REPORT TO COUNCIL
City of Sacramento

915 I Street, Sacramento, CA 95814-2604
www. CityofSacramento.org

CONSENT
January 15, 2008

Honorable Mayor and
Members of the City Council

Title: Broadway Lofts (P07-071)

Location/Council District: 1901 Broadway, Sacramento, CA (Council District 4)
APN: 010-0213-008

Recommendation: 1) Review a **Resolution** determining the project is exempt under Section 15332 Infill Development; 2) review a **Resolution** approving the entitlements necessary to develop the Broadway Lofts project; 3) review a **Resolution** amending the Central City Community Plan for the project site; 4) review an **Ordinance** amending the Comprehensive Zoning Ordinance relating to the Broadway Lofts project; and 5) Pass for Publication the **Ordinance** title as required by Sacramento City Charter 32c to be adopted January 22, 2008.

Contact: Evan Compton, Associate Planner, (916) 808-5260; Stacia Cosgrove, Senior Planner, (916) 808-7110.

Presenters: Not applicable

Department: Development Services

Division: Current Planning

Organization No: 4881

Description/Analysis

Issue: The applicant proposes to demolish an existing one story office building on 1.27± acres. The proposal is to construct 7,734 square feet of ground floor retail, 17,628 square feet of office, 100 residential units, and 7,038 square feet for live/work lofts. The proposed office building is six stories and the proposed mixed use building is five stories. The applicant proposes to amend the Central City Community Plan and rezone the property from Heavy Commercial (C-4) to General Commercial (C-2). The project does not require legislative entitlements to construct the residential units however, the change will facilitate the future financing of these units and provide consistency of the intended use of the project with the Community Plan designation and the zoning.

Policy Considerations: The project is consistent with the General Plan Update Vision and Guiding Principles, the General and Community Plan designations of Heavy Commercial or Warehouse and Heavy Commercial respectively, the Central City Housing Strategy, the Broadway Corridor Task Force Recommendations, and the City Council adopted Smart Growth Principles by providing new housing opportunities in the Central City, contributing to the creation of walkable neighborhoods, and strengthening the identity of an area in transition.

Committee/Commission Action: The Planning Commission heard the project on November 8, 2007 and recommended and forwarded a recommendation of approval for the entitlements for the Broadway Lofts project. The Design Commission approved the project on November 29, 2007.

Environmental Considerations: The City of Sacramento Environmental Planning Services Manager has reviewed this project and determined that it is exempt from the provisions of CEQA (the California Environmental Quality Act) under Class 32, Section 15332, which consists of projects characterized as "in-fill development." The project complies with all applicable policies of the Central City Community Plan, as well as with all applicable zoning regulations. The proposed development occurs within the City limits on a project site of no more than five (5) acres substantially surrounded by urban uses. The project site has no value as habitat for endangered, rare, or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality and the site can be adequately served by all required utilities and public services.

Rationale for Recommendation: Staff supports the request to amend the Community Plan from Heavy Commercial to General Commercial and the rezone from C-4 to C-2 since it will provide consistency between the land use designation, zoning, and the proposed use. This recommendation for approval is based on the project's consistency with the General Plan policies promoting infill development as well as the Central City Housing Strategy which encourages the reuse of existing commercial and warehouse property for residential purposes. Also, the project's density and design are appropriate because the project site is located in a transitional area between commercial, office, and residential uses and near a light rail station.

Financial Considerations: This project has no fiscal considerations.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully Submitted by: _____
David Kwong
Planning Manager

Approved by: _____
William Thomas
Director of Development Services

Recommendation Approved:

for _____
RAY KERRIDGE
City Manager

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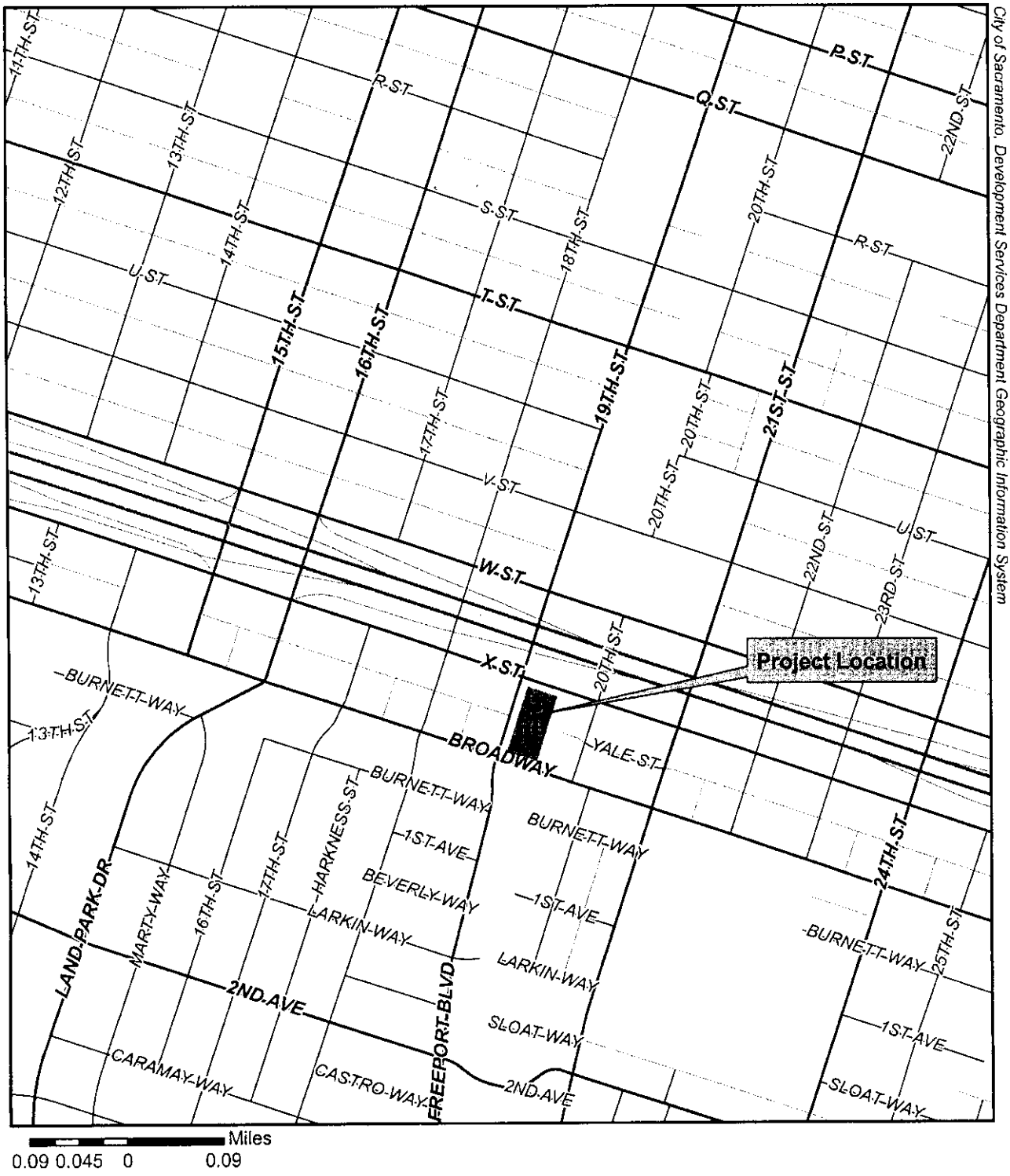
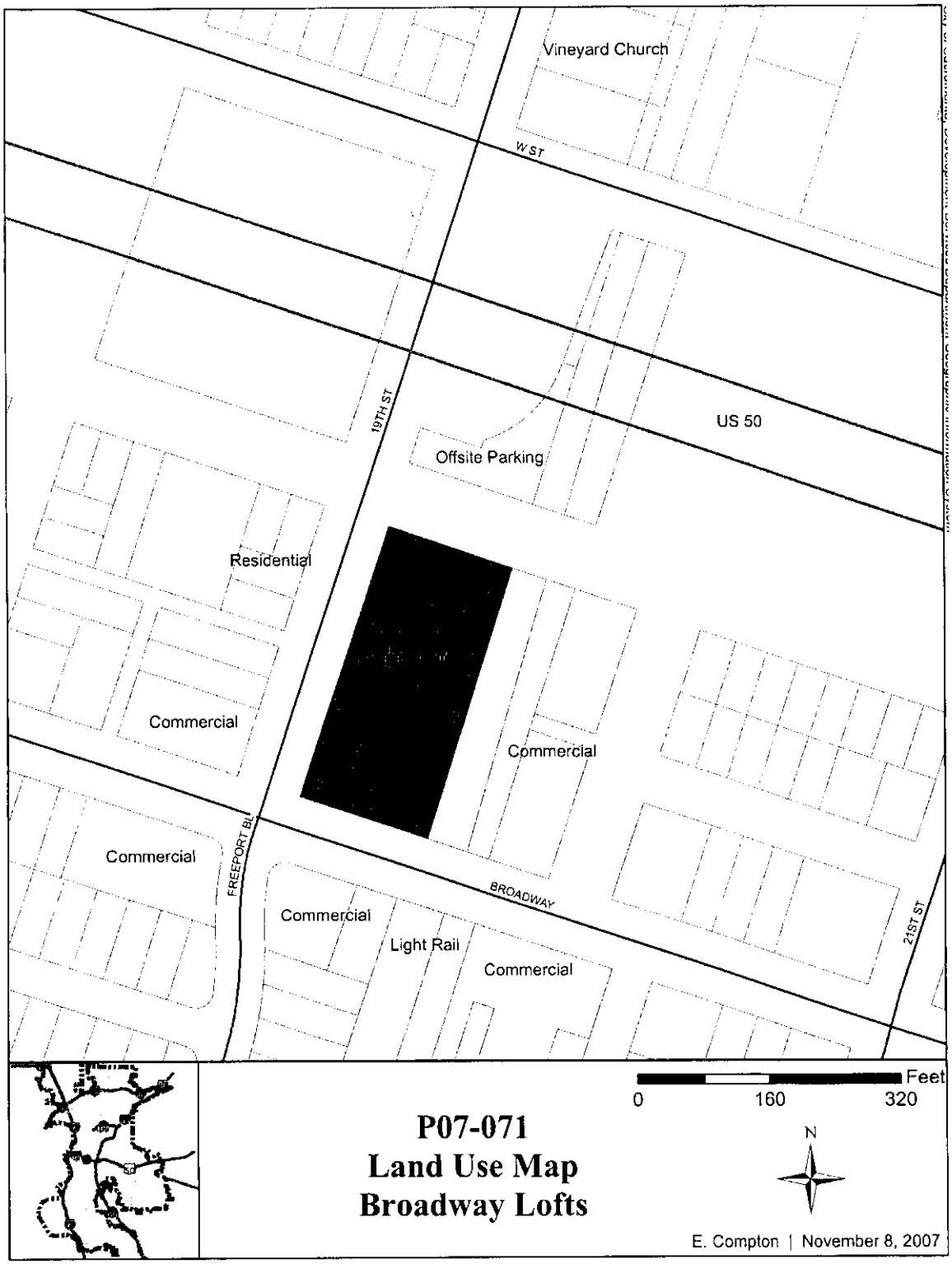
Attachment 1



P07-071
Vicinity Map
Broadway Lofts

Attachment 2



Attachment 3

Background Information: The applicant proposes to demolish an existing one story office building on 1.27± acres. The proposal is to construct 7,734 square feet of ground floor retail, 17,628 square feet of office, 100 residential units, and 7,038 square feet for live/work lofts. The proposed office building is six stories and the proposed mixed use building is five stories. The applicant proposes to amend the Central City Community Plan and rezone the property from Heavy Commercial (C-4) to General Commercial (C-2). The project does not require legislative entitlements to construct the residential units however, to facilitate the future financing of these units and to provide consistency of the intended use of the project with the Community Plan designation and the zoning, staff supports the request to amend the Community Plan to General Commercial and the rezone to C-2 General Commercial.

Table 1: Project Information for the Office and Mixed Use Buildings
General Plan designation: Heavy Commercial or Warehouse
Central City Community Plan designation: Heavy Commercial to proposed General Commercial
Existing zoning of site: C-4 to proposed C-2
Existing use of site: Existing office building to be demolished
Property area: 1.27 ± acres
Density: 86 units per acre (Permitted up to 122 dwelling units per acre.)

Public/Neighborhood Outreach and Comments: Staff notified the following community groups: Sierra Curtis, Land Park, and Greater Broadway Partnership. The Sierra Curtis Neighborhood Association was supportive of the proposed height because the project is located near a light rail station. However the Land Park Community Association does not support the request to exceed the height requirements because of the possible conflict with maintaining the Tower Theatre's prominence. The Design Commission found the massing of the proposed building will not detract from the Tower Theatre and therefore staff is supportive for the request for the additional height. The Greater Broadway Partnership and Neighbors for Livable Streets (NLS) support the project. Staff also received a letter of support from a neighbor, Zachary Willmann. These letters have been included as attachments to this report.

Policy Considerations: The project is consistent with the land use designations of the proposed Central City Community Plan Amendment to General Commercial with a density of 86 units per acre as well as being consistent with the General Plan designation of Heavy Commercial or Warehouse since residential and office are permitted uses in the in Heavy Commercial zones within the Central City with the issuance of a Special Permit. Retail, offices, and live/work units are permitted by right in the C-2 General Commercial zone. No General Plan Amendment is required since the General Plan does not require modification of existing land use designations for parcels

less than 5 acres in size.

General and Central City Community Plan: The proposed project is consistent with the goals and policies as set forth in the General and Community Plan. Approval of the project would "provide continued support of private and public efforts that promote the Central City's role as the region's commercial office, employment, and cultural center; and at the same time provide close-by housing within identifiable residential neighborhoods." (Section 1-32) The project would also "promote the reuse and rehabilitation of existing urban development as a means to meet projected growth" (Section 1-34) and "improve the quality of residential neighborhoods Citywide by protecting, preserving, and enhancing their character." (Section 2-10) The Community Plan encourages the development of transitional land use areas with land uses that are compatible with adjacent developments. (Page 8)

General Plan Update Vision and Guiding Principles: While the City's General Plan is being updated, the City Council has adopted a vision for the future of the City as well as several guiding principles to help achieve this vision. This was done to ensure that new developments submitted during the ongoing update comply with the goals and policies that are being incorporated into the General Plan through the update. The applicable guiding principles that this proposal complies with include:

1. Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.

2. Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels to promote stable neighborhoods.

3. Use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.

The proposed project complies with the above guiding principles and is not contrary to any of the proposed policies.

Central City Housing Strategy: The Central City Housing Strategy was adopted in the early 1990s to encourage new housing construction while also preserving existing housing stock and strengthening neighborhoods. The Zoning Ordinance was changed in response to the Housing Strategy to encourage housing in the Central City by allowing residential developments by right in commercial zones and with a Special Permit in heavy commercial and industrial zones. The proposed project is consistent with the Central City Housing Strategy since it maximizes housing units on the site. Approval of the project would strengthen the residential identity of the area and add to the jobs/housing ratio in the Central City.

Strategic Plan: The project is consistent with the Citywide Strategic Plan because it will contribute to the goals of achieving sustainability and livability and will increase opportunities for all Sacramento residents to live in safe and affordable housing.

Broadway Corridor Planning Task Force Report: The report was completed in 1998 to provide recommendations that would strengthen the Broadway Corridor. The report recommendations (M00-061) were accepted by City Council but not adopted as a policy document. The project is consistent with the recommendations since the project will "encourage and support infill development to close the gaps and provide continuity and active ground-level uses." (Page 34) The proposal will "promote and encourage a range of restaurant and entertainment establishments, including but not limited to coffee houses, outdoor cafes, galleries, and bistros." (Page 37) The report states that shared parking arrangements between commercial uses are encouraged (Page 97) and the applicant is requesting to share commercial parking with an adjacent church use. The report encourages that "new parking areas or garages should be located to the rear of buildings with access at the rear or side" and that "curb cuts on Broadway are discouraged." (Page 97) The applicant is providing access on 19th Street which allows for a better pedestrian environment on Broadway and X Street. The report also encourages that new buildings should not be higher than 45 feet along X Street or within the Tower district. (Page 94). Staff requested the applicant to prepare an exhibit showing the line of sight from the Tower Theatre building and the proposed six story office building. (See Exhibit R). The proposed office building is located 1,460 feet from the Tower Theatre and the Design Commission found the site seemed to be appropriate for the height that is proposed because it is adjacent to a Light Rail station. They also noted that green buildings need height and density to properly function. Therefore, staff does not object to the request for additional height for a mixed use project across the street from a lightrail station.

Zoning Code: The project site is located in the Heavy Commercial (C-4) zone which allows for residential uses with the approval of a Special Permit. The applicant will be pursuing a Community Plan Amendment and rezone of the site to General Commercial (C-2). The project does not require legislative entitlements to construct the residential units. In order to facilitate the future financing of these units and to provide consistency of the intended use of the project with the Community Plan designation and the zoning, staff supports the request to amend the Community Plan to General Commercial and the rezone to C-2 General Commercial.

Setbacks, height and bulk

Under the Special Permit for Alternative Ownership Housing, the Planning Commission and City Council have the authority to vary the setbacks. The Zoning Code requires that mixed use projects meet the required General Commercial (C-2) setbacks on the ground floor (7.5 feet) and the upper floor setbacks shall be the same as the ground floor setbacks except as required by building code and as determined through the Design Review process as necessary to preserve light and air and to be compatible with surrounding land uses. The proposal requests reduced setbacks on Broadway, 19th Street, and X Street to allow the buildings to be constructed with a strong street wall

and establish an urban identity. The Broadway Corridor Task Force Report states that "retail buildings should be located no more than 7.5 feet back from the property line. This is considered the extent of the streetwall. In-fill projects should attempt to continue the streetwall." (Page 94) Therefore staff supports the request to vary the setbacks as noted in the chart below.

Table 2: Height and area standards

Standard	Permitted	Proposed	Deviation?
Height*	55 feet in proposed C-2 zone	84 feet to the plate line for the proposed office building and 94 feet to the top of the roof	29 feet
Front setback (Broadway)**	7.5 feet	5 feet	2.5 feet
Front setback (X Street)**	7.5 feet	0 feet	7.5 feet
Streetside setback (19th Street)	5 feet	3 feet	2 feet
Interior setback	0 feet	0 feet	no

*The height of the proposed office building is measured to the plate line. The Zoning Code allows additional height for elevator towers and mechanical appurtenances as long as the variation in height is not greater than 20% and does not cover more than 50% of the roof area.

**For through lots with more than 125 feet in depth, both streets (Broadway and X Street) are considered as the front of the lot.

As indicated above, the project will request entitlements to deviate from the required height and setback requirements. The proposed project will exceed the height requirement by 29 feet. Staff supports the increase in height because the project will provide 100 lofts, ground floor retail, and office that will help activate Broadway and contribute to a better jobs/housing balance. The mix of land uses fosters walkable neighborhoods and contributes to a range of housing opportunities in the area.

Building Design and Signage:

Building Design

The applicant is proposing to construct two buildings with frontage on Broadway, X Street, and 19th Streets. The proposed project is located in a transitional area and has the potential to encourage further rehabilitation and development in the vicinity. The

building and parking areas utilize a majority of the site taking full advantage of the urban location. The proposed mixed use building has terraces and private balconies for the residential units. The residential condominiums range from a studio unit to a 2 bedroom, 2 bath unit and have between 700 and 1000 square feet. The development has a density of 86 units per acre where the maximum density in the C-2 zone with a project site having less than 65% lot coverage would allow a maximum of 122 units per acre. The balconies and terraces provide eyes on the street and the internal parking area and enhance the safety and pedestrian experience. The ground floor retail on Broadway and X Street will activate the street frontage and corners. The live/work units face 19th Street which eases the transition with the residential units on the west side of 19th Street.

Signage

No signage plan has been submitted for staff review. Both the Sierra Curtis and the Land Park Community Association indicated that they oppose any proposal to include a billboard sign on the office building adjacent to the freeway. The applicant has not submitted any proposal for such a billboard and this request would require a Planning Commission Variance in order to construct therefore triggering the need for a public hearing. The project will be required to meet all the Zoning Code regulations for signage unless additional entitlements are requested at a future date.

Access, Circulation, and Parking: The project site is bounded by a public street on three sides: X Street to the north, 19th Street to the west, and Broadway to the south. X Street allows one-way traffic in an easterly direction. Broadway is a two-way street running east/west and 19th Street is a one-way for traffic in a southerly direction. Customers and residents enter and exit the site on 19th Street utilizing an at grade driveway through the building.

Table 3: Parking

Land Uses	Location	Required Spaces	Spaces Provided	Difference?
Retail*	Onsite	19 spaces	22 spaces onsite during business hours	no
Residential	Onsite and Offsite	100 spaces	117 parking spaces (55 spaces onsite and 62 offsite including 17 tandem and 28 regular)	no

Live/Work	Offsite	7 spaces	7 spaces	no
Residential Guests	Offsite	7 spaces	7 spaces	no
Office	Offsite	39 spaces	Sharing 66 remaining parking spaces under the freeway	Office will have 39 spaces available during work hours
Nearby Vineyard Church (Not Part of this Project)	*Offsite*	*50 spaces*	*Sharing 66 remaining parking spaces under the freeway*	*Church will have 50 spaces available during evenings and on Sunday*
Total Parking Available		**222 total parking spaces required for the above uses (172 for Broadway Lofts and 50 for Vineyard Church)**	**219 parking spaces provided (77 spaces onsite and 142 parking spaces offsite)**	**Yes, since the church and office will have shared parking**

*For café uses, parking is calculated at 1 space per 3 seats. Depending on the final number of seats provided, additional parking spaces may be required.

There are 77 parking spaces provided on the subject site. The applicant is also proposing to utilize an offsite parking lot under the freeway directly to the north of the subject site at 2301 19th Street. Although the 10 year lease agreement has not been finalized, the applicant stated they will provide a minimum of 95 independently operating parking spaces offsite in addition to the 77 spaces onsite so an entitlement to waive parking is not required.

There will be 22 parking spaces located onsite that will be reserved for the retail during business hours. A total of 117 spaces will be reserved for the residential users. The onsite parking spaces will be more expensive to lease than the offsite parking spaces. The applicant will offer a monthly rider ship pass on light rail as an incentive for users who agree to park at the offsite lot. There are tandem spaces on the offsite lot under the freeway. The tandem parking spaces will be leased together for the residential users and as a result, no onsite attendant will be required. The project will require Special Permits to allow offsite parking and to allow tandem parking spaces for the lot under the freeway.

Shared Parking for Offsite Lot Under the Freeway

The Planning Commission approved a Special Permit on June 14, 2007 to allow a 250 seat church at 2225 19th Street (Vineyard Christian Fellowship). This approval required that 50 parking spaces were to be provided offsite under the Capital City freeway at 2301 19th Street. The hours of operation for the church will be Sundays 11am to 1pm and occasionally on Monday through Friday from 5pm to 10pm. The Broadway Lofts applicant will share parking spaces under the freeway with the Vineyard Church located at 2225 19th Street.

The residential users will have one designated parking space per unit (the parking space may be onsite or offsite) and the retail will have 22 parking spaces onsite for their use during business hours. The remaining parking spaces offsite will be for the office users. A portion of these spaces for the office will be shared with the nearby church. Staff finds that this request is supportable since the church and office uses operate during different times. The church will be operating on weekends and occasionally during the week after 5 pm while the office is generally a Monday-Friday daytime use. The retail uses traditionally have a higher rate of turnover and there is onstreet parking available in addition to convenient transit options. The Broadway Corridor Task Force report encourages commercial uses to share parking when possible. Furthermore, Regional Transit (RT) supports the project providing only the minimum parking requirements since excess parking competes with transit. Therefore staff believes the onsite and offsite parking provided will be adequate to service the proposed uses.

Alternative Modes

The project site is across the street from the Broadway light rail station. Bus routes 51, 63, and 64 provide 15-60 minute service to the site seven days a week. Route 141 provides 15-60 minute service Monday through Friday within 1/8 mile of the site. The project requires a minimum of nine bicycle parking facilities. At least five of these shall be Class I facilities.

Table 4: Bicycle Parking

Total parking provided	Required bicycle parking	Provided bicycle parking	Difference
172	9	9	no

List of Partners in the LLC

Millennium Real Estate Services, Inc. includes Marc Jasso CEO and managing member, Mark and Lin Giannini, George and Amy Giannini, Eric Smithers and Goetzeler Family Trust- Freeport Bakery.

Attachment 4

RESOLUTION NO.

Adopted by the Sacramento City Council

DETERMINING PROJECT EXEMPT FROM REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (P07-071)

BACKGROUND

A. On November 8, 2007, the City Planning Commission conducted a public hearing on, and forwarded to City Council a recommendation to approve with conditions the Broadway Lofts project.

B. On January 22, 2008, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Sections 16.24.097, 17.204.020(C), 17.208.020(C), 17.212.035, and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Broadway Lofts project.

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

Section 1. 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 City Council finds that the Project is exempt from review under **Section 15332 Infill Development** of the Environmental Quality Act Guidelines as follows:

A. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;

B. The proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses;

C. The project site has no value as habitat for endangered, rare, or threatened species;

D. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality;

E. The site can be adequately served by all required utilities and public services.

Attachment 5

RESOLUTION NO.

Adopted by the Sacramento City Council

AMENDING THE CENTRAL CITY COMMUNITY LAND PLAN USE MAP FOR 1.27± ACRES FROM HEAVY COMMERCIAL TO GENERAL COMMERCIAL FOR THE PROPERTY LOCATED IN THE CENTRAL CITY, SPECIFICALLY AT 1901 BROADWAY, SACRAMENTO, CALIFORNIA. (P07-071) (APN: 010-0213-008)

BACKGROUND

The City Council conducted a public hearing on January 22, 2008 concerning the Central City land use map and based on documentary and oral evidence submitted at the public hearing, the City Council hereby finds:

A. The proposed land use amendment is consistent with the conversion of a 1.27± acre portion of this site to general commercial to implement the goals and policies of the Central City Community Plan and the Housing Strategy to maintain a balance between housing and jobs and to meet future housing needs;
B. The proposed Plan Amendment is compatible with the surrounding uses; and
C. The proposal is consistent with the policies of the Community Plan to promote a variety of housing types within neighborhoods to encourage economic diversity and housing choice.

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

Section 1. The property (APN: 010-0213-008), as described on the attached Exhibit A, within the City of Sacramento is hereby designated on the Central City's Community Land Use map as General Commercial.

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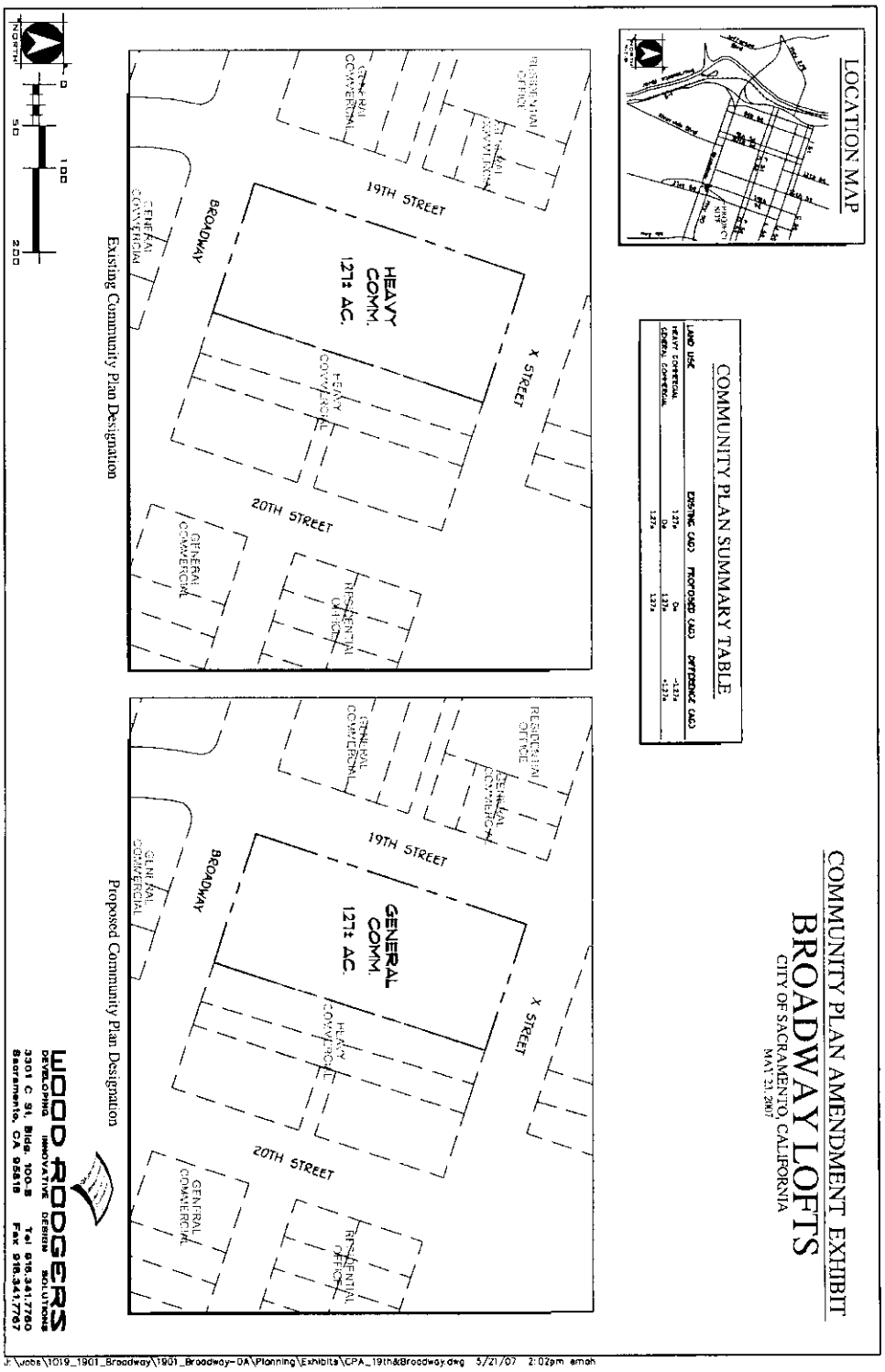
Exhibit A: Community Plan Amendment – 1 page

Exhibit A: Community Plan Amendment



Attachment 6

ORDINANCE NO.

Adopted by the Sacramento City Council

REZONING FROM HEAVY COMMERCIAL (C-4) TO GENERAL COMMERCIAL (C-2) THE REAL PROPERTY LOCATED AT 1901 BROADWAY (P07-071) (APN: 010-0213-008), COUNCIL DISTRICT 4

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

The property generally described, known and referred to as APN: 010-0213-008 which is shown on attached Exhibit A, consists of 1.27± acres and is currently in the Heavy Commercial (C-4) zone established by the Comprehensive Zoning Ordinance (Title 17 of the City Code). Said territory is hereby removed from the C-4 zone and placed in the General Commercial (C-2) zone.

SECTION 2

The rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the community plan amendment and rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as those procedures have been affected by recent court decisions.

SECTION 3

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are part of said Ordinance to conform to the provisions of this Ordinance.

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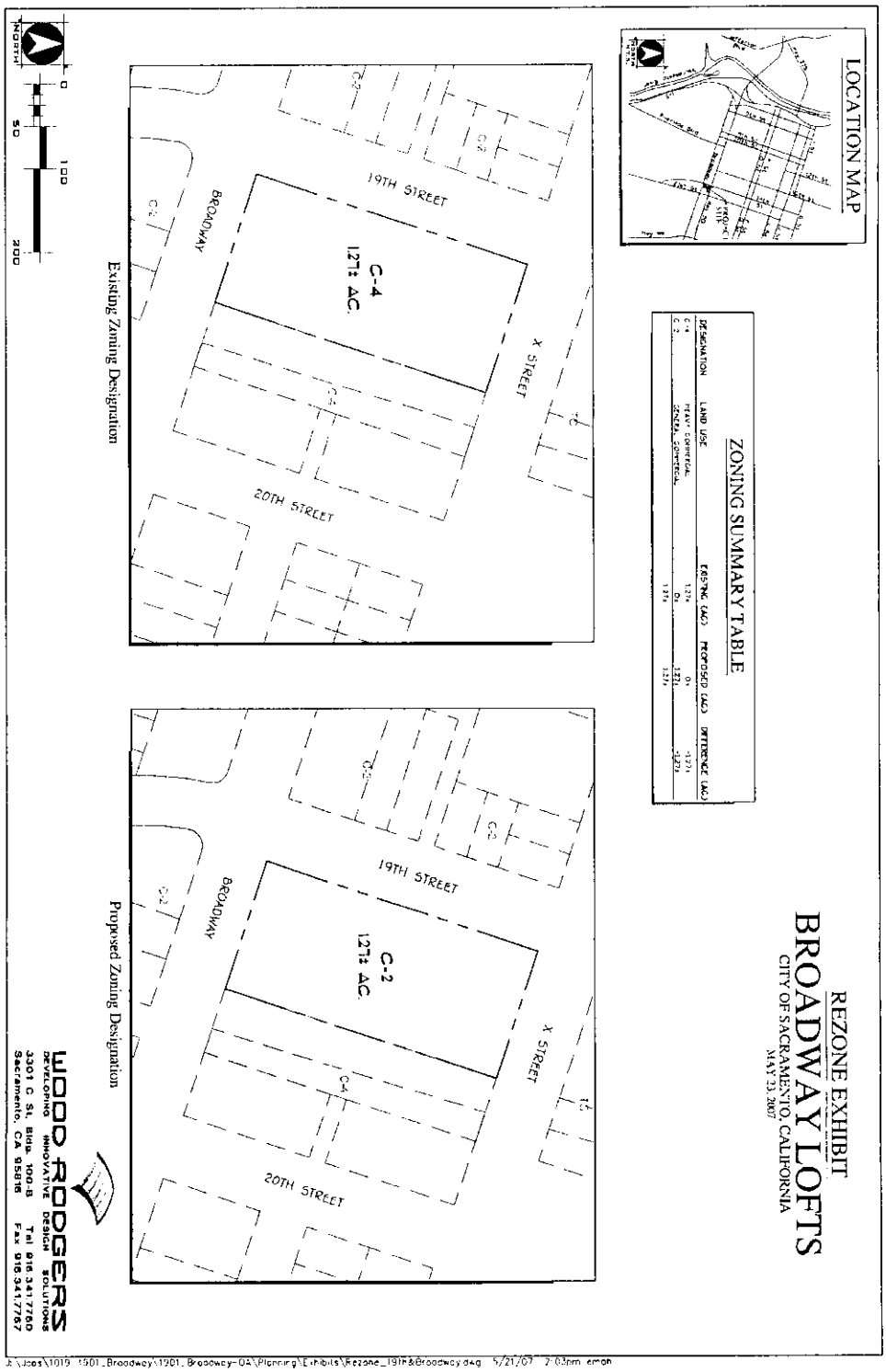
Exhibit A: Broadway Lofts Rezone Map – 1 Page

Exhibit A – Rezone



Attachment 7

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE BROADWAY LOFTS PROJECT (P07-071)

BACKGROUND

A. On November 8, 2007, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Broadway Lofts Project.

B. On January 22, 2008, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 16.24.097, 17.204.020(C), 17.208.020(C), 17.212.035, and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Broadway Lofts project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Broadway Lofts project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact and conditions of approval:

A. Environmental Determination: The Environmental Exemption for the Project has been adopted by Resolution No. ___.

D. The **Tentative Map** to subdivide the property from one parcel into one parcel for condominium purposes **is approved** subject to the following Findings of Fact:

a. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.

b. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the Central City Community Plan, and Chapter 16 of the City Code, which is a Specific Plan of the City. The City's General Plan and the

Central City Community Plan designate the site as Heavy Commercial or Warehouse and Heavy Commercial respectively.

c. The site is physically suitable for the type of development proposed and suited for the proposed density.

d. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat.

e. The design of the subdivision or the type of improvements are not likely to cause serious public health problems, and;

f. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

E. The **Special Permit** to allow alternative ownership housing in the C-4 zone or the proposed C-2 zone **is approved** subject to the following Findings of Fact:

a. Granting the Special Permit is based upon sound principles of land use in that the proposed project is compatible with the surrounding area of commercial and residential and adds to the balance of housing types in the downtown neighborhood. The proposed development promotes the goals and policies of the Central City Housing Strategy to increase housing, contribute to a better jobs/housing balance, and provide a more active and vibrant Central City beyond the hours of 9 to 5.

b. Granting the Special Permit will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project will develop residential units that are oriented to provide eyes on the street and internal parking area, and provides balconies and terraces for outdoor space, and;

c. The proposed project is consistent with the proposed Central City Community Plan designation of General Commercial and the proposed General Commercial (C-2) zone as well as the heavy commercial zone in which housing is allowed by special permit. The project is also consistent with the General Plan policies which encourage infill development and will promote alternative modes of transportation such as bus, bike, lightrail, and walking which helps air quality and reduces urban sprawl.

F & G. The **Special Permits** to allow required parking to be located offsite at 2301 19th Street and to allow tandem spaces **are approved** subject to the following Findings of Fact:

a. Granting the Special Permit is based upon sound principles of land use in that the offsite parking lot utilizes a site under the freeway with limited commercial viability and the dual function of a portion of the parking spaces reduces surface parking being provided adjacent to the lightrail station thereby encouraging ridership, and;
b. Granting the Special Permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that the area has adequate street parking for the higher turnover retail uses. Furthermore, the residents will each have a minimum of one independent parking space, and additional bicycle parking is provided, and;
c. The project is consistent with the General Plan and Central City Community Plan policies relating to offsite parking and parking lots under the freeway.

H & I. The **Special Permits** to allow a major project over 75,000 square feet and to exceed the height requirement of 55 feet in the General Commercial (C-2) zone **is approved** subject to the following Findings of Fact:

a. The project is based upon sound principles of land use in that the proposed use is allowed in the General Commercial (C-2) zone, the project will increase ridership of the light rail system, the project will provide a buffer between the freeway and the land uses on the Broadway Corridor, and the increased height will not adversely impact the view of the Tower Theatre.

b. The proposed use would not be detrimental to the public health, safety and welfare, not result in a public nuisance in that adequate parking has been provided in the proposal and public transit is available across the street from the site.

c. The project is consistent with the General Plan land use designation of General Commercial which allows retail, office, live/work, and residential uses in this designation and supports intensity of development within walking distance of light rail stations.

J. The **Variances** to allow 24 feet of maneuvering room for parking spaces where 26 feet is the standard requirement **is approved** subject to the following Findings of Fact:

a. Granting the variance does not constitute a special privilege extended to an individual property owner in that variances would be granted to other property owners facing similar circumstances where support columns are located in a podium parking structure;

b. Granting the variance does not constitute a use variance in that a podium parking structure is allowed in the General Commercial (C-2) zone;

c. The project is consistent with the General Plan and Central City Community Plan relating to providing adequate parking for proposed uses to prevent exacerbating onstreet parking.

Conditions Of Approval

D. The **Tentative Map** to subdivide the property from one parcel into one parcel for condominium purposes **is approved** subject to the following conditions:

CONDITIONS: Tentative Map

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P07-071). The design of any improvement not covered by these conditions shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Parcel Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Development Engineering Division.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

GENERAL: All Projects

D1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;

D2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Development Engineering Division after consultation with the U.S. Postal Service;

D3. Show all continuing and proposed/required easements on the Parcel Map;

D4. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction

resumes. A note shall be placed on the final improvement plans referencing this condition;

DEF: Streets

D5. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Broadway, 19th Street and X Street and W street (Off-site Parking Lot) per City standards and to the satisfaction of the Development Engineering Division;

D6. The design and placement of walls, fences, signs and Landscaping 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 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;

D7. Construct a standard driveway along 19th Street to the satisfaction of the Development Engineering Division;

D8. The applicant shall provide for a pedestrian and bicyclist connection through the project site to X street to the satisfaction of the Development Services Department;

D9. Construct A.D.A. compliant ramps at north-east corner of the intersection of X Street and 19th Street and at the north-east corner of the intersection of 19th street and W street to the satisfaction of the Development Engineering Division ;

D10. Construct A.D.A. compliant ramps (if needed) at the north-east corner of Broadway and 19th Street to the satisfaction of the Development Engineering Division;

D11. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;

D12. The applicant shall install bulb outs/curb extensions where there is on-street parking in the central City area (bounded by the Sacramento river to Alhambra Boulevard, and Broadway to the American River) or as directed by the Department of Transportation (DOT) and Development Services Department

(DSD). Locations must be approved by the DOT/DSD;

DEF: Private Streets

D13. Design private drives to meet the City standards regarding structural section. Private drives shall be inspected to the satisfaction of the Development Engineering Division;

CITY UTILITIES

D14. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall have only one (1) metered domestic residential water service. Excess services shall be abandoned to the satisfaction of the Department of Utilities;

D15. The non-residential space such as retail/office shall have a separate street taps for a metered domestic water service. Requests for multiple domestic water service connections to a single commercial parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities;

D16. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association;

D17. No domestic or fire water service connections shall be allowed to the 24-inch water main in 19th Street or the Public Utility Easement;

D18. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy;

D19. If the project is required to provide fire hydrants on 19th Street, Broadway, or X Street to serve the project, water main extensions shall be required to the satisfaction of the Department of Utilities. All water main extensions shall be looped systems (tied into the existing water system at two locations);

D20. An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project and non-residential portion of the project. The onsite water, sewer and storm drain systems shall be private systems maintained by the association;

D21. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare

plans to control urban runoff pollution from the project site during construction;

D22. The Public Utilities Easement shall be retained within the abandoned X /Street Broadway alley between 19th Street and the railroad easement. The Applicant shall execute a Hold Harmless Agreement, whereby the applicant shall be responsible for repair and/or replacement of all improvements within the PUE that deviate from City Standards, in the event that these improvements are damaged in the process of maintaining, repairing, or replacing underground utilities within the easement. Prior to issuance of any building permit for the project, this Hold Harmless Agreement shall be reviewed and approved by the City Attorney;

PPDD: Parks

D23. **Payment of In-lieu Park Fee**: Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note);

D24. **Maintenance District**: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Development Services Department, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);

MISCELLANEOUS

D25. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side; (FIRE)

D26. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s). The Homeowner's Association shall maintain all private streets, lights, common landscaping and all common areas;

H. The **Special Permit** to allow a major project over 75,000 square feet **is approved** subject to the following conditions:

Planning

H1. Each residential unit shall have a minimum of one onsite or offsite,

independently operating parking space designated solely for their use.

H2. Prior to the issuance of any building permits, the applicant shall provide to the City a copy of the lease agreement for the offsite surface parking lot. The lease agreement must have at least a 10 year span. If the lease is not extended or if there is a loss of surface parking, the applicant or successor shall be responsible for providing required parking spaces for the building and will be required to apply for a special permit to waive or relocate the parking.

H3. Applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.

H4. Any modification to the project shall be subject to review and approval by Planning Department staff prior to the issuance of building permits.

H5. The project shall meet the conditions of DR07-0305.

H6. The offsite parking lot shall have a 7 ½ foot landscaped setback area along all street frontages.

H7. Ornamental (Acorn) street lighting shall be required for all new street lights along all street frontages of the project site. The lighting shall be City standard ornamental Style I or Style II, or to the satisfaction of the Department of Transportation, Electrical Section.

H8. A minimum of 9 bicycle facilities shall be provided for the project. The parking facilities may be partially located on the offsite parking lot since this area is in view of building entrances or view of windows, and/or security personnel stations.

Development Engineering

H9. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Broadway, 19th Street and X Street and W street (Off-site Parking Lot) per City standards and to the satisfaction of the Development Engineering Division;

H10. Construct a standard driveway along 19th Street to the satisfaction of the Development Engineering Division;

H11. The applicant shall provide for a pedestrian and bicyclist connection through the

project site to X street to the satisfaction of the Development Services Department;

H12. Construct A.D.A. compliant ramps at north-east corner of the intersection of X Street and 19th Street and at the north-east corner of the intersection of 19th street and W street to the satisfaction of the Development Engineering Division;

H13. Construct A.D.A. compliant ramps (if needed) at the north-east corner of Broadway and 19th Street to the satisfaction of the Development Engineering Division;

H14. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;

H15. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);

H16. The applicant shall install bulb outs/curb extensions where there is on-street parking in the central City area (bounded by the Sacramento river to Alhambra Boulevard, and Broadway to the American River) or as directed by the Department of Transportation (DOT) and Development Services Department (DSD). Locations must be approved by the DOT/DSD;

H17. The design and placement of walls, fences, signs and Landscaping 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 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;

H18. Design private drives to meet the City standards regarding structural section. Private drives shall be inspected to the satisfaction of the Development Engineering Division;

H19. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s). The Homeowner's Association shall maintain all private streets, lights, common landscaping and all common areas;

Urban Forest

H20. SOUTH EXPOSURE (Broadway): The applicant shall provide minimum planter dimensions of 7'x 12' for street trees or to the satisfaction of the Urban Forest Services division.

H21. WEST EXPOSURE (19th Street): The applicant shall relocate the existing

overhead utilities underground outside the park strip planter.

H22. Street trees along 19th Street shall be planted at a spacing of 30' to 35' in 7.5' x 12' or larger planters or to the satisfaction of the Urban Forest Services division.

H23. NORTH EXPOSURE, (X Street): Approval of proposed X Street set back (approximately 7.5' less than the minimum allowed) shall require that tree canopy space along Broadway and X Street is increased and that X Street trees are planted at a spacing of approximately 20' in planters 7.5'x 12' or larger or to the satisfaction of the Urban Forest Services division.

H24. The applicant shall work with the Urban Forest Services division to avoid a large diameter branch removal of the existing City Platanus tree near the NW corner of the project.

H25. Plant list indicates that Tilia Cordata 'Greenspire' will be planted along 19th Street. The plan shall be revised to substitute with Tilia x flavescens 'Glenleven', Quercus ellipsoidalis or Quercus phellos or to the satisfaction of the Urban Forest Services division.

H26. All park strip planter trees shall be planted in a gradual mound 2" to 3" inches higher than the surrounding grade and mulched with wood chips to a depth of approximately 3".

H27. There shall be no turf groundcover or shrubs will be planted within 3' of any tree trunk.

Regional Transit

H28. Transit information shall be displayed in a prominent location in the residential sales/rental office, through a homeowner's association, or with real estate transactions. Please contact Devra Selenis, Marketing Department at 916-321-2859 for more information.

H29. The applicant shall join the Sacramento Transportation Management Association.

Fire

H30. There is a proposed 20' wide lane to access the parking which narrows to 12' at the oval "plaza" planter area. Maintain 20' for the entire length as a fire lane to allow for fire apparatus access clear of the mezzanine. This would allow for clearance from the building for fire fighting purposes.

H31. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time

of construction.

H32. Provide a water flow test. (Make arrangements at the Downtown Permit Center's walk-in counter: New City Hall, 3rd Flr, 915 I St. OR the North Permit Center's walk-in counter: 2101 Arena Blvd., Suite 200, Sacramento, CA 95834)

H33. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1)

H34. Provide appropriate Knox access for site.

H35. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

H36. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 4,999 square feet. Refer to City Code 15.36.1003, Amendment of Article 10, Section 1003, for exceptions.

H37. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant.

H38. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1

Utilities

H39. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall have only one (1) metered domestic residential water service. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

H40. The non-residential space such as retail/office shall have a separate street tap for a metered domestic water service. Requests for multiple domestic water service connections to a single commercial parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities

H41. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association.

H42. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.

H43. If the project is required to provide fire hydrants on 19th Street, Broadway, or X Street to serve the project, water main extensions may be required to the satisfaction of the Department of Utilities. All water main extensions shall be looped systems (tied into the existing water system at two locations).

H44. No domestic or fire water service connections shall be allowed to the 24-inch water main in 19th Street or the Public Utility Easement.

H45. Prior to the initiation of any water, sanitary sewer or storm drainage services to the mixed use project, the owner(s) and ownership association shall enter into a utility service agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the mixed use project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if required to do so by any law or regulation, and shall be in a form approved by the City Attorney.

H46. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.

H47. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the mixed-use development is estimated to be 84 ESD. The Combined Sewer System fee at time of building permit is estimated to be $157,972 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.

H48. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

H49. This project will disturb greater than 1 acre of property, therefore the project is required to comply with the State "NPDES General Permit for Stormwater

Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained at ww.swrcb.ca.gov/stormwtr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit or approval of improvement plans to assure that the following items are included: 1) vicinity map, 2) site map, 3) list of potential pollutant sources, 4) type and location of erosion and sediment BMPs, 5) name and phone number of person responsible for SWPPP, 6) signed certification page by property owner or authorized representative.

H50. The Public Utilities Easement shall be retained within the abandoned X /Street Broadway alley between 19th Street and the railroad easement. The Applicant shall execute a Hold Harmless Agreement, whereby the applicant shall be responsible for repair and/or replacement of all improvements within the PUE that deviate from City Standards, in the event that these improvements are damaged in the process of maintaining, repairing, or replacing underground utilities within the easement. Prior to issuance of any building permit for the project, this Hold Harmless Agreement shall be reviewed and approved by the City Attorney."

ADVISORY NOTES:

A. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. If there is not adequate pressure or flow to serve the proposed project water main extensions and/or larger mains shall be constructed by the owner to the satisfaction of the Department of Utilities;

B. Many projects in the City of Sacramento require on site booster pumps for fire suppression and domestic water systems. Prior to design of the fire suppression system, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system. If a fire suppression system is required for this project a separate fire service will be required;

C. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the mixed-use development is estimated to be 84 ESD. The Combined Sewer System fee at time of building permit is estimated to be $157,972 plus any increases to the fee due to inflation. The fee will be used for

improvements to the CSS;

D. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures;

E. This project will disturb greater than 1 acre of property, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained at ww.swrcb.ca.gov/stormwtr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit or approval of improvement plans to assure that the following items are included: 1) vicinity map, 2) site map, 3) list of potential pollutant sources, 4) type and location of erosion and sediment BMPs, 5) name and phone number of person responsible for SWPPP, 6) signed certification page by property owner or authorized representative;

F. The proposed project is located in the Flood zone designated as a **Shaded 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 June 23, 2005. Within the **Shaded X** zone, there are no requirements to elevate or flood proof;

G. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

1 Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at $287,760. This is based on 100 multi-family residential units and 9 live/work units (total of 109 multi-family units) and an average land value of $250,000 per acre for the Central City Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.

2 Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $149,977. This is based on 109 multi-family residential units at $1,329 each, plus 7,734 square feet of retail space at $0.16 per square foot and

17,628 square feet of office space at $0.22 per square foot. The fees are based upon the Central City specified infill rates. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

3 Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

H. Developing this property may require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information;

Exhibit A: Tentative Map

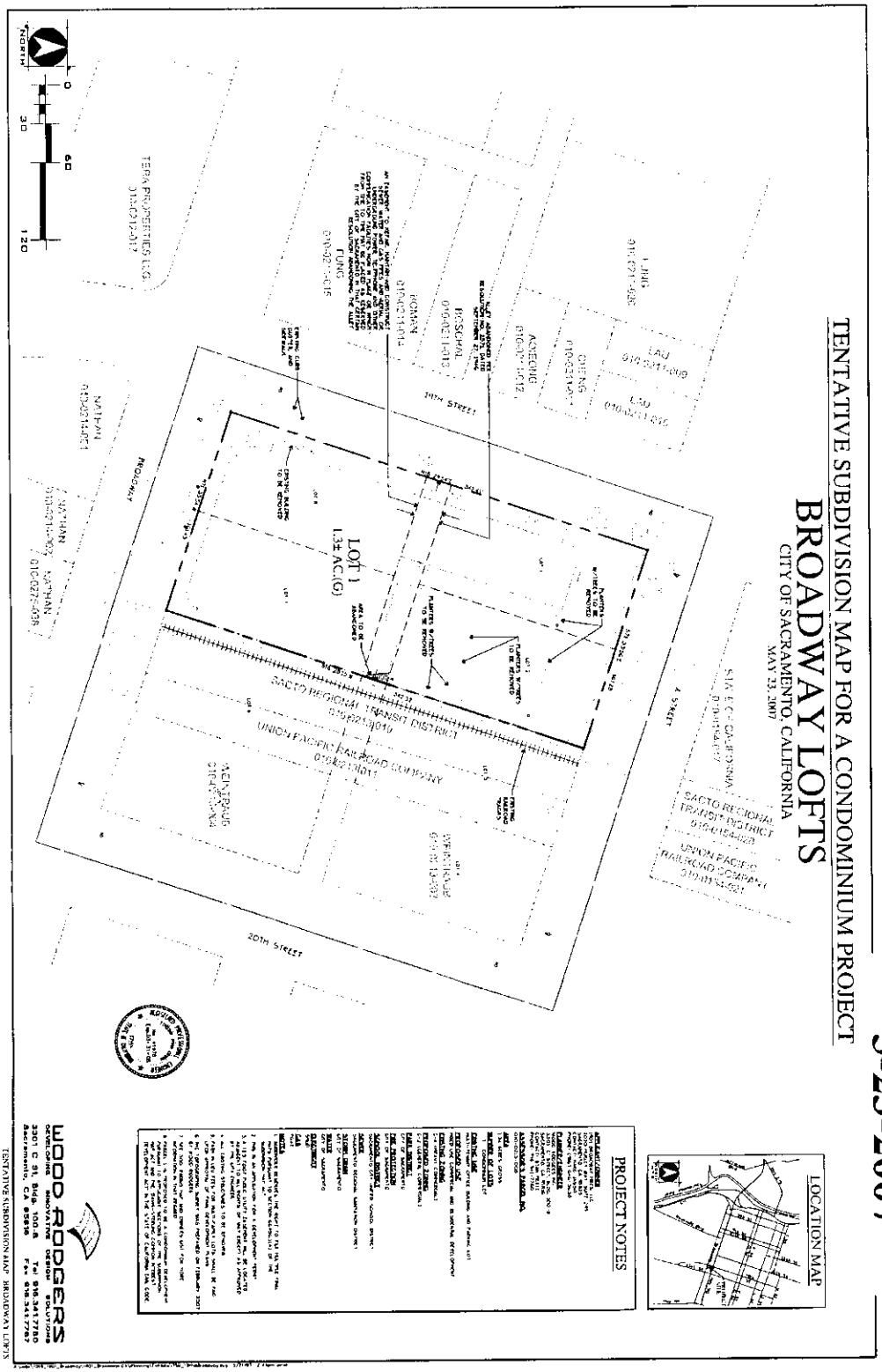


Exhibit B: Site Plan

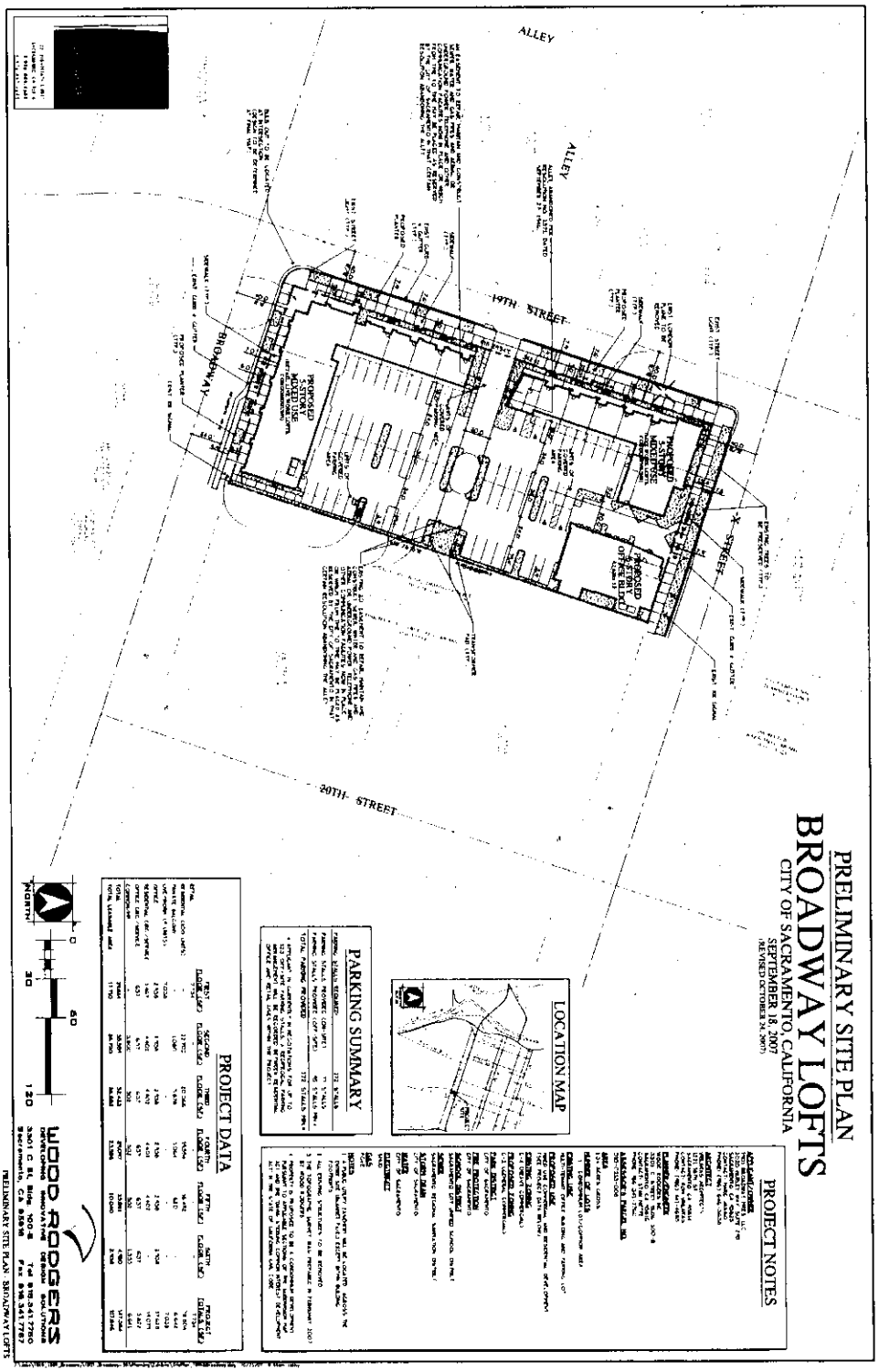


Exhibit C: Perspective Corner 19th and Broadway

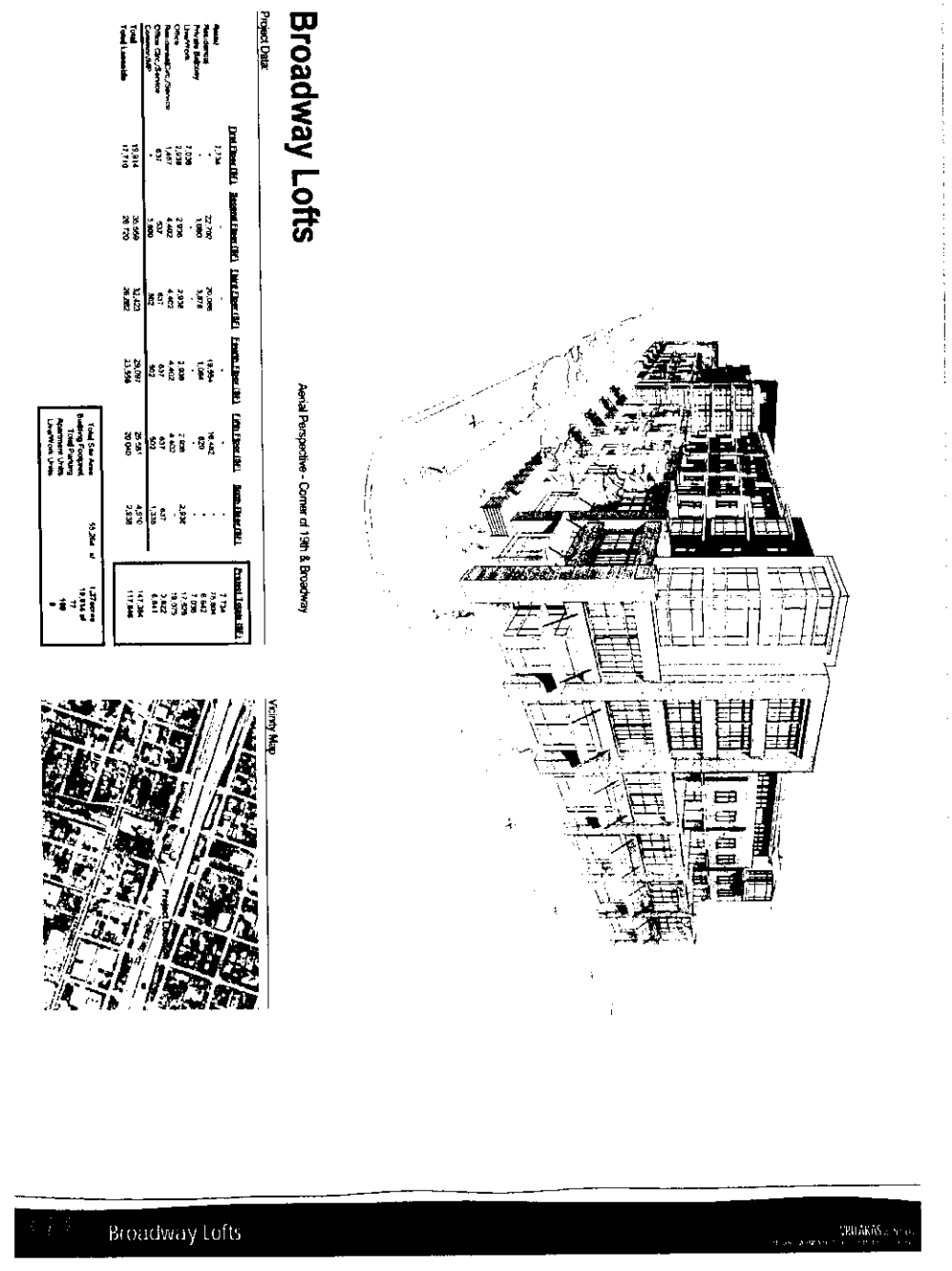


Exhibit D: Perspective Corner of X and 19th Streets

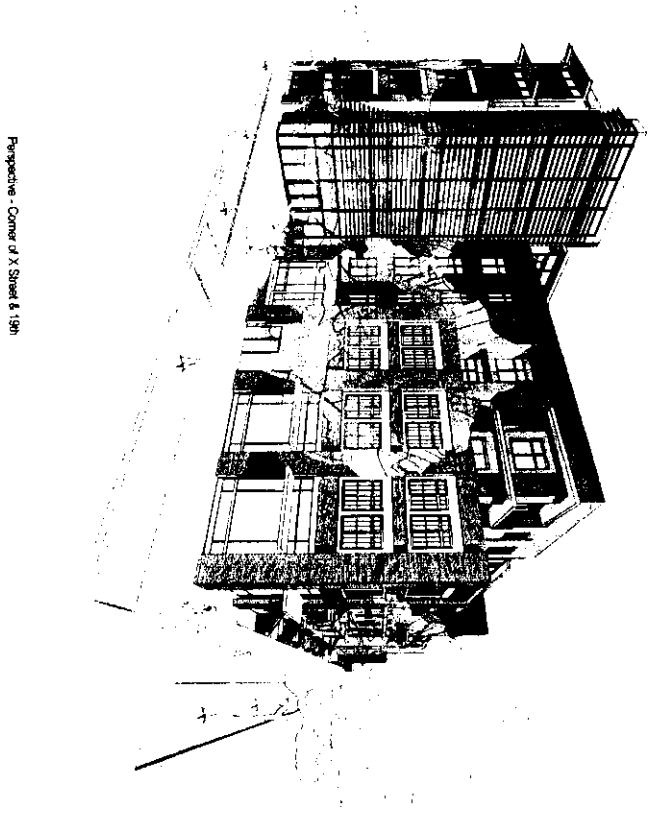


Exhibit E: Ground Floor Plan

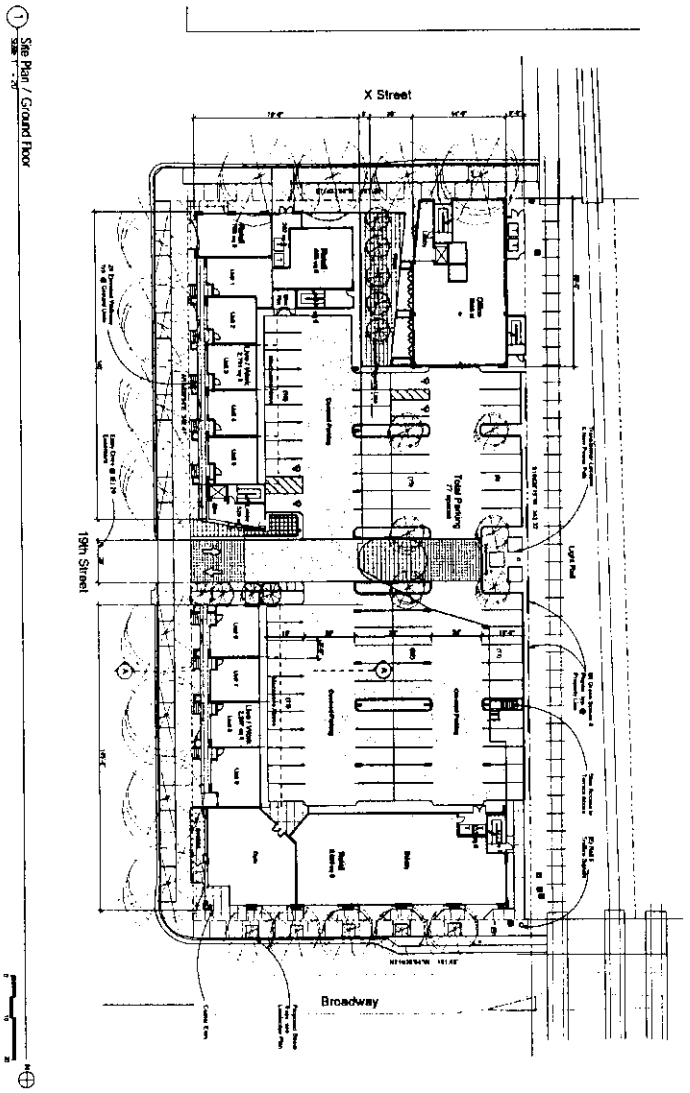


Exhibit F: North and South Elevations

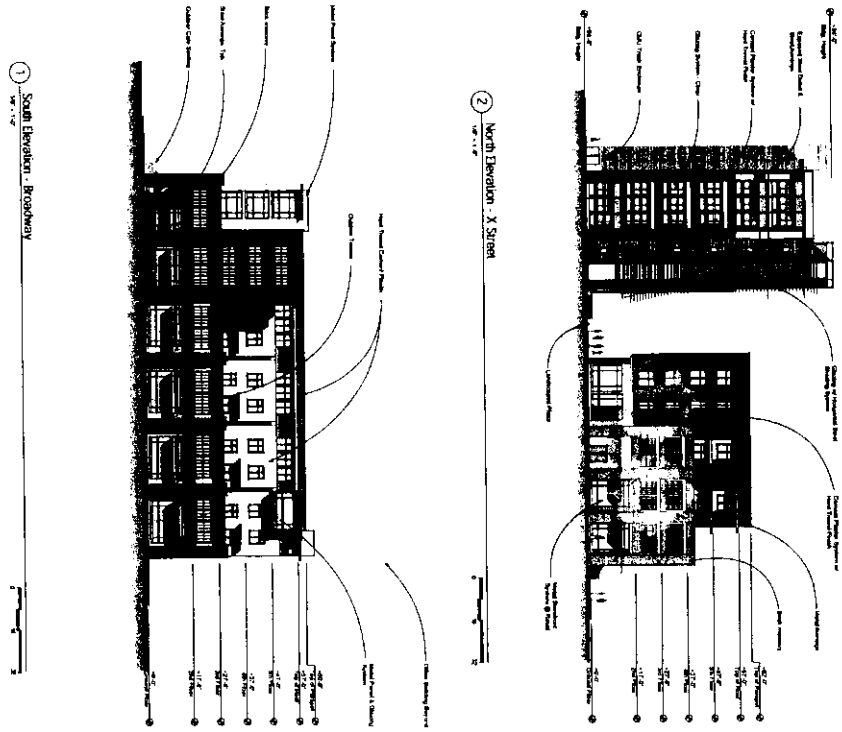


Exhibit G: East and West Elevations

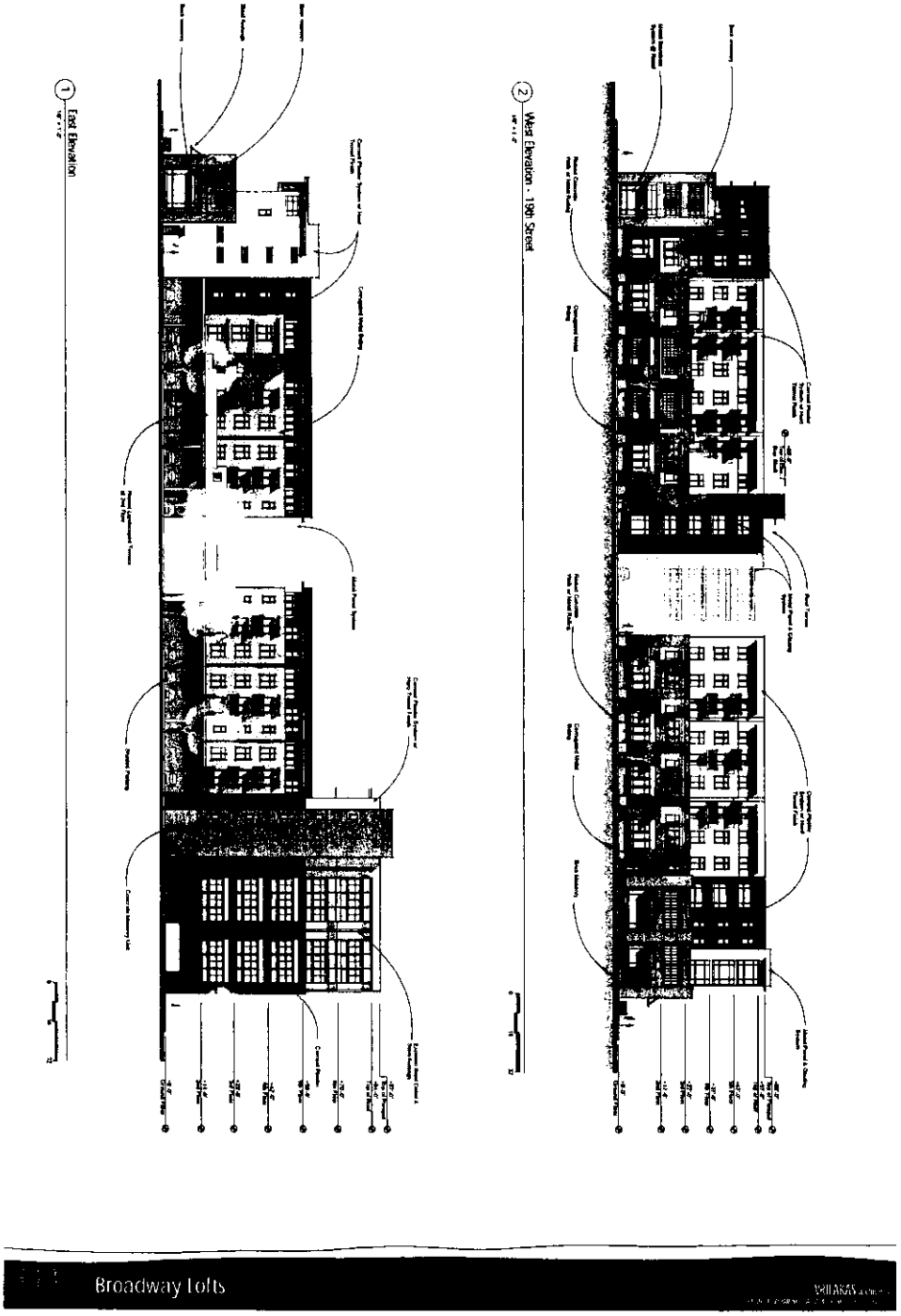


Exhibit H: 2nd and 3rd Floor Plans

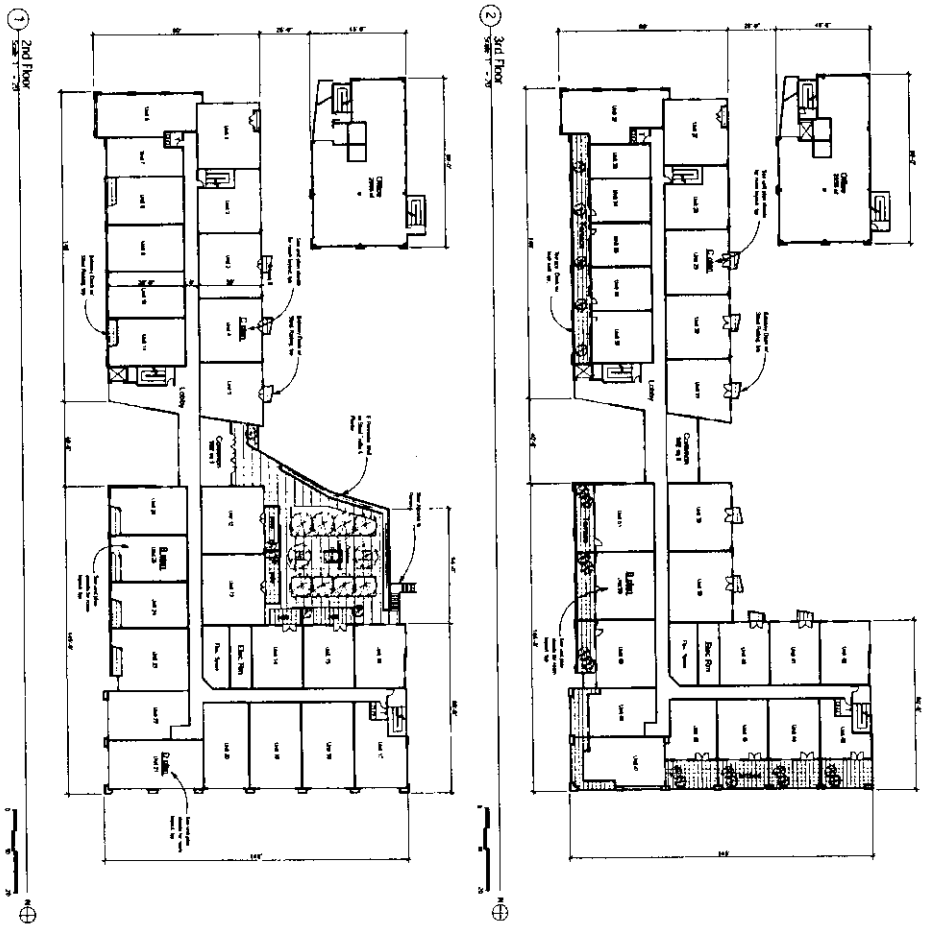


Exhibit I: 4th and 5th Floor Plans

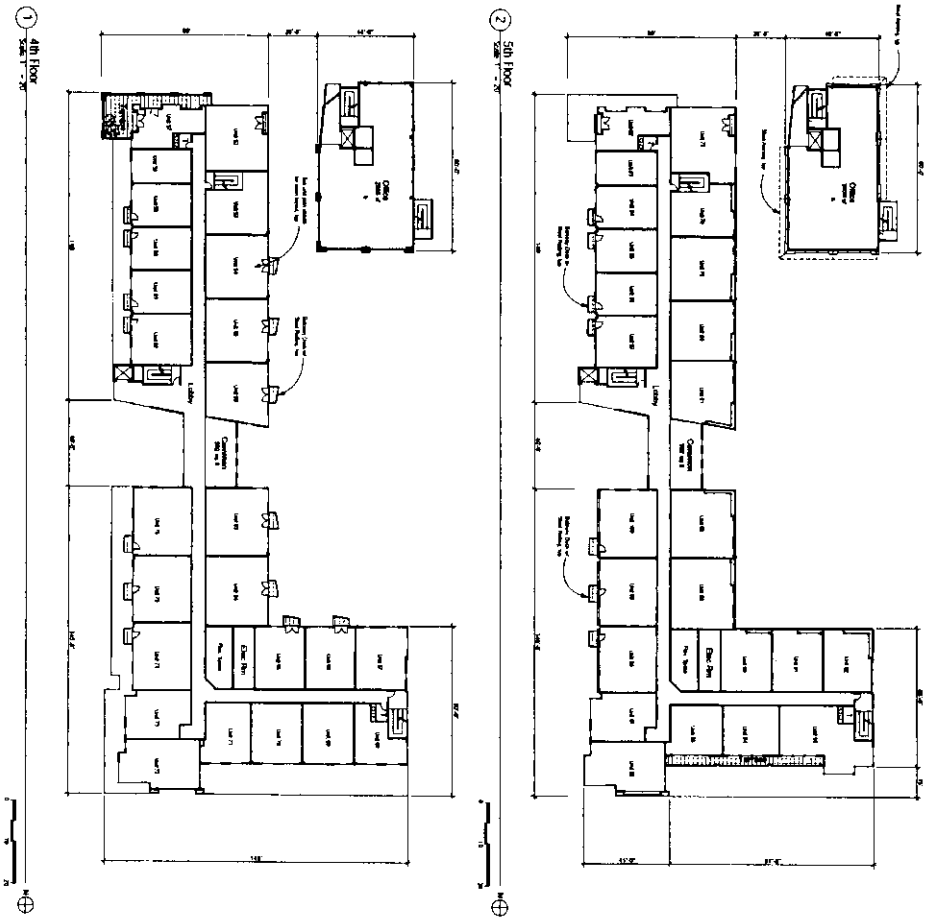


Exhibit J: 6th and Roof Plans

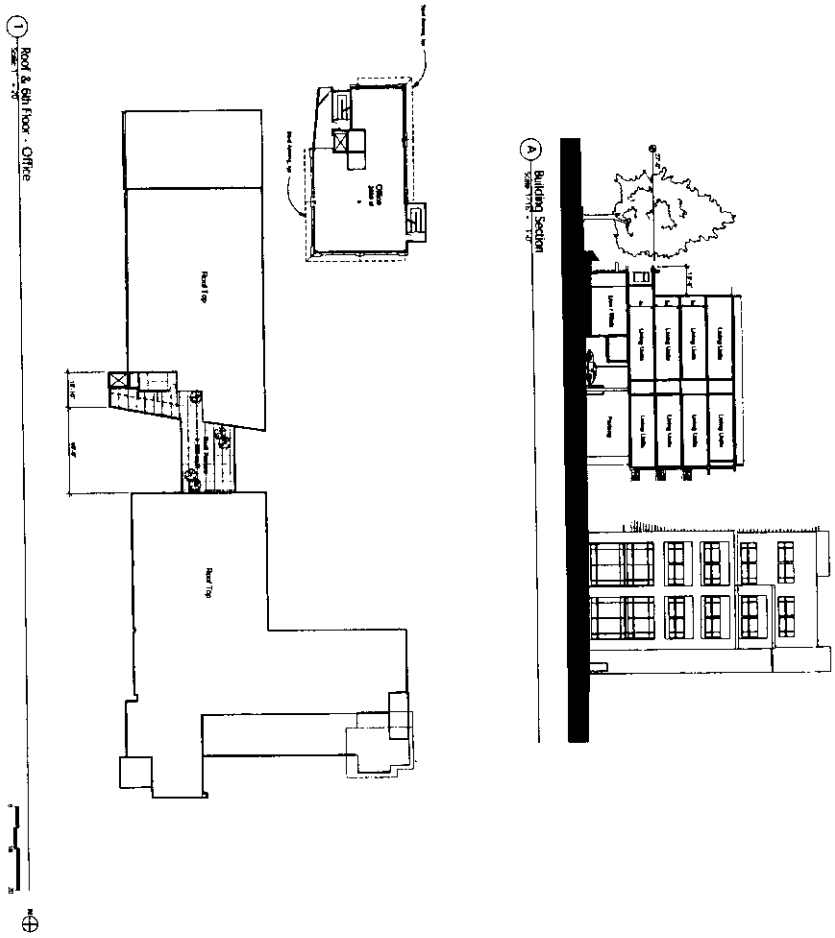
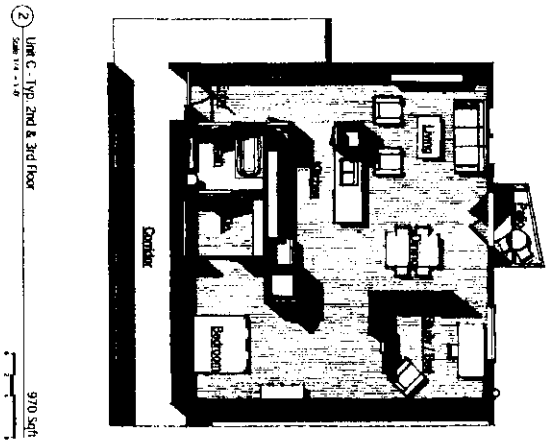


Exhibit K: Unit B and C Diagram



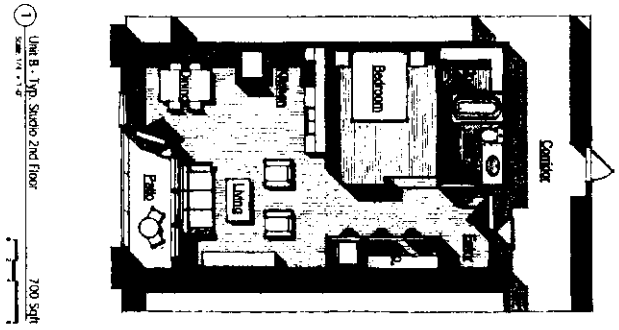
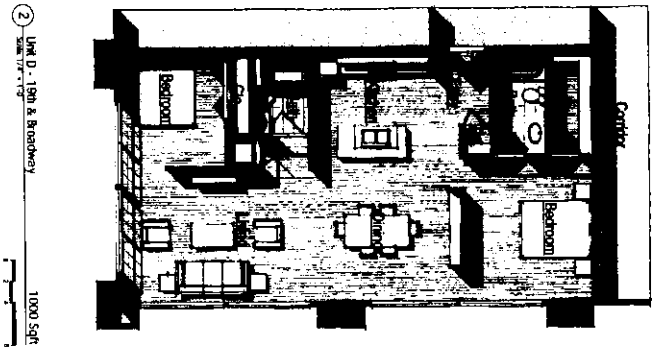


Exhibit L: Unit C and D Diagram



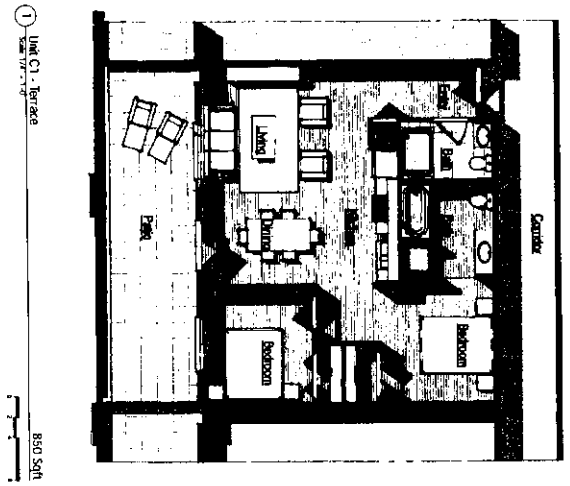


Exhibit M: Landscape Plan

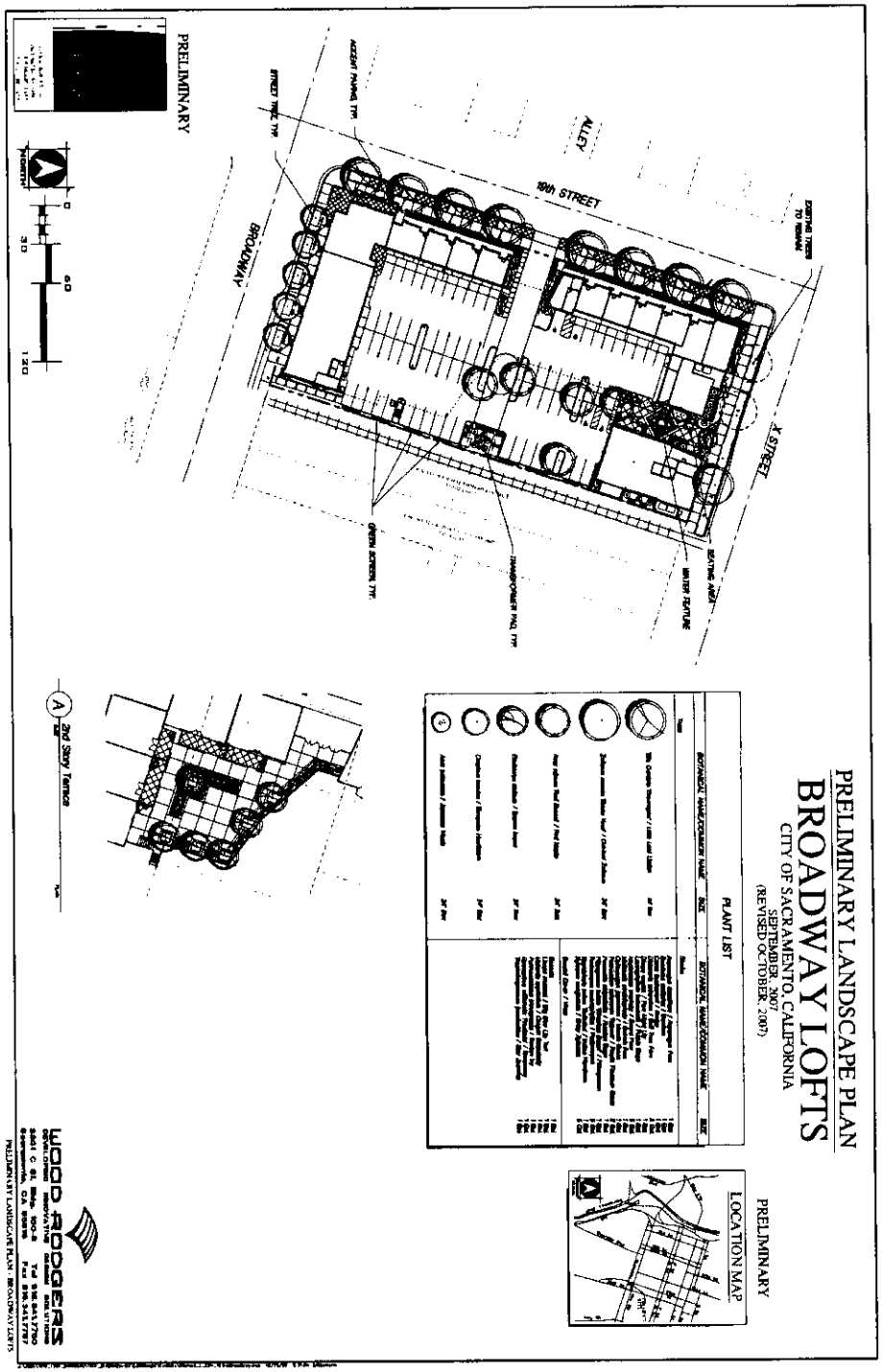


Exhibit N: Grading and Drainage

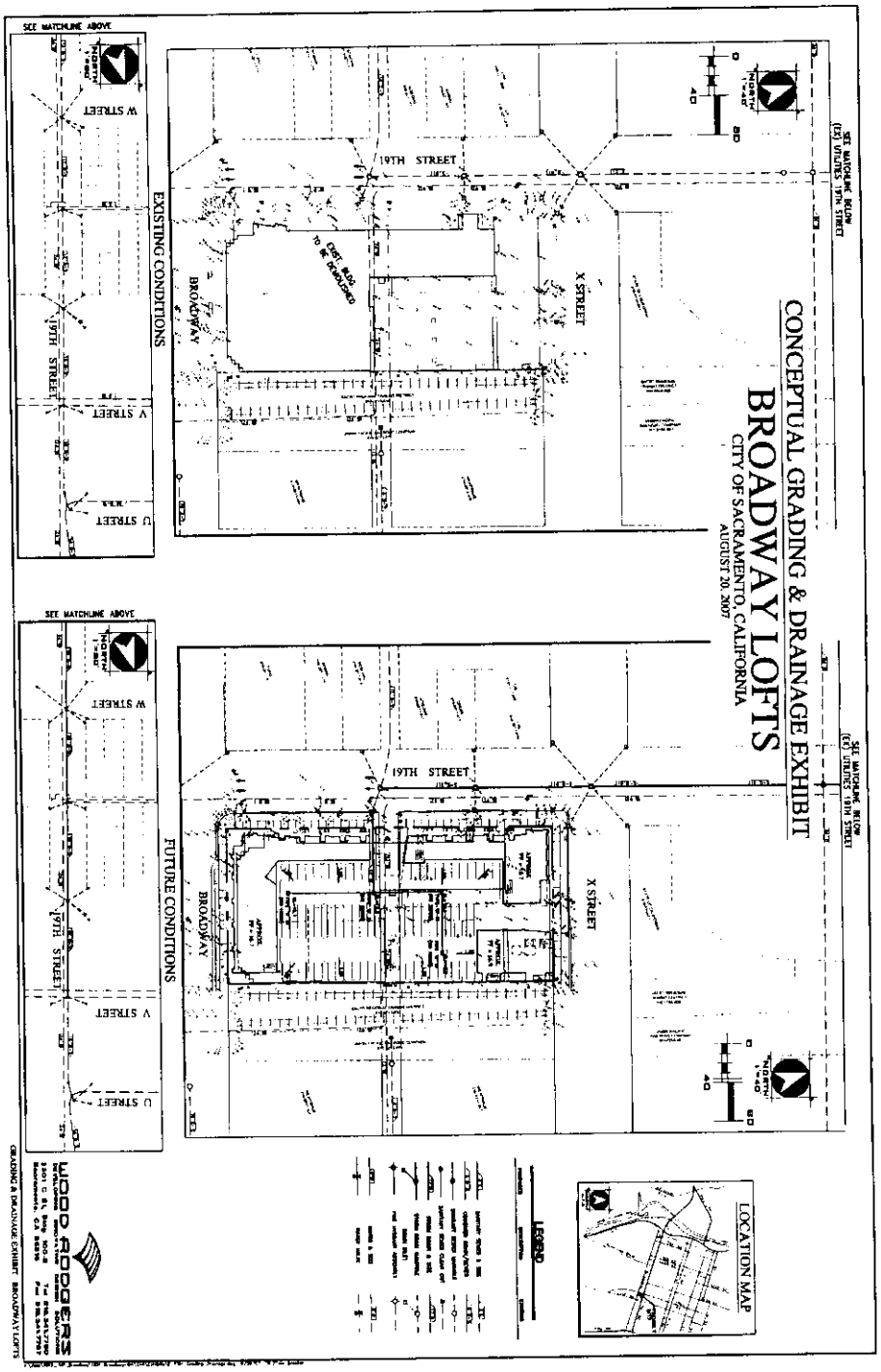


Exhibit O: Sewer and Water

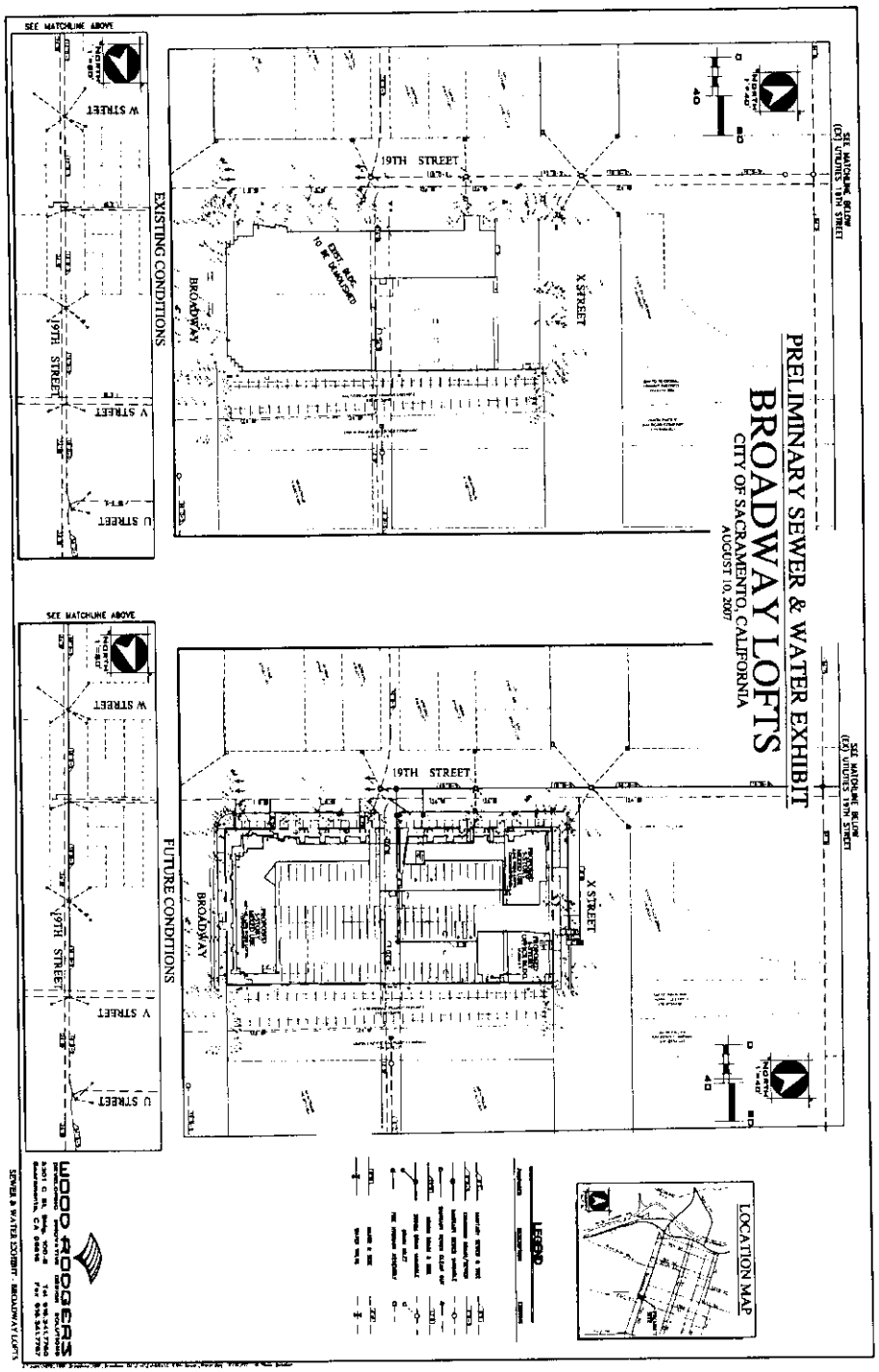
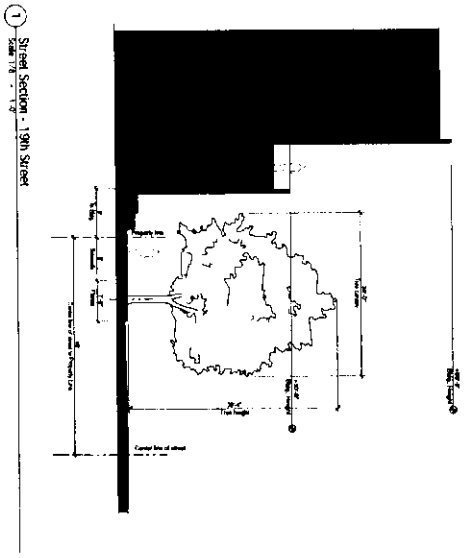


Exhibit P: Street Sections for 19th and Broadway



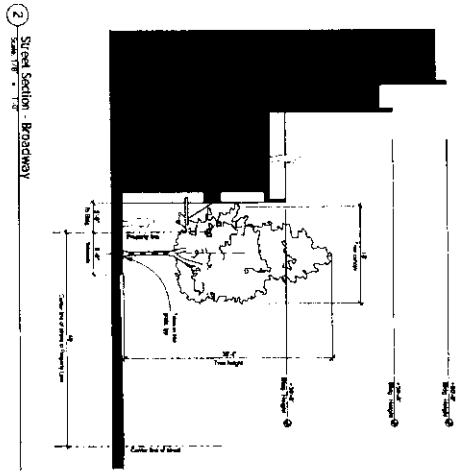


Exhibit Q: Street Sections for 19th and X Streets

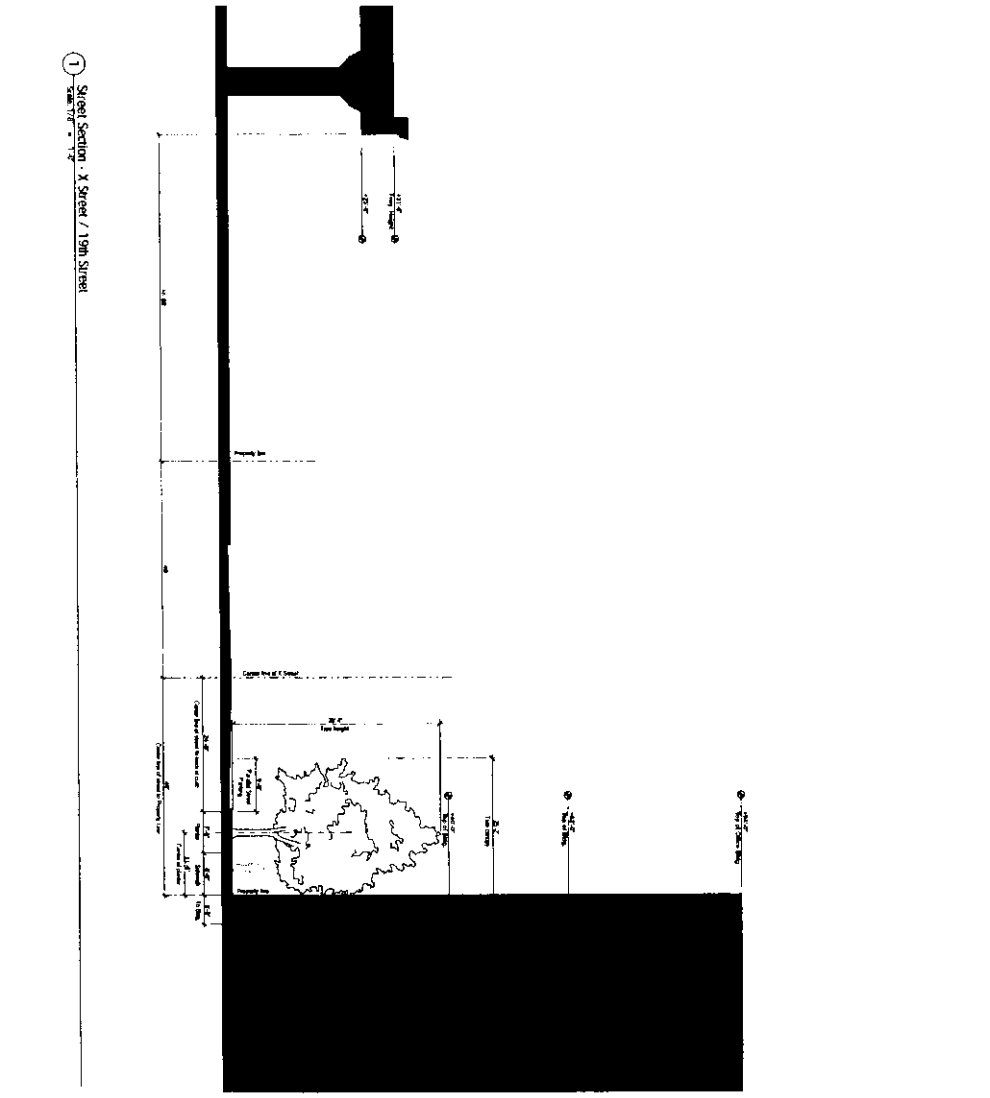


Exhibit R: Broadway Lofts Tower View Corridor

Exhibit A: Broadway Lofts
Tower Theatre View Corridor

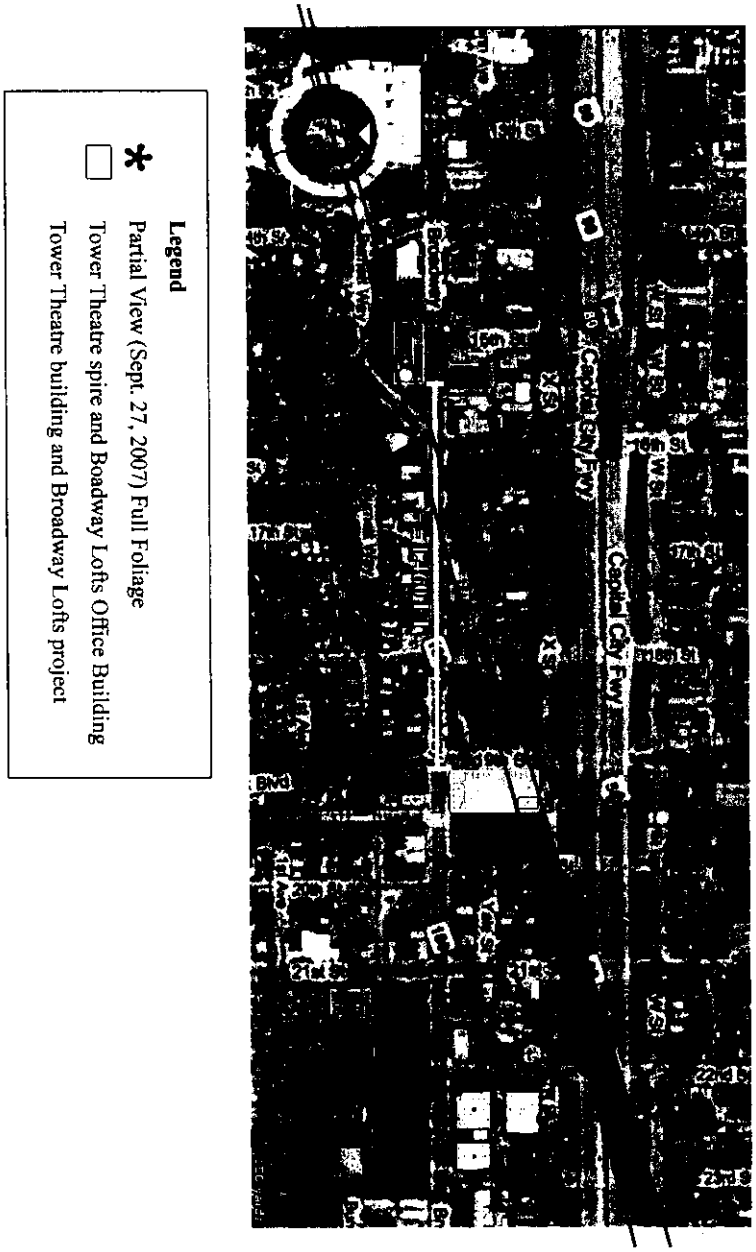
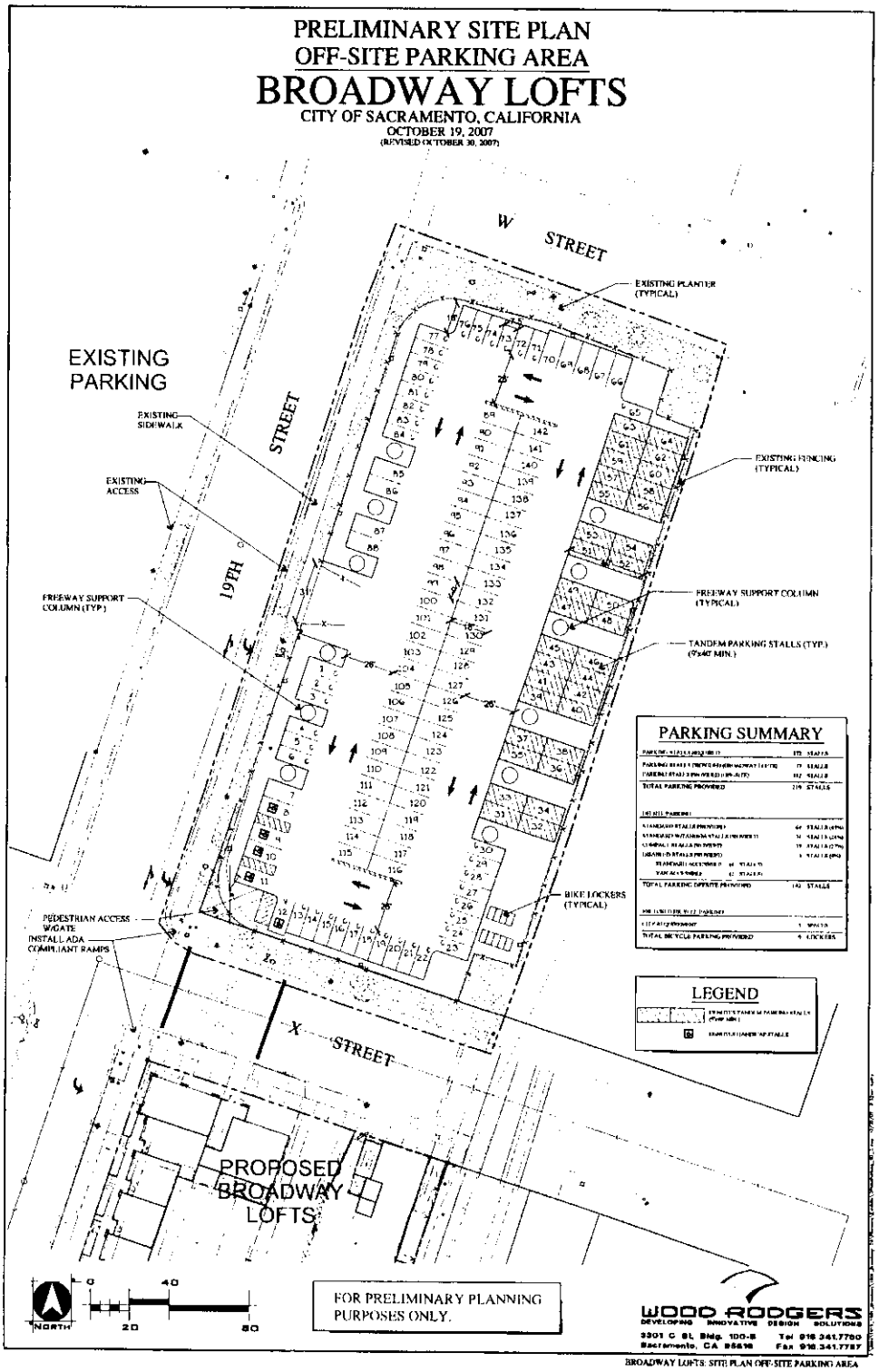


Exhibit S: Offsite Parking Plan



Attachment 8: Letter from Sierra Curtis Neighborhood Association

SIERRA·CURTIS
NEIGHBORHOOD ASSOCIATION

October 15, 2007

City of Sacramento
Mr. Evan Compton
Development Services Department
Planning Division
915 I Street, Room 3000
Sacramento, CA 95814

Dear Mr. Compton,

RE: Broadway Lofts (P07-071) – Early Project Notification Response

The Board of the Sierra Curtis Neighborhood Association would like to express its support for the proposed Broadway Lofts project. We believe that this stylish, environmentally sound, interesting, mixed-use project will be a tremendous asset to the Broadway corridor and the City. We commend the developer for his commitment to LEED certification for the building.

While the proposed 5-story office and 6-story tower are taller than the existing buildings in the area, we believe that this is an appropriate density due to its immediate proximity to a light rail station, and relative closeness to downtown and midtown business and services.

We understand that a portion of the parking will be off-site (located under the freeway to the north) and do not think that this should be a problem for future employees or residents of the site. In fact, businesses located in the building could be expected to subsidize transit passes for their employees, thus decreasing vehicle trips and parking requirements of the development. If not already planned, we suggest that the City request that the applicant provide electric vehicle charging stations.

We understand that the applicant will work with the City regarding appropriate business signage on the building and look forward to seeing this plan. We oppose electronic signage and advertising signage that is not related to the business occupants. We think Billboard signage, in any form, would be visual pollution, dangerous and distracting to freeway drivers. In addition, it would detract from the view of local monuments and our beautiful urban forest.

We understand the project is "exempt" from environmental review but has undertaken a traffic study. We plan to review the traffic study and reserve the right to provide comments regarding the study should there be any issues of concern to our neighborhood.

2791 24th Street
Sacramento, CA
95818
916 452 3005
Fax 916 731 4386
www.sierra2.org

Thank you for the opportunity to provide comments on this project as part of the Early Project Notification process. If you have any questions about this letter, you may contact me at (916) 732-5850. Please keep us informed as this project moves forward.

Sincerely,

Rosanna Herber

Rosanna Herber
Vice President
Sierra Curtis Neighborhood Association

Cc: SCNA Board
Council member Lauren Hammond
Land Park Neighborhood Association
David Gull, Millennium Real Estate Services
Marc Jasso, Millennium Real Estate Services

Attachment 9: Letter from Land Park Community Association

LPCA

LAND PARK COMMUNITY ASSOCIATION

October 16, 2007

Marc Jasso, Principal
David M. Gull, Associate Director of Development
Millennium Real Estate Services, Inc.
2020 Hurley Way, Suite 295
Sacramento, CA 95825

Re: Broadway Lofts Project

Dear Mr. Gull:

On behalf of the Land Park Community Association (LPCA), we want to thank you for sharing your development proposal at our monthly meeting this past July. We realize we have been delayed in formalizing our comments on your proposal. However, we want to make sure we provide this important feedback and are forwarding our comments simultaneous with your presentation at the Design Review Commission.

First, we want to express our strong interest in the development concept. The site's proximity to the transit station represents a key development opportunity. We believe that a mixed-use residential project at this location will add vitality to the neighborhood is consistent with the neighborhood and City vision regarding transit-oriented development and could help catalyze continued redevelopment of the Broadway corridor. The comments below largely reflect the verbal comments at our July meeting as well as subsequent Board discussion.

Use and Height
The development proposal is a combination of residential, retail and office use. We offer the following comments:

- Height – The current proposal seeks a variance for both the residential/retail and office components of the project. We are not supportive of the heights proposed, at five- (62 feet) and six-stories (90 feet) respectively. We believe that four-stories should be the maximum height for the project. The Broadway Corridor Planning Task Force Report recommends that new development in the Tower District, from Riverside Bld. to 21st Street, respect the Tower's Theatre's prominence as a local and city-wide iconic building. The proposed heights of your project, conflict with this objective. In addition, we are sensitive to the residential uses located across the site on 19th Street and do not believe the proposed heights are compatible with these uses.

P.O. Box 188285 • Sacramento, California 95818-8285

- Use – The proposed uses provide for a full mix of uses. However, we have concerns about the lack of linkage between the retail/residential structure and the office building. We would encourage exploration of ways to tie these uses together. We would suggest incorporating retail along X Street, e.g., the first floor of the commercial building, to better establish connectivity between the project elements.

Site Plan

- Circulation – The current plan only provides one point of ingress/egress, that from 19th Street. Given the density and intensity of the site, we believe that a second point of access is needed from X Street .
- Driveway Width – The driveway width on the plan is shown at 24 feet and we understand this is a deviation from City standards. Given concerns about circulation, we question whether this width is adequate to accommodate vehicular access, particularly if there is only one access point for the project.
- Parking – We understand that off-site parking agreements will be entered into to satisfy a portion of the project's on-site parking requirements. As described at our July meeting, the leases are short-term in nature. Given the size and intensity of development, we have concerns about the failure to secure long-term parking for the project. We believe that the possibility of losing parking rights could jeopardize the long-term viability of the project. We will be requesting that the project be conditioned with a requirement demonstrating long-term right to adequate parking spaces to serve the project.

Building Design and Project Identity

- Design – We support the stepped-back building configuration in order to promote a pedestrian scale . The traditional storefront style first floor with awnings is evocative of historical retail uses and certainly thematically consistent with the historic Tower District. However, we have concerns about the lack of articulation above the second floor and the largely flat planes on the building surfaces. Suggestions include varying the roofline and greater use variety of materials and architectural features to create visual interest and differentiation with respect to both horizontal and vertical planes.
- Sense of Place - We believe that the corner of 19th and Broadway is a key opportunity to create and reinforce a distinctive project identity. Entry monumentation, architectural features on the cornice etc. are suggested ways to achieve a sense of place.

Landscape and Hardscape

- Sidewalks – Large, straight, sidewalks to accommodate pedestrian activity should be incorporated along all street frontage.
- Landscaping should include large canopy shade trees, including retention of existing trees on X and 19th Streets. Landscaped strips should be included on all street frontages.
- The bumped out landscaping strip on Broadway is a concern in terms of maintaining uniformity of street lines along the corridor. We are not supportive of this feature.
- Lighting should incorporate the historic cast iron acorn style streetlights that are present throughout the Land Park community, and replicate the placement pattern (corner to

- mid-block). The height of the poles needs to be balance pedestrian scale in the context of a multi-story use.
- Undergrounding existing utilities along project frontage will be requested as a condition of project approval.

Signage
At our meeting there were signage concepts floated. We have specific concerns about electronic signage from an aesthetic/visual perspective. We would not support surface or roof-mounted billboard-like electronic signage on the office tower. We understand that the discussion was very general with respect to signage, but want to communicate our reaction to this type of signage.

We appreciate the efforts you have made to outreach to the neighborhood groups concerning your development proposal. We hope this letter provides formalized guidance with respect to LPCA's concerns and recommendations on your project, based on the concepts that have been presented to us to date. We encourage you to keep LPCA informed about your proposal, and would invite you to forward additional development concepts as you continue your refinements. We look forward to continuing to work with you during the development review process.

Sincerely,

Jon Jensen
President

Lurae Stetson
Planning Committee Chair

cc: City of Sacramento Planning Department
City of Sacramento Design Review Commission
City of Sacramento Planning Commission

Attachment 10: Letter from Greater Broadway Partnership

GREATER BROADWAY PARTNERSHIP

October 1, 2007

Marc Jasso
Managing Member
1901 Broadway MRES, LLC
2020 Hurley Way, Suite 295
Sacramento, CA 95825

Re: Broadway Lofts Project 1901 Broadway

Marc:

This letter is to document our partnership's support of the proposed Broadway Lofts mixed-use, development project. We are very excited that the proposal will bring new, high density residential, retail, office and live/work lofts directly across the Broadway Light Rail Station. We also support the environmentally friendly green building techniques that will be incorporated in the project. This type of project is what Broadway has been waiting for, and we fully support you in your efforts to revitalize the heart of our commercial corridor.

We feel the mix-of-uses that you propose, including residential, retail and office is an appropriate and optimal use next to the Broadway Light Rail station. Further, we support the proposed height of the project, particularly due to the fact that the office building is adjacent to the freeway and provides a visual and audible barrier from the residential portion of the project. It is the hope of our board that your project will be a catalyst to spur further investment and development along Broadway.

We thank you for keeping the Greater Broadway Partnership informed and involved in your project's progress. Please contact me should you need any additional information concerning our partnership's support of this project.

Sincerely,

JEFF SETZER
President, Greater Broadway Partnership

916-737-1427
Email: GreaterBroadway@aol.com
P O Box 188182, Sacramento, CA 95818

Attachment 11: Letter from Neighbors for Livable Streets

NEIGHBORS FOR LIVABLE STREETS (NLS)
2621 Freeport Boulevard, Sacramento, CA 95818
for2wayconv@sbcglobal.net

October 1, 2007

City of Sacramento
915 I Street
Sacramento, CA 95814

Dear City of Sacramento,

Neighbors for Livable Streets is a group of around 300 home owners and renters that live in both Curtis and Land Park neighborhoods. Most of us live around the Freeport/21st corridor between Taylor's Market and Broadway. Our neighborhood will be the most affected by the proposed Broadway Lofts project.

We are very excited about the new Broadway Lofts project at 1901 Broadway by Millennium Real Estate Services and whole heartedly support their proposal. This is exactly what the City, and especially Broadway, needs to bring Broadway back to life.

We have no problem with the height of the building and believe that because this will be the head quarters for the Millennium Real Estate Services, that the quality will be excellent.

Please help get this project up and running as soon as possible. If you have any questions, please do not hesitate to contact me.

Thanks for your support!

Jason Hill
President, NLS

Cc Councilmember Rob Fong
City of Sacramento Planning Commission
City of Sacramento Design Review Commission

Attachment 12: Letter from Zachary Willmann

November 8th, 2007

To: City of Sacramento, Planning Commission
915 I Street, Sacramento, CA 95814

RE: Broadway Lofts

As a resident and homeowner within a single block from the proposed Broadway Lofts development, I would like to express my utmost support and full endorsement of the project. I understand that the development may exceed some views on what the corridor is or should be, so I have prepared a few points of consideration as to why I am in full support of the Broadway Lofts at 1901 Broadway.

Foremost, I urge the Planning Commission to embrace the learned concept of building dense near transit hubs. There are few opportunities to utilize our transit stations. Compromising the dwelling density for general design principals would be a failure to recognize the importance and relevance of Broadway's multi-modal transportation access.

Broadway Lofts represents itself as a catalyst for continued interest in the Broadway Corridor. It is by far the most comprehensive and attractive development to be proposed on, or near the Broadway Corridor. My desire, as a neighborhood homeowner, would be to see this project completed as soon as possible, and to experience this dark corner of Broadway light up with activity.

The issue raised of Broadway Lofts building height, may actually be its strongest asset. The project site is bounded on all four side by three of the busiest streets in the central city area, light rail and freight train right of ways, and a raised freeway with constant traffic. If Broadway Lofts' height and density can deflect even a small portion of the omnipresent noise created by these thoroughfares, it would be greatly appreciated.

Although I find Broadway Lofts to be a strikingly beautiful example of contemporary, mixed-use architecture, the Tower Theater, is and always will be the symbol of this neighborhood. No building can possibly compromise its storied 70-year legacy - especially not from three entire blocks away and on the opposite side of the street.

The view of the Tower Theater is in no way obstructed by the proposed project. From the Northeast corner of the 19th and Broadway intersection, it is impossible to see the Tower Theater as the low, one-story buildings that line Broadway's south side completely block the base of the theater. The trees on Broadway's north side block the view of the theater's crown. In fact, Broadway Lofts' residences and offices, at the fourth floor up, may eventually offer the neighborhood's best views of the Tower Theater.

The added residences will also provide a lacking presence of eyes on the street during the night hours. Broadway and 19th Street are often susceptible to crime, with very little neighborhood presence to deter its occurrence. Residents of the Broadway Lofts could serve as a constant reminder that our streets are cared for and protected.

After reviewing the project details and having frequently walked around the site day and night for years, I can say with certainty that Broadway Lofts will serve my neighborhood well. The project will set precedence for future development at a standard most neighborhoods would be desperate to achieve. I hope the City of Sacramento will allow Millenium Real Estate Services to realize the Broadway corridor's potential by approving their development, Broadway Lofts.

Thank you for your time and consideration.

Zachary Willmann
2583 Freeport Blvd.
Sacramento, CA 95818