



# REPORT TO COUNCIL

## City of Sacramento

22

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

Public Hearing  
January 23, 2007

Honorable Mayor and  
Members of the City Council

**Title:** Appeal of Alhambra at S Street Condominium Community (P06-076)

**Location/Council District:** 1891 Alhambra Boulevard & 3201 S Street, Sacramento, CA (Council District 4)

**Recommendation:** Conduct a public hearing and upon conclusion, 1) adopt a **Resolution** approving the Mitigated Negative Declaration and Mitigation Monitoring Plan; and 2) adopt a **Resolution** denying the appeal of the third-party appellant, Marta Sullivan, and approving the Alhambra at S Street Condominium project.

**Contact:** Sally Shore, Associate Planner (916) 808-8001; Jeanne Corcoran, Senior Planner (916) 808-5317; Scott Johnson, Environmental Associate Planner (916) 808-5842

**Presenters:** Sally Shore, Associate Planner

**Department:** Development Services

**Division:** Current Planning

**Organization No:** 4881

### **Description/Analysis**

**Issue:** The Alhambra at S Street Condominium Community was approved by the Planning Commission on November 9, 2006. On November 13, 2006 an appeal of the Planning Commission's decision was submitted by an adjacent property owner. The grounds for the appeal identified by the neighbor are that "aspects of the project do not comply with Sacramento City Code". The project was approved with the necessary entitlements that supported the modifications from the strict adherence to the City Code. The request to exceed the 35-foot height maximum within the zone is permissible with approval of a Special Permit. The request to vary from the required 50-foot S Street setback is permissible with the approval of a Variance.

**Policy Considerations:** The project is consistent with the General Plan Update Vision and Guiding Principles, the General and Community Plan designations of Community/Neighborhood Commercial and Office and General Commercial respectively, the Central City Housing Strategy, the Alhambra Corridor Special Planning District, and the City Council adopted Smart Growth Principles.



**Committee/Commission Action:** The Planning Commission heard the project on November 9, 2006. Eight members of the public appeared to speak in opposition to the project and six in favor. The Planning Commission ultimately voted to approve the project with a vote of five ayes and one nay.

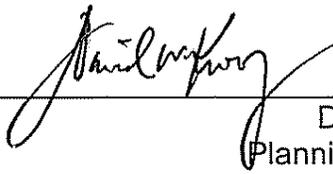
**Environmental Considerations:** Environmental Planning Services has determined that the project, as proposed, may have potentially significant impacts to the environment; however mitigation measures have been incorporated into the project to reduce these impacts to a less than significant level. Therefore, a Mitigated Negative Declaration has been prepared in compliance with Section 15070(B)1 of the California Environmental Quality Act (CEQA) Guidelines. These mitigation measures address transportation and circulation, biological resources, and cultural resources. The mitigation measures are listed in the Mitigation Monitoring Plan (Attachment 7, Exhibit A).

**Rationale for Recommendation:** The project is consistent with policies that emphasize mixing land uses, creating a range of housing choices within the Central City, providing quality urban design, and increasing housing densities within a quarter mile of a light rail station. Improvements to be provided such as the introduction of a new eight-foot park strip for trees along S Street, the undergrounding of existing utilities to provide for unhindered street tree canopies, the addition of a separated sidewalk on S Street with bike lanes and street lights on both sides of the street and the establishment of residential uses closer to the street with the same ten foot setbacks that are provided for the existing homes on the south side of S Street, will help animate S Street by establishing a residential streetscape where currently office parking dominates the subject site within the existing 50 foot setback.

The Alhambra Corridor Special Planning District identifies the need to protect residential neighborhoods from visual intrusion by new development that is out of scale with the adjacent residential neighborhood. Staff believes that the proposed project design which decreases the plate heights (where the roof meets the wall) directly across from the single-family bungalows and increases in height as the project develops north toward the existing rail line and industrial structures is an appropriate transition for a parcel sandwiched between commercial office uses and residential uses, adjacent to a commercial corridor and within 660 feet (or a quarter mile) of a light rail station where General Plan policies encourage residential developments with increased densities.

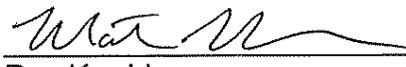
**Financial Considerations:** None

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

Respectfully Submitted by:   
David Kwong  
Planning Manager

Approved by:   
William Thomas  
Director of Development Services

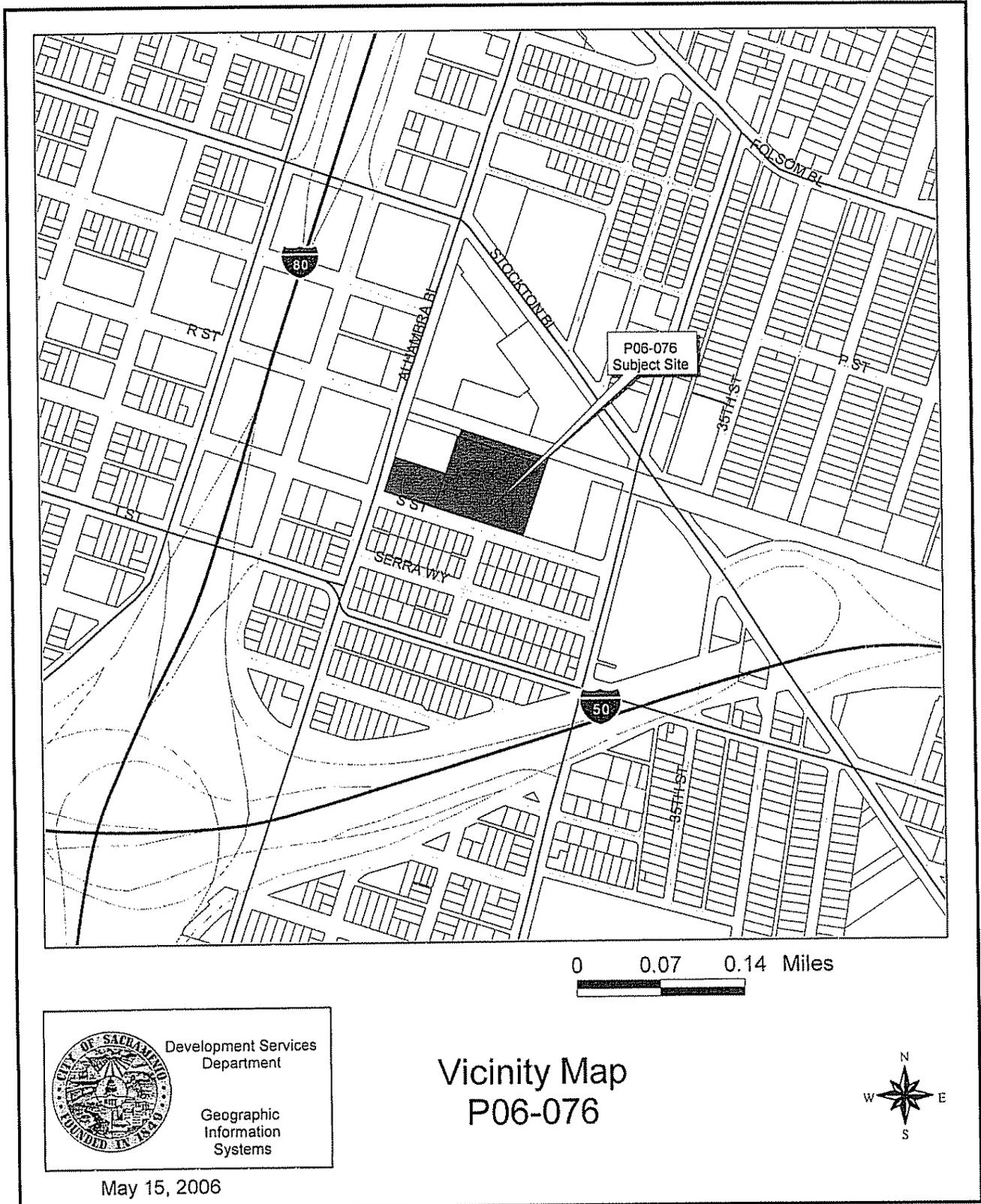
Recommendation Approved:

  
for Ray Kerridge  
City Manager

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Attachment 1 – Vicinity Map



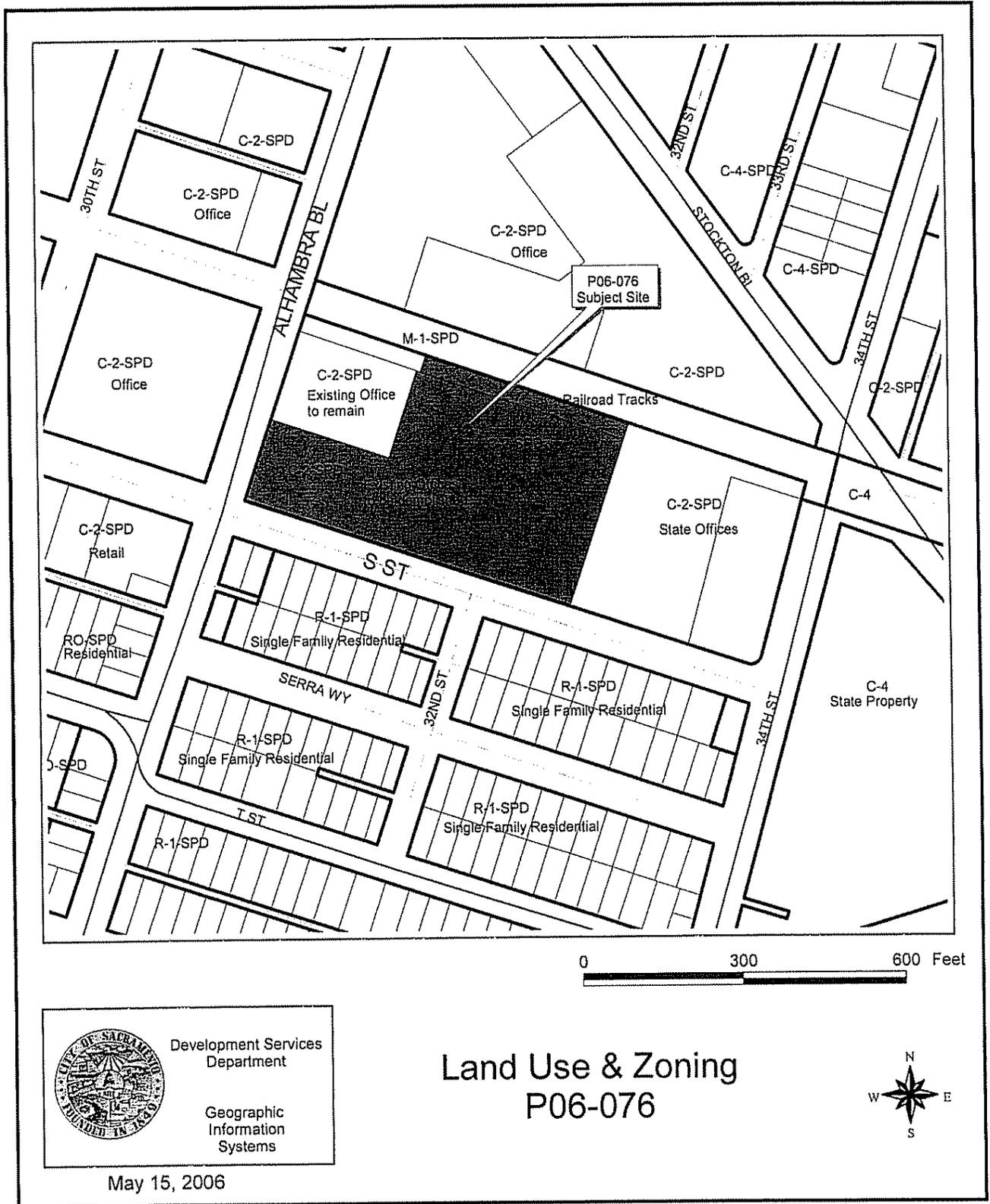
 Development Services  
Department  
  
Geographic  
Information  
Systems

May 15, 2006

Vicinity Map  
P06-076



Attachment 2 – Land Use and Zoning Map



## Attachment 3 – Background Information

### Summary

The project consists of three existing parcels located within 660 feet of the 29<sup>th</sup> Street light rail station, all of which will be merged by a condominium map. At the corner of Alhambra and S, (1891 Alhambra), a 4,486 square foot ground floor retail element is proposed along with 22 parking spaces accessible from two driveways, one off of Alhambra and one off of S Street. Above the ground floor retail use and at grade parking, four floors of residential condominiums are proposed with varying plate heights from 48 feet to 58 feet. The corner structure is separated from the condominium structures proposed on the larger parcel to the east by an office space for property management, a fitness center, and a pool and cabana area for the residents' use. On the parcel to the east, located at 3201 S Street, the remaining 200± condominium units and a seven-level parking garage will be located. A total of 278 condominium units are proposed.

The Sacramento City Code defines the height of a building as the vertical dimension measured from the average elevation of the finished lot grade at the front of the building to the plate line, where the roof meets the wall. The S Street facing units provide a porch entry with stoop and extend upward to plate heights of 25 feet for the first 30 feet from the property line then increasing in height to 35 feet after the first 30 feet back from the S Street back of walk. The building plate increases again 50 feet back from the property line to a height of approximately 45 feet where, within the interior of the site, single-level flats are proposed for a total of four floors. The units range from approximately 750 square feet to 1,350 square feet and consist primarily of one bedroom, one bath units and two bedroom, two bath units. A seven-level parking garage located 160 feet from the S Street property line is proposed with plate heights of approximately 56 feet.

Access to the site is provided from both Alhambra and S Street. The private S Street driveway lines up with 32<sup>nd</sup> Street and continues through the project site to the parking garage entrance at the rear of the parcel, eventually turning west to exit on Alhambra Boulevard. The applicant has secured an easement from the adjacent property owner to the west to allow both ingress and egress from Alhambra Boulevard.

### Policy Considerations

Complete policy considerations were outlined within the Planning Commission staff report available at the City's website. A summary of policy guidelines that apply to the proposed project are as follows:

**General Plan Update Vision and Guiding Principles:** General Plan Update Vision and Guiding Principles are applied to all new development projects in order to ensure that projects submitted during the ongoing General Plan update process currently underway, comply with the goals and policies that are being incorporated into the General Plan Update. The applicable guiding principles that this proposal complies with

include: developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians, include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels to promote stable neighborhoods and use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.

**General Plan:** The General Plan promotes meeting future housing growth needs by developing infill parcels within existing neighborhoods. Incentives for infill development as mentioned within the General Plan include: "variations on setback and height limitations, reduced development standards, and mixing neighborhood commercial uses with residential development." (Page 1-20, General Plan.) Recent General Plan Amendments include targeting minimum residential densities within a quarter mile of a light rail station. "Maximum project densities and intensities should be encouraged within ¼ mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City." (page 5-25)

**Central City Community Plan:** The site is located within the Central City Community Plan area and is designated as General Commercial. Staff believes the proposal is consistent with the land use designation and policies of the Central City Community Plan because the mixed use project of residential condominium units and 4,486 square feet of retail space will enhance the cultural environment of the Central City while promoting the mixed use character of urban city living.

**Central City Housing Strategy:** The Central City Housing Strategy seeks to preserve and enhance existing neighborhoods by encouraging residential development appropriate with the historic scale, pedestrian ambience and sense of community. The proposal will provide housing opportunities within the Central City where a large office complex and parking lot currently exist across from a single-family neighborhood.

**Alhambra Corridor Special Planning District:** The site is located within the Alhambra Corridor Special Planning District, adopted in 1992, which was established to provide residential uses along with neighborhood related commercial uses in commercial districts. The goals of the Alhambra Corridor Special Planning District are as follows:

A. Maintain and improve the character, quality and vitality of individual neighborhoods;

Staff finds that the introduction of residential housing, where existing commercial office buildings and large surface parking areas within the required front setback have been established across from a single-family residential neighborhood for several decades, will improve the quality and character of the established residential neighborhood. Additionally, the project provides a retail element which will provide a commercial use in support of the residential neighborhood.

B. Maintain the diverse character and housing opportunities provided in these urban neighborhoods;

The project proposes 278 residential condominium units within an urban neighborhood where the condominium product type is not readily available.

C. Provide the opportunity for a balanced mixture of uses in neighborhoods adjacent to transit facilities and transportation corridors;

The project site is located within 660 feet of the 29<sup>th</sup> Street light rail station and is within close proximity of six bus lines.

D. Maintain the neighborhood character of existing commercial neighborhoods while allowing for limited office to serve the medical complex in this area;

The project provides a ground floor retail corner element of 4,486 square feet which helps to maintain the commercial character and activates this corner Alhambra Boulevard in the Alhambra Corridor.

E. Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial neighborhoods to take advantage of close-in living while reducing the number of obsolete and underutilized buildings and sites;

The existing established use at the subject site consists of approximately 75,000 square feet of commercial office buildings and surface parking. The project proposes to redevelop the former commercial site with predominantly residential uses at a density of 65 units per acre.

**Smart Growth Principles:** It is the policy of the City to promote sustainable and balanced development that makes efficient and effective use of land resources and existing infrastructure by supporting mixed land uses, by giving preference to the redevelopment of city centers and transit oriented development within existing transportation, by supporting a range of housing opportunities and choices with a diversity of affordable housing near employment centers, by efficient use of existing infill and reuse areas, and by providing a variety of transportation choices for people to bike, walk, take transit or drive.

### **Special Permit to Exceed Height**

Within the Alhambra Corridor Special Planning District, special regulations include limiting the maximum height to 35 feet within 300 feet of a residential zone in order to establish a residential preservation transition buffer area zone. An exception within the transition zone allows the Planning Commission to approve a special permit to exceed the height. Section 17.104.020 of the City Code states that the Planning Commission must find that the development will not be out of scale with the adjacent residential neighborhood. Examples of instances where the intent of the buffer zone may be maintained while allowing additional height would include, but are not limited to the following:

- a. Less than fifty (50) percent of the parcel upon which the building is located within the three hundred (300) foot transition buffer area, and the entire portion of the building for which the additional height is requested is located at least two hundred (200) feet from residentially zoned property;
- b. Design features that reduce the walled effect on adjacent smaller scaled residential development are included; and
- c. Development is compatible in height and scale with adjacent residential neighborhoods.

Since only 100 feet of the parcel upon which the building is located would be outside of the 300 foot transition buffer area, the applicant has chosen to introduce design features that reduce the walled effect on the adjacent smaller scale residential development by stepping back the building from S Street before increasing the height, providing varying plate heights, reducing plate heights (26 feet for the first 30 feet from the existing S Street property line then increasing in height to 32 feet after the first 30 feet back), introducing an eight-foot park strip within the S Street right-of-way for large shade trees, providing hip roofs along S Street that slope down toward the street and breaking up the form of the structures with open space areas and driveways in order to reduce the overall massing. Staff believes that the architect has provided a development compatible in height and scale with the adjacent neighborhood by incorporating these design elements into the project.

As mentioned above, the proposed height for the project exceeds the 35-foot height limit required for structures located within 300 feet of residentially zoned properties. Staff is in support of the height increase because of several factors which include:

- Apart from the corner structure located at the corner of Alhambra and S and two stairwells with access corridors flanking either side of the main S Street driveway, the majority of the street façade for the S Street residential condominiums will provide a maximum of 35-foot plate heights within the first 50 feet of the existing S Street property line.
- Within the first 30 feet back from the existing S Street property line, the majority of the S Street building façade, east of the corner structure, proposes plate heights of 26 feet which is under the 35-foot height requirement.
- Apart from the corner structure located at the corner of Alhambra and S and two stairwells flanking either side of the main S Street driveway, the proposal is out of compliance with the required 35-foot height limit beginning 50 feet back from the existing property line where the plate heights increase to 45 feet and the project consists of four stories of condominium units.
- The two stairwells flanking either side of the main S Street driveway are located 30 feet back from the S Street property line and reach heights of approximately 40 feet. When the main driveway was relocated from the eastern property line to a more central position within the site that aligns with the terminus of 32<sup>nd</sup> Street, the stairwells were designed to provide an architectural element denoting

the main entrance to the site.

- 160 feet from the S Street property line, the 45-foot condominium plate heights transition into a 56-foot plate height for the seven-level parking garage. The garage is located adjacent to the railroad tracks, to the north of which is a series of former industrial cannery buildings, to the west of which is the former Flower Mart warehouse.
- The fifth floor of the corner building steps back ten feet above the fourth floor.
- The corner building provides two 10-foot by 40-foot cut-outs within the facade in order to provide area for the large canopy shade trees within the park strip. This will reduce the overall massing of the structure.
- The project has been conditioned to underground the existing S Street overhead utilities which will allow large canopy street trees within the newly proposed park strip to thrive.
- The proposed heights along Alhambra Boulevard and S Street have been reviewed by the City Arborist and do not conflict with the tree canopy area projected for the size of the park strip.
- Along Alhambra Boulevard, where the plate heights of the structure are proposed at 48 to 58 feet high, the surrounding street façade is established at a significantly taller scale and includes a five-story commercial office building across Alhambra Boulevard. The first two bungalows on the south side of S Street west of Alhambra Boulevard have been converted from residential uses to office uses.
- The project is located within 660 feet of a light rail station where high density residential development is encouraged.
- The proposed density of 65 dwelling units per acre is under the target density for the R-5 zone which allows 70-150 dwelling units per acre.
- The project was reviewed by the Sacramento Area Council of Governments (SACOG) who did not object to the appropriateness of the density because of the proximity to light rail.

### **Variance to Reduce the 50-foot Setback**

Within the Alhambra Corridor Special Planning District, special regulations within the General Commercial C-2 zone include requiring a 50-foot building setback on the north side of S Street and a 25-foot landscaped setback with a 3½ undulating berm along S Street. A Variance is required to reduce the required setback. Staff is in support of the setback variance because of several factors which include:

- The intent of the 50-foot setback with landscaped berm along S Street was to provide an adequate buffer for the residential neighborhood from commercial developments such as the existing 75,500 square foot office complex with surface parking lot.

- Smart Growth Principles and residential design guidelines indicate that a 50-foot landscaped setback is not appropriate for a proposed residential use within a residential neighborhood as entrances should be closer to the street to activate the streetscape and provide “eyes” on the street.
- All of the structures proposed along S Street are provided a 10-foot setback which is compatible with the setbacks provided for the existing single-family homes across S Street.
- The proposed setbacks have been reviewed by the City Arborist and found to be appropriate for the tree canopies proposed within the new S Street park strip.
- Adequate landscaping will be provided and maintained within the provided front setback along S Street.

The proposed setback distance from the existing S Street property line is established at 10 feet. In order to accommodate a planter width large enough to adequately plant large canopy shade trees within the newly proposed park strip along the north side of S Street, the planter width needed to be increased from five feet to eight feet. Because the street improvements for the project already include providing on-street parking, separated sidewalks, and dedicated bicycle lanes, an additional three feet of right-of-way is required from the property owner in order to accommodate the planter. This means that the property line will be adjusted three feet to the north of its current location and the building footprints (which are not changing) will actually be located seven feet from the new property line and not ten feet. Staff is in support of the seven foot setback because the project will now include a park strip appropriate for large shade trees, the building footprints are not changing, and the distance from the S Street curb is actually 20 feet.

### **Lot Coverage & Open Space**

The Alhambra Corridor Special Planning District does not identify minimum standards for the provision of required open space for residential developments. However, the zoning code does make provisions within the Height and Area chart (Title 17.60 of the City Code) as to how much of the lot can be covered with structures depending on the density proposed. The minimum lot area per dwelling unit and maximum lot coverage in the R-5 zone and for residential development in the C-2 zone within the Central City is as follows:

- i. Five hundred (500) square feet, seventy (70) percent lot coverage;
- ii. Four hundred fifty (450) square feet, sixty-five (65) percent lot coverage;
- iii. Four hundred (400) square feet, sixty (60) percent lot coverage;
- iv. Three hundred fifty (350) square feet, fifty-five (55) percent lot coverage;
- v. Three hundred (300) square feet, fifty (50) percent lot coverage;
- vi. Two hundred fifty (250) square feet, forty-five (45) percent lot coverage.

The total land area of the lot is approximately 185,565 square feet. The land area

divided by the number of units proposed equates to the project providing approximately 666 square feet of land area per unit. According to the zoning code, a proposal of 278 units providing 666 square feet of land area per unit would be allowed a maximum of 70% lot coverage. The project provides more land area per unit than is required and covers approximately 69% of the lot which is within the requirement.

The project provides a large pool area with a gazebo, fire pit and open space deck area. Other amenities include a fitness center and three large courtyard areas of approximately 5,000 square feet where landscaping, fountains and large canopy shade trees will be provided. Additionally, seven of the eleven unit floor plans are provided with a private balcony or porch area.

### **Lighting**

The project has been conditioned to design onsite lighting so as not to produce hazardous or annoying glare to motorists and buildings occupants, adjacent residents, or the general public. However, at the same time, onsite lighting is necessary to provide both security and the safe mobility of both vehicles and pedestrians navigating driveways and paths. Therefore, the parking garage has been conditioned per the Police Department to provide a minimum of 5 foot-candles at all hours, with ramps, corners, and entrances 10-50 foot-candles during evening hours. Additionally, decorative onsite lighting shall be provided adjacent to all onsite driveways, onsite pedestrian paths, onsite common areas, and onsite courtyards to a general lighting level of 1 foot-candle minimum maintained at ground level. The light fixtures have been conditioned to project toward the ground and to avoid uplighting toward the sky. Final review of the lighting plan and fixtures shall be reviewed by Planning and Design Review staff.

### **Planning Commission Staff Report**

For further review of the original exhibits, attachments and analysis within the Planning Commission staff report, please refer to the City's website at [http://www.cityofsacramento.org/dsd/council/commissions/planning/2006/documents/P06-076\\_StaffReport\\_11-09-06.pdf](http://www.cityofsacramento.org/dsd/council/commissions/planning/2006/documents/P06-076_StaffReport_11-09-06.pdf)

A hard copy of the report is also available at the Development Services Department public counter located at New City Hall, 915 I Street, Sacramento, CA.

Attachment 4 – Third Party Appeal Form

CITY OF SACRAMENTO

DEVELOPMENT SERVICES DEPARTMENT

915 I Street, New City Hall, 3<sup>rd</sup> Floor  
Sacramento, CA 95814

PLANNING DIVISION  
916-808-5419

APPEAL OF THE DECISION OF THE  
SACRAMENTO CITY PLANNING COMMISSION

DATE: 11/13/2006

TO THE PLANNING DIRECTOR:

I do hereby make application to appeal the decision of the City Planning Commission on 11/09/2006 (hearing date), for project number (P#) P060076 when..

- 2 Special Permit for HEIGHT LIMIT AND CONDOS
- 1 Variance for SETBACK
- \_\_\_\_\_ "R" Review for \_\_\_\_\_
- 1 Other TM for CONDO

was:  Granted by the City Planning Commission  
 Denied by the City Planning Commission

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

ASPECTS OF THE PROJECT DO NOT COMPLY WITH SACRAMENTO CITY CODE

- ⇒ Property Location: 1891 ALHAMBRA BLVD
- ⇒ Appellant: MARTA SULLIVAN Daytime Phone: 4555122  
(please print)
- ⇒ Address: 3166 S STREET, SACRAMENTO, CA 95816
- ⇒ Appellant's Signature: 

THIS BOX FOR OFFICE USE ONLY			
FILING FEE:	<input type="checkbox"/> \$1,192.00 By Applicant	RECEIVED BY:	_____
	<input type="checkbox"/> \$298.00 By Third Party	DATE:	_____
Distribute Copies To: CAS; DK; Project Planner; Mae Saetern (original & receipt)			
P#	_____	Forwarded to City Clerk:	_____

**Attachment 5 – Letter of Opposition from Newton Booth Neighborhoods Association (NBNA)**

November 27, 2006

Dear Honorable Members of the Sacramento City Council

Subject: Appeal of Planning Approval for P06-076: Alhambra at S Street Condominium Community

This hearing is scheduled for December 5 and we respectfully request your support.

NBNA Supports The Appeal: We support housing on this site and denser infill in general, but this project misses the mark. It makes little effort to integrate with the surrounding neighborhood, and creates an island. Placing 4-6 story buildings next to single-family homes is an extreme solution for accommodating growth. The developers did sizeable outreach, but it was not collaborative. Minor changes were made, but core issues remain unchanged. Density drives the core issues; the failure of the S Street structure to transition from new attached homes to existing bungalows, and no assurance of owner occupancy. The Triangle is an East Sac neighborhood that lies within the Alhambra Corridor Special Planning District (SPD), with about 138 homes on 13 blocks. This plan puts 278 units on 2 ½ blocks (zoned C-2) at 65 units per acre, 5 times the current density. Design logistics exclude families, seniors and middle income persons. This use is allowed, but the scale and exclusivity contradicts the purpose of the SPD, to "assist in the preservation of the neighborhood scale and character along with providing additional housing opportunity" . The developers are not seeking to rezone to residential, so we ask Council to deny the entitlements and direct staff to adhere to height and setback provisions for C-2 zones in the SPD. Neighborhood preservation is also a tenet of smart growth and medium density is a better fit.

Not Transit Oriented (TOD): Proximity to light rail is used to justify density, but transit adjacent is not transit oriented. Transit is not a focal point, pedestrian access is severely limited, and the developers place responsibility for transit integration on the city rather than integrating transit into their design.

Piecemeal Planning: Several projects are in the pipeline near Alhambra Blvd and no cumulative traffic analysis exists despite repeated requests. Projects are viewed in a vacuum, and overlook the cumulative effects seen daily on Alhambra Blvd and nearby streets. While we must acclimate to more traffic, it does not mean we no longer even try to mitigate the impact.

Please help us balance the needs of a growing city while honoring the character of our existing older neighborhoods and historic core, the very things that make central Sacramento a unique experience and draws new residents. Thank you for your time and consideration.

Vivian Gerlach, Vice-Chair  
Newton Booth Neighborhoods Association

### **Attachment 6 – Staff Response to Letter of Opposition**

The main issues outlined in the letter of opposition in Attachment 5 dated November 27<sup>th</sup>, 2006 were discussed at Planning Commission on November 9<sup>th</sup>, 2006. The Commission empathized with the neighbors, but noted that policies and goals adopted by City Council support increased densities within a quarter mile of light rail, the BluePrint Process to increase housing in urban areas and the reduction of sprawl. The applicant did address the transition of the project with the housing across the street by creating initial two-story heights along S St and increasing heights as the buildings move away from S Street (refer to the Background Report for bulleted details supporting the height and setbacks).

The Planning Commission did not oppose the density of the development since it was below the density permitted in the C-2 zone (R-5 densities are permitted within the C-2 zone in the Central City), the traffic study did not identify any impacts and the applicant has provided amenities for the units with open space and the pool area and for the neighborhood as well by restriping the street to create a typical residential street, creating bicycle lanes, providing street lights on both sides of the street, and undergrounding facilities to allow for the landscaping strip on S St and large canopy shade trees.

The applicant has worked with staff to revise the project both in terms of site design and building massing by relocating the driveway to align with 32<sup>nd</sup> Street and revising the elevations to decrease massing from the original proposal.

#### **Transit Oriented Development**

The subject site is located within 660 feet of a light rail station and therefore several City adopted policies have been reviewed and applied to the project such as General Plan policies addressing sites in close proximity to a light rail station including:

1. "Discourage low density, low employment intensity, and auto related uses within a quarter mile of existing and future light rail stations that have low transit compatibility" (page 5-25)
2. "Maximum project densities and intensities should be encouraged within a quarter mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City." (page 5-25)

While the project's strict adherence to nationwide transit oriented theory and practices may be debatable, there is no denying that the project is located within a walkable distance to the existing station and that the City has adopted several policy documents that encourage increased residential densities within a quarter mile range of the station. The project is oriented toward S Street in order to be in keeping with the street facade of the existing single-family neighborhood where we anticipate residents will use the proposed tree lined sidewalks and new bike lanes to access the station by crossing at

the existing signalized cross walk at the Alhambra and S, the closest crosswalk to the units within the proposed development.

Newton Booth Neighborhood Association's (NBNA) comment that "the developers place responsibility for transit integration on the city rather than integrating transit into their design" may be referencing a discussion that arose at the Planning Commission on placing a new crosswalk directly south of the tracks at Alhambra and R. Development Engineering and the Department of Transportation are still investigating the placement of a crosswalk at this location, however, there are safety concerns with the proximity of the crossing to the tracks and the vehicle access driveway, and the need for a signal at the crosswalk. Because the vehicle access driveway leads from the parking garage to Alhambra near this location, it seems more likely that pedestrians would utilize the S Street sidewalk leading to the S and Alhambra signalized crosswalk instead of the vehicle oriented driveway located adjacent to the rail tracks at the rear of the project. Also, of concern is that the developer does not own the parcels where the crosswalk would be proposed.

### **Traffic Analysis**

Staff has reviewed NBNA's comments with City traffic engineers who have responded as follows:

Several major development projects have been approved in the site vicinity. These projects have been defined as "Baseline" projects - meaning existing projects whose impacts are included with any subsequent proposal in the area. The baseline projects below were therefore added to the proposed study area for the Alhambra at S Street Condominium project and the impacts were added to the existing traffic and analyzed as part of the proposed increases that the Alhambra at S Street Condominium project proposes. Thus, the compound impacts of "Baseline Plus Project" conditions have been analyzed.

The Baseline projects included in the study are:

- Sutter Hospital Expansion
- Sutter Medical Office Building
- Sutter Residential
- Sutter Retail
- Children's Theatre of California
- Trinity Cathedral Expansion
- R Street Medical Office Building

Staff from Traffic Engineering will be available at the Jan 23rd hearing to answer any questions on this information.

### **Proposed Site Improvements**

The project proposal includes reclaiming the existing park strip along the east side of

Alhambra Boulevard, replacing deteriorated trees within the park strip and maintaining one existing large canopy shade tree. Additionally, the applicant will provide a new eight-foot park strip along the north side of S Street adjacent to the length of the project site. The applicant has agreed to dedicate three feet of right-of-way to expand the existing sidewalk onto his property by three feet in order to provide the appropriate eight-foot planter width necessary to provide large shade trees within the new park strip. The provision of the new eight-foot park strip in addition to the undergrounding the existing overhead utilities along S Street will allow the new trees planted within the park strip to grow unobstructed within the setbacks established with this project. The City Arborist is very pleased with the proposed improvements to the City's urban forest. Additionally, the proposal provides for on-street parallel parking, a designated bike lane, the removal of the "suicide lane" and the introduction of street lights on both sides of S Street. Staff believes these improvements will solidify the change from the existing commercial street section to a residential streetscape appropriate for a residential neighborhood.

## **RESOLUTION NO.**

Adopted by the Sacramento City Council

### **ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PLAN FOR THE ALAMBRA AT S STREET CONDOMINIUM COMMUNITY PROJECT (P06-076)**

#### **BACKGROUND**

A. The City of Sacramento's Environmental Planning Services conducted or caused to be conducted an initial study on Alhambra at S Street Condominium Community (P06-076) ("Project") to determine if the Project may have a significant effect on the environment.

B. The initial study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Project applicant before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

1. On September 22, 2006 a Notice of Availability/Intent to Approve the MND (NOI) dated September 20, 2006 was circulated for public comments for 20 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On September 22, 2006 the project site was posted with the NOI, the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

3. On October 26, 2006 revisions were made to the Mitigated Negative Declaration, including the Initial Study based on verbal comments on the project effects and clarifications in the Mitigated Negative Declaration. The revisions were made pursuant to CEQA Guidelines Section 1507.5(c)(2)(4) and do not require recirculation.

C. The City Council has reviewed and considered the information contained in the MND, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the

Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

D. The City Council has final approval authority over the following Project entitlements: Mitigated Negative Declaration; Mitigation Monitoring Plan; Tentative Condominium Map to subdivide 4.25+/- net acres in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone; Special Permit alternative ownership housing (condominiums) in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone; Special Permit to exceed the height limit in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone; and Variance to reduce the required S Street setback in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone.

E. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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

Section 1. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment and that there is no evidence that the project has any potential for adverse effect on wildlife resources or that the habitat upon which the wildlife depends.

Section 2. With respect to the entitlements over which the City Council has final approval authority, the City Council adopts the MND for the Project.

Section 3. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

Section 4. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.

**Table of Contents:**

Pg 21	Exhibit A – Mitigated Negative Declaration
Pg 22	Exhibit B – Mitigation Monitoring Plan

**Exhibit A – Mitigated Negative Declaration**

This information/document is available on the City of Sacramento Website at:  
[http://www.cityofsacramento.org/webtech/streaming\\_video/live\\_council\\_meetings.htm](http://www.cityofsacramento.org/webtech/streaming_video/live_council_meetings.htm)  
under Future and Archived Meetings and is on file in Hard Copy in the Office of the City Clerk at 915 I Street, Historic Building, First Floor.

**Exhibit B - Mitigation Monitoring Plan**

**MITIGATION MONITORING PLAN**

FOR  
ALHAMBRA AT S STREET CONDOMINIUM COMMUNITY (DR06-124 / P06-076)

**TYPE OF ENVIRONMENTAL DOCUMENT:**  
INITIAL STUDY/ NEGATIVE DECLARATION

**PREPARED FOR:**  
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

**DATE:**  
SEPTEMBER 20, 2006

**ADOPTED BY:**  
CITY OF SACRAMENTO  
CITY COUNCIL

DATE:  
\_\_\_\_\_

ATTEST:  
\_\_\_\_\_

**ALHAMBRA AT S STREET CONDOMINIUM COMMUNITY (P06-076)  
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Blvd, Suite 200, Sacramento, CA 95834, pursuant to CEQA Guidelines Section 21081.6.

**SECTION 1: PROJECT IDENTIFICATION**

**Project Name / File Number:** Alhambra at S Street Condominium Community / P06-076  
**Owner/Developer- Name:** Trammell Crow Residential (Peter Solar)  
**Address:** 1810 Gateway Drive, Suite 240 San Mateo, CA 94404

**Project Location / Legal Description of Property (if recorded):**

The proposed project site consists of three parcels located at 1891 Alhambra Boulevard and 3201 S Street (Assessors Parcel Numbers: 010-0063-006, -007, and -012). The site is on the north side of S Street, east of Alhambra Boulevard, in the Alhambra Corridor Special Planning District in the City of Sacramento.

**Project Description:**

The proposed project includes the demolition of the existing office buildings and the development of a mixed residential and retail project. The proposed project includes 278 for-sale condominium units with an approximate 3,900 square foot fitness center/common building, 4,486 square feet of ground floor retail, and a 5 level parking structure located on approximately 4.25 acres (See Figure 3 – Tentative Condominium Map and Site Plan).

Requested entitlements for project approval include:

- **Tentative Condominium Map** to create ownership residential condominiums on 4.25± net acres in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone;
- **Special Permit** for condominium housing in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone ;
- **Special Permit** to exceed the height limit in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone;
- **Variance** to reduce the required S Street setback in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone.

## **SECTION 2: GENERAL INFORMATION**

The Plan includes mitigation for Air Quality, Hazards, Noise, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<b>5. AIR QUALITY</b>					
<p>AQ-1. The project shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (&gt; 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and</p> <p>The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity</p>	Applicant / Developer	City Development Services Department (DSD) / Sacramento Metropolitan Air Quality Management District (SMAQMD)	Written verification of compliance from the SMAQMD of compliance shall be submitted to the City Development Services Department	Measures shall be implemented prior to issuance of grading permits	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<p>occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and onsite foreman.</p> <p>AQ-2. The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of</p>	Applicant / Developer	City Development Services Department (DSD) / Sacramento Metropolitan Air Quality Management District (SMAQMD)	Written verification of compliance from the SMAQMD of compliance shall be submitted to the City Development Services Department	Measures shall be implemented prior to issuance of grading permits	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<p>each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.</p> <p>AQ-3. Prior to the approval of improvement plans or the issuance of grading permits, the proponent will submit written verification from the SMAQMD that the offsite air quality mitigation fee of \$1,688 has been paid to SMAQMD, and that the construction air quality mitigation plan has been approved by SMAQMD and the lead agency.</p>	Applicant / Developer	City Development Services Department (DSD) / Sacramento Metropolitan Air Quality Management District (SMAQMD)	Written verification of compliance from the SMAQMD of compliance shall be submitted to the City Development Services Department	Measures shall be implemented prior to issuance of grading permits	
<b>9. HAZARDS</b>					
<p>H-1. Prior to demolition activities at the site, the applicant/developer shall survey the existing buildings for asbestos containing material (ACM) and lead containing paint. If discovered, all applicable federal, State and local regulations including SMAQMD Rules 902 and 304 (pertaining to asbestos abatement and related fees), Construction Safety Orders 1529 (pertaining to Asbestos Containing Building Materials (ACBM)) and 1532.1 (pertaining to lead or</p>	Applicant / Developer	City Development Services Department, Sacramento County Environmental Management Department / SMAQMD	Measures shall be included on all demolition plans and Written verification of compliance from the Sacramento County Environmental Management Department and/or SMAQMD as necessary	Prior to issuance of demolition permits.	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<p>materials containing lead) from Title 8 of the CCR, Part 61, Subpart M of the CFR (pertaining to ACBM), regarding removal and disposal of ACM and lead containing paint shall be complied with. Regulated Asbestos Containing Materials (RACM) abatement and lead-containing paint removal must be performed and monitored by contractors with appropriate certification from CAL/OSHA and the California Department of Health Services.</p> <p>H-2. Upon demolition activities of the site and prior to grading and excavation, the applicant/developer shall have a Phase II Environmental Site Assessment investigation conducted to analyze the existing soil at the site for petroleum hydrocarbons, heavy metals, and volatile organic compounds (VOCs). The project applicant shall comply with all recommendations of identified in the Phase II Environmental Site Assessment.</p>	Applicant / Developer	City Development Services Department,	<p>Measures shall be included on all demolition and grading plans and</p> <p>Written verification of compliance by submission of the Phase II Environmental Site Assessment</p>	Prior to issuance of grading permits.	
<p>H-3. If necessary, a report of program results shall be made by a State licensed and qualified engineer and submitted to the Sacramento County Environmental Management Department</p>	Applicant / Developer	City Development Services Department, Sacramento County Environmental Management Department	<p>Measures shall be included on all demolition and grading plans and</p> <p>As necessary Written verification of</p>	Concurrent with grading activities and prior to issuance of building permits.	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials / Date)
(SCEMD). If the findings of the soil analyses indicate levels of contaminants above those acceptable to the SECMD, then a remediation program shall be prepared to excavate and remove the contaminated soils to an appropriate solid waste disposal facility.			compliance from the Sacramento County Environmental Management Department.		
<b>10 NOISE:</b>					
N-1. Exterior facades facing the Light Rail tracks must be finished with stucco or brick siding.	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented prior to issuance of final building permits	
N-2. Windows and glass entry doors on the facades of the units adjacent to and facing the Light Rail tracks and the adjacent parcel to the east shall have a sound transmission classification (STC) rating of at least 35.	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented prior to issuance of final building permits	
N-3. Air conditioning or other suitable mechanical ventilation must be provided to the units adjacent to the Light Rail tracks and Alhambra Boulevard to allow residents to close windows for the desired acoustical isolation.	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented prior to issuance of final building permits	
<b>14. CULTURAL RESOURCES</b>					
CR-1 In the event that any prehistoric subsurface	Applicant / Developer	City Development Services	Mitigation Measures shall	Measures shall be	



			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<p>American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p>			Specifications.		
<p>CR-3 If a human bone or bone of unknown origin is found during construction, all work shall stop in the</p>	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and	Measures shall be implemented in field during	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials / Date)
vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place			within the Standard Construction Specifications.	grading and construction activities.	

## RESOLUTION NO.

Adopted by the Sacramento City Council

**DENYING THE THIRD PARTY APPEAL AND APPROVING THE ALHAMBRA AT S STREET CONDOMINIUM COMMUNITY PROJECT LOCATED AT 1891 ALHAMBRA BOULEVARD AND 3201 S STREET. (APN: 010-0063-006, 007, 012) (P06-076)**

### BACKGROUND

- A. On November 9, 2006, the City Planning Commission approved various entitlements including a Tentative Condominium Map, a Special Permit to allow alternative ownership housing (condominiums), a Special Permit to exceed the height limit and a Variance to reduce the required S Street setback (P06-076);
- B. On November 13, 2006, an appeal was made of the decision of the City Planning Commission to approve the Tentative Condominium Map, the Special Permit to allow alternative ownership housing (condominiums), the Special Permit to exceed the height limit and the Variance to reduce the required S Street setback; and

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

- Section 1. At the regular meeting of January 23, 2007, the City Council heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the City Council takes the following actions:
- A. The City Council denies the third party appeal.
  - B. The City Council approves the Alhambra at S Street Condominium project based upon the following findings of fact and subject to the following conditions of approval:

### **FINDINGS OF FACT:**

Mitigated Negative Declaration: The Mitigated Negative Declaration for the S Street Condominium project has been approved and a Mitigation Monitoring Program has been adopted as provided in Resolution No. \_\_\_\_\_ adopted by the City Council on this same date.

Tentative Map: The **Tentative Map** to merge three parcels into one parcel and designate the parcel for condominium purposes on 4.25± net acres in the acres is approved subject to the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the Central City Plan and Title 16 Subdivisions of the City Code, which is a Specific Plan of the City.
3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plans have a design capacity adequate to service the proposed subdivision.
4. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
5. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

Special Permit: The **Special Permit** to allow for condominium housing in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone is approved subject to the following findings of fact:

1. Granting of the Special Permit is based upon sound principles of land use in that:
  - a. The project promotes infill development as a means to meet future housing needs within the designated Central City area.
  - b. The project is designed to enhance the existing neighborhood and is consistent with Smart Growth Principles and the Central City Housing Strategy, including but not limited to developing a mix of uses using existing infrastructure and public facilities, and providing for a mix of housing opportunities.
  - c. The project will not adversely affect the surrounding land uses in that each residential unit will be provided a minimum of one parking space per bedroom, private and public open spaces have been provided and the project site location supports transit usage and increases the housing to jobs ratio.
2. Granting the Special Permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
  - a. The design of the development is contextually compatible with the adjacent properties by creating individual entrances (porches and stoops) appropriate for the neighborhood.

- b. The proposed project will provide for the undergrounding of existing overhead utilities that have prevented the full implementation of a park strip along S Street and thereby enhancing the public realm.
  - c. The proposed project completes the residential neighborhood on the south side of the street by providing housing on the north side of S Street.
  - d. The project offers neighborhood security by providing for eyes on the street by utilizing prominent front entries, porch areas, and living space fronting on the street.
3. The project is consistent with the General Plan and Central City Community Plan in that:
- a. The use is consistent with the Central City Community Plan Community/Neighborhood Commercial & Office land use designation for the site, since the project will be developed on 4.25± acres and provides ownership housing and retail support services for the neighborhood.
  - b. The project is consistent with General Plan and Community Plan Goals and policies related to the production of ownership housing units on infill properties in the Central City.
  - c. The project is consistent with General Plan goals that promote higher densities and intensities within a quarter mile of light rail stations, consistent with the adopted policies of Regional Transit, the recommendations of the Transit for Livable Communities project, and the adopted land use plans and policies of the City.

Special Permit: The **Special Permit** to exceed the height limit in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone is approved subject to the following findings of fact:

1. Granting of the Special Permit is based upon sound principles of land use in that:
  - a. The use of residential housing is allowed by right within the Central City.
  - b. At 65 dwelling units per acre, the proposed density is within the allowed range of the C-2 zone of 70 to 150 dwelling units per acre.
  - c. The subject site is located within a quarter mile of a light rail station where higher densities are encouraged to promote transit opportunities.
2. Granting the Special Permit will not be detrimental to the public welfare nor result in the creation of a public nuisance in that:
  - a. Along most of the S Street façade, structures are established with lower plate heights closest to the S Street property line in order to integrate with the existing neighborhood and then gradually step back and increase in height as the development moves toward the north of the parcel.

- b. Residential development at this location will activate the north side of S Street where the existing large office complex has been dormant after 5pm and on weekends.
    - c. The project will provide adequate parking with a one space per bedroom ratio which will reduce the use of on-street parking by the tenants.
  3. The project is consistent with the General Plan and Central City Community Plan in that:
    - a. The project, as conditioned, supports housing for various income groups and promotes a better job/housing balance.
    - b. The project is consistent with General Plan policies that discourage low density, low employment intensity, and auto related uses within one-quarter mile of existing and future light rail stations that have low transit compatibility.
  4. The proposed development is not out of scale with the adjacent residential neighborhood in that:
    - a. Lower scale structures compliant with the height limit are located along S Street across from the residential neighborhood to the south.
    - b. The massing of the structures along S Street is broken up by the open space pool area and the main S Street driveway.
    - c. The increased height is set back 50 feet from the S Street property line where the height transitions once from 35 feet to 45 feet and again 160 feet from the S Street property line where the height increases to 56 feet closer to the railroad tracks.
    - d. The Alhambra Corridor is considered a commercial corridor where the scale and massing of the proposed corner structure is in keeping with commercial and office uses currently established.

Variance: The **Variance** to reduce the required S Street setback in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone is approved subject to the following findings of fact:

1. The variance is not a special privilege extended to one individual property owner in that the variance would be appropriate for other property owners proposing residential housing within the 50-foot building setback intended to separate commercial uses from the existing single-family neighborhood.
2. The variance is not "use" variance because the proposed residential and retail uses are permitted by right within the C-2-SPD zone.
3. The variance is not injurious to the public welfare, nor to property in the vicinity of the applicant in that the proposed S Street setback is compatible with the existing setbacks established by the single-family bungalows across S Street.

4. The S Street setback, which provides 20 feet from the S Street curb to the building footprints, brings the residential living spaces closer to the street to activate the residential neighborhood and allow "eyes" on the street.
5. The variance is consistent with the policies of the General Plan which promotes higher density land uses within 660 feet of a light rail station.

**CONDITIONS OF APPROVAL:**

The **Tentative Map** to merge three parcels into one parcel and designate the parcel for condominium purposes is hereby approved subject to the following conditions of approval:

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P06-076). The design of any improvement not covered by these conditions shall be to City standard.**

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

**GENERAL:** All Projects

1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Development Engineering Division after consultation with the U.S. Postal Service;
3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P06-076);
4. Show all continuing and proposed/required easements on the Parcel Map;
5. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;

**DEVELOPMENT ENGINEERING: Streets**

6. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the City. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division;
7. The applicant shall reconstruct the project's frontage along S Street using the existing right-of-way to provide on-street parking, bike lanes and separated sidewalks by eliminating the existing two way left turn lane. The reconstruction of S Street shall be to the satisfaction of the Development Engineering Division. If the existing curb is in good condition along S street (After saw cutting), then the applicant does not have to replace the existing curb subject to the satisfaction of the Development Engineering Division;
8. The applicant shall dedicate an additional 3 feet of right-of-way along the frontage of S Street to accommodate an 8-foot planter to the satisfaction of Development Engineering Division and Urban Forest Services.
9. The applicant shall install bulb-outs/curb extensions where there is on-street parking in the central City Area as directed by the Department of Transportation and Development Services Department. Locations must be approved by the DOT and DSD;
10. All driveways that serve the commercial portion of the project at the corner of Alhambra and S Street shall function as right-in/right-out only;
11. The applicant shall apply fresh paint to the crosswalks at the intersection of Alhambra Boulevard and S Street to the satisfaction of the Development Engineering Division;
12. If the applicant wishes to utilize the Alhambra Boulevard driveway that is on the adjacent parcel, the applicant shall obtain a reciprocal access agreement/easement with the adjacent owner to the satisfaction of the Development Engineering Division;
13. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25 feet sight triangle). Walls shall be set back 3 feet 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 feet in height. The area of exclusion shall be determined by the Development Engineering Division;

14. Construct ADA compliant ramps (if needed) at the north-east corner of the intersection of Alhambra Boulevard and S Street to the satisfaction of the Development Engineering Division;
15. All driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division. Any existing deteriorated driveways or any driveways that do not meet current ADA standards shall be reconstructed to the satisfaction of the Development Engineering Division;
16. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned;
17. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;

#### **PUBLIC/PRIVATE UTILITIES**

18. Dedicate the private drives and the common areas as a public utility easement for underground facilities and such underground and aboveground appurtenances and additional areas as required within the common areas as required to provide service as a public utility easement for underground facilities and appurtenances except for those where structures or pool is located;

#### **FIRE**

19. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access;

#### **CITY UTILITIES**

20. Any new domestic water services shall be metered. A single domestic water service is allowed for the condominium units and a single domestic water service is allowed for the clubhouse and pool area. Requests for multiple domestic water service connections to a single lot or parcel may be approved on a case-by-case basis by the Department of Utilities. Excess services shall be abandoned to the satisfaction of the Department of Utilities;
21. Common area landscaping shall have a separate street tap for a metered irrigation service;

22. The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service;
23. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association;
24. The applicant shall submit pipe network calculations for the proposed offsite water distribution system. The calculations shall be reviewed and approved by the Department of Utilities prior to submittal of improvement plans. Provide two points of connection to the existing public water distribution system. No connections to the existing 36-inch water main in Alhambra will be allowed;
25. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy;
26. An onsite surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual);
27. The Applicant may not develop the project in anyway that obstructs, impedes, or interferes with the existing drainage from 3301 S Street. The project shall construct the required public and/or private infrastructure to handle the offsite runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle offsite runoff, the applicant shall dedicate the required private easement;
28. 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;

**PPDD: Parks**

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

**ADVISORY NOTES:**

The following advisory notes are informational in nature and are not a requirement of the Special Permit:

31. All turning radii for fire access shall be designed as 35 feet inside and 55 feet outside;
32. Roads used for Fire Department access shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of 1 feet, 6 inches or more;
33. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fire flow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt;
34. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side;
35. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5;
36. 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;
37. A Water Supply Test must be requested by the project applicant for all projects involving the construction of new commercial buildings, additions to commercial buildings, or four or more residential units. Please contact the Utilities Department at 808-7065;
38. The furthest projection of the exterior wall of a building shall be accessible from within 150 feet of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1);
39. Provide appropriate Knox access for site;

40. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant;
41. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1;
42. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. If there is not adequate pressure or flow to serve the proposed project water main extensions and/or larger mains shall be constructed by the owner to the satisfaction of the Department of Utilities;
43. Many projects in the City of Sacramento require on site booster pumps for fire suppression and domestic water systems. Prior to design of the fire suppression system, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the onsite fire suppression system. If a fire suppression system is required for this project a separate fire service will be required;
44. City Code 13.04.570 requires that no fire service shall be installed across any parcel other than the parcel to which the services is being furnished, provided that the fire chief may in his or her discretion, authorize a fire service line that serves more than one parcel, upon the recording of an agreement, in a form approved by the City, that fully provides for the operation, maintenance and repair of the line, and grants a permanent easement for these purposes, at no cost or liability to the City;
45. Prior to the initiation of any water, sanitary sewer or storm drainage services to the mixed use project, the owner(s) and ownership association shall enter into a utility service agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the mixed use project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if required to do so by any law or regulation, and shall be in a form approved by the City Attorney;
46. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System

Development Fee prior to the issuance of any building permit. The impact to the CSS due to the mixed-use development is estimated to be 209 ESD. The Combined Sewer System fee at time of building permit is estimated to be \$487,097 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS;

47. The proposed project is located in the Flood zone designated as a Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective June 23, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof;
48. 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](http://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) signed certification page by property owner or authorized representative;
49. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for Onsite Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures;
50. Developing this property may require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information;
51. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

1 Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at \$733,920. This is based on 278 multifamily residential units and an average land value of \$250,000 per acre for the Central City Planning Area, plus an additional 20% for offsite park infrastructure improvements, less 0 acres in land dedication. Any

change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.

2 Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$334,658. This is based on 278 multifamily units at the infill fee of \$1,201 each and 5,200 square feet of retail space at the infill fee of \$0.15 per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

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

The **Special Permit** to allow condominium housing in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone is approved subject to the following conditions:

#### **GENERAL**

1. The applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.
2. The project shall substantially conform to the site plan and elevations as shown in exhibits A-M. Any modification to the project shall be subject to review and approval by Planning and Design Review staff prior to the issuance of building permits.
3. The applicant shall comply with the Design Review Board conditions of approval of DR06-124.
4. The applicant shall provide an ownership association responsible for the care and maintenance of all common areas and all common improvements and any other interest common to the condominium owners. Copies of the CCRs, articles of incorporation and by-laws shall be submitted to Planning staff prior to the occupancy of the units.
5. The ownership association shall conduct periodic inspections, not less than monthly, of the exterior of all buildings, trash enclosures and recreation facilities.
6. The ownership association shall establish and conduct a regular program of routine maintenance for the property. Such a program shall include common areas and scheduled repainting, replanting and other similar activities that typically require attention at periodic intervals but not necessarily continuous. A maintenance program shall be reviewed and approved by the Planning Director prior to issuance of building permits.

7. Each condominium unit shall comply with the state of California's Noise Insulation Standards (California Amended Code Section 1092).
8. The S Street overhead utilities shall be relocated underground for a minimum distance that spans the project site S Street frontage.
9. A sign permit shall be obtained prior to construction or installation of any attached or detached signs.
10. A comprehensive signage program for the entire project shall be submitted to Design Review staff for review and approval prior to applying for any sign permits. High quality signage with a design that complements the architecture is required.

## **ENVIRONMENTAL**

11. Prior to issuance of grading permits, the project applicant/developer shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and
12. The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and onsite foreman (as referenced in mitigation measure AQ-1).
13. Prior to issuance of grading permits, the project applicant/developer shall provide written verification of compliance from the SMAQMD of compliance to ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the

quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations (as referenced in mitigation measure AQ-2).

14. Prior to the approval of improvement plans or the issuance of grading permits, the proponent will submit written verification from the SMAQMD that the offsite air quality mitigation fee of \$1,688 has been paid to SMAQMD, and that the construction air quality mitigation plan has been approved by SMAQMD and the lead agency (as referenced in mitigation measure AQ-3).
15. Prior to demolition activities at the site, the applicant/developer shall survey the existing buildings for asbestos containing material (ACM) and lead containing paint. If discovered, all applicable federal, State and local regulations including SMAQMD Rules 902 and 304 (pertaining to asbestos abatement and related fees), Construction Safety Orders 1529 (pertaining to Asbestos Containing Building Materials (ACBM)) and 1532.1 (pertaining to lead or materials containing lead) from Title 8 of the CCR, Part 61, Subpart M of the CFR (pertaining to ACBM), regarding removal and disposal of ACM and lead containing paint shall be complied with. Regulated Asbestos Containing Materials (RACM) abatement and lead-containing paint removal must be performed and monitored by contractors with appropriate certification from CAL/OSHA and the California Department of Health Services (as referenced in mitigation measure H-1).
16. Upon demolition activities of the site and prior to grading and excavation, the applicant/developer shall have a Phase II Environmental Site Assessment investigation conducted to analyze the existing soil at the site for petroleum hydrocarbons, heavy metals, and volatile organic compounds (VOCs). The project applicant shall comply with all recommendations of identified in the Phase II Environmental Site Assessment (as referenced in mitigation measure H-2).
17. If necessary, a report of program results shall be made by a State licensed and qualified engineer and submitted to the Sacramento County Environmental Management Department (SCEMD). If the findings of the soil analyses indicate levels of contaminants above those acceptable to the SECMD, then a remediation program shall be prepared to excavate and remove the contaminated soils to an appropriate solid waste disposal facility (as referenced in Mitigation Measure H-3).
18. Exterior facades facing the Light Rail tracks must be finished with stucco or brick siding (as referenced in Mitigation Measure N-1).
19. Windows and glass entry doors on the facades of the units adjacent to and facing the Light Rail tracks and the adjacent parcel to the east shall have a sound transmission classification (STC) rating of at least 35 (as referenced in Mitigation Measure N-2).

20. Air conditioning or other suitable mechanical ventilation must be provided to the units adjacent to the Light Rail tracks and Alhambra Boulevard to allow residents to close windows for the desired acoustical isolation (as referenced in Mitigation Measure N-3).
21. In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards (as referenced in Mitigation Measure CR-1).
22. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements (as referenced in Mitigation Measure CR-2).
23. If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place (as referenced in Mitigation Measure CR-3).

## LANDSCAPE/LIGHTING

24. All public and private open spaces within the development shall be landscaped and irrigated by the developer. Private ground level landscaping to include a minimum of turf and irrigation systems.
25. The ownership association shall maintain landscaping and irrigation in a healthy and serviceable condition.
26. The applicant shall provide historic acorn lighting on the north and south sides of S Street for a distance of 630 feet east measured from the corner of Alhambra and S.
27. The ownership association shall indicate and maintain all locations of parking stalls for handicapped/disabled access and strictly enforce rules related thereto.
28. All mechanical equipment shall be located within enclosed cabinets or screened by either landscaping or screens/fencing, where landscaped areas are of insufficient width to accommodate adequate landscaping. Final designs of landscaping and/or screening shall be shown on the final landscaping plan and provided to Planning staff for approval prior to issuance of building permits.
29. Detailed landscape and irrigation plans shall be submitted to the Planning Division for review prior to issuance of a building permit. Landscape plans shall indicate quantity, size, and species of each plant and tree. The final landscaping plan will be designed to comply with the City's Water Conservation Ordinance, and shall be to the satisfaction of Planning staff.
30. All landscaping shall be maintained so that ground cover plants and shrubs do not exceed a maximum height of thirty inches (30"); and tree limbs shall be trimmed so that they hang no lower than six feet (6') above grade level.
31. Decorative planting shall be maintained so as not to obstruct or diminish lighting levels throughout the project.
32. Lighting shall be designed so as not to produce hazardous or annoying glare to motorists and buildings occupants, adjacent residents, or the general public.
33. Lighting levels shall be as follows within parking areas: 5 foot-candles minimum at all hours, with ramps, corners, and entrances 10-50 foot-candles during evening hours.
34. The applicant shall provide decorative onsite lighting adjacent to all onsite driveways, onsite pedestrian paths, onsite common areas, and onsite courtyards to a general lighting level of 1 foot-candle minimum maintained at ground level. The light fixtures should project toward the ground and shall be designed to avoid

uplighting toward the sky. Final review of the lighting plan and fixtures shall be reviewed by Planning and Design Review staff.

35. Security and parking area lights shall be controlled by photocell and shall remain on during hours of diminished lighting.
36. Each entry, patio, balcony, and pedestrian garage door shall be equipped with its own light source. Final fixture selections shall be reviewed and approved by Design Review staff prior to issuance of building permits.
37. The applicant shall provide a wrought iron decorative fence with CMU pilasters with landscaped, irrigated screening along the northern property line adjacent to the railroad tracks.

### **TRASH ENCLOSURE**

38. The applicant shall comply with the City's Recycling Ordinance (Sacramento City Code, Chapter 17.72) related to providing trash and recycling enclosures.
  1. Recycling capacity be met or exceeded.
  2. A recycling program shall be established. The developer should send the name of the service provider, the frequency of service, and the processing facility to the Solid Waste Division to verify that service has been established.
  3. This project be conditioned to divert construction waste. The project proponent should plan to target cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery. The developer should submit the following information to the Solid Waste Division:
    - Method of recovery
    - Hauler information
    - Disposal facility
    - Diversion percentage
    - Weigh tickets documenting disposal and diversion

### **PARKING**

39. The proposal is required to meet all requirements of the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.040). The location of all required bicycle parking shall be reviewed by staff prior to issuance of a Certificate of Occupancy for the building.
40. Handicap accessible parking shall be provided for the commercial and residential tenants.

41. The applicant shall provide transit information in the sales office and in prominent locations for all tenants within the building.
42. The owner/operator/property manager shall work with Regional Transit in establishing a transit pass subsidy agreement for the condominium residents. The agreement is to be reviewed by Planning staff prior to the issuance of occupancy permits.

#### **DEVELOPMENT ENGINEERING**

43. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the City. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division;
44. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P06-076);
45. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;
46. The applicant shall reconstruct the project's frontage along S Street using the existing right-of-way to provide on-street parking, bike lanes and separated sidewalks by eliminating the existing two way left turn lane. The reconstruction of S Street shall be to the satisfaction of the Development Engineering Division. If the existing curb is in good condition along S street (After saw cutting), then the applicant does not have to replace the existing curb subject to the satisfaction of the Development Engineering Division;
47. The applicant shall install bulb-outs/curb extensions where there is on-street parking in the central City Area as directed by the Department of Transportation and Development Services Department. Locations must be approved by the DOT and DSD;
48. All driveways that serve the commercial portion of the project at the corner of Alhambra and S Street shall function as right-in/right-out only;

49. The applicant shall apply fresh paint to the crosswalks at the intersection of Alhambra Boulevard and S Street to the satisfaction of the Development Engineering Division;
50. If the applicant wishes to utilize the Alhambra Boulevard driveway that is on the adjacent parcel, the applicant shall obtain a reciprocal access agreement/easement with the adjacent owner to the satisfaction of the Development Engineering Division;
51. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25 feet sight triangle). Walls shall be set back 3 feet 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 feet in height. The area of exclusion shall be determined by the Development Engineering Division;
52. Construct ADA compliant ramps (if needed) at the north-east corner of the intersection of Alhambra Boulevard and "S" Street to the satisfaction of the Development Engineering Division;
53. All driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division. Any existing deteriorated driveways or any driveways that do not meet current ADA standards shall be reconstructed to the satisfaction of the Development Engineering Division;
54. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned;
55. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;
56. Prior to obtaining any building permits and/or initiating any water, sanitary sewer or storm drainage services to the condominium project, the applicant shall form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s). The Homeowner's Association shall maintain all private streets, lights, sewers, storm drains, common landscaping/areas and water systems;
57. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);

## URBAN FOREST SERVICES

58. Underground utilities are to be installed a minimum distance of 14 feet from center trunk line of new park strip tree plantings. Any underground utility installation near existing trees will maintain a distance of 22 feet from center trunk line (per UFS Developer Guidelines for City Trees). Utilities installed under a public street may be located 10 feet from center trunk line of City trees.
59. Prior to issuance of building permits, the applicant shall revise the landscape plan to indicate species specific symbols and proposed planting locations and provide for staff review.
60. The applicant shall reclaim the standard 7-foot, six inch to 8-foot wide continuous park strip planter along Alhambra Blvd.
61. The applicant shall discontinue using the following species:
  - Magnolia grandiflora which tends to develop large surface roots and produce a high volume of litter.
  - Ulmus parvifolia which is susceptible to Dutch Elm disease and has poor structural integrity.
  - Umbellularia californica which tends to develop large surface roots and produce a high volume of litter.
62. The applicant shall plant three 2 inch caliper Zelkova serrata Musashino trees along Alhambra Blvd. 20 foot on center south of the parking entrance.
63. The applicant shall work with the Urban Forest Services Division in planting appropriate large shade trees along S Street within the new park strip.
64. Prior to removal of any existing street trees, the applicant will be required to obtain a tree removal permit.
65. The applicant shall increase the park strip width along S Street from 6 feet to 8 feet.
66. Within the new S Street 8-foot park strip, the applicant shall install and maintain irrigation systems per Urban Forest Services (UFS) specifications.
67. The applicant shall plant four 24 inch or 36 inch box Quercus castaneifolia or Quercus cerris in the large courtyards that are divided by the north/south corridor. Provide each tree with a turf and groundcover free planter (minimum area of 10 feetx 10 feet defined by a concrete mow strip).
68. All park strip trees are to be irrigated on a non-turf station by a minimum of two pop-up heads w/ 3-foot radius nozzles installed 30 inches to 40 inches from center trunk line.

69. All park strip trees are to be planted on a gradual mound 2 inches to 3 inches higher than the surrounding grade.
70. All park strip trees are to be mulched w/ wood chips (playground fiber or coarser) to a depth of approximately 3 inches (minimum area of 8-foot x 8-foot).
71. All park strip trees shall have no groundcover or shrubs planted within 4 feet of the trunk.

## **FIRE**

72. Provide dry-standpipes in the courtyard areas that are not accessible by a fire access road.

## **UTILITIES**

73. Any new domestic water services shall be metered. A single domestic water service is allowed for the condominium units and a single domestic water service is allowed for the clubhouse and pool area. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
74. Common area landscaping shall have a separate street tap for a metered irrigation service.
75. The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service.
76. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association.
77. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
78. City Code 13.04.570 requires that no fire service shall be installed across any parcel other than the parcel to which the services is being furnished, provided that the fire chief may in his or her discretion, authorize a fire service line that serves more than one parcel, upon the recording of an agreement, in a form approved by the City, that fully provides for the operation, maintenance and repair of the line, and grants a permanent easement for these purposes, at no cost or liability to the City.
79. The applicant shall submit pipe network calculations for the proposed offsite water distribution system. The calculations shall be reviewed and approved by the Department of Utilities prior to submittal of improvement plans. Provide two points

of connection to the existing public water distribution system. No connections to the existing 36-inch water main in Alhambra will be allowed.

80. Prior to the initiation of any water, sanitary sewer or storm drainage services to the mixed use project, the owner(s) and ownership association shall enter into a utility service agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the mixed use project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if required to do so by any law or regulation, and shall be in a form approved by the City Attorney.
81. The Applicant may not develop the project in anyway that obstructs, impedes, or interferes with the existing drainage from 3301 S Street. The project shall construct the required public and/or private infrastructure to handle the offsite runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle offsite runoff, the applicant shall dedicate the required private easement.
82. 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.
83. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the mixed-use development is estimated to be 209 ESD. The Combined Sewer System fee at time of building permit is estimated to be \$487,097 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.
84. 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](http://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) signed certification page by property owner or authorized representative.

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

#### **ADVISORY NOTES:**

The following advisory notes are informational in nature and are not a requirement of the Special Permit:

#### **Fire**

86. All turning radii for fire access shall be designed as 35 feet inside and 55 feet outside.
87. Roads used for Fire Department access shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of 13 feet6" or more.
88. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fire flow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt.
89. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
90. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.
91. 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.
92. A Water Supply Test must be requested by the project applicant for all projects involving the construction of new commercial buildings, additions to commercial buildings, or four or more residential units. Please contact the Utilities Department at 808-7065.
93. The furthest projection of the exterior wall of a building shall be accessible from within 150 feet of an approved Fire Department access road and water supply as

measured by an unobstructed route around the exterior of the building. (CFC 902.2.1)

94. Provide appropriate Knox access for site.
95. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant.
96. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1

### **Utilities**

97. Many projects in the City of Sacramento require on site booster pumps for fire suppression and domestic water systems. Prior to design of the fire suppression system, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the onsite fire suppression system. If a fire suppression system is required for this project a separate fire service will be required.
98. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. If there is not adequate pressure or flow to serve the proposed project water main extensions and/or larger mains shall be constructed by the owner to the satisfaction of the Department of Utilities.
99. The proposed project is located in the Flood zone designated as a Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective June 23, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof.

### **Solid Waste**

100. The Solid Waste Division provides free waste audits to interested businesses. City staff will then recommend a method of waste management to the businesses to increase waste diversion at the greatest cost avoidance.
101. Businesses that choose private sector service should ask about the recycling opportunities that company offers. Recycling should still be cheaper than disposal.

102. Businesses that subscribe to City solid waste collection and disposal services are also provided recycling services as a package. The Solid Waste Division provides a variety of commercial services. They include commercial solid waste collection and disposal, commercial recycling, in-office recycling, and debris box services.

### **Police**

103. Employee / pedestrian, unit entry, storage, linen, laundry, mechanical, electrical, maintenance, and roof access doors shall be of solid core wood or hollow sheet metal with a minimum thickness of 1 ¾ inches and shall be secured by a deadbolt lock with a minimum throw of one inch.
104. A 180 degree viewing device (or peephole) shall be installed in office, administration, delivery, and registration area entry doors to screen persons before allowing entry.
105. Outside hinges on all exterior doors shall be provided with non-removable pins when pintype hinges are used or shall be provided with hinge studs, to prevent removal of the door.
106. 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.
107. Exterior doors into buildings and doors leading into stairwells shall be equipped with self-closing devices.
108. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame (sliding).
109. The sliding portion of a sliding glass window shall be on the inside track.
110. Window locking devices shall be capable of withstanding a force of 200 pounds in any direction.
111. Secondary locking devices are required on ground floor windows and any windows accessible from outside connecting balconies.
112. The address number of every commercial building (exterior) shall be illuminated during the hours of darkness so that it shall be easily visible from the street. The numerals in these numbers shall be no less than ten inches in height and of a color contrasting with the background.

113. Each individual unit within the building shall display a prominent identification number not less than six inches in height, which is easily visible to pedestrian traffic on site.
114. Stairwell, hall, and elevator lighting shall be equipped with vandal-resistant lenses and shall remain on at all times.
115. Parking in the structure should be limited to residents, patrons and employees only.
116. Entry into the structure should be controlled by some type of card or digital access system with a restriction on the ability of a card or number code to not be reused until the original user's vehicle exits the structure.
117. The parking structure should be illuminated at a level of 5 foot-candles minimum at all hours, with ramps, corners, and entrances 10-50 foot-candles during evening hours.
118. The structure should be routinely patrolled by security anytime there are vehicles inside.
119. The structure should be equipped with an emergency panic alarm system that reports to a central security office. Alarm buttons should be placed no more than 40-50 feet apart.
120. In conjunction with the alarm system, a two way audio system should be installed.
121. An extensive closed circuit television system should be incorporated throughout the structure with recorder capability.
122. The perimeter design of the structure should restrict access to only persons with a legal right to enter, especially at ground level.
123. The structure should be equipped with emergency telephones (not pay phones).
124. The design of the structure should be simple, from a circulation aspect, with ample directional arrows, exit signs, and location maps provided.
125. Stairwells, elevator towers, and connecting bridges should be glass enclosed to provide added visibility and a sense of security.
126. The vertical clearance into the parking structure shall be sufficient to allow entry and exit by a tow truck with a vehicle in tow.
127. The parking structure should be posted for private parking only.
128. Do not install permanent stop buttons in elevators.

129. Use bright colors and large numbers to identify levels to reduce user disorientation and confusion.
130. An effort should be made to separate Retail and Office Business activities, and to cluster businesses according to operating hours.
131. Landscaped areas should be planned for maximum growth while at the same time provide unobstructed observation of parking lots, buildings, and pathways; day and night.
132. Parking areas should be laid out to allow a high degree of observation. Close in employee parking for people working late should be provided adjacent to the employee entrances.
133. A secure Central Security Office with restricted access, adjacent to the lobby should be included to monitor: Intrusion detection annunciators in all project phases, Closed circuit TV monitors, Key card access control and mini-processor with hard copy print out and annunciators, Base station radio equipment, Telephones, Fire protective devices, Emergency-power supply equipment, Public safety communications systems and inter-com system, Documented procedures manuals for emergency operations
134. Entrances should be clearly visible to patrol and the public and held to a minimum number.
135. Security lighting provided for courtyards and entryways.
136. Key card access for entrances and elevators in each building. Key cards used in elevators would be programmed for a specific floor within various buildings.
137. Access restrictions for restrooms above the ground floor.
138. External lighting requirements should consider general lighting level of 1-2 foot-candle minimum maintained at ground level and fixtures should be equipped with vandal-resistant covers.
139. Intercom and public address systems for stairwells, elevators, parking structure and internal corridors.
140. The alarm system must be approved by the Sacramento Police Department's Alarm Unit.
141. Commercial establishments having one hundred dollars or more in cash on the premises after closing hours shall lock such money in an approved type money safe with a minimum rating of TL-15 or class "C".

142. The cash on hand in the registers shall be limited, and frequent drops into the safe should be made. The safe should be equipped with duress alarm capability.
143. The cash register area shall be covered by a CCTV system with a recorder.
144. Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows.
145. A lighting level of 1 foot-candle shall be provided in all open parking areas, roadways, and pedestrian travel areas.
146. All required lighting shall be equipped with vandal resistant covers/lenses.
147. Tire stops shall be installed in all parking spaces that do not overhang a 6-foot wide landscape or sidewalk area.
148. Parking spaces shall not be numbered to coincide with dwelling unit numbers. Guest spaces shall be clearly marked, and assigned open resident parking shall be clearly designated. Handicapped spaces shall be clearly marked and properly sign posted.
149. The entrance to the outside parking areas, parking structure and other highly visible locations onsite shall be posted with appropriate signs per 22658 (a) CVC to assist in removing vehicles at the property owner/manager's request.
150. Ground level patio fences should be low profile to allow observation while still providing a sense of privacy.
151. Child play areas are encouraged in locations with maximum observation from adjacent units.
152. Elevators shall be equipped with a convex mirror to allow surveillance of the interior prior to entry into the car.
153. 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.
154. Primary living areas and windows of individual units should be focused for observation of common use areas, adjacent units, recreational areas, child play areas, and outside vehicle parking, to provide for the self-policing and a sense of community.

155. Keep balcony railings and patio enclosures less than 42 inches and avoid using opaque materials.
156. When possible, locate individually locking mailboxes next to the appropriate units.
157. Exterior doors, doors leading from the garage areas into multiple dwelling buildings, and doors leading into stairwells shall have self-locking (dead latch) devices allowing egress to the exterior of the building or into the garage area, or stairwell, but requiring a key to be used to gain access to the interior of the building from the outside, or garage area, or into the hallway from the stairwell.
158. Exterior doors and doors leading from the garage areas into the multiple dwelling buildings, and doors leading into stairwells shall be equipped with self-closing devices.
159. All exterior doors and doors leading from the enclosed garage areas to family units shall be solid core with a minimum thickness of 1-3/4 inches.
160. Main entrance doors into individual family units and the recreation building shall be secured with single cylinder deadbolt locks with a minimum throw of one inch, in addition to door latches with a one-half inch minimum throw. The locks should be so constructed that both deadbolt and deadlatch can be retracted by a single action of the inside doorknob.
161. A viewing device or peephole shall be installed in each individual unit entrance door and shall allow for 180 degree vision.
162. Exterior doors swinging out shall have non-removable hinge pins or hinge studs to prevent removal of door.
163. Locate door locks a minimum of 40 inches from adjacent windows where possible.
164. Single sliding glass doors shall have the movable section of the door adjusted in such a manner that the up and down play is taken up to prevent lifting with a pry tool to defeat the locking mechanism.
165. Secondary dead locks shall be installed on all single sliding glass doors accessible from ground level or adjacent balconies. Lock bolts shall be of hardened material or shall have hardened steel inserts.
166. Vision panels in exterior doors (if used) or within reach of the inside activating device, shall be of burglary resistant glazing or equivalent.

167. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame. The vertical play shall be taken up to prevent lifting of the movable section to defeat the locking mechanism.
168. The sliding portion of a sliding glass window shall be on the inside track.
169. Window locking devices shall be capable of withstanding a force of 300 pounds in any direction.
170. All residential buildings shall display a street number in a prominent location on the street side in such a position that the number is easily visible to approaching emergency vehicles. The numerals shall be no less than six inches in height and shall be of a contrasting color to the background to which they are attached. The numerals shall be lighted at night.
171. In addition, each individual unit within the complex shall display a prominent identification number not less than six inches in height, which is easily visible to approaching pedestrian traffic. The numerals shall be of contrasting color to the background to which they are attached. Units accessed by stairways whose numbers cannot be seen from the base of the stairs shall have unit designators at the base of the stairs also.
172. There shall be positioned at each entrance of a multiple family dwelling complex an illustrated diagrammatic representation of the complex, which shows location of the viewer and the unit designations within the complex. The illuminated diagrammatic representation shall be protected by the use of vandal resistant covers.
173. Directional signs shall be installed where appropriate on site to facilitate location of individual units within the complex.
174. Interior Security Lighting:
  - Security and parking area lights shall be controlled by photocell and shall remain on during hours of diminished lighting.
  - Stairwell and enclosed parking area lights shall remain on at all times.
  - Each entry, patio, balcony, and pedestrian garage door shall be equipped with its own light source.
175. The applicant shall be responsible for the daily removal of all litter generated by the business, from the subject site, adjacent properties and streets.
176. All dumpsters must be kept locked.
177. The applicant shall agree to a "good neighbor policy." The "good neighbor policy" shall require that if any significant problems arise and the city receives complaints about the use, the City will commence with Special Permit revocation hearings at

the cost of the property owner. The revocation hearing shall be at the discretion and direction of the City Council.

178. The applicant shall install bicycle security racks at the front of the business.

The **Special Permit** to exceed the height limit in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone is approved subject to the following conditions:

**GENERAL**

1. The S Street setback measured from the curb to the building footprint (including the separated sidewalk and planter) shall be no less than 20 feet.
2. The S Street condominiums located east of the pool recreation area shall not exceed 35-foot plate heights for the first 50 feet back from the property line with the exception of two stairwells and access corridors.

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Exhibit B - Utility Plan

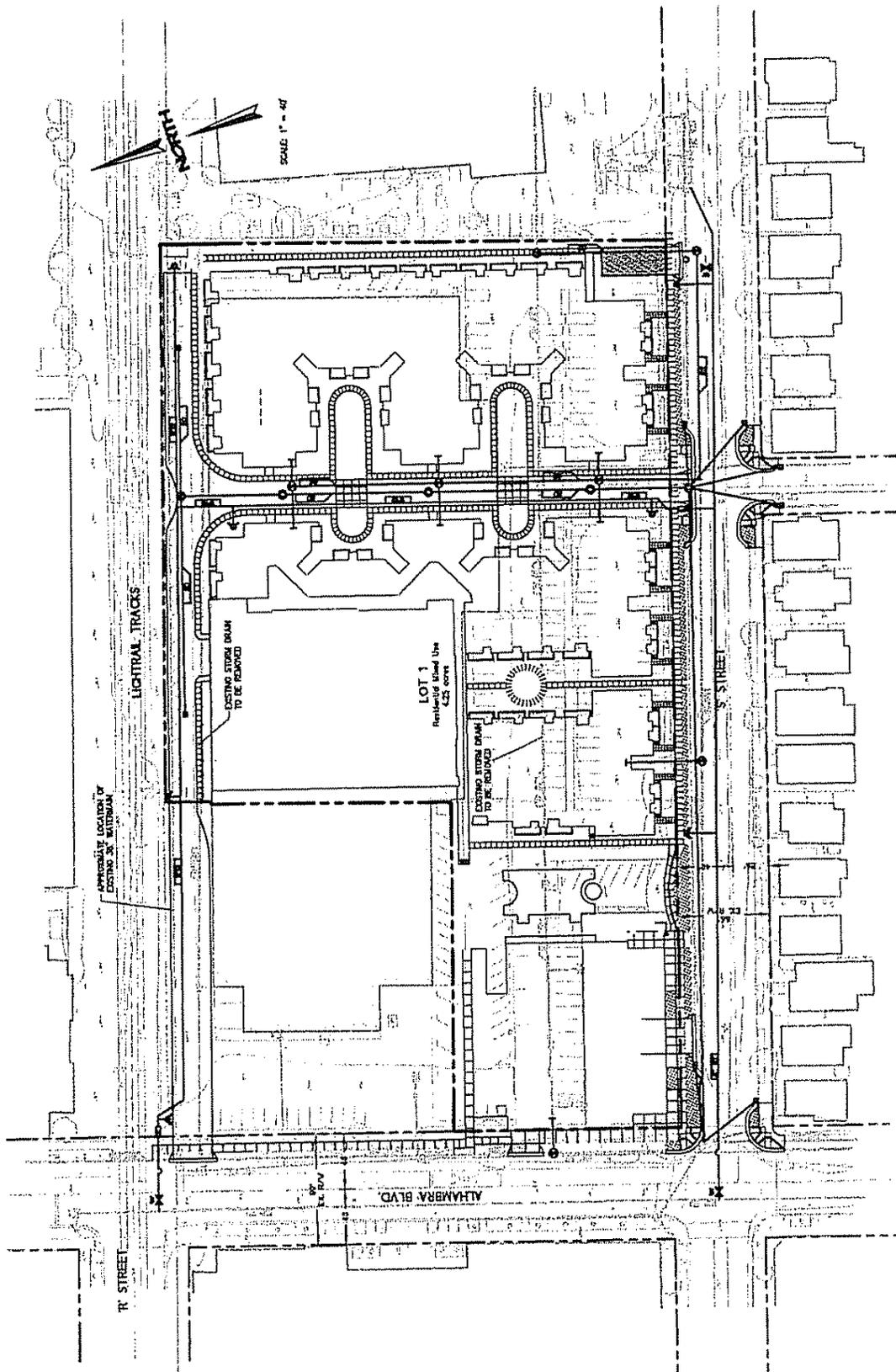




Exhibit D - 2nd and 3rd Floor Plan

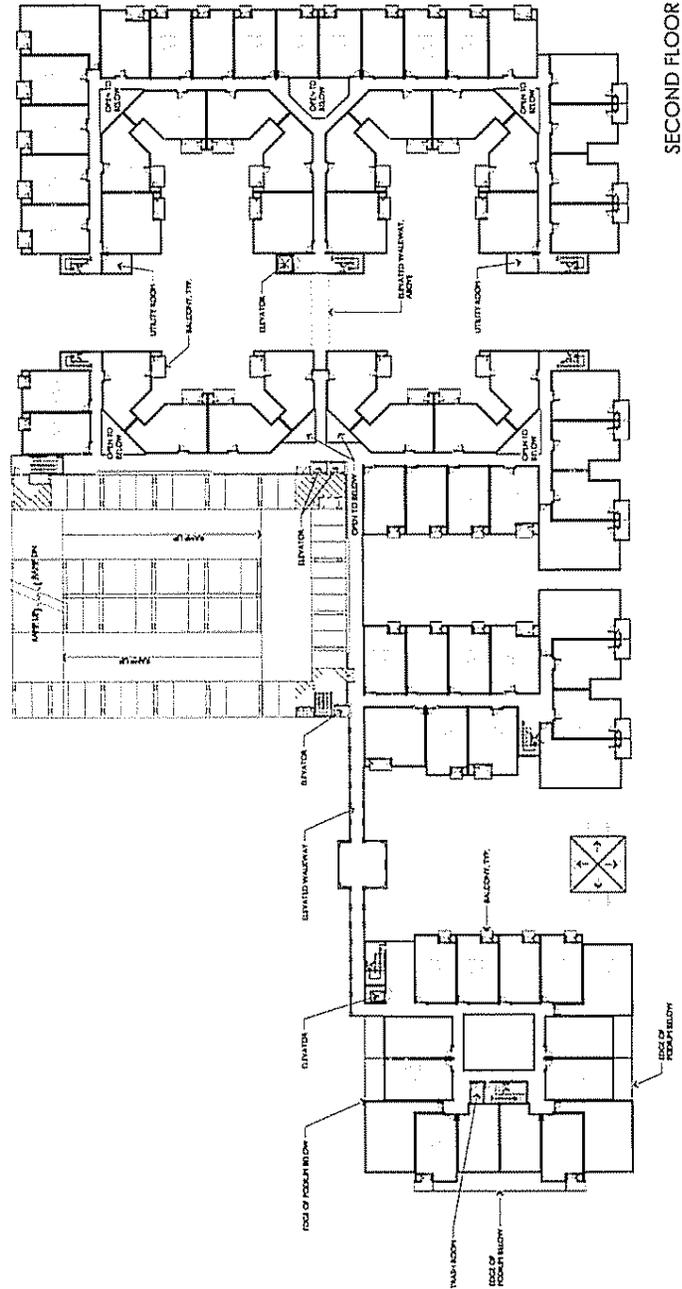
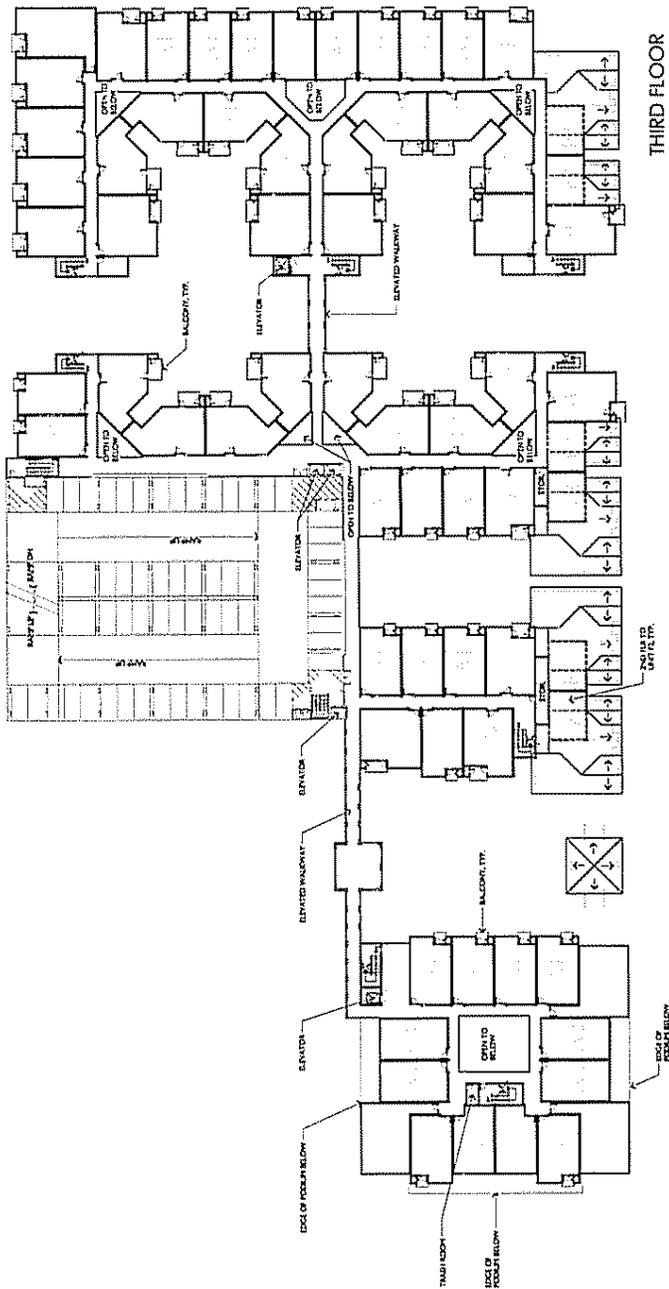
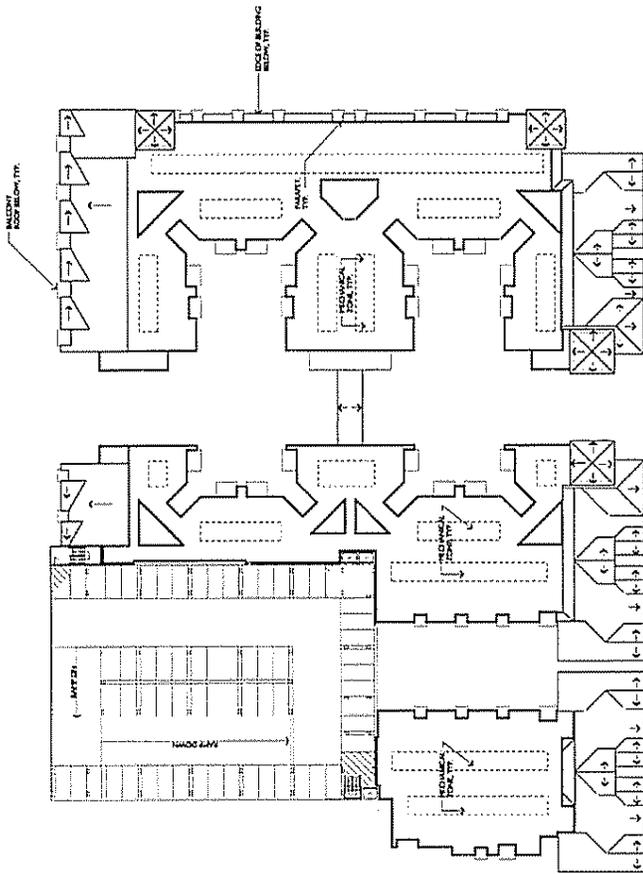
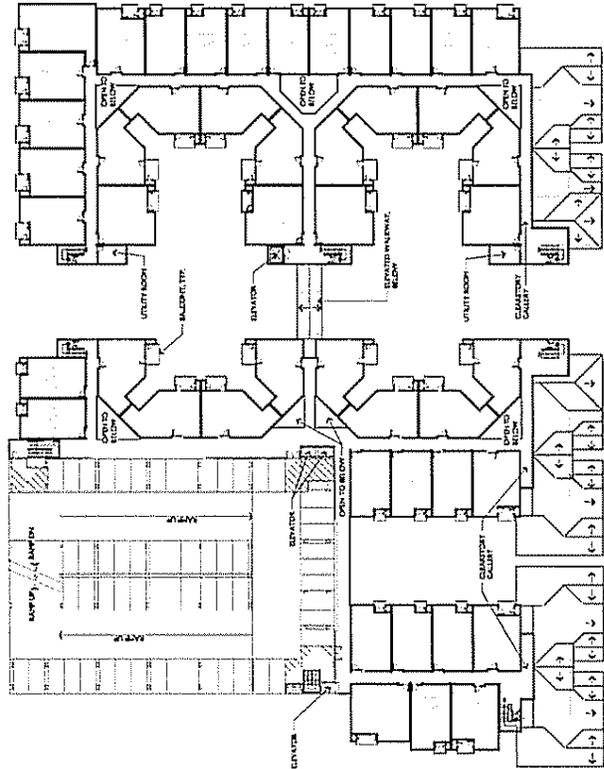


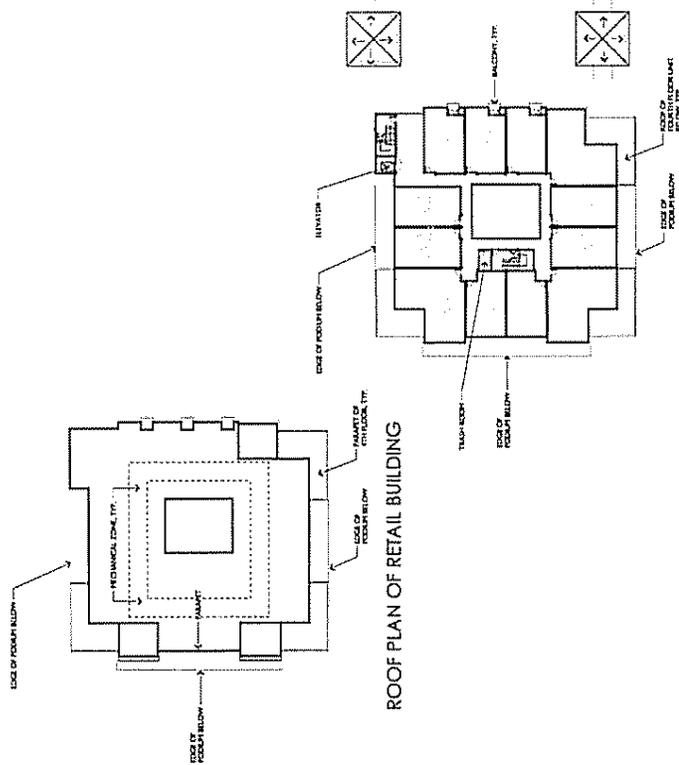
Exhibit E - 4th and 5th Floor Plan



FIFTH FLOOR / ROOF PLAN



FOURTH FLOOR



ROOF PLAN OF RETAIL BUILDING

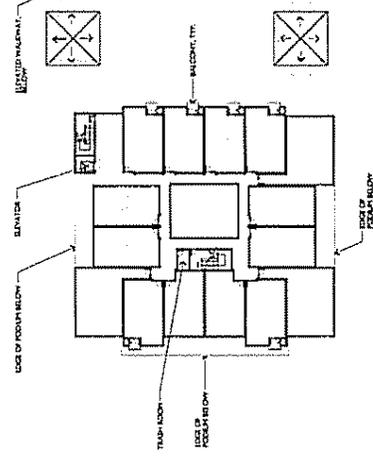
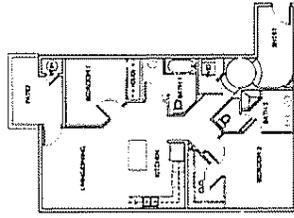
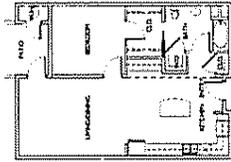


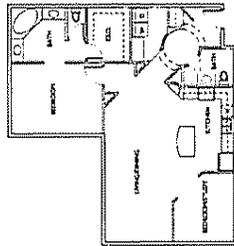
Exhibit F - Unit Floor Plans



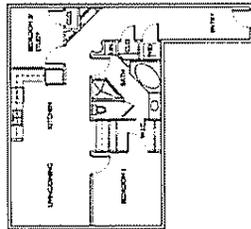
UNIT C  
1,159 SQ. FT.



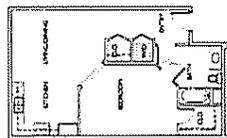
UNIT B  
884 SQ. FT.



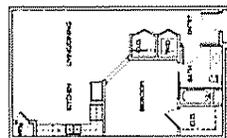
UNIT A5  
1,244 SQ. FT.



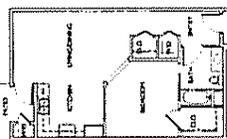
UNIT A4  
1,070 SQ. FT.



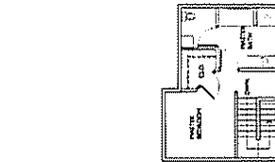
UNIT A3  
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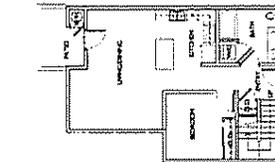
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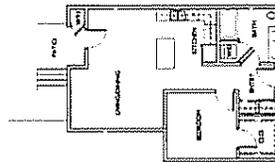
UNIT A1  
766 SQ. FT.



UNIT F2  
SECOND FLOOR  
1,351 SQ. FT.



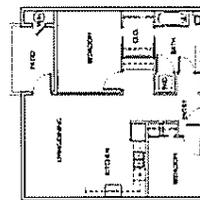
UNIT F1  
FIRST FLOOR  
831 SQ. FT.



UNIT F1  
831 SQ. FT.



UNIT E  
867 SQ. FT.



UNIT D  
950 SQ. FT.

Exhibit G - West, South & North Elevations

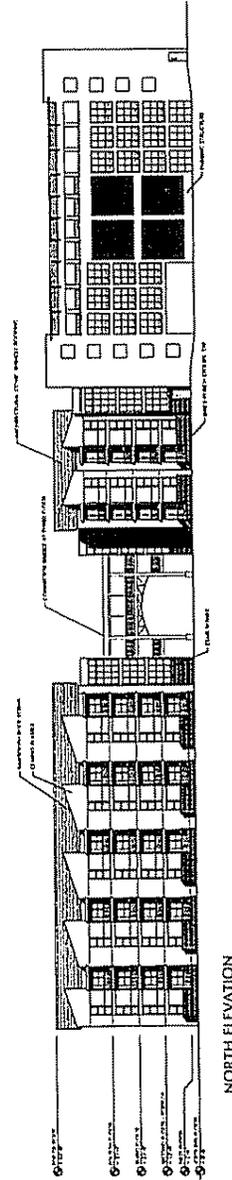
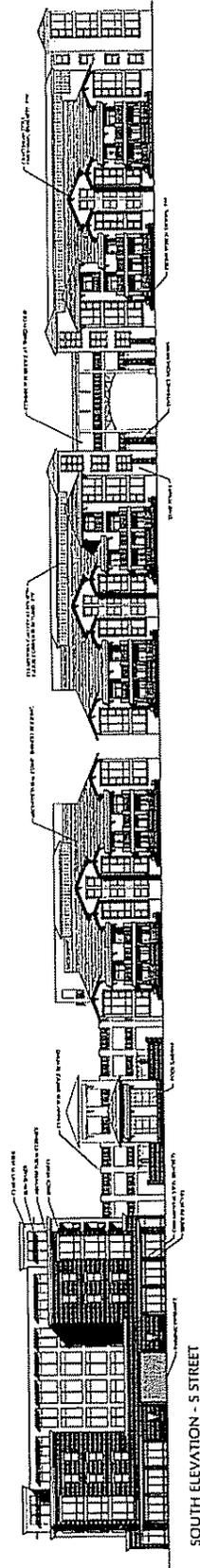
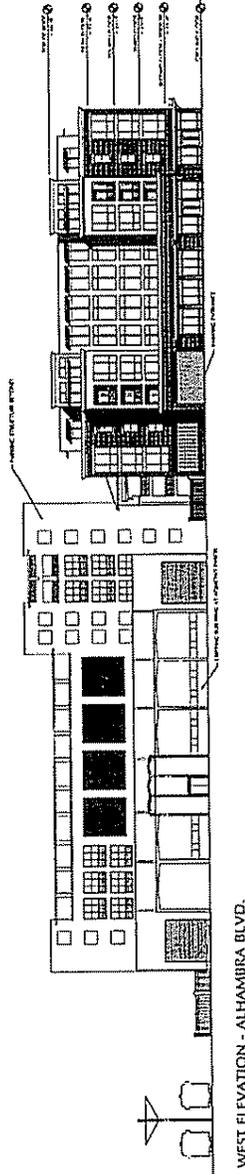
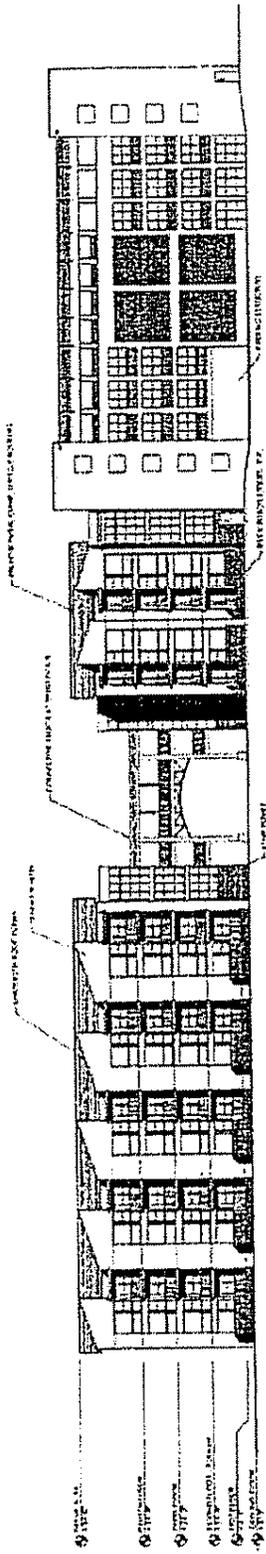
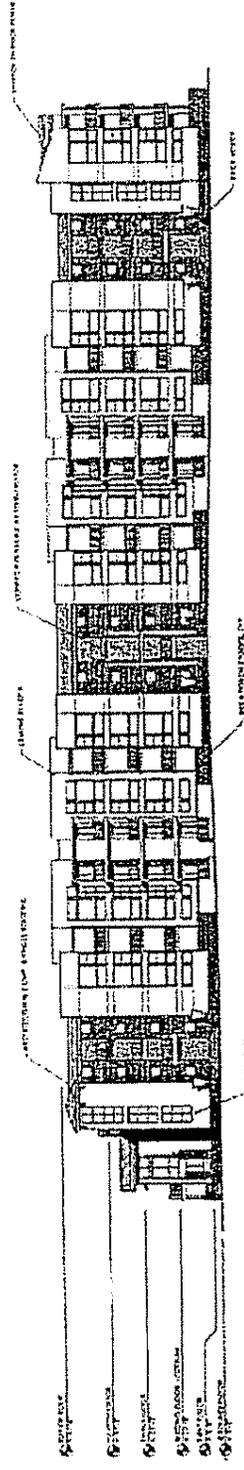


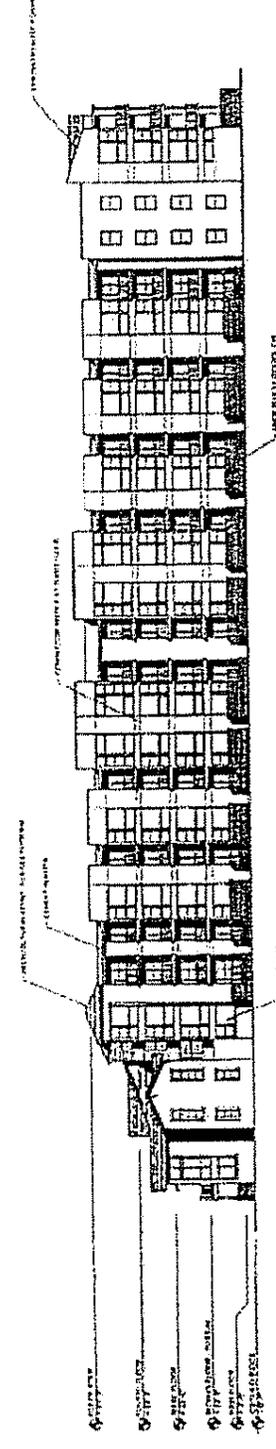
Exhibit H - North, Internal & East Elevations



NORTH ELEVATION



INTERNAL ELEVATION

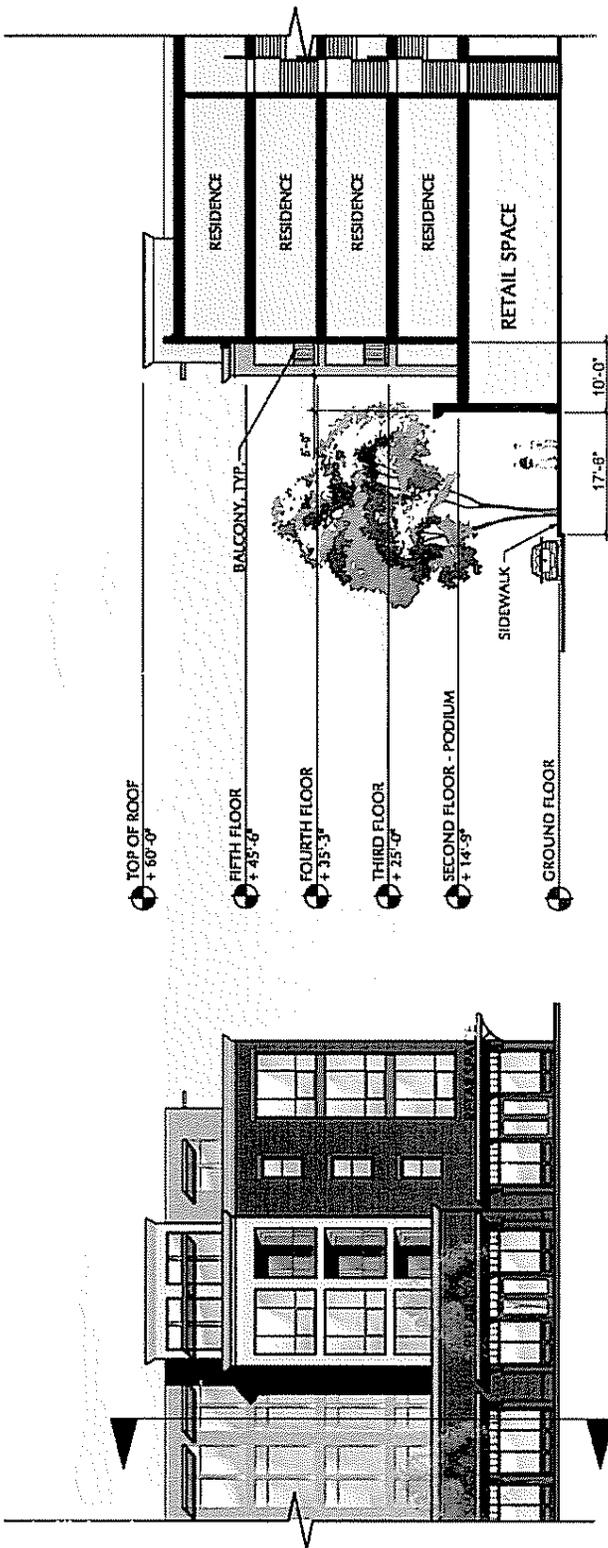


EAST ELEVATION

**Exhibit I - Streetscape Elevations**

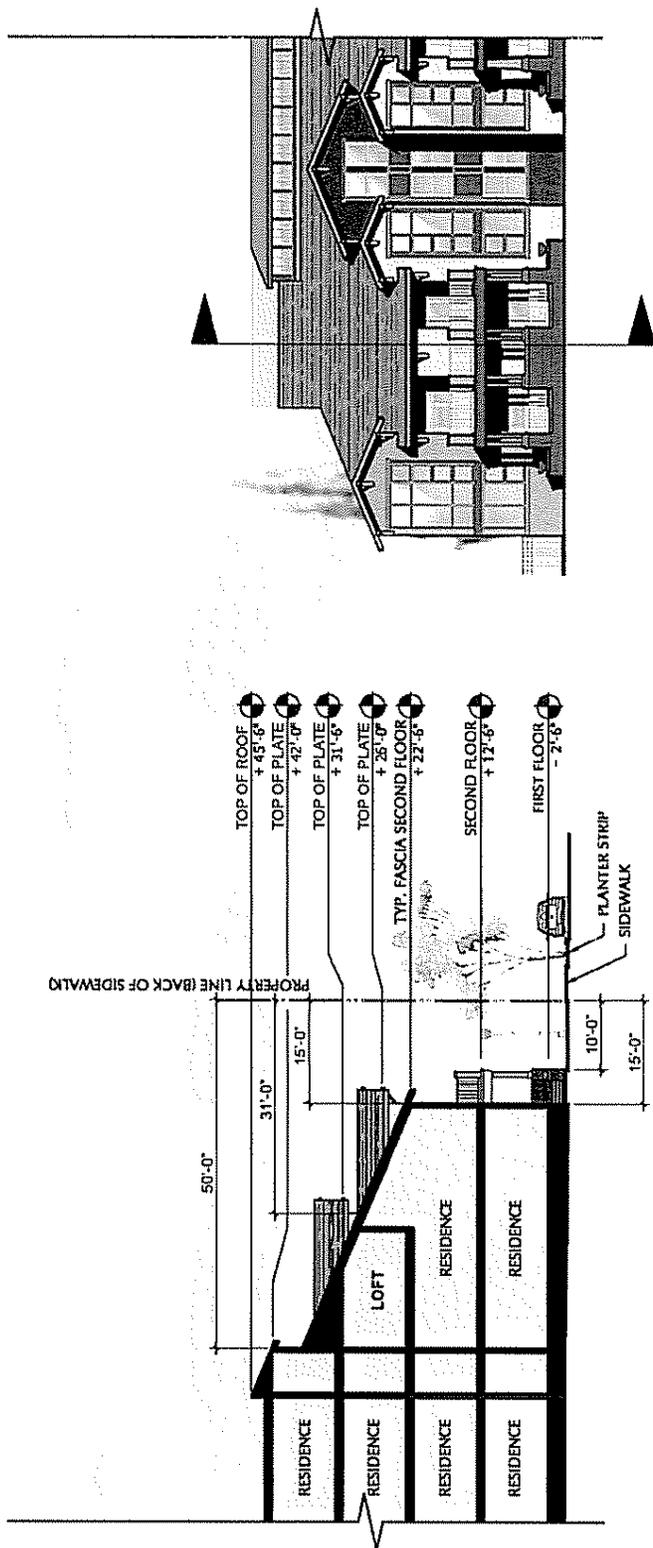


Exhibit J - Cross Section Elevation



PARTIAL CROSS SECTION

PARTIAL ALHAMBRA STREET ELEVATION

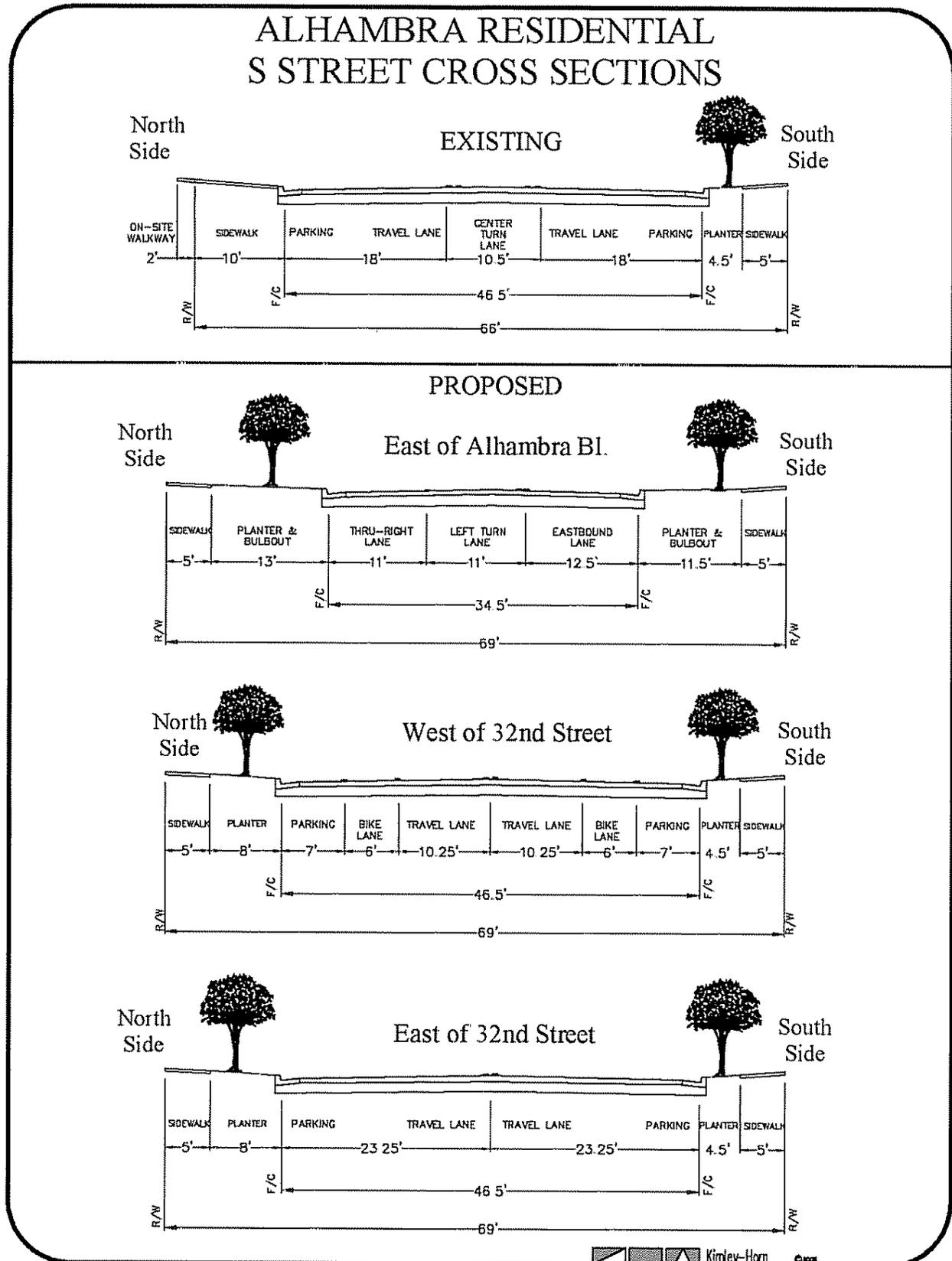


PARTIAL S STREET ELEVATION

PARTIAL CROSS SECTION



Exhibit L - S Street Cross Section



Oct. 27, 2006

