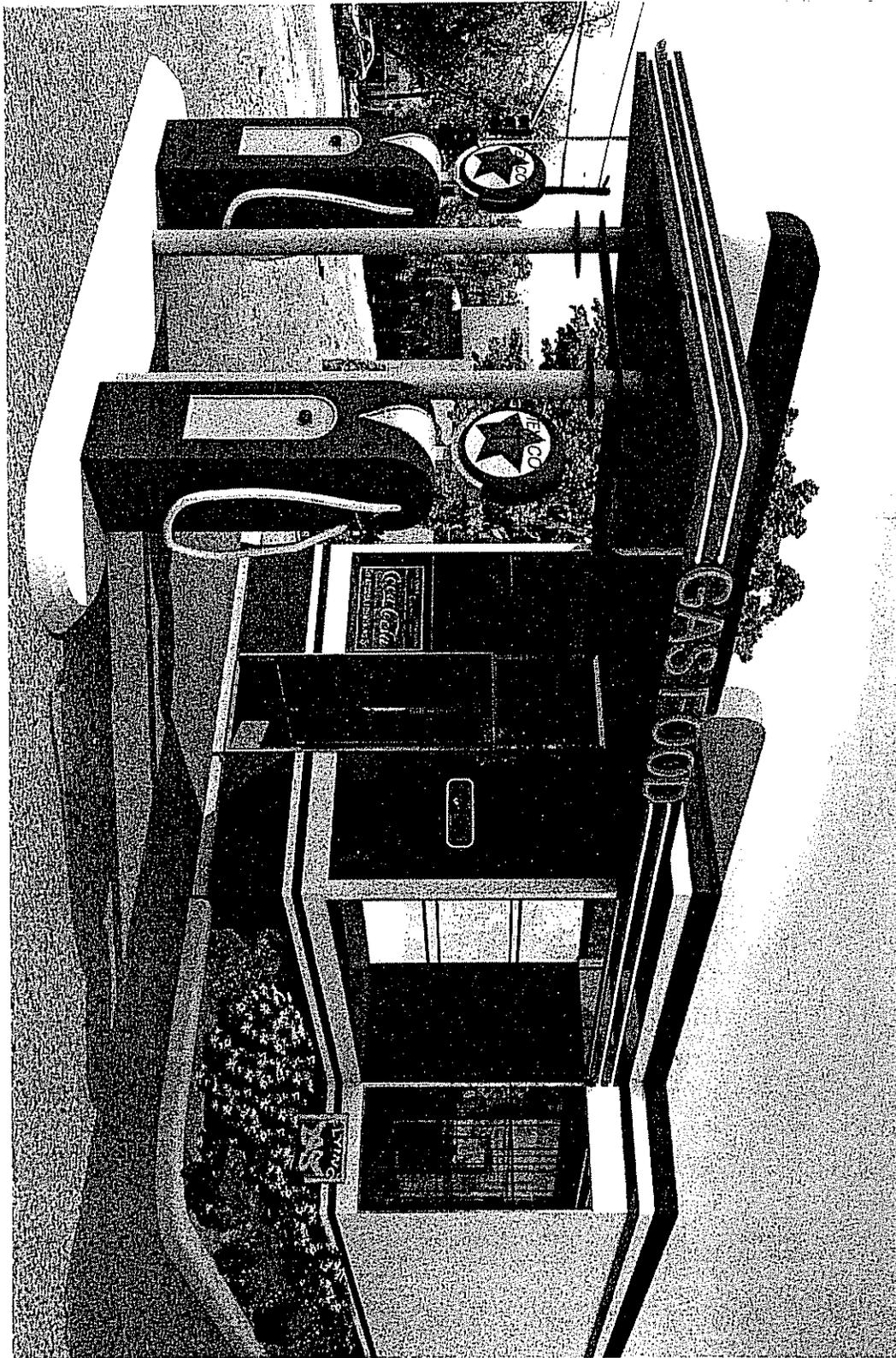
In developing design concepts for service stations, the automobile itself provided a strong motif. The Streamline Moderne style expressed the speed and movement that rather suddenly became available in the new age of technology – with fast moving trains, airplanes and automobiles. While east coast and mid-west service station designs often used traditional and colonial-inspired motifs in their design, California stations somewhat specialized in aerodynamic motifs, rounded corners, horizontal movement, and simplified streamlined themes of Moderne and Art Deco design.

This service station reflects Moderne/Art Deco interpretations of the period that were produced in pre-fabricated form for widespread distribution and construction.

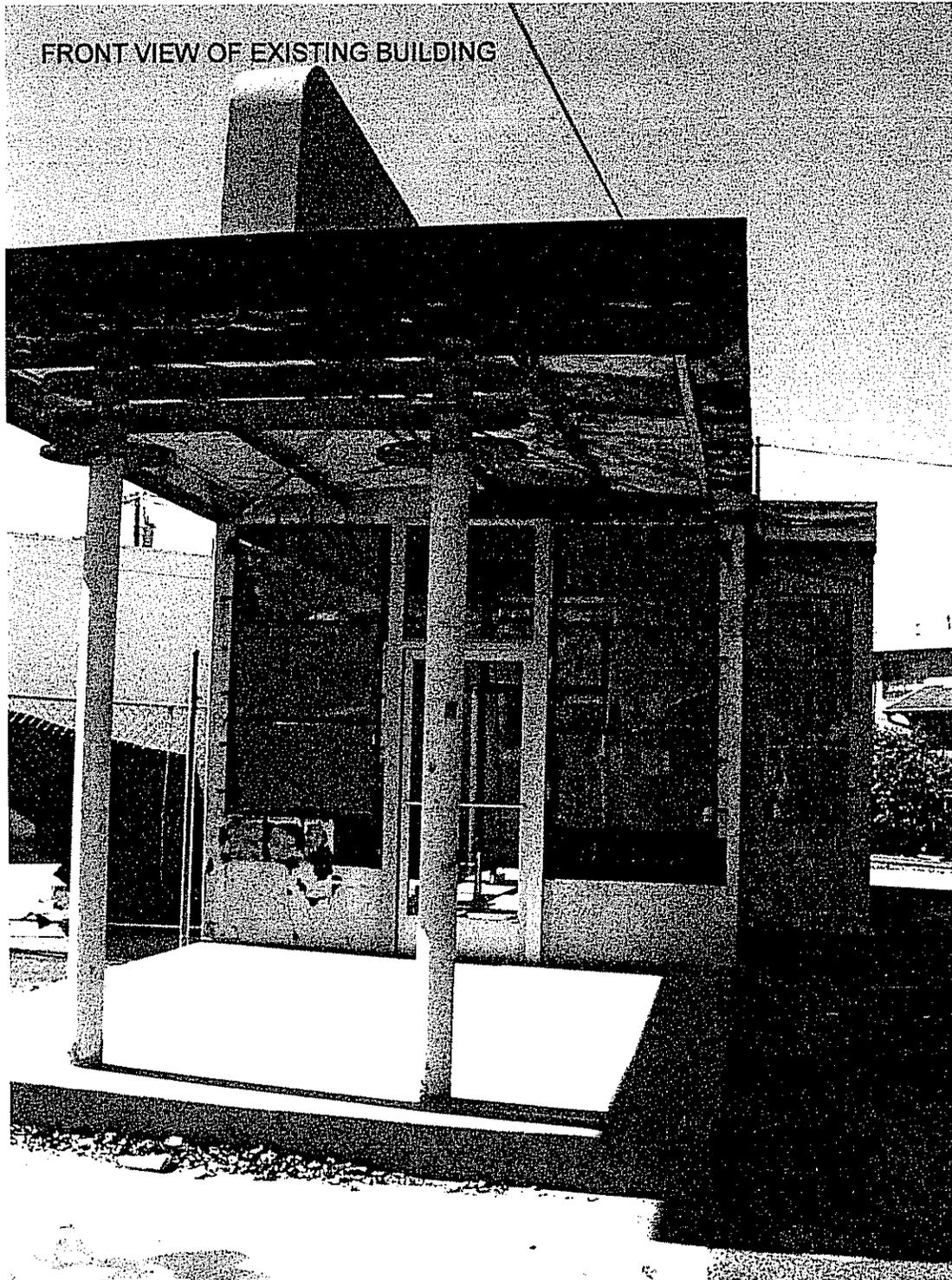
The station was assembled on site in 1936 by a local contractor according to standard plans and instructions of the Richfield Corporation. According to the son of the original owner, the most difficult part of the process was preparing the proper foundation. Then a truck came along with the partitions and a contractor simply put the pieces of the structure together. The name of this particular pre-fabricated version was Type B-2S, according to original plans in the possession of the owners. The station reflects Moderne and Art Deco-inspired origins in its projecting rounded canopy, the succession of rounded "speed" projections on the roof, the treatment of the windows, and the canopy supports with their circular Art Deco disks at the top. With its relatively small size, it almost resembles a piece of sculpture, sited on its urban corner.

The small building has retained substantial integrity, particularly with respect to its principle character-defining and stylistic elements, and represents a significant phase of automobile and roadside evolution in California and the country. This important and largely unrecognized building type has become rare in the Sacramento area. The former Richfield station appears to meet criteria for listing in the Sacramento Register.

Attachment J – Rendering of the Rehabilitated Gas Station



Attachment K – Photo of Abandoned Gas Station



RESOLUTION NO.

Adopted by the Sacramento City Council

April 18, 2006

A RESOLUTION APPROVING THE SPECIAL PERMIT TO REESTABLISH A SERVICE STATION IN THE C-2 SPD ZONE IN THE ALHAMBRA CORRIDOR SPECIAL PLANNING DISTRICT AND ADOPTING THE FINDINGS OF FACT AND CONDITIONS OF APPROVAL IN SUPPORT OF THE HISTORIC GAS STATION, LOCATED IN THE CENTRAL CITY AT 3030 T STREET. (Z04-391) (APN: 010-0131-008)

BACKGROUND

- A. On November 22, 2005, the Preservation Director approved the proposed renovation of the landmark structure;
- B. On December 1, 2005, the Zoning Administrator approved the requested entitlement;
- C. On December 12, 2005, the decision of the Zoning Administrator approving the entitlement was appealed by a third party;
- D. On January 26, 2006, the Planning Commission denied the third party appeal and approved the entitlement;
- E. On February 6, 2006, Councilmember Fong called up the project; and
- F. On April 18, 2006, the City Council heard and considered evidence in the above-mentioned matter.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. At the regular meeting of April 18, 2006, the City Council heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the City Council took the following actions for the location listed above:

- A. Approve the Special Permit to reestablish a service station in the C-2 SPD zone in the Alhambra Corridor Special Planning District for the project known as the Historic Gas Station.

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

Section 2. **FINDINGS OF FACT**

- A. **Environmental Determination:** The City Planning Commission finds that the project is Exempt pursuant to CEQA Section 15301 and 15331.
- B-D. Special Permit to re-establish a nonconforming automotive service station use in the currently abandoned historical landmark gas station on .15± developed acres in the General Commercial (C-2) Alhambra Corridor Special Planning District (SPD) zone is approved based upon the following findings of fact:
1. Granting the Special Permit is based upon sound principles of land use in that:
 - a. the proposed project allows for the rehabilitation of a historical landmark property.
 - b. the Secretary of the Interior Rehabilitation Standards consider the historical use of the property as the best use.
 - c. The proposed building, structure or use provides a demonstrable benefit toward the preservation of the listed historic structure.
 2. Granting the Special Permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
 - a. the use will not generate significant impacts to the nearby residential properties; and
 - b. the project allows for a blighted, vacant building to be rehabilitated.
 - c. The public benefits of the preservation of the listed historic structure as derived from the proposed nonconforming building, structure or use will outweigh the public benefits that would result from the action(s) that would be required for the building, structure or use to be brought into, or remain in, conformance.
 3. The project is consistent with the General Plan and the Central City Community Plan which designates the site as Community Neighborhood Commercial/Offices and General Commercial respectively.

Section 3. **CONDITIONS OF APPROVAL**

- B. The **Special Permit** to allow a nonconforming service station use in a listed landmark is hereby **approved** subject to the following conditions of approval:

Planning

1. Size and location of the project shall conform to the plans submitted except as conditioned below.
2. No more than two pumps will be allowed.
3. Must meet all the conditions of the Preservation approval in PB04-053.
4. Submit the trash enclosure details for approval from Preservation and Planning staff.
5. A building permit will be secured before completing work.
6. There will be no outside seating.
7. The bathroom door will have a key lock.
8. The owner will monitor and remove trash within 100 feet of the site along T Street and Alhambra Boulevard.
9. Security camera equipment will be installed on the site.
10. A masonry wall is required between the residential and project site. This masonry wall will be required to connect from the wall of the existing commercial building to the south and along the entire west property line. The wall must be stepped down at the street to allow for visibility near the driveway entrance/exit. The final design of the wall must be reviewed by Preservation staff.
11. Any signage will require a sign permit and additional review from Preservation staff.
12. Lighting on the site will be directed downward to minimize any negative impact on adjacent residential uses.
13. The applicant will submit a revised site plan showing the necessary revisions required by Development Engineering and Planning.
14. Any future modification to the gas station shall require additional Planning review and approval.
15. The owner will be responsible for monitoring noise on the site. A sign will be posted to provide a contact person and telephone number for noise issues on the property.
16. Refueling by the gas tankers will be completed during the following hours: after 9 am but before 4 pm or from 6 pm to 8 pm.

Development Engineering

17. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City Standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering and Finance Division. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards;
18. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk fronting the property along T Street and Alhambra Boulevard per City Standards and to the satisfaction of the Development Engineering and Finance Division. **The frontage along this property shall be constructed using a vertical curb to limit the locations of egress/ingress;**
19. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering and Finance Division. This project shall have only one driveway along "T" Street for customer egress and ingress. Another driveway along Alhambra Boulevard is allowed to facilitate gas tanker maneuvering (egress/ingress) and shall be equipped with a gate (not open for public use);
20. The site plan shall conform to A.D.A. requirements in all respects. This shall include the construction of an A.D.A. compliant ramp at the corner of "T" Street and Alhambra Boulevard (within the project's frontage) and shall be to the satisfaction of the Development Engineering and Finance Division;
21. The design of walls, fences, and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited to 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering and Finance Division.

Utilities

22. Only one domestic water service is allowed per parcel. Any new domestic water services shall be metered.
23. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
24. Post construction, stormwater quality control measures shall be incorporated into the fueling area to minimize the increase of urban runoff pollution and non-stormwater discharges. These measures may affect site design and site

configuration, and therefore should be considered during the early planning stages. Improvement plans must include source control measures. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

Advisory Comments

- 25. The applicant may apply (Driveway Permit) for an additional driveway cut along Alhambra Boulevard to be used by the customers. The applicant would have to demonstrate (using a licensed Traffic Engineer) that there would be no safety issues associated with a driveway along Alhambra Boulevard and would have to obtain the Department of Transportation approval;

- 26. The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof.

- 27. Compliance with CBC Section 311.1 shall be provided.

- 28. Exterior wall and opening protection shall comply with CBC Table 5-A.

- 29. Handicap accessible shall comply with CBC Chapter 11B.

Table of Contents:

Exhibit 1A	Site Plan Exhibit
Exhibit 1B	Floor Plan
Exhibit 1C	Elevations

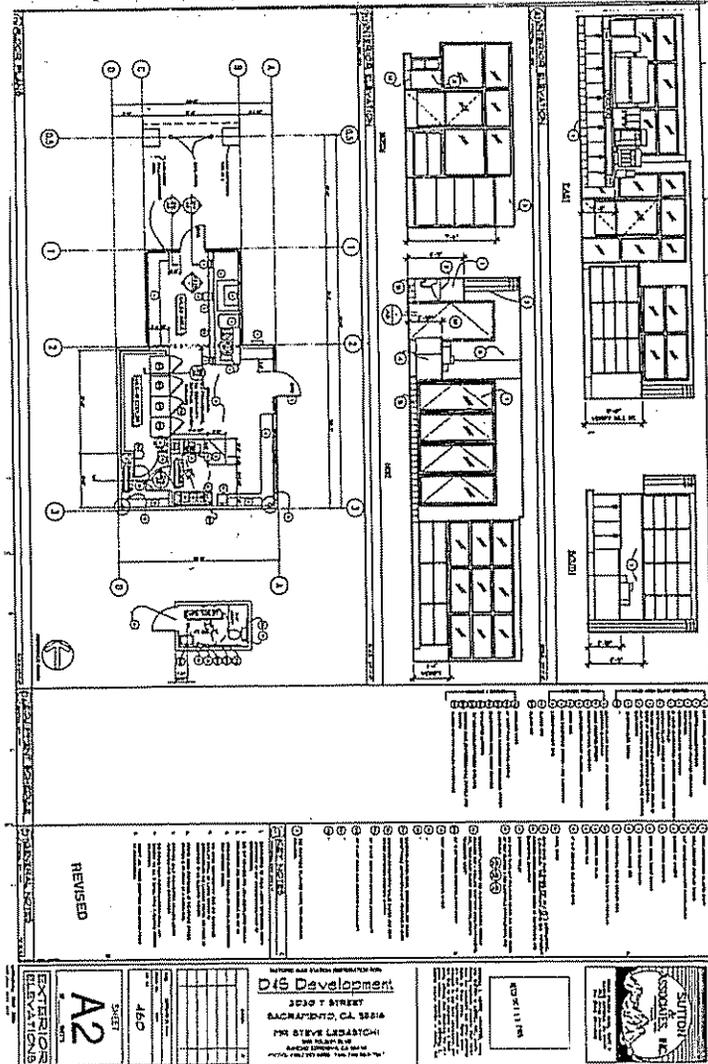
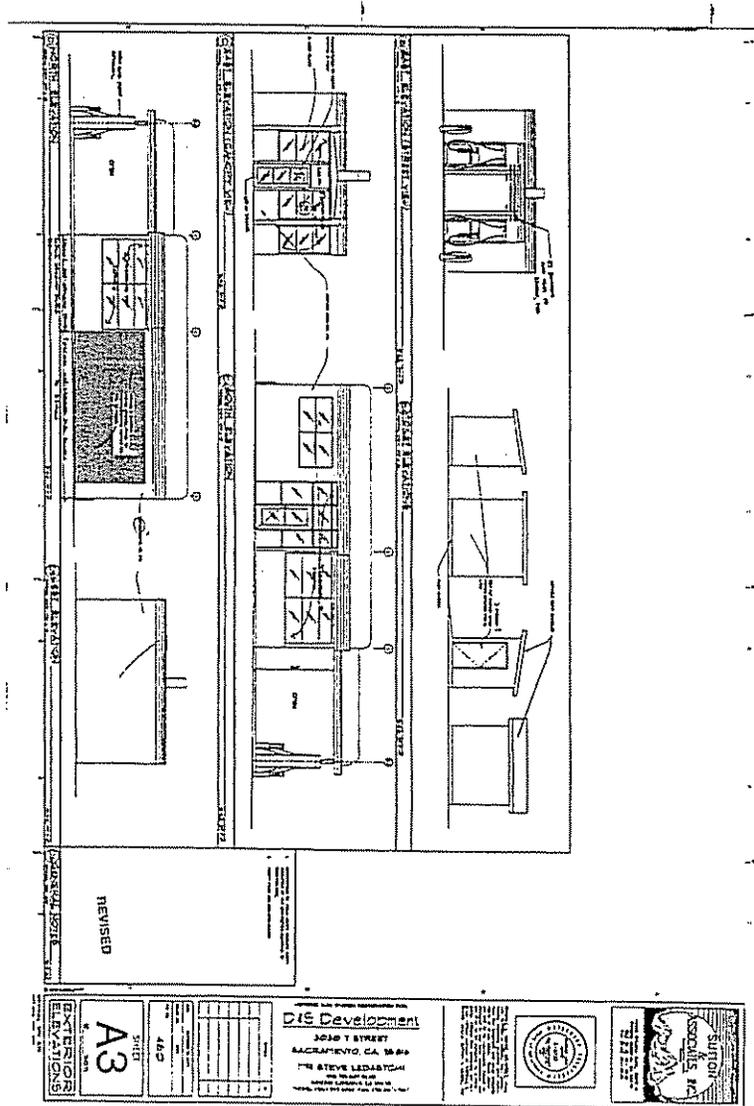


Exhibit 1C – Elevations



REVISED

EXTENSION ELEVATIONS	A3	SHEET	4/13	DIS Development 3007 T STREET SACRAMENTO, CA 95834 TOM STEVE LEONARDI ARCHITECT			