



REPORT TO PLANNING and DESIGN COMMISSION City of Sacramento

6

PUBLIC HEARING
September 13, 2012

To: Members of the Planning and Design Commission

Subject: 1801 L Street Residential Parking Waiver

A request to waive 26, residential parking spaces for an existing residential mixed-use development located in the Residential Mixed-Use Urban Neighborhood Overlay (RMX-UN) zone.

- A. Environmental Determination:** Categorical Exemption pursuant to CEQA Guidelines Section 15305 (Minor Alterations to Land Use);
- B. Special Permit** to waive 26 residential parking spaces.

Location/Council District:

1801 L Street

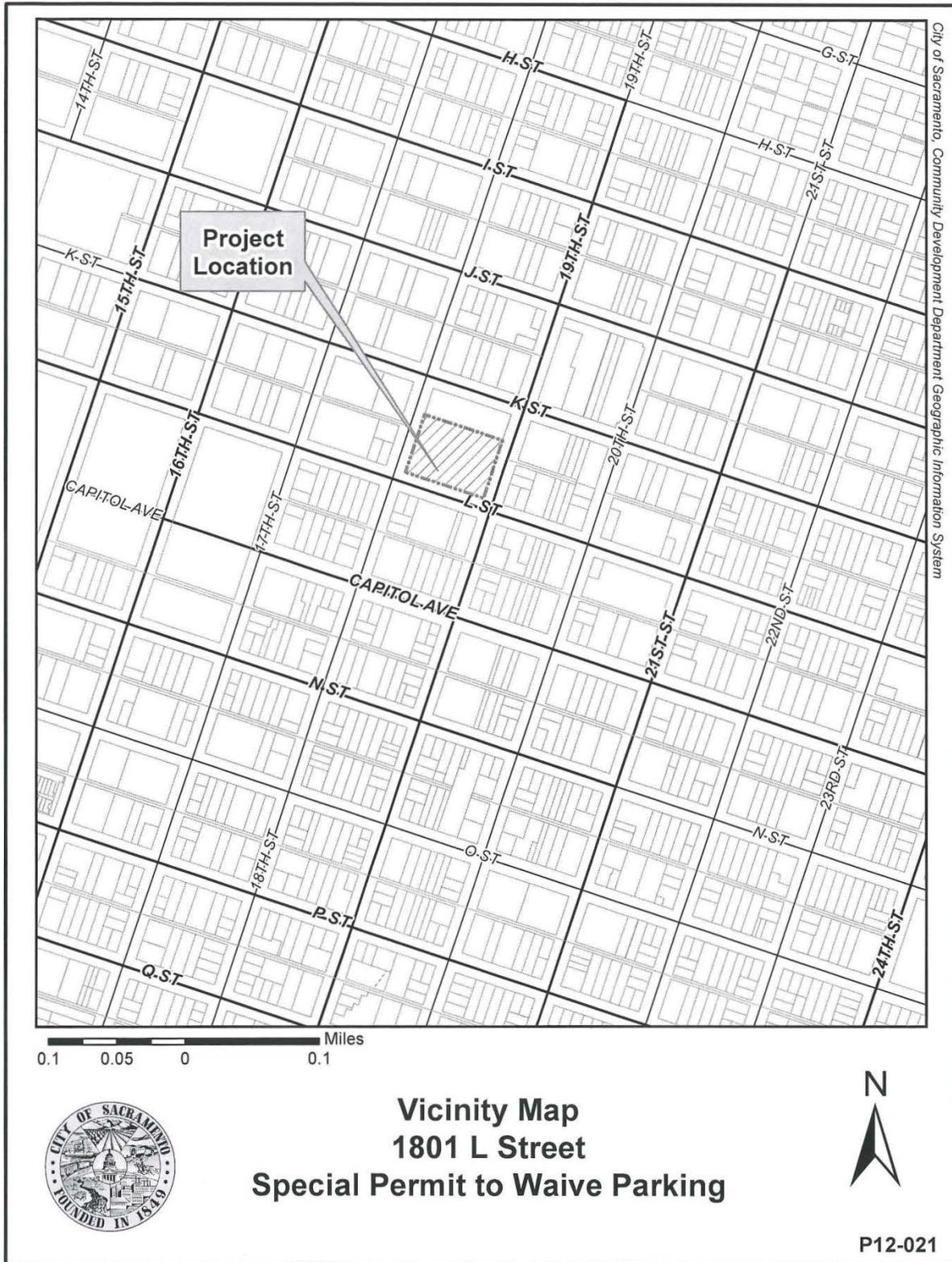
Assessor's Parcel Number: 007-0082-015

Council District 4

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A and B above and its decision may be appealed to the City Council. **At the time of writing this report, there were no outstanding issues and the item is not considered to be controversial.**

Contact: Kimberly Kaufmann-Brisby, Associate Planner, 916-808-5590; Stacia Cosgrove, Senior Planner, 916-808-7110

Applicant/Owner: Sotiris Kolokotronis, 1801 L Street Associates, 1121 18th Street, Sacramento, CA 95811, (916) 730-4222, Sotiris@urbancapitalpartners.com



Summary: The applicant proposes to waive 26 parking spaces for residents located in the 1801 L Street mixed-use development. The 26 spaces are located offsite, directly across the street in the L Street Lofts building, located at 1812-1820 L Street. There are currently 162 residential parking spaces provided within the 1801 L Street garage that have proven to be a sufficient number of parking spaces, therefore the 26 spaces across the street are not being used and the applicant is requesting to waive them.

The project is consistent with all applicable policies and staff supports the request. Staff notified all property owners within a 500-foot radius of the project site regarding this public hearing and has not received any comments regarding the project. **The project is not considered to be controversial.**

Table 1: Project Information
General Plan designation: Urban Corridor High
Existing zoning: Residential Mixed-Use Urban Neighborhood (RMX-UN)
Existing use of site: Residential Mixed-Use: Retail (ground floor), Live-work and Residential units (upper floors)
Property area: 1.77 acres

Background Information: On August 26, 1999, the Planning Commission approved entitlements to construct the 1801 L Street mixed use development, including 152 apartment units with 9,600 +/- square feet of ground floor commercial space. At this time, the Planning Commission approved a Special Permit to reduce the required onsite parking from 186 spaces to 163 spaces (a reduction of 23 spaces).

In 2002, the applicant proposed to modify the 1801 L Street development plans and increase the number of residential units from 152 to 176 units. The modification did not alter the footprint of the building, but did present additional onsite parking requirements. A total of 26 new parking spaces were required.

On December 12, 2002, the Zoning Administrator approved a Special Permit to establish an off-site parking lot on the vacant 1812-1820 L Street site directly across the street (Z02-220). The proposed parking lot was to be constructed off of the alley so that housing could be developed along the street and would serve to provide the additional parking spaces required for the 1801 L Street development.

Subsequently in 2006, the L Street Lofts project was developed at 1812-1820 L Street and the 26 required spaces were incorporated into the Lofts parking structure.

On September 14, 2006, the Planning Commission approved entitlements to waive the remaining required parking for restaurant and retail uses for the 1801 L Street development (P06-081).

Public/Neighborhood Outreach and Comments: Early Project Notification was sent to the Midtown Neighborhood Association and the Midtown Business Association. Staff

has not received any comments from either association. Prior to this public hearing, a public notice was sent notifying all property owners within a 500 foot radius of the project site regarding this public hearing and staff posted the site. At the time of the writing of this report, staff has not received any comments regarding the proposed project.

Environmental Considerations: The Community Development Department, Environmental Planning Services Division has reviewed this project and determined it is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15305. The project consists of the minor alteration to a land use limitation (parking waiver) in an area with an average slope of less than 20 percent which does not result in any changes to the land use or density.

Policy Considerations:

The 2030 General Plan land use designation for the project site is Urban Corridor High. The site is zoned Residential Mixed-Use and is within the Urban Neighborhood Overlay zone (RMX-UN).

The urban form characteristics envisioned for the Urban Corridor High designation include integrated residential, office, and retail uses, compact development patterns with high lot coverage, limited setbacks with buildings sited at or near front property lines to create a consistent and well-defined street wall, and parking located behind buildings, integrated into buildings, or accommodated in separate parking structures.

The RMX zone allows a mix of moderate density residential and neighborhood-serving commercial uses as a matter of right, and is intended to preserve existing housing stock and the residential character of neighborhoods while encouraging the development of new housing opportunities, as well as neighborhood-oriented ground-floor retail and service uses.

The purpose of the Urban Neighborhood (UN) overlay zone is to encourage the development of new housing and mixed use development in specified general commercial (C-2) and residential mixed use (RMX) zoned areas located southeast of Memorial Auditorium between the Central Business District (CBD) and the central city's midtown and residential areas. The overlay zone development standards support off-street parking reductions for mixed-use projects which incorporate both residential and commercial services, which would include the 1801 L Street development.

The existing residential mixed-use development is consistent with the Urban Corridor High land use designation in that the multi-story mixed-use development is a component of a complete and well-structured neighborhood as defined in the 2030 General Plan (LU 2.1.3). The proposed parking waiver supports sustainable development patterns in that the existing parking structure would be more efficiently utilized by providing parking sufficient to meet the residents' parking needs rather than providing excess parking that might not be used.

2030 General Plan:

As previously noted, the 2030 General Plan designates the subject parcel as Urban Corridor High. The proposal is consistent with the following General Plan goals and policies:

- **City Sustained and Renewed.** Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices for future generations. (Goal LU 2.6)
- **Complete and Well-Structured Neighborhoods.** The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities (LU 2.1.3).
- **Reduce Minimum Parking Standards.** The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. (Policy M. 6.1.2)
- **Separate Parking Costs.** The City shall provide incentives for projects that separate the cost of parking from lease payments. (Policy M. 6.1.8)

The project's location, proximate to transit, shopping, entertainment, and the urban core, affords the residents diverse edification, entertainment, and transportation options, all of which are sustainable and within a reasonable walking distance. The development has made efficient use of the land with the multi-story design and the provision of an appropriate amount of parking for the building's residents. The residential parking garage gating helps to ensure the residents' safety and the project's design and materials will continue to foster and enhance the neighborhood identity.

Land Use:**Special Permit**

The project site is bounded on the west by 18th Street and by 19th Street to the east. Vehicle access to the lower level parking garage is provided mid-block off both streets. The street-level retail and restaurant uses face the L Street frontage, along the building's south side as well as wrap around to both the 18th and 19th streets' frontages.

As previously noted the planning commission approved a special permit to reduce the required parking for the mixed-use building from 186 to 163 spaces. The 163 spaces were found to be sufficient for the project's 152 unit residential component with adequate short-term on-street parking available for the project's commercial component (P98-123). During project construction the parking garage lost one parking space due to adherence to building code requirements and currently has 162 available parking spaces.

Table 1B: Parking		
Use	Required Parking	Parking Provided If Residential Waiver is Approved
Apartments	1 sp/unit plus 176 units=176	162 spaces 0.92 space per unit
Guest Parking	12 spaces (1 guest sp/15 units)	No designated guest spaces Available on request as spaces are available
Total	188 spaces	162 spaces

Table 1C: Bicycle Parking			
Total parking provided	Required bicycle parking	Provided bicycle parking	Difference
162 spaces	1 space/20 rq'd spaces=9 spaces	20 Class I (bicycle lockers)	+11

Vehicle Parking: According to the Zoning Code, the standard parking requirement for apartments located in the Central City is 1 space per apartment plus one guest space per 15 apartment units. For this project, the parking requirement is 188 spaces (176 spaces @ 1 space/unit plus 12 guest spaces). The applicant proposes to waive 26 of those spaces and to provide 162 parking spaces or a ratio of 0.92 spaces per apartment. Guest parking is available upon request as space is available. Reducing required multi-family parking spaces requires approval of a special permit to waive parking per Section 17.64.010(B)(4) of the City Code.

Special Permit to Waive Parking

The City has traditionally reduced the parking requirement for mixed-use projects because they are anticipated to share parking facilities and usually attract a greater pedestrian clientele because the projects are typically located in high-employment areas proximate to transit services. In this instance the parking is utilized by the buildings'

residents on a first-come, first served basis with businesses leasing unused spaces on occasion. Over the six years since the building began leasing the apartments, an average of 93 percent or 151 of the 162 available spaces per month have been used. There is little to no demand for the 26 parking spaces reserved in the L Street Lofts building.

Per the building's community director, all apartment residents are afforded the opportunity to lease a space in the garage for a \$150 monthly fee. Currently 27 percent of the residents have opted not to lease a space either because they do not own a vehicle, they obtained a neighborhood parking permit through the city and park in the designated area on the street, or they opted to park on the street in a non-restricted parking area. The units at 1801 L Street are a desirable place to live specifically because of their proximity to jobs, services, the State Capitol, transit, and recreation opportunities, making the building an ideal candidate for a reduced residential parking ratio.

The City's Zoning Code, Section 17.212.010, specifies the findings required for the approval of a special permit. In evaluating special permit proposals of this type, the Commission is required to make the following findings:

1. A special permit shall be granted upon sound principles of land use.

The granting of the parking waiver is based upon sound principles of land use in that the mixed-use project is consistent with the land use designation, zone and overlay zone which supports off-street parking reductions for mixed-use projects, site-specific parking data have shown adequate parking is available to meet resident demand, it is appropriate to support parking reductions for mixed-use projects adjacent to the downtown core, the site is well-served by transit, and guest parking is available upon request.

2. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the mixed use building and neighborhood provide a range of commercial uses to meet the daily needs of residents and are within convenient walking distance and more than the required number of Class I bicycle lockers are available in the garage.

3. The special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The proposed project is consistent with the residential land use policies of the General Plan which encourage modified parking standards to improve the use of public transportation and pedestrian amenities while downplaying the reliance on the automobile for transportation. In addition, approving the request will not create new parking demands or impacts to the neighborhood because the current

parking situation is already the end result of the requested parking reduction. Thus, staff concludes that the Special Permit as properly conditioned, will not negatively affect adjacent businesses and residences, and public transit, carpooling, walking, and bicycling are viable transportation modes at the site. Therefore, staff supports the parking reduction request.

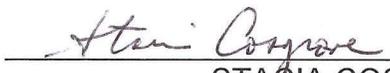
Conclusion:

Staff recommends that the Planning Commission approve the proposed project subject to the attached Findings of Facts and Conditions of Approval.

Respectfully submitted by: _____


KIMBERLY KAUFMANN-BRISBY
Associate Planner

Approved by: _____


STACIA COSGROVE
Senior Planner

Recommendation Approved:

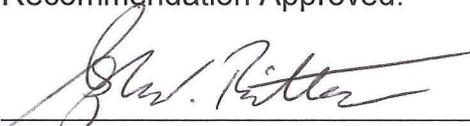

GREGORY T. BITTER, AICP
Principal Planner

Table of Contents:

Pg 9	Attachment 1 - Recommended Findings of Fact and Conditions of Approval
Pg 2	Vicinity Map
Pg 11	Attachment 2 – 1801 L Street Building Façades
Pg 11	18 th and L Streets
Pg 12	L Street
Pg 13	18 th Street
Pg 14	1801 L Street
Pg 15	Attachment 3 – Land Use and Zoning Map

Attachment 1
City Planning and Design Commission Record of Decision
Recommended Findings of Fact
1801 L Street Parking Waiver (P12-021)

Findings of Fact

A. Environmental Determination: Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning and Design Commission finds that the Project is exempt from review under Section 15305 of the California Environmental Quality Act Guidelines as follows:

The project consists of a minor alteration to land use limitations (parking waiver) in an area with an average slope of less than 20 percent which does not result in any change to land use or density.

B. The **Special Permit** to waive 26 residential parking spaces is approved subject to the following Findings of Fact:

1. The project is based upon sound principles of land use in that:
 - a. The mixed-use project is consistent with the land use designation, zone and overlay zone which supports off-street parking reductions for mixed-use projects,
 - b. Site-specific parking data have shown adequate parking is available to meet resident demand,
 - c. It is appropriate to support parking reductions for mixed-use projects adjacent to the downtown core,
 - d. The site is well-served by transit, and guest parking is available upon request.

2. The project, as conditioned, will not be detrimental to the public welfare, nor result in the creation of a public nuisance in that:
 - a. The mixed use building and neighborhood provide a range of commercial uses to meet the daily needs of residents and are within convenient walking distance.
 - b. More than the required number of Class I bicycle lockers are available in the garage.

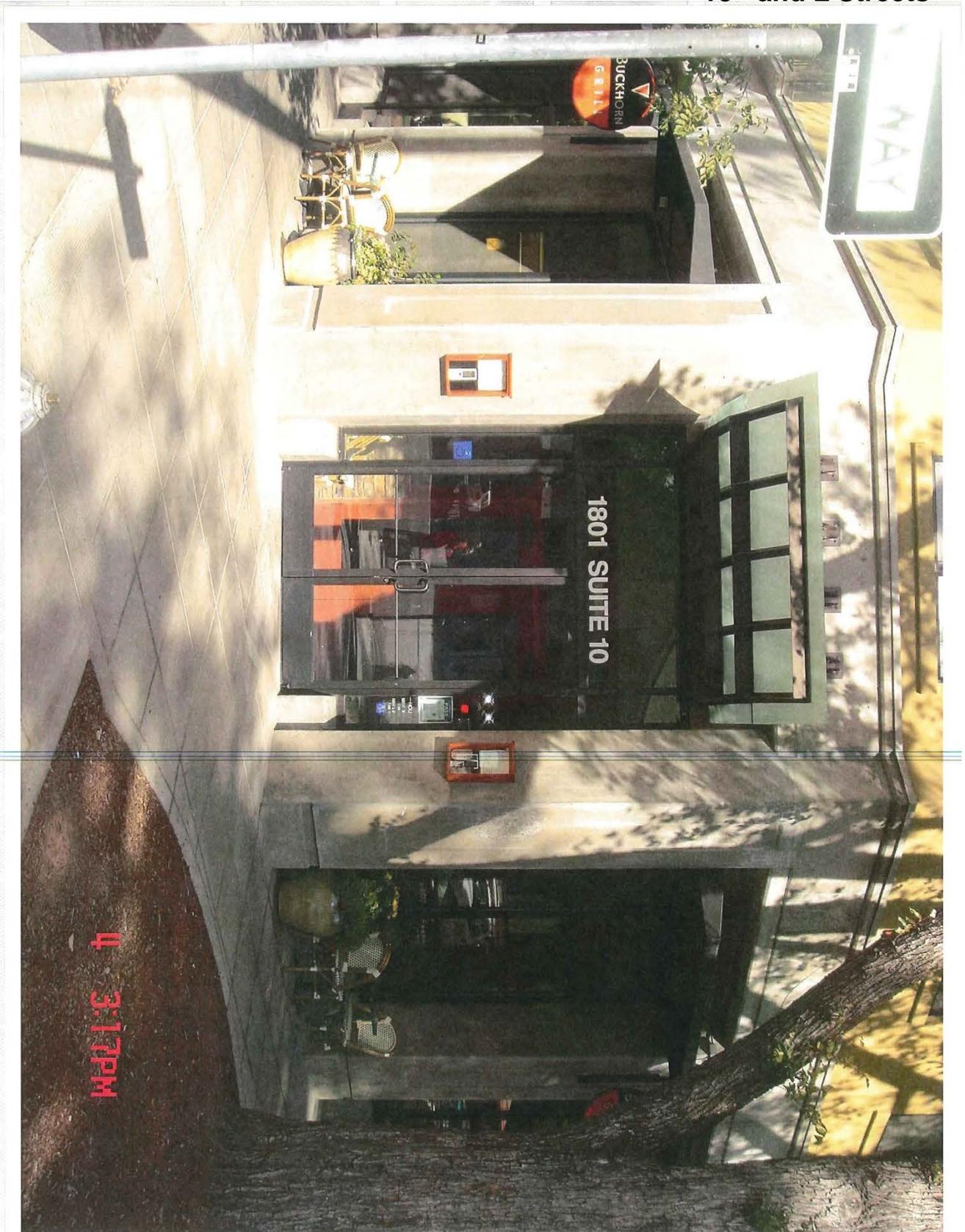
3. The project complies with the objectives of the general or specific plan for the area in which it is to be located in that the proposed project is consistent with the General Plan residential land use policies which encourage modified parking standards

to improve the use of public transportation and pedestrian amenities while downplaying the reliance on the automobile for transportation.

Conditions of Approval

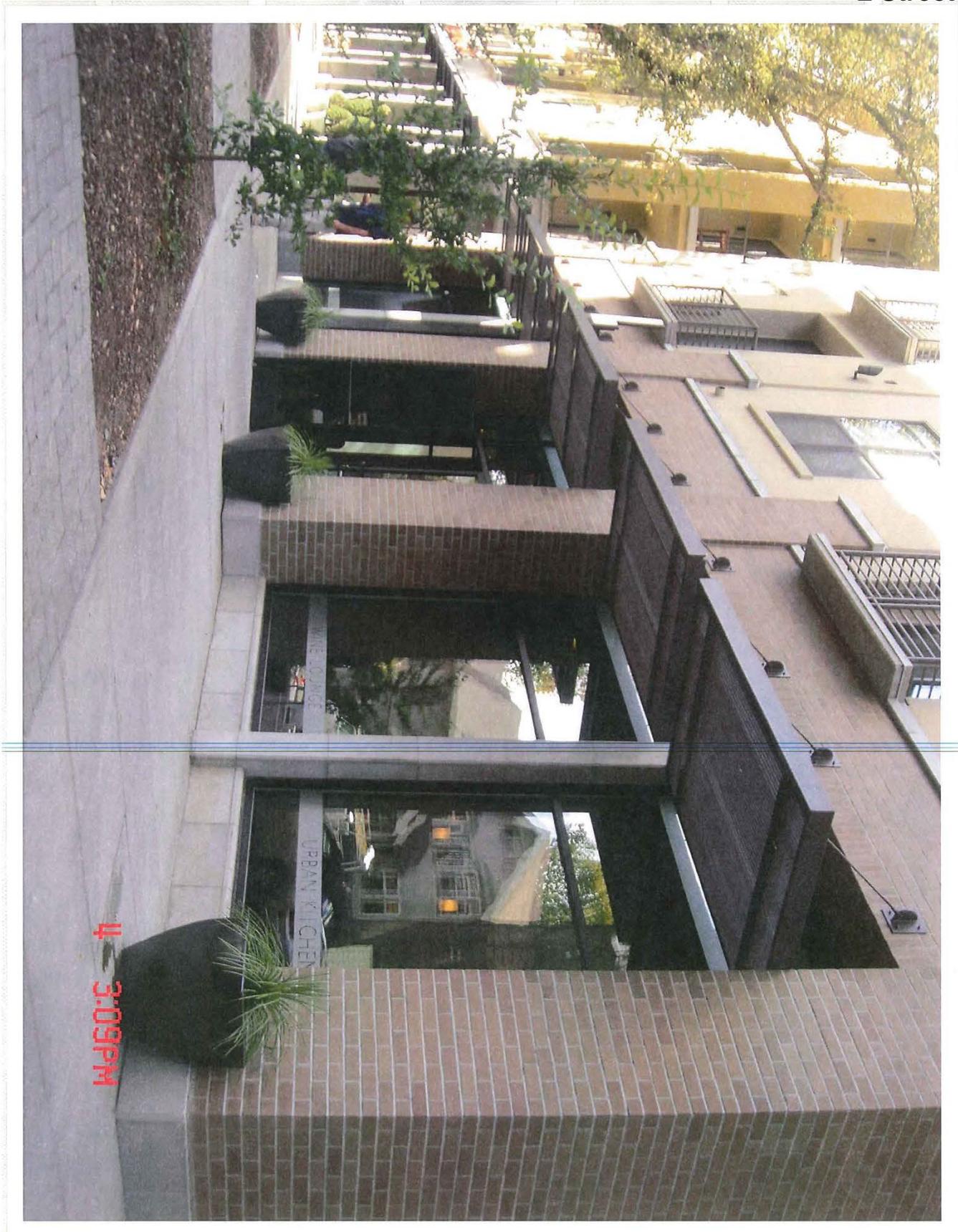
- B.** The **Special Permit** to waive 26 residential parking spaces is approved subject to the following conditions of approval:
 - B1. A total of twenty-six (26) additional residential parking spaces are waived with this application (P12-021). Any modification to the number of units onsite or to the configuration of the existing onsite parking may result in the need for additional Planning entitlements.

**Attachment 2- Building Façades
18th and L Streets**



4 3:17PM

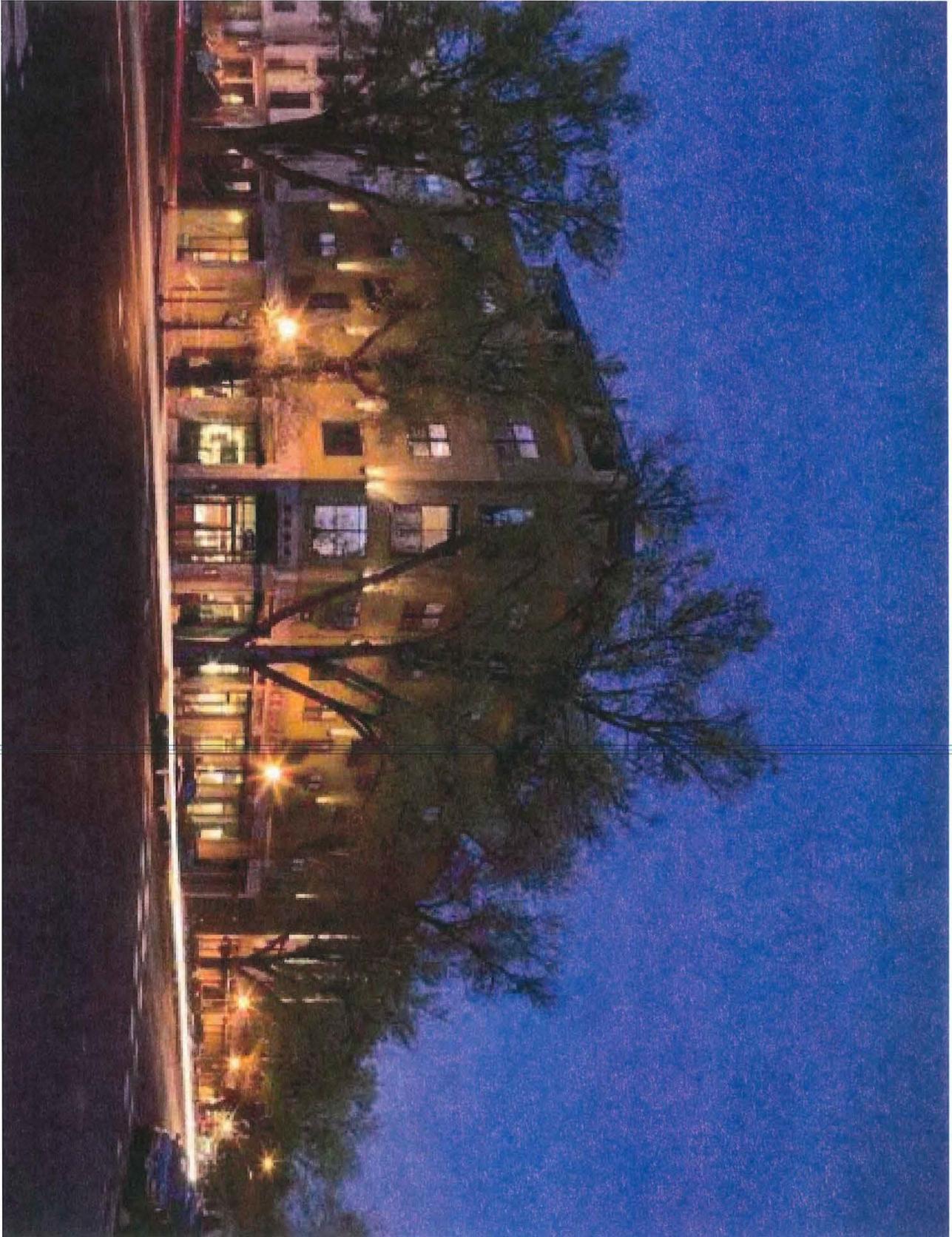
L Street



18th Street



18th and L Streets



Attachment 3 – Land Use and Zoning Map

