

RESOLUTION NO. 2009-180

Adopted by the Sacramento City Council

March 24, 2009

ADOPTING FINDINGS OF FACT AND APPROVING THE LA VALENTINA STATION PROJECT (P08-106)

BACKGROUND

- A. On March 12, 2009, the City Planning Commission conducted a public hearing and forwarded to the City Council a recommendation to approve, with conditions, the La Valentina Station project.
- B. On March 24, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c) (publication, posting, and mail 500'), and received and considered evidence concerning the La Valentina Station 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 La Valentina Station project, the City Council approves the project 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:
 - A&B. The Mitigated Negative Declaration and Mitigation Monitoring Program for the Project have been adopted by Resolution No. 2009-179.
 - D. Plan Review: The Plan Review to construct a 63-unit apartment complex on approximately 0.87 net acres in the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:
 1. The proposed mixed-use development is consistent with the current General Plan designation as well as the 2030 General Plan Update designation for Urban Corridor Low and Traditional Neighborhood Medium Density and applicable goals and policies.
 2. Staff has reviewed the proposal and found it to comply with all applicable city policies related to facilities and infrastructure. Conditions of approval have been

included to ensure that adequate drainage capacity and street frontage improvements are provided;

3. The design of the project generally consistent with applicable setback, lot coverage, density, height and parking regulations; where parking and setback standards are not met, variances are requested. Conditions have been added to ensure compliance with landscaping requirements; and
 4. The proposal will comply with safety standards as required by code and conditioned as part of this project and will not pose a threat to the public health nor be injurious to the surrounding area.
- E. Special Permit: The Special Permit to allow office and commercial retail uses on the ground floor of a mixed-use building on approximately 0.87 net acres in the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:
1. The project is based on sound principles of land use by providing the component of office and commercial retail use at the ground floor adjacent to a transit station; additionally, 12th Street is identified in the City's Zoning Code as a "storefront street," encouraging active commercial uses on the ground floor;
 2. The project will not be injurious to the surrounding area in that it will be a compatible land use with existing commercial and residential developments and within close proximity to light rail line; and
 3. The proposed mixed-use development is consistent with General Plan and Community Plan goals to provide vibrant neighborhoods;
- F. Special Permit: The Special Permit to reduce required parking for a mixed-use building on approximately 0.87 net acres in the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:
1. Staff finds that the parking reduction is appropriate for the project since the site is adjacent to a light rail station which encourages the use of alternative modes of transportation and less dependence on autos;
 2. Staff finds that the proposed parking will be adequate for residents of the housing development at a minimum of one space per unit and that the reduction will not be detrimental to the safety and welfare of its residents; and
 3. The proposed project, in providing high density/mixed-use development adjacent to light rail line, is consistent with the residential land use policies and density requirements of the General Plan and Central City Community Plan.

- G. Special Permit: The Special Permit to establish gates at private vehicular entrance to a mixed-use development in the proposed Multi-Family (R-5) zone and a multi-family residential development in the General Commercial (C-2) zone is **approved** based on the following findings of fact:
1. The placement of the vehicular gates on the site will not significantly impede access to a public resource or interfere with existing traffic circulation patterns.
 2. The City's Multi-Family Residential Design Principles and Gated Development Guidelines discourage the establishment of developments that are isolated or barricaded from the surrounding community. Staff does not find in this case that the gating of the parking areas will isolate the development from the surrounding community because either the tenants have direct access to the street or pedestrian gates are provided to allow easy access to the surrounding streets.
 3. The proposal complies with the goals and objectives of the General Plan and Central City Community Plan to provide livable and safe housing developments.
 4. The proposal for vehicular gates will provide security and privacy to the residents by minimizing trespassers onto the site.
- H. Special Permit: The Special Permit to allow a mixed-use building to exceed maximum allowable height in the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:
1. Exceeding the allowed building height by two feet is based upon sound principles of land use since the site is adjacent to a light rail station and additional intensity on the site, when well designed, is supported by City policy;
 2. The project will not be injurious to the surrounding area in that it will be a compatible land use adjacent to existing residential and commercial developments and within close proximity to a light rail station; and
 3. The proposed mixed-use development is consistent with General Plan and Community Plan goals to allow mixed-use projects to be built adjacent to transit corridors.
- I. Variance: The Variance to reduce setbacks for a mixed-use development in the proposed Multi-Family (R-5) zone and to a portion of a multi-family residential development in the General Commercial (C-2) zone is **approved** based on the following findings of fact:
1. The variance is not a special privilege unique to the site since more interaction with the street with reduced setback would have been supported on other similar sites;

2. No use variance is requested; the proposed use is permitted subject to the granting of a Plan Review;
 3. The setback reductions will not be injurious to public welfare and to adjacent properties in that the setback reduction is considered minor, is limited to a portion of the building and contributes positively to the overall streetscape; and
 4. The proposed development is generally consistent with the zoning regulations and does not violate any applicable general plan or community plan policies.
- J. Variance: The Variance to allow a roof structure to exceed the maximum height allowed within the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:
1. The variance is not a special privilege unique to the site since a taller roof structure that acts as a tower element and integrates well with the rest of the building would have been supported on other similar developments;
 2. No use variance is requested; the proposed use is permitted subject to the granting of a Plan Review;
 3. The variance for the roof structure will not be injurious to public welfare since it is setback a distant from all adjacent parcels and the green 'eco' roof structure promotes environmental-friendliness; and
 4. The proposed development is generally consistent with the zoning regulations and does not violate any applicable general plan or community plan policies.
- K. Variance: The Variance to allow the number of compact stalls to exceed the maximum of 40% within a mixed-use development in the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:
1. The variance is not a special privilege unique to the site since a higher ratio of compact stalls would be supported at other infill developments adjacent to light rail stations;
 2. No use variance is requested; the proposed use is permitted subject to the granting of a Plan Review;
 3. The proposal will not be injurious to public welfare and to adjacent properties; and
 4. The proposed development is generally consistent with the zoning regulations and does not violate any applicable general plan or community plan policies.

L. Variance: The Variance to reduce interior side yard at a portion of a multi-family residential development in the General Commercial (C-2) zone is **approved** based on the following findings of fact:

1. The variance is not a special privilege unique to the site since more interaction with the street would be supported at other infill developments adjacent to a commercial corridor and the variance does not come into conflict with the intent of the side yard development standard;
2. No use variance is requested; the proposed use is permitted on the site subject to meeting development standards;
3. The setback reductions will not be injurious to public welfare and to adjacent properties; and
4. The proposed development is generally consistent with the zoning regulations and does not violate any applicable general plan or community plan policies.

M. Variance: The Variance to allow vehicular gate setback reduction within the proposed Multi-Family (R-5) zone and the General Commercial (C-2) zone is **approved** based on the following findings of fact:

1. The variance is not a special privilege unique to the site since more internal common area would have been desired at similar infill developments;
2. No use variance is requested; the proposed use is permitted subject to the granting of entitlements;
3. The proposal will not be injurious to public welfare and to adjacent properties; and
4. The proposed development is generally consistent with the zoning regulations and does not violate any applicable general plan or community plan policies.

N. Variance: The Variance to allow maneuvering width reduction within a mixed-use development in the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:

1. The variance is not a special privilege unique to the site since the reduction would be supported at other gated parking lots for private use in similar shaped parcels;
2. No use variance is requested; the proposed use is permitted subject to the granting of a Plan Review;

3. The width reductions will not be injurious to public welfare and to adjacent properties in that a small parking area is involved; and
4. The proposed development is generally consistent with the zoning regulations and does not violate any applicable general plan or community plan policies.
- O. Variance: The Variance to allowing more than 250 feet from each unit to trash enclosure within a mixed-use development in the proposed Multi-Family (R-5) zone is **approved** based on the following findings of fact:
 1. The variance is not a special privilege unique to the site since other buildings with the similar characteristics may encounter similar issues;
 2. No use variance is requested; the proposed use is permitted subject to the granting of a Plan Review;
 3. The proposal will not be injurious to public welfare since the deviation only affects a small number of residential units; and
 4. The proposed development is generally consistent with the zoning regulations and does not violate any applicable general plan or community plan policies.

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

Conditions of Approval

- D. The Plan Review to construct a 63-unit apartment complex on approximately 0.87 net acres in the proposed Multi-Family (R-5) zone is hereby approved subject to the following conditions:

Planning

- D1. This approval is for the construction of 63 apartment units shown on attached exhibits. Development of this site shall be in compliance with the attached exhibits except as conditioned.
- D2. Design Review approval shall be issued for the Station Site prior to the issuance of building permits.
- D3. The applicant shall obtain all necessary building permits prior to commencement of construction; any modification to the project shall be subject to review by Current Planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.

- D4. The applicant shall comply with all requirements included in the Mitigation Monitoring Plan for P08-106, on file at the Planning Division.
- D5. Building and landscape setbacks are approved per attached site plan for Station Site unless otherwise conditioned on the project.
- D6. Landscaping & Walls and Fencing:
- a. The project shall comply with the City's Tree Shading Ordinance which requires 50 percent shading of the parking area within 15 years.
 - b. All landscaping and planting shall conform to City standards for sight line requirements at intersections and driveways.
 - c. All mechanical equipment shall be located within enclosed cabinets or screened by landscaping and/or screening/fencing.
 - d. Landscaping plans shall be submitted to the Building Division - Site Conditions Unit for review and approval by the Site Conditions Unit and the Landscape Architecture Section of the Parks & Recreation Department. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met.
 - e. Fencing adjacent to public streets shall be decorative wrought iron or tubular steel painted to complement the buildings.
- D7. The applicant shall comply with the City's Recycling Ordinance (Section 17.72) unless otherwise approved on this project.
- D8. Signage: All signage must be reviewed and approved by Planning Director prior to issuance of building permits; all signage shall comply with the Sign Ordinance, City Code Section 15.148, and a sign permit shall be obtained prior to construction of any sign.
- D9. Lighting:
- a. The type and location of the outdoor lighting (building, parking lot, walkway, etc.) must be approved by the Planning Director prior to issuance of a building permit. Each building address number shall be illuminated.
 - b. Project lighting shall be provided as follows: one footcandle of minimum maintained illumination per square foot of parking space and exterior walkways/sidewalks during hours of darkness and 0.25 footcandle of minimum maintained illumination per square foot of surface on any

interior walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal-resistant.

- c. Per Section 17.68.030(B), exterior lighting, if provided, shall reflect away from residential areas and public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- D10. A total of 68 parking spaces shall be provided per plans; visitor parking spaces shall be clearly marked.
 - D11. Bicycle parking facilities shall be provided per section 17.64.050 of the Zoning Ordinance. A minimum of five bicycle facilities shall be required for this project and shall be located in close proximity to building entrances.
 - D12. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets by the building parapet, screen wall, and architectural projections which are integral to the building design.
 - D13. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.
 - D14. On site management shall be provided. If security becomes a concern and if deemed necessary by the Police Department, the applicant shall contract with a reputable security firm to provide on site security, night and day, when the management office is closed.
 - D15. The final color palette for all buildings shall be submitted for review and approval by the Planning Director prior to the issuance of building permit.
 - D16. Prior to the issuance of any building permits, the applicant shall provide the City with a copy of the certificate of payment of school fees for the applicable school district(s).
 - D17. The project shall reasonably maintain the buildings and landscaping.
 - D18. Auto repairs are not permitted on-site at any time, except in emergencies, such as flat tire or dead battery.
 - D19. Visitor parking shall be strictly enforced.

Department of Transportation

- D20. Construct standard public improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed to City standards and assured as set forth in Chapter 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. 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 12th, D and E Streets per City standards to the satisfaction of the Department of Transportation;
- D21. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. The existing driveways along D and E street shall be reconstructed to be ADA compliant (if existing and not compliant) to the satisfaction of the Department of Transportation;
- D22. The applicant shall install on-street angled parking along D street between 12th street and 11th Street to the satisfaction of the Traffic Engineering Division: If the City has already installed angled parking at this location before the applicant has submitted the improvement plans then the applicant shall reimburse the City the costs of installation of the said angled parking at \$6,000 per block. The determination regarding timing and need for implementation of the subject angled parking by the City will be made by Traffic Engineering Division of the DOT depending on the extent of potential delay in development of the proposed project and the parking need within the area;
- D23. The two driveways along D and E streets shall function as right-in right-out only. The applicant shall install two median curbs along D and E Street to restrict left-in and left-out movements subject to the review and approval of the City's Traffic Engineer. The median curbs shall be constructed from 12th street intersection to a point after the driveways (Along D and E Street) to the satisfaction of the Department of Transportation. The median curbs construction at the 12th street intersection with D and E shall insure adequate turning radius and clearance from 12th street to D and E streets. This shall include any needed signage or markings to the satisfaction of the Department of Transportation;
- D24. All gates shall be constructed a minimum of 20-feet from the driveway's flow line to the satisfaction of the Department of Transportation. All gates must remain open during PM traffic peak hours (4-6 PM) on weekdays only. The proposed gated entry along the C and D Alley does not require the 20-foot setback requirement;
- D25. The applicant shall repair/reconstruct the existing alley (C & D Alley) per City standards (in Concrete) and to the satisfaction of the Department of

Transportation. The limit of construction shall be from 12th street to the project's boundary along the alley;

- D26. The project applicant shall pay a fair share contribution to the City of Sacramento Traffic Operation Center for the retiming and monitoring of the signals at 12th St/ D St and 12th St/E St. intersections to improve vehicle progression along the 12th Street corridor;
- D27. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);
- D28. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards along the site's frontage only;
- D29. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation;
- D30. The applicant shall coordinate with Regional Transit and make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit. The applicant shall also coordinate with Regional Transit regarding the proposed trash pickup location along D Street and the possible conflict with the existing bus stop within the project's frontage along D Street.
- D31. The applicant shall apply for and record a lot merger to accommodate the proposed development on this site prior to obtaining any Building Permits.
- D32. The proposed project as presented would require the abandonment of a portion of the existing alley (between D and E Street). The applicant shall apply for and obtain City Council approval to abandon a portion of the existing alley between D and E Street prior to obtaining building permits. This would require the applicant to comply with our abandonment procedures and file the appropriate documentation for that request.

Fire

- D33. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105.
- D34. 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.

- D35. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4
- D36. Provide appropriate Knox access for site.
- D37. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet.
- D38. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.
- D39. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8
- D40. Provide man gates with Knox access for new hydrants located within the fence adjacent to D Street and E Street.

Utilities

- D41. Only one domestic water service will be allowed per parcel. Any new domestic water services shall be metered. Excess services shall be abandoned to the satisfaction of the Department of Utilities (DOU).
- D42. Water meters shall be located at the location acceptable to the Department of Utilities.
- D43. Water meter boxes for water services located within the alley shall be as follows: (1) for 1-inch domestic water services, Christy traffic box B1324 (H/20 loading) with reading lid B1324-61GH and (2) for 1.5-inch domestic water service, Christy traffic box B1730 (H/20 loading) with reading lid B1730-51G.
- D44. Based on the results of the water supply test, the applicant may be required to extend a 12" water main in D Street and/or E Street. The design, construction and alternate alignment of the water main shall be to the satisfaction of the Department of Utilities.
- D45. The applicant shall install a gate valve on the existing 6-inch water main in D Street/E Street alley east of the second light rail track, at the location acceptable to the Department of Utilities.

- D46. The existing fire hydrant in D Street/E Street alley is substandard and shall be removed and replaced with a standard hydrant to the satisfaction of the Department of Utilities and Fire Department.
- D47. Water service connection location shall be located within an open air area or as approved by the Department of Utilities.
- D48. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- D49. The applicant is required to pay the water development fee which is collected at the time of building permit.
- D50. The parcel shall have a separate street tap for a metered irrigation service.
- D51. All onsite water, sewer and storm drainage shall be private systems maintained by the owner.
- D52. Per City code section 13.04.230, no permanent structure (including without limitation garages, patios, concrete slabs, tool shed and similar structures) shall be constructed on top of water, sewer or drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the city attorney.
- D53. If required by DOU, the applicant shall enter into and record a Hold Harmless Agreement, in a form acceptable to the City Attorney, for any permanent structure (including without limitation concrete slabs, fences, decorative pavement, and similar structures) that will be constructed on top of the water and combined sewer system.
- D54. 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 (per City Council Resolution 2005-162) prior to the issuance of any building permit. The impact to the CSS due to the Equivalent Single-Family Dwelling (ESD) unit is estimated to be 62 ESD. The Combined Sewer System fee at time of building permit is estimated to be \$101,000 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site. The fee will be used for improvements to the CSS.
- D55. Sewer service connection in the alley shall be to the manhole or as approved by the Department of Utilities.
- D56. The applicant shall remove the section of the existing combined sanitary sewer main fronting the property in D Street/E Street alley and install a new pipe section and appurtenances. No new sewer services connection is allowed in this

section. The new section shall be either a ductile iron pipe or a PVC placed in steel casings and shall be approved by the DOU.

- D57. All sewer services shall connect to the existing combined sanitary sewer main in D Street and E Street only.
- D58. If required by the DOU, the applicant shall provide a key to access the gate for maintenance and repair of the existing underground utilities.
- D59. Onsite sewer and drainage mains shall be separate systems.
- D60. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow that is contributing to the combine system. Based on the analysis, the applicant may be required to provide onsite storage or upsize the existing 8" combined sanitary main in D Street and E Street Alley. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- D61. Finished lot pad elevations shall be a minimum of 1.2 feet above the highest adjoining back of walk of sidewalk elevation and 1.5 feet above the controlling overland release elevation or as approved by the Department of Utilities.
- D62. The applicant may not develop the project in anyway that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record and Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- D63. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- D64. 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.
- D65. 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 www.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) certification by property owner or authorized representative.

- D66. The applicant shall enter into an agreement with the Department of Utilities for the maintenance of the water quality measure proposed for this project. The water quality measure proposed shall be privately maintained.
- D67. Provide a minimum clearance for the walkway (located on top of the D Street/ E Street alley) to the satisfaction of the Department of Utilities.

Building

- D68. Proposed project is to be constructed on vacant land that incorporates several parcels. To comply with multiple code requirements parcel merge shall be approved prior to building permit issuance.
- D69. Proposed building consists of several different occupancies: residential apartments R-2, assembly (Cafe)-A-2, private parking carports- U and office-B. Mixed use and occupancy separation issues shall be addressed to satisfy requirements of Section 508.
- D70. Building Code analysis shall be provided to demonstrate that building height and building area with maximum area and height increases are in compliance with sections 503, 504 and 506 based on type of construction of proposed building. Special Provisions, Section 509 may be applicable for proposed building.
- D71. All portions of proposed building and facilities shall be accessible to persons with disabilities as required by Chapters 11A and 11B of 2007 CBC. Since new building is provided with an elevator, all residential units have to be adaptable and on accessible route.
- D72. Guards are required for green "Eco" roof in compliance with section 1013.

Police

- D73. All alarms shall comply with Sacramento City Code.
- D74. The developer/applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal

construction hours. A security person shall be provided to patrol the project after normal working hours during all phases of construction, and adequate security lighting shall be provided to illuminate vulnerable equipment and materials. An acceptable alternative to a security person would be a portable lighting/video system.

- D75. Entrance doors into individual retail units shall be secured with a single cylinder deadbolt lock with a minimum throw of one inch, in addition to door latches with a one-half inch minimum throw.
- D76. A viewing device (peephole) shall be installed in each individual unit entrance door and shall allow for 180 degree vision.
- D77. A 180 degree viewing device (or peephole) shall be installed in office, administration, delivery area entry doors, and in each residential unit entrance door.
- D78. Exterior doors into hallways and doors leading into stairwells shall have self locking (dead latch) devices allowing egress to the exterior of the building or stairwell but requiring a key to be used to gain access to the interior of the building from the outside or into the hallway from the stairwell.
- D79. Exterior doors into the building and doors leading into stairwells shall be equipped with self-closing devices.
- D80. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame (sliding).
- D81. The sliding portion of a sliding glass window shall be on the inside track.
- D82. Hostile vegetation, such as shrubs with thorns or leaf shapes that make them very undesirable for people to walk through is highly recommended. Shrubs around dumpster enclosures should be hostile in structure to help prevent undesirable access to the dumpster. Additionally, dumpster enclosures shall be lockable.
- D83. Parking spaces that are assigned to residents shall not be numbered to coincide with dwelling unit numbers.
- D84. Handicapped spaces shall be clearly marked and properly posted with a painted designation on the ground and a sign on the wall or post for each stall.
- D85. Signage that clearly states vehicles may be towed under authority of section 22658(a) of the California Vehicle Code is highly recommended. Without such signage, abandoned or unauthorized vehicles cannot lawfully be towed.

Parks

- D86. 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 Planning 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.)

Urban Forest Services

- D87. Applicant must obtain a UFS permit prior to any pruning or removal of trees growing in the City right of way.
- D88. All City trees adjacent to the project site are to be enclosed by a 6' high chain link fence, (minimum enclosure area of 7'x 10') prior to commencement of any construction activity.
- D89. Irrigation: All trees are to be irrigated on a non turf station by a minimum of two 6" or 12" pop up heads w/ nozzles that allow maximum possible installation distance from center trunk line:
- Use 3'x 12' nozzles along 12th Street (see red line).
 - Use 3'x 18' nozzles along D Street
 - Use ¼ throw 4' radius nozzles in smaller on site planters
 - Use ¼ throw 8' radius nozzles in largest on site planter.
- D90. All trees are to be planted in a gradual mound 2" to 3" above the surrounding grade and mulched with wood chips (playground fiber or coarser) to a depth of approximately 3". No groundcover or shrubs will be planted within 3' of any tree trunk.

Regional Transit

- D91. 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. Transit information shall also be displayed in prominent locations within the business for both patrons and employees.
- D92. Pedestrian amenities such as pavers, tree shading, lighting and trellises will be provided to encourage walking to transit.
- D93. Project construction can not disrupt the operation of light rail service.

- D94. Project construction shall not disrupt transit service or pedestrian access to transit stops and stations.
- D95. Provide bicycle parking facilities per the City of Sacramento's requirements at building/store entrances.
- D96. Dumpsters and/or trash/recycling containers shall be located within the development or off the sidewalks during pick up days so as not to impede pedestrian traffic flow or activity.
- D97. Building columns/supports shall not impede ADA accessibility to the station. Please contact David Solomon, Senior Architect, at (916) 557-4682 for setback requirements from the tracks for this particular site.

Advisory Notes:

Utilities

1. The applicant shall comply with the abandonment process.
2. The applicant is responsible for the protection and repair of the existing City combined sanitary sewer and water mains in D Street/E Street Alley during construction of the proposed structure. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.
3. If the water main is extended in D Street and/or E Street, then the domestic and irrigation service connection for the project shall be from the those main downstream of the fire hydrant connection.
4. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site domestic, irrigation and fire suppression systems.
5. Multiple fire services are allowed per parcel and may be required.
6. The proposed project is located in the 100-year floodplain, designated as a Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs). Within the Shaded X zone, there are no requirements to elevate or flood proof.

Urban Forest Services

7. Proposed species selection is not identified in the vegetated swale. The swale planter shown will not provide adequate root development conditions or anchoring soil for shade trees.

Species Selection:

Tree 1	Acer nigrum Ginkgo biloba Tilia x flavescens	Greencolumn Maple Halka Ginkgo, Autumn Gold Ginkgo Glenleven Linden
Tree 2	Ginkgo biloba Podocarpus gracilior Xylosma congestum	Princeton Sentry Ginkgo Fern Pine Xylosma (standard)
Tree 3	Ginkgo biloba	Magyar Ginkgo, Golden Colonnade Ginkgo
Tree 4	Quercus cerris Quercus macdanielii Quercus phellos Quercus shumardii Ulmus japonica Ulmus japonica Ulmus wilsoniana	Turkey Oak Heritage Oak Willow Oak Shumard Oak Accolade elm New Horizon Elm Prospector Elm

Parks

8. As per City Code, the applicant will be responsible to meet his/her obligations regarding 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 \$109,016. This is based on 81 multi-family units at the Specified Infill rate of \$1,336 per unit; and, 5,000 sq. ft. at the commercial rate of \$0.16 per sq. ft. 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.

Police

9. Crime preventing environmental design strategies will be crucial in the landscaping and lighting of this multi-use development. Lighting should minimally meet IESNA standards and in some cases exceed them. The lighting plan for each area must be made with mature landscaping in mind. It is imperative that the landscaping plan is coordinated with the lighting plan to ensure proper illumination is maintained through the maturity of the trees and shrubs. If the landscaping overwhelms the lighting, reduced visibility will create an environment for crime to occur. In order to preserve visibility, we recommend shrubs that mature around 2.5' tall, and bushes or trees with canopy no lower than 8'tall, in most instances.

10. Open masonry walls and shrub lines are inconsistent with crime prevention by environmental design strategies. We recommend against using them. However, if they are essential and cannot be avoided, masonry walls should incorporate murals and other types of graffiti reducing public art. Tall shrubs should be a hostile variety to reduce habitation by transients. Incorporating these principles in the design process is highly recommended.
11. Benches, trash cans, and bicycle racks should be placed in highly visible locations. Benches should be designed to discourage sleeping by utilizing partitions or circular designs that wrap around trees or poles. In areas such as bus and train stops where loitering is not desirable, benches should also be designed to deliver minimal comfort while still providing a temporary resting place for legitimate customers. Wrought iron benches are desirable because they provide a vandal resistant design that is difficult to damage and is easily secured to the ground.
12. Trash cans should be visibly open to discourage unlawful use. As with benches, trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.
13. The majority of graffiti vandals perceive themselves as artists. Consequently, they will not disrespect another artist's work. As a result, public art is highly recommended. Locations such as large blank walls and utility service cabinets are good locations for mural type projects. Statues and other freestanding projects can also serve as excellent landmarks for way-finding.
14. Parking structures and parking lots pose a higher risk than other commercial structures for violent crime. Public perception and fear of crime in these areas is high. Consequently, parking structures and lots should incorporate crime preventing design strategies. Additional crime preventing efforts in these areas will improve public perception, which will encourage patronage of the site.
15. Structures: Parking structures should be engineered with as many open interior and exterior walls as practical. Staircases should be very open by design, or they should have glass/polycarbonate walls. Elevators should be designed with mirrors, video surveillance, and glass/polycarbonate back walls whenever possible. We recommend that consideration be given to creating retail operations that are actually part of the parking lot, thereby bringing legitimate activity to the area.
16. Lots: Wherever practical, orient buildings and/or activities toward areas that are potentially at risk. Incorporate traffic calming with raised curb planters, raised curb sidewalks and raised curb tire blocks. For larger lots, incorporate gated areas to control access to selected areas during non-peak times.

17. Depending on their location, pay telephones have a history of contributing to crime issues. Although cellular telephones have greatly reduced the need for pay telephones, there may still be a need at certain locations.
18. If it is determined that payphones are needed within a building, they should be located near the main building entrance and within constant view of employees and the general public. They should not be located out of main activity areas or near bathroom entrances.
19. For exterior locations, pay telephones should not be placed in areas that give a criminal a legitimate purpose for being present (e.g. near public bathrooms, near child care facilities etc.).
20. In recent years there has been a significant increase in the theft of construction related materials that can be re-sold or recycled. We routinely see reports of thieves stealing all the wire, all the installed toilets, even entire HVAC systems from buildings on a regular basis. Used photovoltaic panels retain a large portion of their value in today's market and can easily be sold. With this in mind, the police department strongly recommends that special consideration be given to securing the photovoltaic panels with something more than a standard nut on a threaded bolt.
21. Entrances to the bathrooms should be in constant view of employees when possible. If unable to be within constant view, they should be in high activity areas.
22. Special Use Permits: Retail establishments that require special use permits will be required to install:
 - a. Video surveillance systems.
 - b. A safe.
 - c. A duress alarm.
23. Video surveillance is becoming a standard security feature in the City of Sacramento. Arrested criminals frequently tell detectives they analyzed various sites before committing their crimes and chose the site without video surveillance cameras. Ideal locations for cameras are on light poles, power poles and building corners. Cameras should be capable of capturing doorways, playgrounds, plazas, and parking lots. Digital recording devices capable of storing 30 days of information are ideal. If the system is based in the building's control room, it can be a valuable tool for building staff and firefighters in the event of an emergency.
24. Way-finding elements help prevent crime. Lack of way-finding can lead to fear, confusion and possibly exposure to crime. It is important to incorporate clear way-finding measures within large structures, in public plazas and areas. This can be achieved via architectural landmarks, landscaping, lighting, pavement transitions and signage.

- G. The Special Permit to establish gates at private vehicular entrance to a mixed-use development in the proposed Multi-Family (R-5) zone and a multi-family residential development in the General Commercial (C-2) zone is hereby approved subject to the following conditions:

General

- G1. All gates must remain open during PM traffic peak hours (4-6 PM) on weekdays only.
- G2. Gated developments shall comply with section 17.76.050 of the Zoning Ordinance unless otherwise approved per file P06-108; a pedestrian access gate shall be provided at each gated driveway entrance.
- G3. Vehicular gates shall be decorative wrought iron or tubular steel painted to complement the buildings.
- G4. The design and construction of such gates shall be to the satisfaction of the Planning Director and Development Engineering Division. A final design shall be submitted to Current Planning and Development Engineering for approval prior to the issuance of building permits.

Fire

- G5. All gates shall be provided with an approved Knox.
- G6. Any permanent structures erected in the children's play area adjacent to the D Street/E Street alley shall be approved by the Fire Department.

- L. The Variance to reduce interior side yard at a portion of a multi-family residential development in the General Commercial (C-2) zone is hereby approved subject to the following conditions:

Planning

- L1. This approval is for the construction of 18 apartment units shown on attached exhibits. Development of this site shall be in compliance with the attached exhibits except as conditioned.
- L2. Design Review approval shall be issued for the North Site prior to the issuance of building permits.
- L3. The applicant shall obtain all necessary building permits prior to commencement of construction; any modification to the project shall be subject to review by

Current Planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.

- L4. The applicant shall comply with all applicable requirements included in the Mitigation Monitoring Plan for P08-106, on file at the Planning Division.
- L5. Building and landscape setbacks are approved per attached site plan for North Site unless otherwise conditioned on the project.
- L6. Landscaping & Walls and Fencing:
 - a. The project shall comply with the City's Tree Shading Ordinance which requires 50 percent shading of the parking area within 15 years.
 - b. All landscaping and planting shall conform to City standards for sight line requirements at intersections and driveways.
 - c. All mechanical equipment shall be located within enclosed cabinets or screened by landscaping and/or screening/fencing.
 - d. Landscaping plans shall be submitted to the Building Division – Site Conditions Unit for review and approval by the Site Conditions Unit and the Landscape Architecture Section of the Parks & Recreation Department. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met.
 - e. Fencing adjacent to public streets shall be decorative wrought iron or tubular steel painted to complement the buildings.
- L7. Trash Enclosures:
 - a. The applicant shall comply with the City's Recycling Ordinance (Section 17.72).
 - b. Trash enclosures shall be constructed of solid masonry material with exterior surface finish compatible to the main structures in color and texture. Walls shall be a minimum of six feet in height.
 - c. The trash enclosure structure shall have heavy gauge metal gates and designed with cane bolts on the doors to secure the gates when in the open and closed positions.
 - d. All trash enclosure facilities shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines such that enclosures will not be noticeable when viewed from surrounding streets

- e. A concrete apron shall be constructed in front of the trash enclosure facility or at point of dumpster pickup by the waste removal truck. The location, size, and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at the point of dumpster pickup.
 - f. Each recycling and trash enclosure or receptacle shall be designed to allow the convenient disposal of recyclable materials and trash by residents without having to open the main enclosure gates.
- L8. Signage: All signage must be reviewed and approved by Planning Director prior to issuance of building permits; all signage shall comply with the Sign Ordinance, City Code Section 15.148, and a sign permit shall be obtained prior to construction of any sign.
- L9. Lighting:
- a. The type and location of the outdoor lighting (building, parking lot, walkway, etc.) must be approved by the Planning Director prior to issuance of a building permit. Each building address number shall be illuminated.
 - b. Project lighting shall be provided as follows: one footcandle of minimum maintained illumination per square foot of parking space and exterior walkways/sidewalks during hours of darkness and 0.25 footcandle of minimum maintained illumination per square foot of surface on any interior walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal-resistant.
 - c. Per Section 17.68.030(B), exterior lighting, if provided, shall reflect away from residential areas and public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- L10. A total of 21 parking spaces shall be provided per plans; visitor parking space shall be clearly marked.
- L11. Bicycle parking facilities shall be provided per section 17.64.050 of the Zoning Ordinance. A minimum of one bicycle facility shall be required for this project and shall be located in close proximity to entries.

- L12. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets by the building parapet, screen wall, and architectural projections which are integral to the building design.
- L13. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.
- L14. On site management shall be provided. If security becomes a concern and if deemed necessary by the Police Department, the applicant shall contract with a reputable security firm to provide on site security, night and day, when the management office is closed.
- L15. The final color palette for all buildings shall be submitted for review and approval by the Planning Director prior to the issuance of building permit.
- L16. Prior to the issuance of any building permits, the applicant shall provide the City with a copy of the certificate of payment of school fees for the applicable school district(s).
- L17. The project shall reasonably maintain the buildings and landscaping.
- L18. Auto repairs are not permitted on-site at any time, except in emergencies, such as flat tire or dead battery.
- L19. Visitor parking shall be strictly enforced.

Department of Transportation

- L20. Construct standard public improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed to City standards and assured as set forth in Chapter 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. 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 12th, D and E Streets per City standards to the satisfaction of the Department of Transportation;
- L21. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. The existing driveways along D and E street shall be reconstructed to be ADA compliant (if existing and not compliant) to the satisfaction of the Department of Transportation;

- L22. The applicant shall install on-street angled parking along D street between 12th street and 11th Street to the satisfaction of the Traffic Engineering Division: If the City has already installed angled parking at this location before the applicant has submitted the improvement plans then the applicant shall reimburse the City the costs of installation of the said angled parking at \$6,000 per block. The determination regarding timing and need for implementation of the subject angled parking by the City will be made by Traffic Engineering Division of the DOT depending on the extent of potential delay in development of the proposed project and the parking need within the area;
- L23. The two driveways along D and E streets shall function as right-in right-out only. The applicant shall install two median curbs along D and E Street to restrict left-in and left-out movements subject to the review and approval of the City's Traffic Engineer. The median curbs shall be constructed from 12th street intersection to a point after the driveways (Along D and E Street) to the satisfaction of the Department of Transportation. The median curbs construction at the 12th street intersection with D and E shall insure adequate turning radius and clearance from 12th street to D and E streets. This shall include any needed signage or markings to the satisfaction of the Department of Transportation;
- L24. All gates shall be constructed a minimum of 20-feet from the driveway's flow line to the satisfaction of the Department of Transportation. All gates must remain open during PM traffic peak hours (4-6 PM) on weekdays only. The proposed gated entry along the C and D Alley does not require the 20-foot setback requirement;
- L25. The applicant shall repair/reconstruct the existing alley (C & D Alley) per City standards (in Concrete) and to the satisfaction of the Department of Transportation. The limit of construction shall be from 12th street to the project's boundary along the alley;
- L26. The project applicant shall pay a fair share contribution to the City of Sacramento Traffic Operation Center for the retiming and monitoring of the signals at 12th St/ D St and 12th St/E St. intersections to improve vehicle progression along the 12th Street corridor;
- L27. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);
- L28. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards along the site's frontage only;
- L29. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight

line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation;

- L30. The applicant shall coordinate with Regional Transit and make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit. The applicant shall also coordinate with Regional Transit regarding the proposed trash pickup location along D Street and the possible conflict with the existing bus stop within the project's frontage along D Street.
- L31. The applicant shall apply for and record a lot merger to accommodate the proposed development on this site prior to obtaining any Building Permits.

Fire

- L32. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105.
- L33. 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.
- L34. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4
- L35. Provide appropriate Knox access for site.
- L36. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet.
- L37. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.
- L38. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8
- L39. Provide man gates with Knox access for new hydrants located within the fence adjacent to D Street and E Street.

Utilities

- L40. Only one domestic water service will be allowed per parcel. Any new domestic water services shall be metered. Excess services shall be abandoned to the satisfaction of the Department of Utilities (DOU).
- L41. Water meters shall be located at the location acceptable to the Department of Utilities.
- L42. Water meter boxes for water services located within the alley shall be as follows: (1) for 1-inch domestic water services, Christy traffic box B1324 (H/20 loading) with reading lid B1324-61GH and (2) for 1.5-inch domestic water service, Christy traffic box B1730 (H/20 loading) with reading lid B1730-51G.
- L43. Based on the results of the water supply test, the applicant may be required to extend a 12" water main in D Street and/or E Street. The design, construction and alternate alignment of the water main shall be to the satisfaction of the Department of Utilities.
- L44. The applicant shall install a gate valve on the existing 6-inch water main in D Street/E Street alley east of the second light rail track, at the location acceptable to the Department of Utilities.
- L45. The existing fire hydrant in C Street/D Street alley is substandard and shall be removed and replaced with a standard fire hydrant to the satisfaction of the Department of Utilities and Fire Department.
- L46. Water service connection location shall be located within an open air area or as approved by the Department of Utilities.
- L47. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- L48. The applicant is required to pay the water development fee which is collected at the time of building permit.
- L49. The parcel shall have a separate street tap for a metered irrigation service.
- L50. All onsite water, sewer and storm drainage shall be private systems maintained by the owner.
- L51. Per City code section 13.04.230, no permanent structure (including without limitation garages, patios, concrete slabs, tool shed and similar structures) shall be constructed on top of water, sewer or drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the city attorney.

- L52. If required by DOU, the applicant shall enter into and record a Hold Harmless Agreement, in a form acceptable to the City Attorney, for any permanent structure (including without limitation concrete slabs, fences, decorative pavement, and similar structures) that will be constructed on top of the water and combined sewer system.
- L53. 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 (per City Council Resolution 2005-162) prior to the issuance of any building permit. The impact to the CSS due to the Equivalent Single-Family Dwelling (ESD) unit is estimated to be 62 ESD. The Combined Sewer System fee at time of building permit is estimated to be \$101,000 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site. The fee will be used for improvements to the CSS.
- L54. Sewer service connection in the alley shall be to the manhole or as approved by the Department of Utilities.
- L55. The applicant shall remove the section of the existing combined sanitary sewer main fronting the property in D Street/E Street alley and install a new pipe section and appurtenances. No new sewer services connection is allowed in this section. The new section shall be either a ductile iron pipe or a PVC placed in steel casings and shall be approved by the DOU.
- L56. All sewer services shall connect to the existing combined sanitary sewer main in D Street and E Street only.
- L57. If required by the DOU, the applicant shall provide a key to access the gate for maintenance and repair of the existing underground utilities.
- L58. Onsite sewer and drainage mains shall be separate systems.
- L59. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow that is contributing to the combine system. Based on the analysis, the applicant may be required to provide onsite storage or upsize the existing 8" combined sanitary main in D Street and E Street Alley. Sufficient off-site and on-site spot elevations shall be provided in the study to determine the direction of storm drain runoff.
- L60. Finished lot pad elevations shall be a minimum of 1.2 feet above the highest adjoining back of walk of sidewalk elevation and 1.5 feet above the controlling overland release elevation or as approved by the Department of Utilities.

- L61. The applicant may not develop the project in anyway that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record and Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- L62. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- L63. 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.
- L64. 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 www.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) certification by property owner or authorized representative.
- L65. The applicant shall enter into an agreement with the Department of Utilities for the maintenance of the water quality measure proposed for this project. The water quality measure proposed shall be privately maintained.
- L66. Provide a minimum clearance for the walkway (located on top of the D Street/ E Street alley) to the satisfaction of the Department of Utilities.

Building

- L67. This project consists of multiple buildings that are going to be erected on a single lot. According to section 503.1.2, multiple buildings on the same lot shall be regulated as separate buildings or shall be considered as portions of one

building. Building Code analysis shall be provided to demonstrate compliance with Sections 503, 504, 506 and 704.

- L68. On East side, all three new apartment buildings are located 5'-5" away from East property line. To comply with wall and opening protection requirements and since those new buildings are classified as R-2 occupancy group, 1 HR fire rating is required for East wall and openings in East wall are limited to 10% of unprotected and 25% protected per Table 704.8.
- L69. All portions of proposed building and facilities shall be accessible to persons with disabilities as required by Chapters 11A of 2007 CBC.

Police

- L70. All alarms shall comply with Sacramento City Code.
- L71. The developer/applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours. A security person shall be provided to patrol the project after normal working hours during all phases of construction, and adequate security lighting shall be provided to illuminate vulnerable equipment and materials. An acceptable alternative to a security person would be a portable lighting/video system.
- L72. A viewing device (peephole) shall be installed in each individual unit entrance door and shall allow for 180 degree vision.
- L73. Exterior doors into hallways and doors leading into stairwells shall have self locking (dead latch) devices allowing egress to the exterior of the building or stairwell but requiring a key to be used to gain access to the interior of the building from the outside or into the hallway from the stairwell.
- L74. Exterior doors into the building and doors leading into stairwells shall be equipped with self-closing devices.
- L75. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame (sliding).
- L76. The sliding portion of a sliding glass window shall be on the inside track.
- L77. Hostile vegetation, such as shrubs with thorns or leaf shapes that make them very undesirable for people to walk through is highly recommended. Shrubs around dumpster enclosures should be hostile in structure to help prevent undesirable access to the dumpster. Additionally, dumpster enclosures shall be lockable.

- L78. Parking spaces that are assigned to residents shall not be numbered to coincide with dwelling unit numbers.
- L79. Handicapped spaces shall be clearly marked and properly posted with a painted designation on the ground and a sign on the wall or post for each stall.
- L80. Signage that clearly states vehicles may be towed under authority of section 22658(a) of the California Vehicle Code is highly recommended. Without such signage, abandoned or unauthorized vehicles cannot lawfully be towed.

Parks

- L81. 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 Planning 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.)

Urban Forest Services

- L82. Applicant must obtain a UFS permit prior to any pruning or removal of trees growing in the City right of way.
- L83. All City trees adjacent to the project site are to be enclosed by a 6' high chain link fence, (minimum enclosure area of 7'x 10') prior to commencement of any construction activity.
- L84. Install three on site tree planters (8'x 10', 6'x 6' and 5'x 5').
- L85. Adjust pedestrian path of travel along 12th to improve traffic flow and improve street tree growing conditions.
- L86. During or after final phase of construction adjust tree planters per red line along 12th Street to improve growing conditions and reduce future pavement lifting in the City right of way. “
- L87. Plant trees along D Street in three turf free planter areas.
- L88. Irrigation: All trees are to be irrigated on a non turf station by a minimum of two 6” or 12” pop up heads w/ nozzles that allow maximum possible installation distance from center trunk line:
 - Use 3'x 12' nozzles along 12th Street (see red line).

- Use 3'x 18' nozzles along D Street
- Use ¼ throw 4' radius nozzles in smaller on site planters
- Use ¼ throw 8' radius nozzles in largest on site planter.

L89. All trees are to be planted in a gradual mound 2" to 3" above the surrounding grade and mulched with wood chips (playground fiber or coarser) to a depth of approximately 3". No groundcover or shrubs will be planted within 3' of any tree trunk.

Regional Transit

L90. 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. Transit information shall also be displayed in prominent locations within the business for both patrons and employees.

L91. Pedestrian amenities such as pavers, tree shading, lighting and trellises will be provided to encourage walking to transit.

L92. Project construction can not disrupt the operation of light rail service.

L93. Project construction shall not disrupt transit service or pedestrian access to transit stops and stations.

L94. Dumpsters and/or trash/recycling containers shall be located within the development or off the sidewalks during pick up days so as not to impede pedestrian traffic flow or activity.

Advisory Notes:

Utilities

1. The applicant shall comply with the abandonment process.
2. The applicant is responsible for the protection and repair of the existing City combined sanitary sewer and water mains in C Street/D Street Alley during construction of the proposed structure. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.
3. If the water main is extended in D Street and/or E Street, then the domestic and irrigation service connection for the project shall be from the those main downstream of the fire hydrant connection.
4. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to

assist the engineers in the design of the on-site domestic, irrigation and fire suppression systems.

5. Multiple fire services are allowed per parcel and may be required.
6. The proposed project is located in the 100-year floodplain, designated as a Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs). Within the Shaded X zone, there are no requirements to elevate or flood proof.

Parks

7. As per City Code, the applicant will be responsible to meet his/her obligations regarding 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 \$109,016. This is based on 81 multi-family units at the Specified Infill rate of \$1,336 per unit; and, 5,000 sq. ft. at the commercial rate of \$0.16 per sq. ft. 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.

Police

8. Crime preventing environmental design strategies will be crucial in the landscaping and lighting of this multi-use development. Lighting should minimally meet IESNA standards and in some cases exceed them. The lighting plan for each area must be made with mature landscaping in mind. It is imperative that the landscaping plan is coordinated with the lighting plan to ensure proper illumination is maintained through the maturity of the trees and shrubs. If the landscaping overwhelms the lighting, reduced visibility will create an environment for crime to occur. In order to preserve visibility, we recommend shrubs that mature around 2.5' tall, and bushes or trees with canopy no lower than 8'tall, in most instances.
9. Open masonry walls and shrub lines are inconsistent with crime prevention by environmental design strategies. We recommend against using them. However, if they are essential and cannot be avoided, masonry walls should incorporate murals and other types of graffiti reducing public art. Tall shrubs should be a hostile variety to reduce habitation by transients. Incorporating these principles in the design process is highly recommended.
10. Benches, trash cans, and bicycle racks should be placed in highly visible locations. Benches should be designed to discourage sleeping by utilizing partitions or circular designs that wrap around trees or poles. In areas such as bus and train stops where loitering is not desirable, benches should also be designed to deliver minimal comfort while still providing a temporary resting place for legitimate customers. Wrought iron benches are desirable because they

provide a vandal resistant design that is difficult to damage and is easily secured to the ground.

11. Trash cans should be visibly open to discourage unlawful use. As with benches, trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.
12. The majority of graffiti vandals perceive themselves as artists. Consequently, they will not disrespect another artist's work. As a result, public art is highly recommended. Locations such as large blank walls and utility service cabinets are good locations for mural type projects. Statues and other freestanding projects can also serve as excellent landmarks for way-finding.
13. Parking structures and parking lots pose a higher risk than other commercial structures for violent crime. Public perception and fear of crime in these areas is high. Consequently, parking structures and lots should incorporate crime preventing design strategies. Additional crime preventing efforts in these areas will improve public perception, which will encourage patronage of the site.
14. Structures: Parking structures should be engineered with as many open interior and exterior walls as practical. Staircases should be very open by design, or they should have glass/polycarbonate walls. Elevators should be designed with mirrors, video surveillance, and glass/polycarbonate back walls whenever possible. We recommend that consideration be given to creating retail operations that are actually part of the parking lot, thereby bringing legitimate activity to the area.
15. Lots: Wherever practical, orient buildings and/or activities toward areas that are potentially at risk. Incorporate traffic calming with raised curb planters, raised curb sidewalks and raised curb tire blocks. For larger lots, incorporate gated areas to control access to selected areas during non-peak times.
16. Depending on their location, pay telephones have a history of contributing to crime issues. Although cellular telephones have greatly reduced the need for pay telephones, there may still be a need at certain locations.
17. If it is determined that payphones are needed within a building, they should be located near the main building entrance and within constant view of employees and the general public. They should not be located out of main activity areas or near bathroom entrances.
18. For exterior locations, pay telephones should not be placed in areas that give a criminal a legitimate purpose for being present (e.g. near public bathrooms, near child care facilities etc.).
19. In recent years there has been a significant increase in the theft of construction related materials that can be re-sold or recycled. We routinely see reports of

thieves stealing all the wire, all the installed toilets, even entire HVAC systems from buildings on a regular basis. Used photovoltaic panels retain a large portion of their value in today's market and can easily be sold. With this in mind, the police department strongly recommends that special consideration be given to securing the photovoltaic panels with something more than a standard nut on a threaded bolt.

20. Entrances to the bathrooms should be in constant view of employees when possible. If unable to be within constant view, they should be in high activity areas.
21. Special Use Permits: Retail establishments that require special use permits will be required to install:
 - a. Video surveillance systems.
 - b. A safe.
 - c. A duress alarm.
22. Video surveillance is becoming a standard security feature in the City of Sacramento. Arrested criminals frequently tell detectives they analyzed various sites before committing their crimes and chose the site without video surveillance cameras. Ideal locations for cameras are on light poles, power poles and building corners. Cameras should be capable of capturing doorways, playgrounds, plazas, and parking lots. Digital recording devices capable of storing 30 days of information are ideal. If the system is based in the building's control room, it can be a valuable tool for building staff and firefighters in the event of an emergency.
23. Way-finding elements help prevent crime. Lack of way-finding can lead to fear, confusion and possibly exposure to crime. It is important to incorporate clear way-finding measures within large structures, in public plazas and areas. This can be achieved via architectural landmarks, landscaping, lighting, pavement transitions and signage.

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- Exhibit 5E: Ground Level Sketch (Station Site)
- Exhibit 5F: Café Plan with Angled Wall (Station Site)
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- Exhibit 5H: Landscape Concepts (Station Site)
- Exhibit 5I: Site Plan (Station Site)
- Exhibit 5J: Ground Floor Plan (Station Site)
- Exhibit 5K: Level 2 to 4 Plan (Station Site)
- Exhibit 5L: Roof Plan (Station Site)
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- Exhibit 5W: Elevations (North Site)
- Exhibit 5X: Perspective (North Site)
- Exhibit 5Y: Topographic Survey (Station Site and North Site)

Adopted by the City of Sacramento City Council on March 24, 2009 by the following vote:

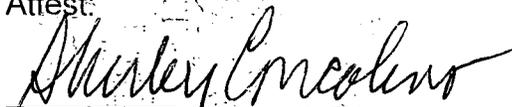
Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Johnson.

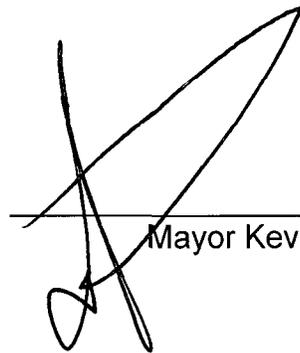
Noes: None.

Abstain: None.

Absent: None.

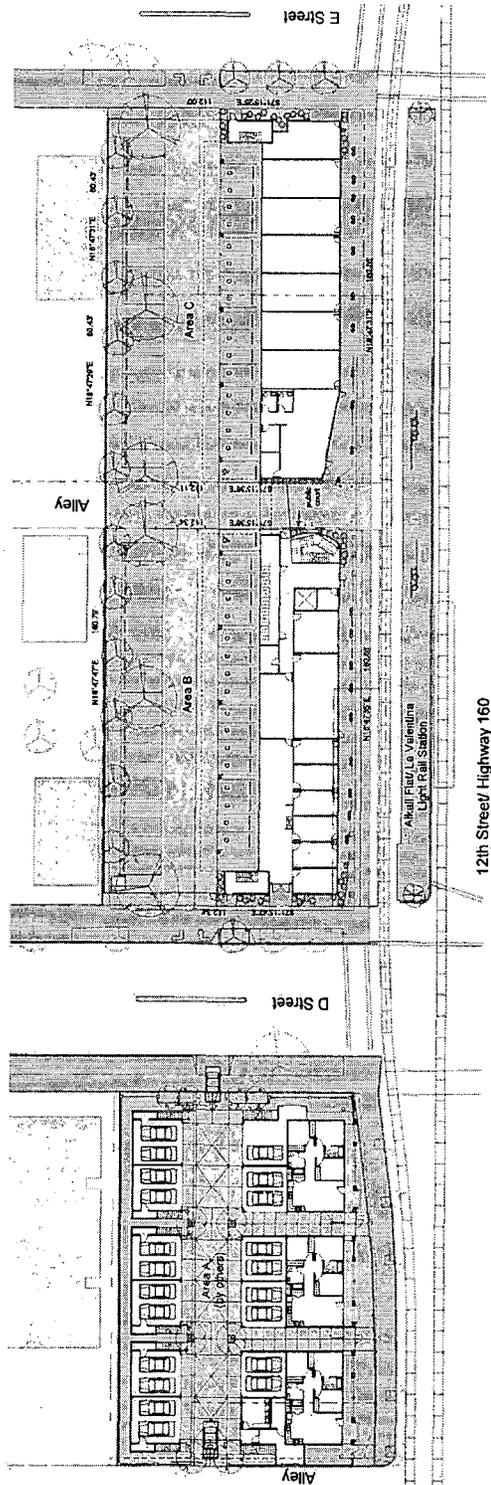
Attest:


Shirley Concolino, City Clerk



Mayor Kevin Johnson

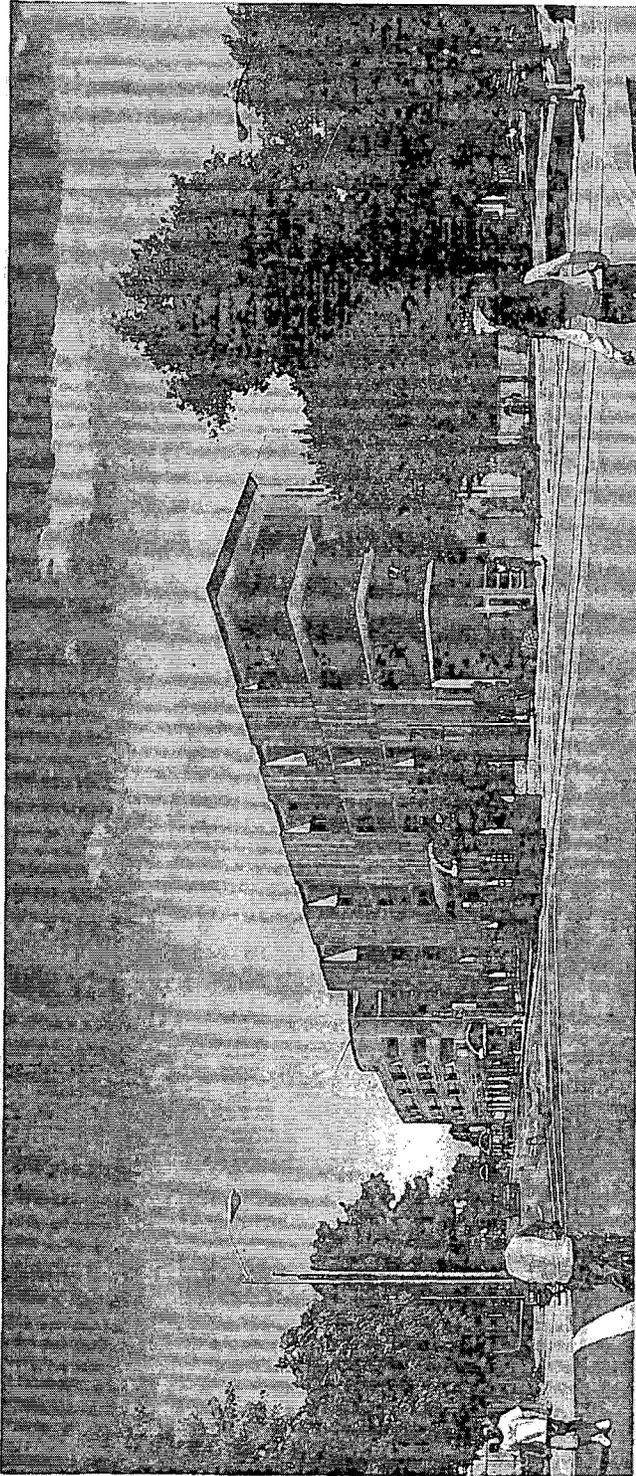
Exhibit 5A: Combined Station Site and North Site Plan



1. Site Plan - Station and North Block
1" = 20'-0"

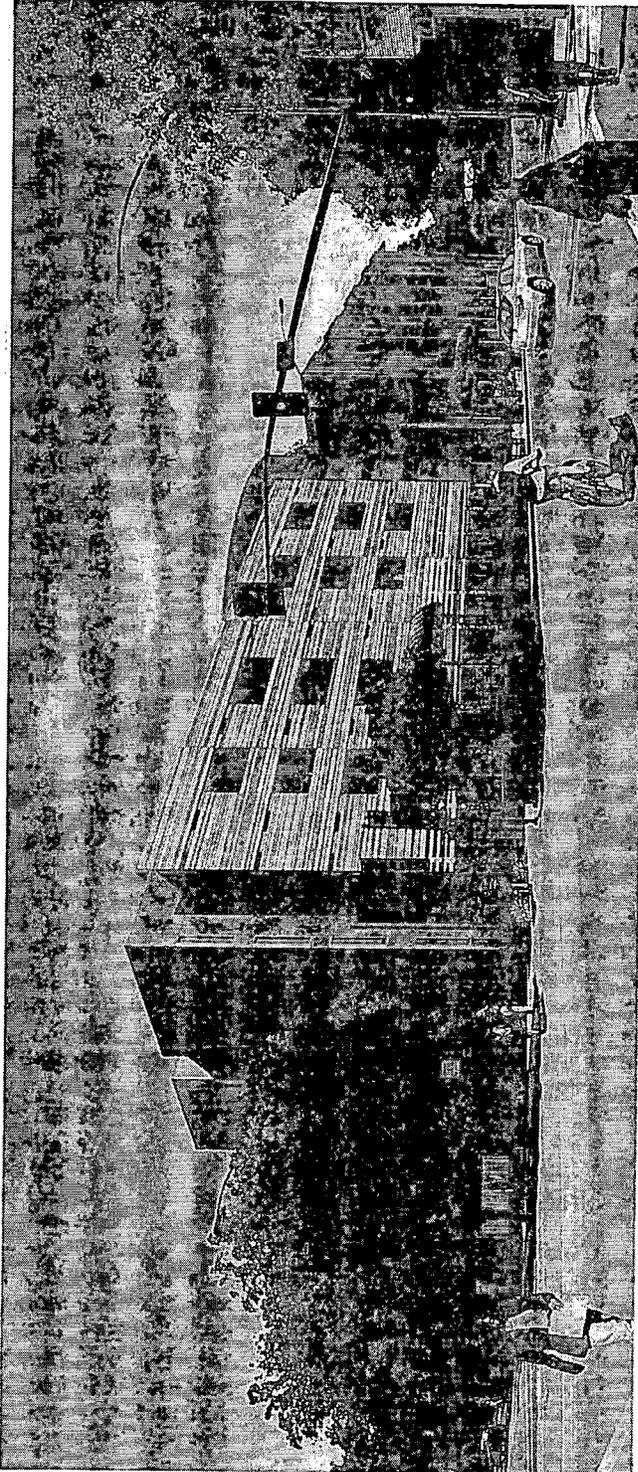
 <p>Domus Development Civil, Mechanical, Electrical</p>	<p>La Valentina Station</p>	<p>Site Plan - Station and North Block (by others)</p> <p>20703.00 scale: 1" = 20'-0" date: 2009.03.06</p> <p>A1.2</p>
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Exhibit 5C: Perspective – 12th + E (Station Site)



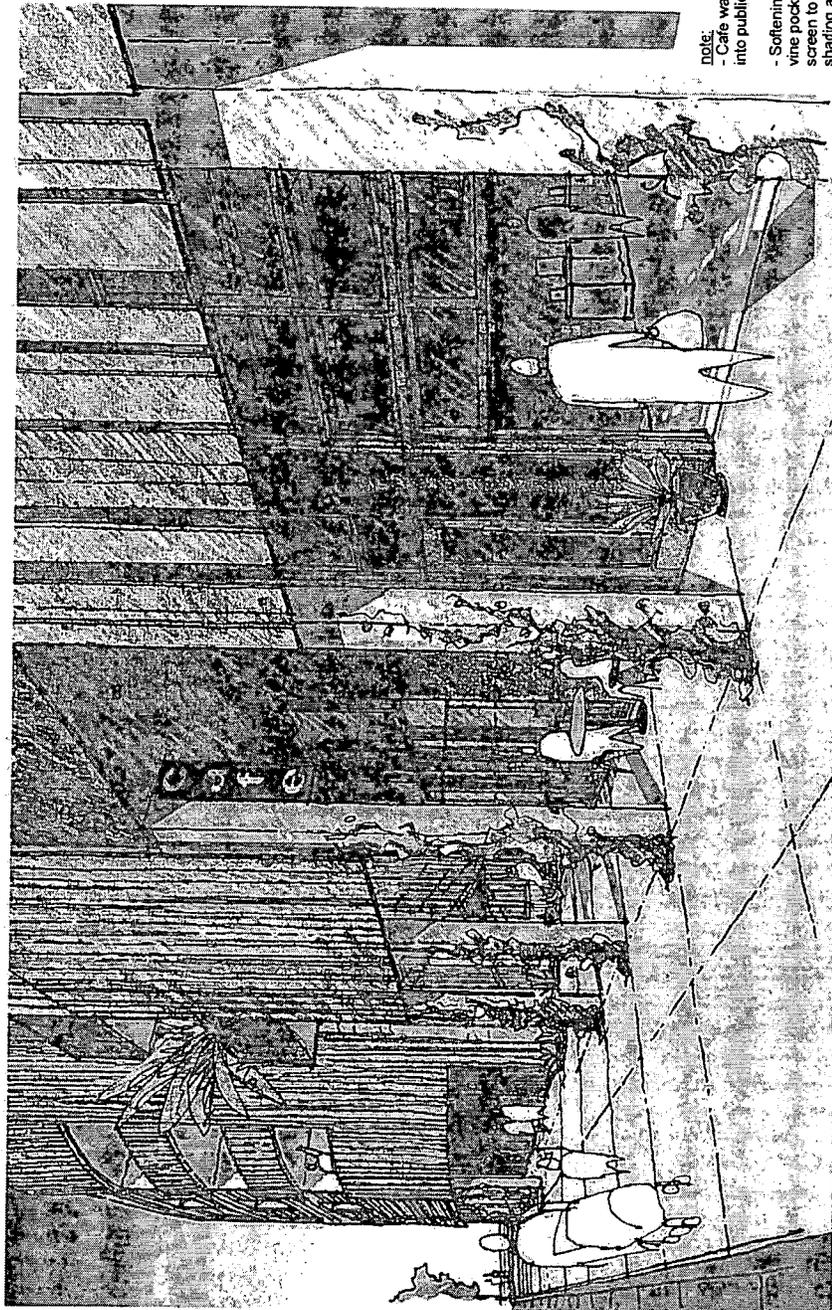
 <p>DLA DESIGN + LANDSCAPE ARCHITECTURE</p>	<p>Urban Development</p> <p>La Valentina Station</p>	<p>Perspective - 12th + E</p>	<p>20703.00 scale: 1" = 20'-0" date: 2009.03.06</p> <p>2.1</p>
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Exhibit 5D: Perspective – 12th + D (Station Site)



	La Valentina Station	Perspective - 12th + D	20703.00 scale: date: 2009.03.06 2.2
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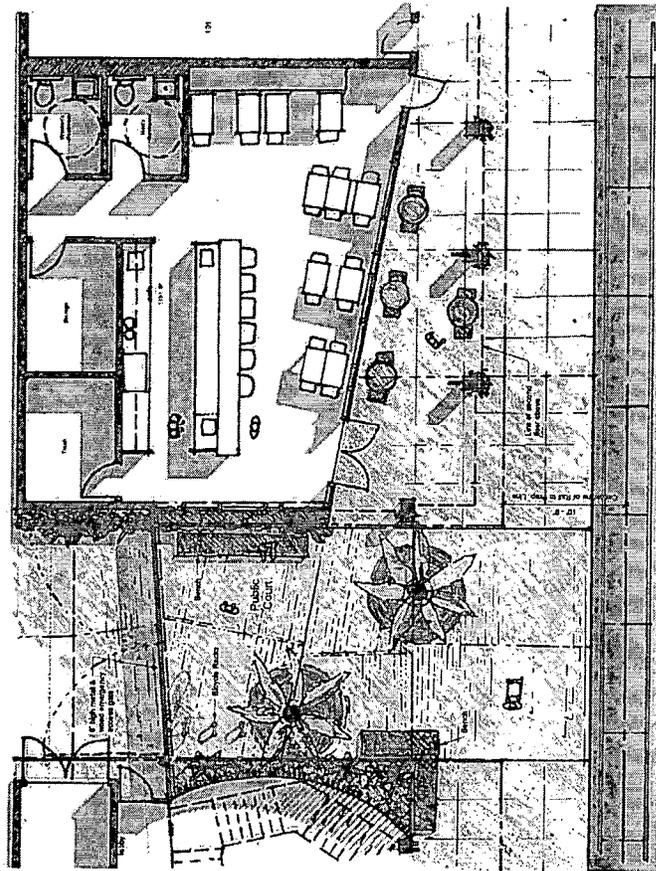
Exhibit 5E: Ground Level Sketch (Station Site)



note:
- Cafe wall angled to open into public court beyond
- Softening of arcade with vine pockets and lowered screen to provide solar shading along west facade

 DLA Design + Architecture	Dennis Development	La Valentina Station	STUDY - Ground Level Sketch	20703.00 scale: date: 2009.03.06	2.4
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Exhibit 5F: Café Plan with Angled Wall (Station Site)

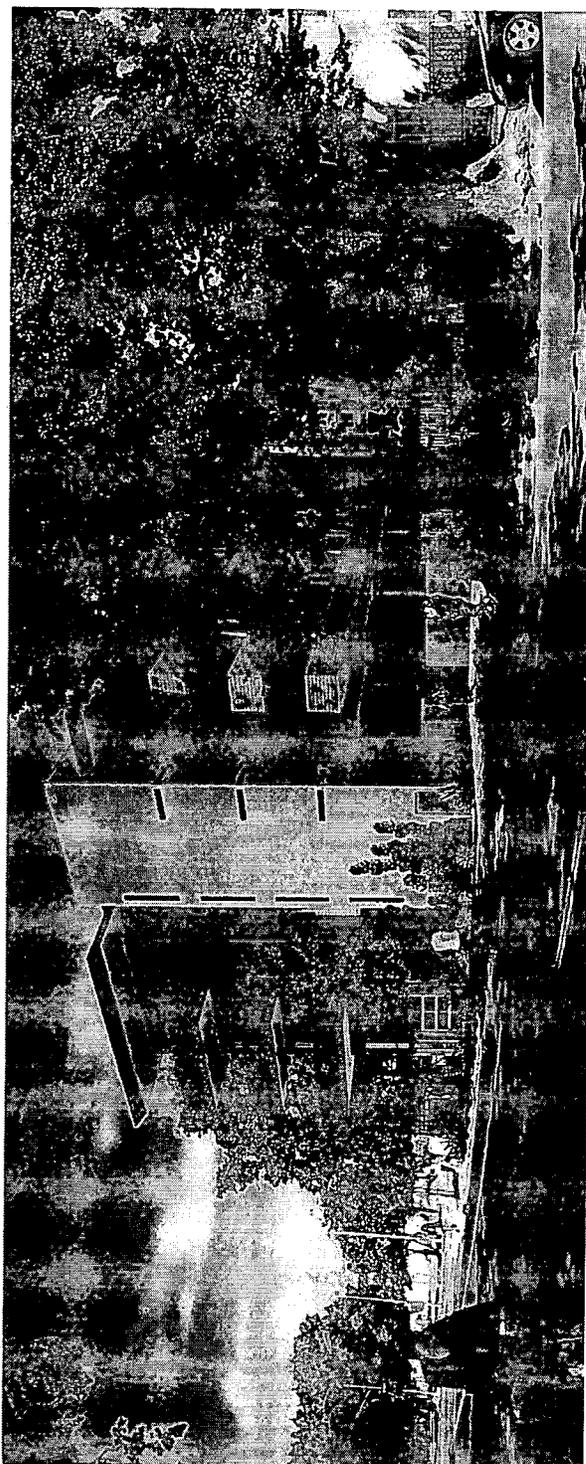


① Enlarged Café Plan
1/4" = 1'-0"

note:
- Café wall angled to open into
public court/ central space

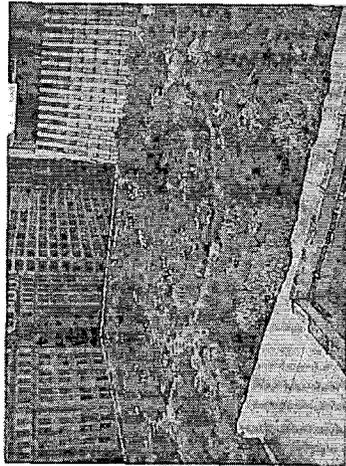
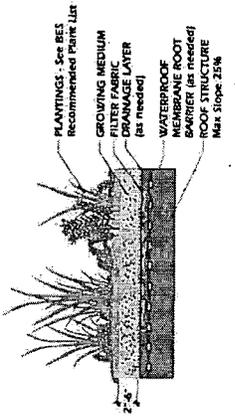
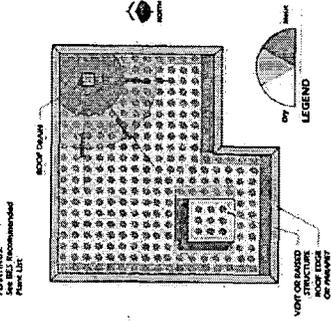
<p>Dinius Development ARCHITECTS • PLANNERS</p>	<p>La Valentina Station</p>	<p>STUDY - Café Plan with angled wall</p>	<p>20703.00 scale: 1/4" = 1'-0" date: 2009.03.06 2.5</p>
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Exhibit 5G: Perspective – Southeast (Station Site)



 Domus Development	La Valentina Station	Perspective - Southeast	20703.00 scale: date: 2009.03.06	2.6
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Exhibit 5H: Landscape Concepts (Station Site)



	Dornus Development La Valentina Station	Landscape Concepts	20703.00 scale: 1" = 40'-0" date: 2009.03.05	4.1
	1 Landscape Concepts - Key Plan 1" = 40'-0"			

Exhibit 5I: Site Plan (Station Site)

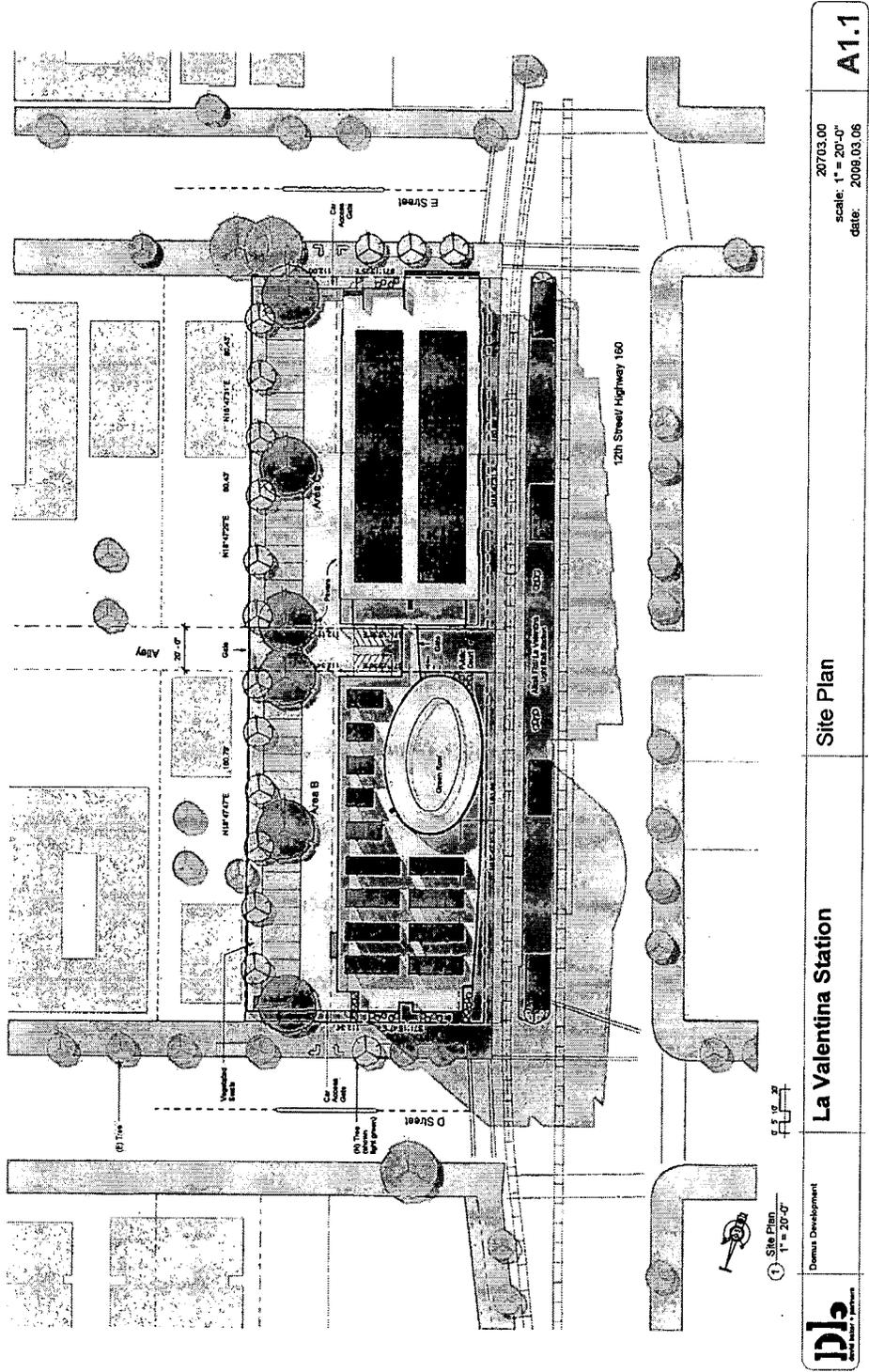
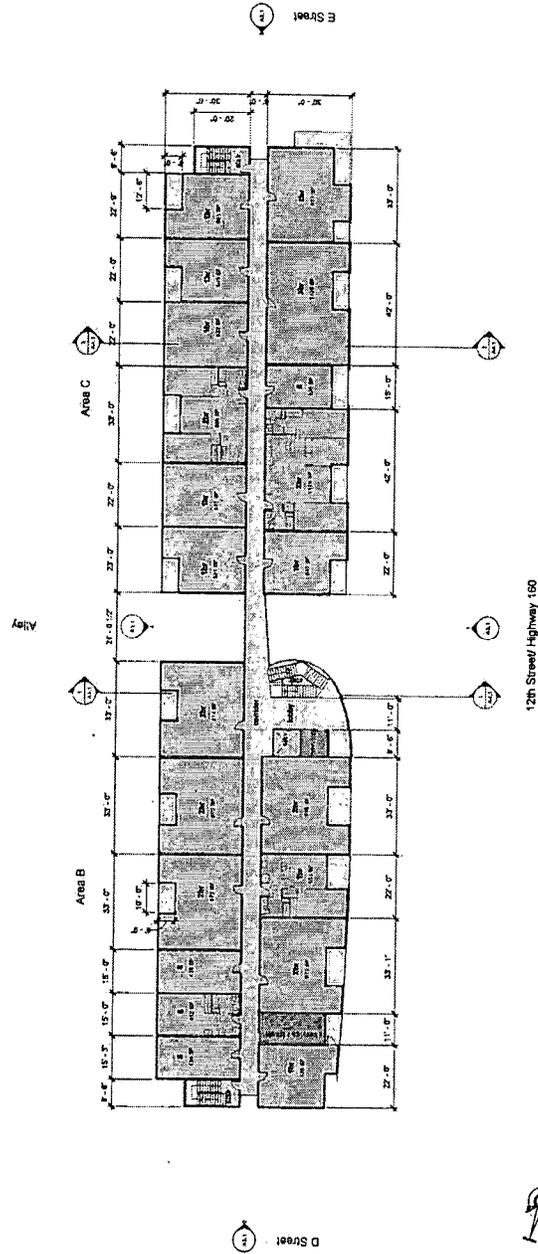


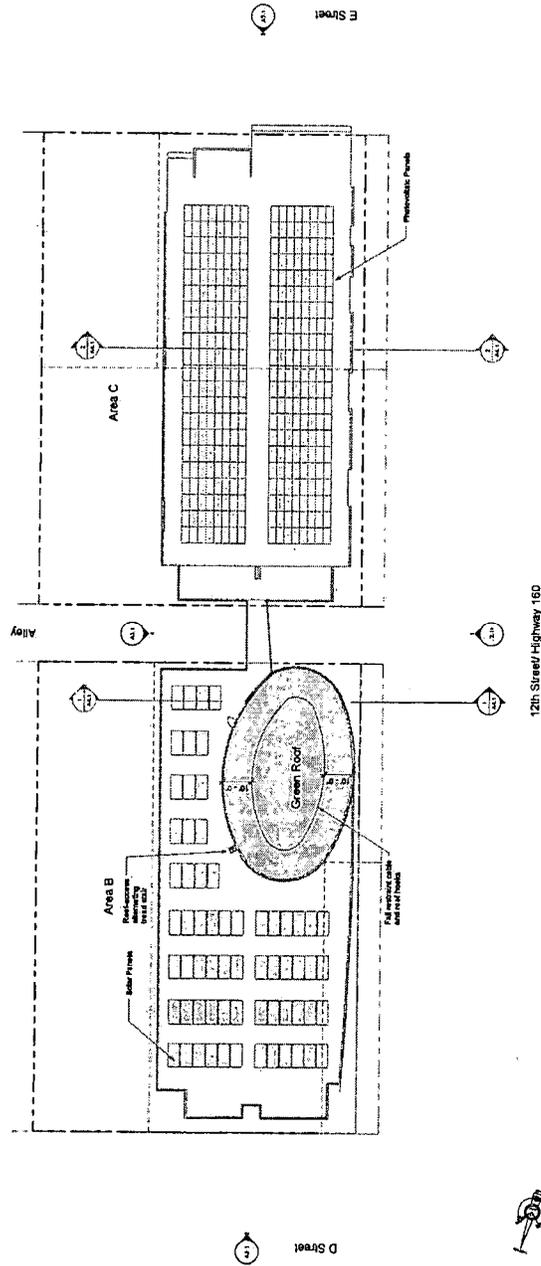
Exhibit 5K: Level 2 to 4 Plan (Station Site)



1 Level 2-4
1/16" = 1'-0"

	<p>La Valentina Station</p>	<p>Level 2-4 Plan</p>	<p>20703.00 scale: 1/16" = 1'-0" date: 2009.03.06 A2.2</p>
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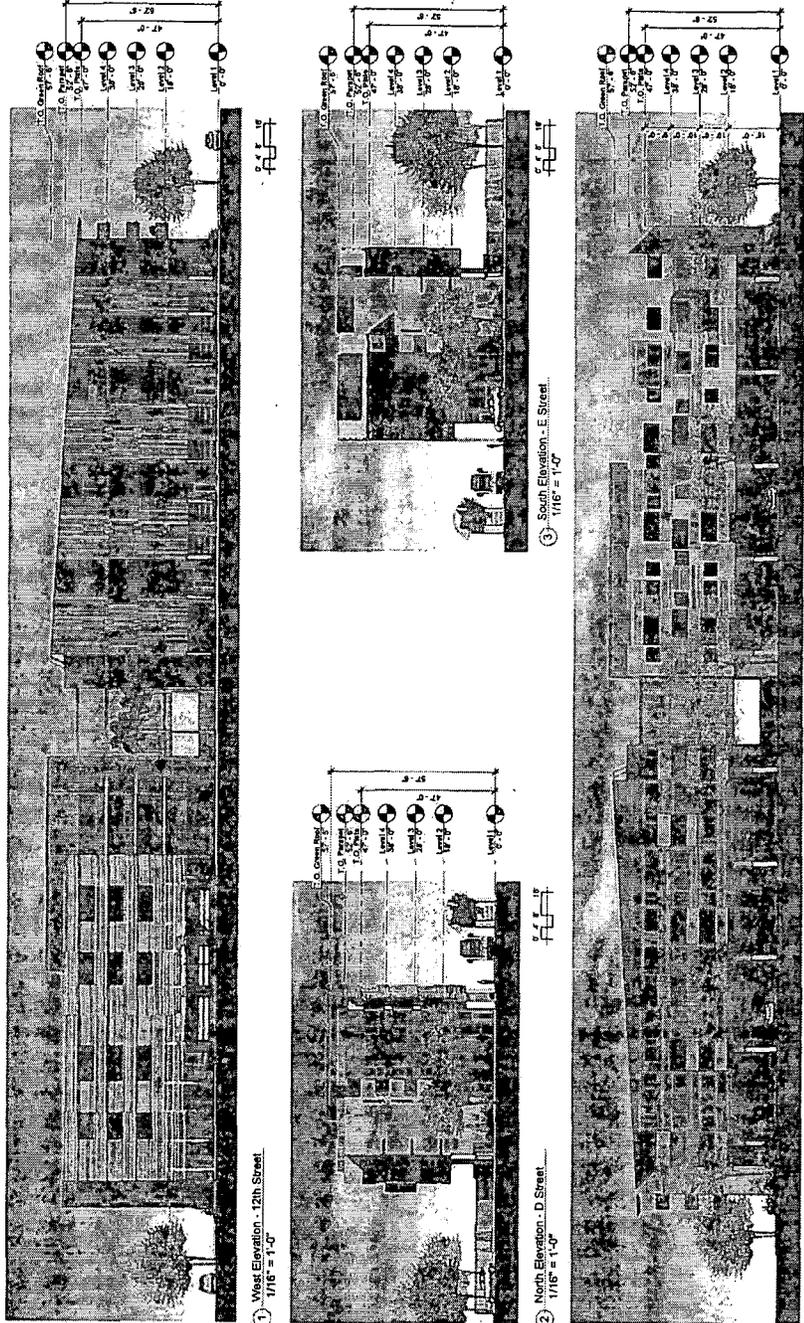
Exhibit 5L: Roof Plan (Station Site)



1 Roof Plan
1/16" = 1'-0"

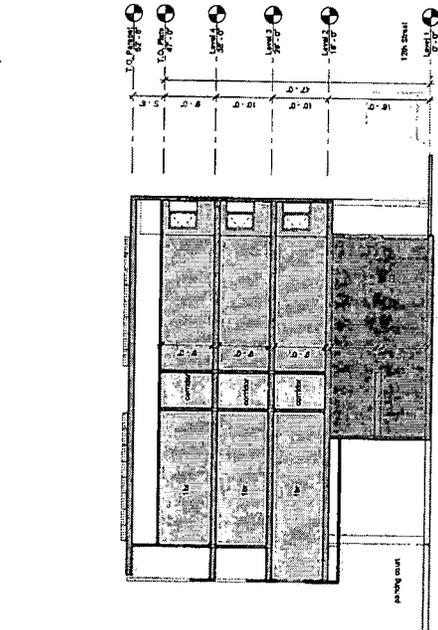
	Dennis Development 20703.00 scale: 1/16" = 1'-0" date: 2009.03.06	La Valentina Station	Roof Plan	A2.3
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Exhibit 5M: Building Elevations (Station Site)

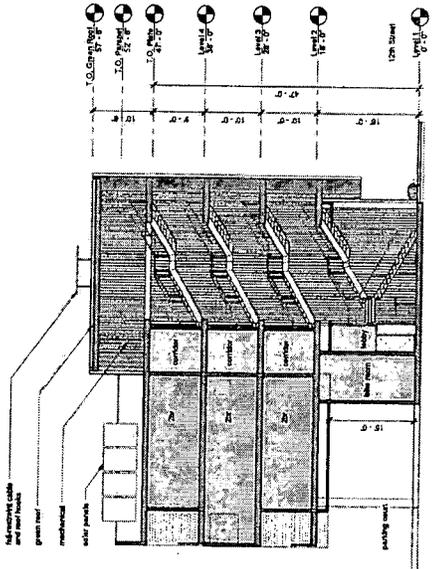


	Donna Development	La Valentina Station	Building Elevations	20703.00 scale: 1/16" = 1'-0" date: 2008.03.06 A3.1
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Exhibit 5N: Building Sections (Station Site)



② Section 2
1/8" = 1'-0"



① Section 1
1/8" = 1'-0"



	Dumas Development La Valentina Station	Building Sections	20703.00 scale: 1/8" = 1'-0" date: 2009.03.06 A4.1
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Exhibit 5P: Materials and Colors Board (Station Site)

PAINTED STUCCO

Painted Stucco "Mohagan Sage" Benjamin Moore: 2138-30

Painted Stucco "Pale Avocado" Benjamin Moore: 2146-00

Painted Stucco "Snow White" Benjamin Moore: OC-66

PAINTED FIBERGLASS WINDOWS + DOORS (white)

GREEN ROOF

PERFORATED COR-TEN METAL SCREEN

Painted HardiePlank "Golden Plover" Benjamin Moore: HC-9

Painted HardiePlank "Greenfield Pumpkin" Benjamin Moore: HC-40

WOOD SLAT FENCE/ Mechanical Equipment Screening

PERMEABLE CONCRETE PAVERS at Driveway/ Public Courtyard

CONCRETE COLUMNS

La Valentina Station

Donus Development

DJ

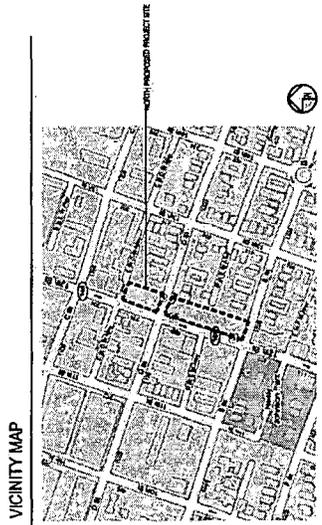
Materials and Colors Board

A5.1

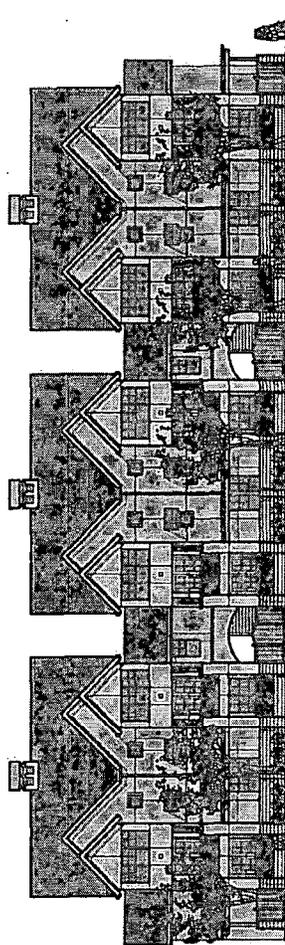
20/103.00 scale:

2009.03.06 date:

Exhibit 5Q: Project Information (North Site)



VICINITY MAP



PROJECT INFORMATION

BUILDING AND SITE

BUILDING TOTAL FLOOR AREA: 82,121 SF
 BUILDING OUTLINE: 6.4 ACRES (10,274 SQ FT)
 NET SITE AREA: 11.27 ACRES
 FLOOR AREA RATIO: 1.14

BUILDING FOOTPRINT

NET FLOOR AREA: 82,121 SF
 NET SITE AREA: 11.27 ACRES
 FLOORING DENSITY: 7.28

BUILDINGS CODE

SEWERAGE ZONE: TYPE 1/4
 CONSTRUCTION TYPE: R-3.1
 OCCUPANCY GROUP: R-3
 BUILDING HEIGHT: 4 SF
 USE: RESIDENTIAL APARTMENTS
 CALIFORNIA BUILDING CODES SECTION: 705.2
 CODE ENFORCEMENT: CALIFORNIA ADAPTED MODEL, IBC, LASC, LFC

BUILDING AREA

GROUND LEVEL	2ND LEVEL	3RD LEVEL	TOTAL
1,234 SF	1,234 SF	1,234 SF	3,702 SF

RESIDENTIAL UNIT MIX

2 BR TOWNHOUSE	3 BR FLAT
6	3
12	3
6	6
12	6
TOTAL	18

TOTAL NUMBER OF RESIDENTIAL UNITS = 18

PARKING

OFF-STREET PARKING SPACES PROVIDED	STREET PARKING SPACES PROVIDED	OFF-STREET PARKING SPACES PROVIDED	TOTAL
18	3	3	24

OPEN SPACE

GROUP OPEN SPACE PROVIDED	PRIVATE OPEN SPACE PROVIDED
3,702 SF	370 SF
TOTAL PROVIDED	4,072 SF

PROJECT TEAM

OWNER/DEVELOPER

DOMUS DEVELOPMENT
 1000 WEST 10TH ST
 SAN FRANCISCO, CA 94118
 TEL: 415.398.2000

ARCHITECT

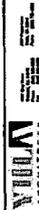
VIA ARCHITECTS
 1000 WEST 10TH ST
 SAN FRANCISCO, CA 94118
 TEL: 415.398.2000
 CONTACT: DOMUS DEVELOPMENT

CIVIL ENGINEER

SMITH
 1000 WEST 10TH ST
 SAN FRANCISCO, CA 94118
 TEL: 415.398.2000

DRAWINGS LIST

NO.	PROJECT INFORMATION INDEX
AA1	CONCEPT PHOTOS
AA2	GROUND FLOOR AND SITE PLAN
AA3	2ND FLOOR PLAN
AA4	3RD FLOOR PLAN
AA5	4TH FLOOR PLAN
AA6	5TH FLOOR PLAN
AA7	EXTERIOR ELEVATIONS



LA VALENTINA NORTH
 SACRAMENTO, CALIFORNIA
 DOMUS DEVELOPMENT

A0.1
 INDEX

PROJECT INFORMATION & INDEX

Exhibit 5R: Site and Ground Level Plan (North Site)

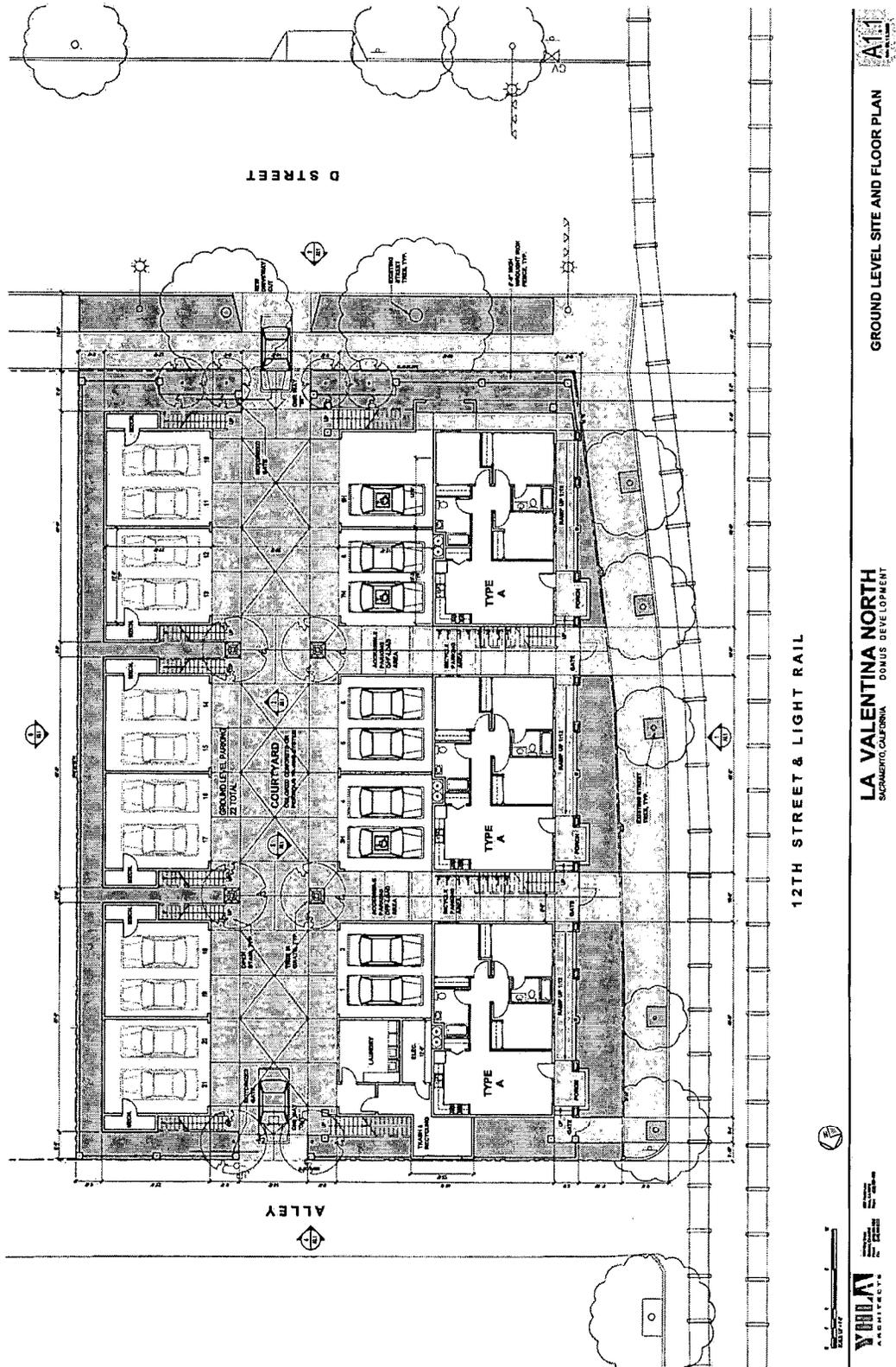
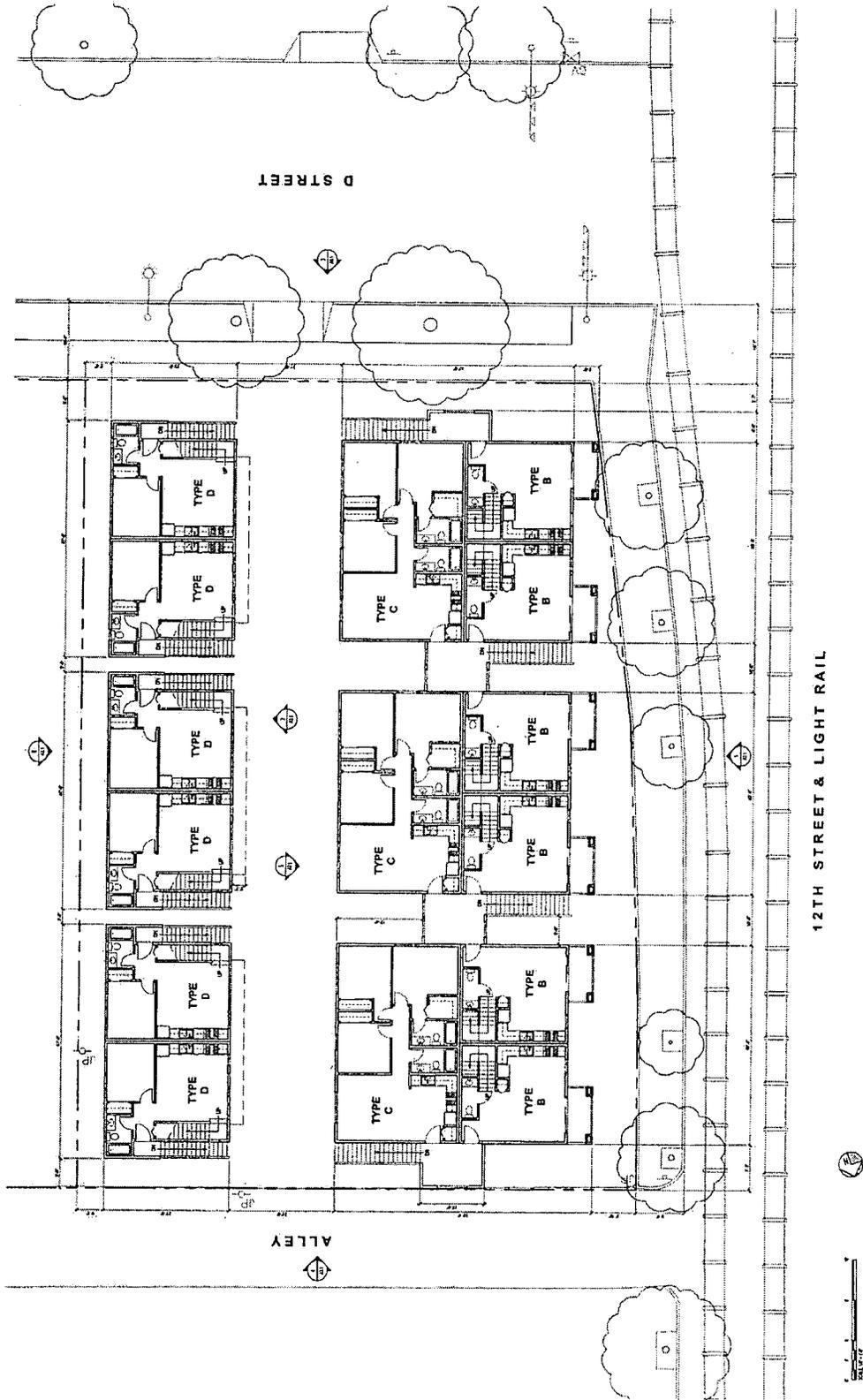


Exhibit 5S: Second Floor Plan (North Site)



12TH STREET & LIGHT RAIL

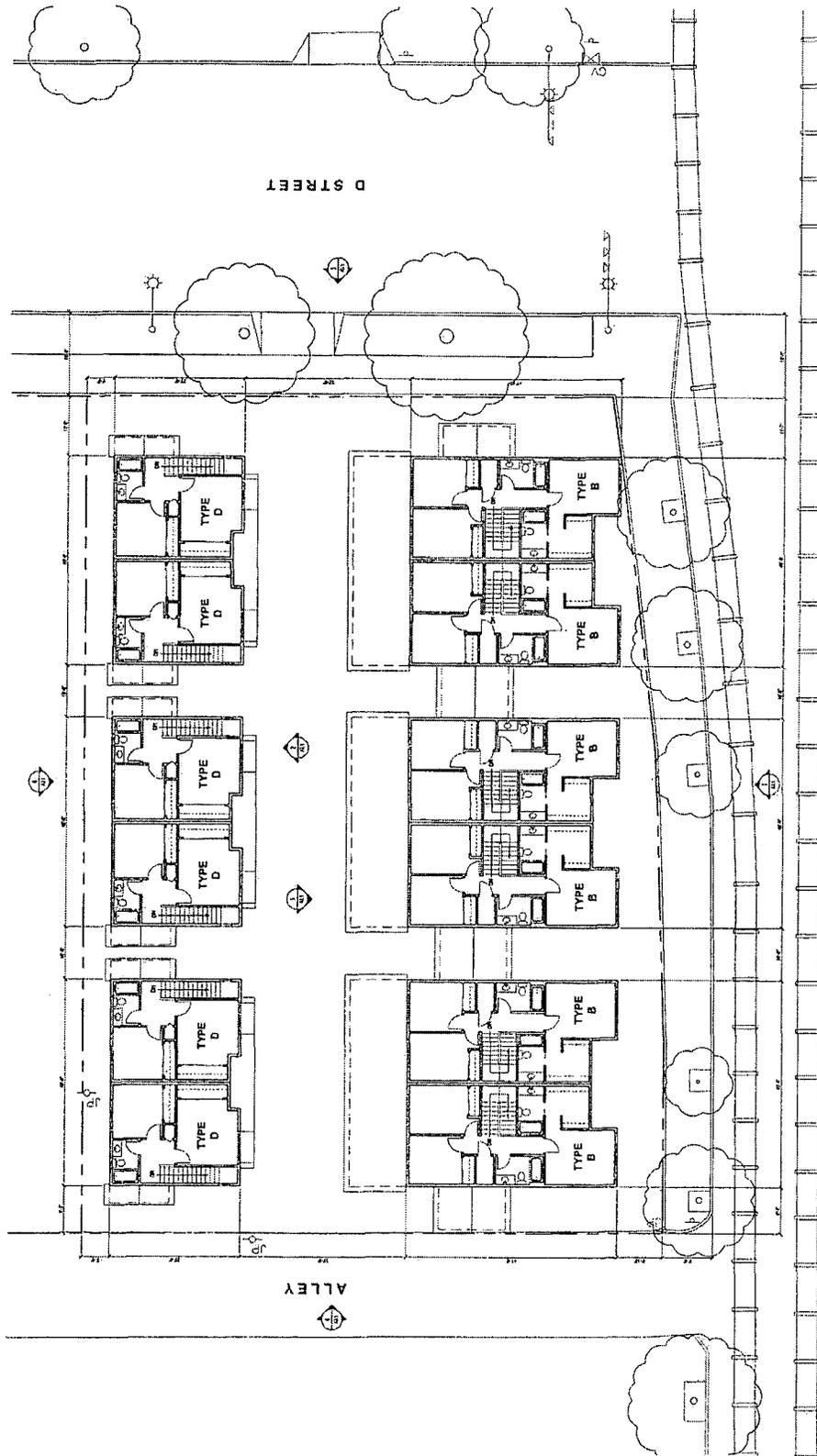
LA VALENTINA NORTH
SACRAMENTO, CALIFORNIA DONUS DEVELOPMENT

2ND FLOOR PLAN

A1.2

VERONA ARCHITECTS
VERONA ENGINEERS

Exhibit 5T: Third Floor Plan (North Site)



12TH STREET & LIGHT RAIL

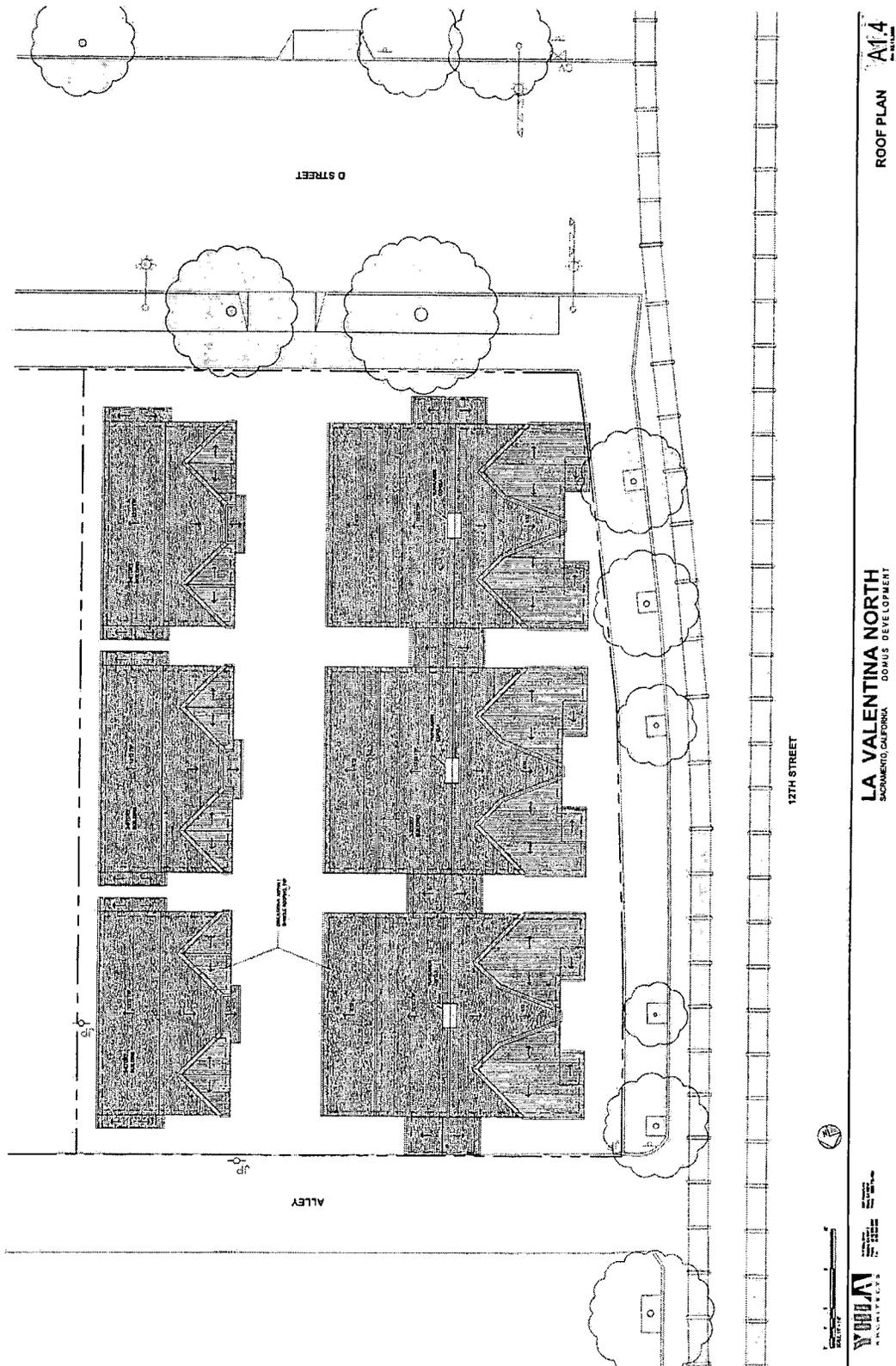
3RD FLOOR PLAN
A1.3

LA VALENTINA NORTH
MANHATTAN, CALIFORNIA
DOWNS DEVELOPMENT

YBBLM ARCHITECTS
ARCHITECTS
1000 W. 12TH STREET, SUITE 200
MANHATTAN, CALIFORNIA 94401
TEL: (415) 774-1100
WWW.YBBLMARCHITECTS.COM

Graphic scale bar showing 0, 10, 20, 30, 40, 50 feet.

Exhibit 5U: Roof Plan (North Site)

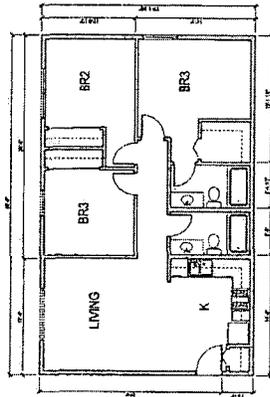


ROOF PLAN
A1.4

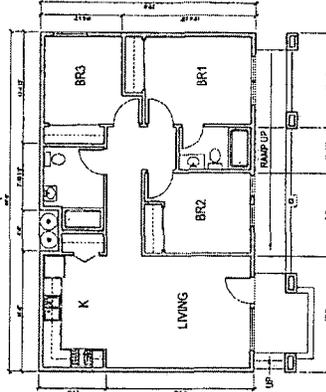
LA VALENTINA NORTH
SACRAMENTO, CALIFORNIA
DOMUS DEVELOPMENT

YORBA ARCHITECTS
ARCHITECTS

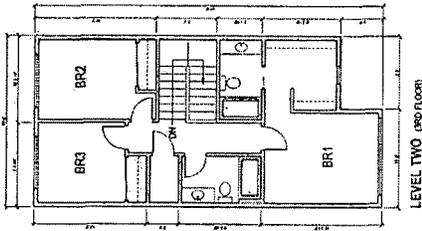
Exhibit 5V: Unit Plans (North Site)



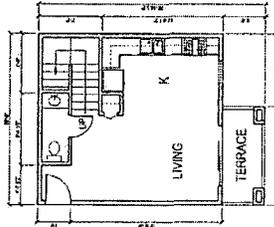
1 UNIT TYPE C - 3 BR FLAT ON 2ND FLOOR (1,095 GSF)



1 UNIT TYPE A - 3 BR ACCESSIBLE FLAT ON GROUND FLOOR (1,210 GSF)

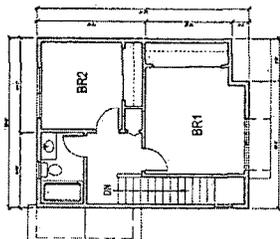


LEVEL TWO (2ND FLOOR)

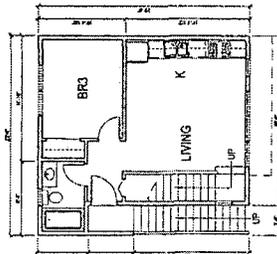


LEVEL ONE (1ST FLOOR)

1 UNIT TYPE B - 3 BR TOWNHOUSE (1,215 GSF)



LEVEL TWO (2ND FLOOR)



LEVEL ONE (1ST FLOOR)

1 UNIT TYPE D - 3 BR TOWNHOUSE (1,011 GSF)



LA VALENTINA NORTH
SACRAMENTO, CALIFORNIA
DOWNS DEVELOPMENT

UNIT PLANS
A2.1

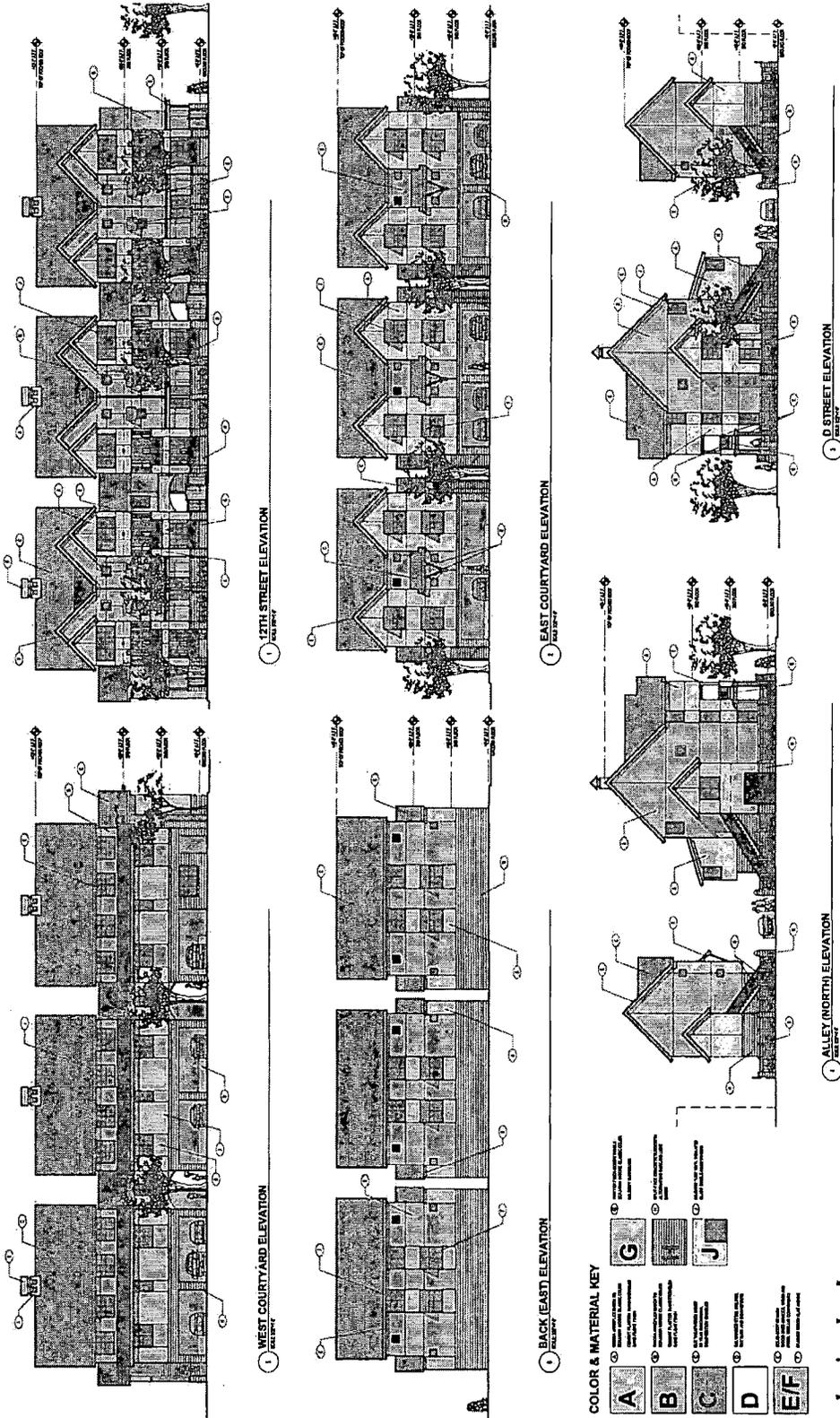
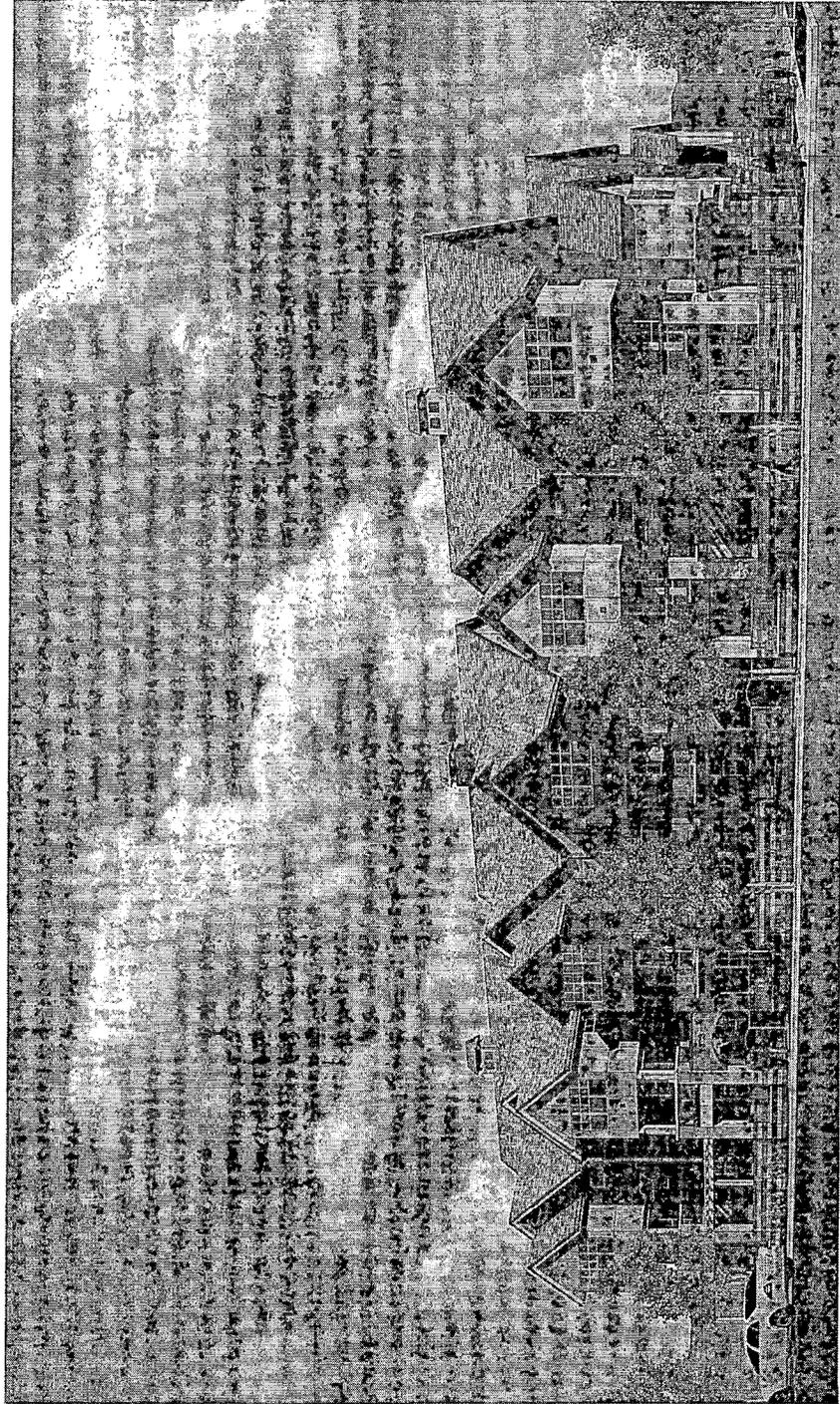


Exhibit 5X: Perspective (North Site)



P.1.1

PERSPECTIVE

LA VALENTINA NORTH
SACRAMENTO, CALIFORNIA DC&US DEVELOPMENT

YH&A
ARCHITECTURAL
PLANNING
LANDSCAPE ARCHITECTURE

Exhibit 5Y: Topographic Survey (Station Site and North Site)

