

RESOLUTION NO. 2007-049

Adopted by the Sacramento City Council

January 23, 2007

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. 2007-048 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;
18. The applicant shall coordinate with the Development Services Department and the Transportation Department and construct a crosswalk at the intersection of Alhambra Boulevard and R Street to the satisfaction of the Development Engineering Division. The applicant shall relocate some existing signage, add additional signage and install handicapped ramps at both sides of the intersection to accommodate the crosswalk to City Standards.

PUBLIC/PRIVATE UTILITIES

19. 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

20. 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

21. 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;

22. Common area landscaping shall have a separate street tap for a metered irrigation service;
23. The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service;
24. 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;
25. 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;
26. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy;
27. 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);
28. 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;
29. 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

30. **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)

31. **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:

32. All turning radii for fire access shall be designed as 35 feet inside and 55 feet outside;
33. 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;
34. 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;
35. 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;
36. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5;
37. 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;
38. 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;

39. 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);
40. Provide appropriate Knox access for site;
41. 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;
42. 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;
43. 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;
44. 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;
45. 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;
46. 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;

47. 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;
48. 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;
49. This project will disturb greater than 1 acre of property, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained at www.swrcb.ca.gov/stormwtr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit or approval of improvement plans to assure that the following items are included: 1) vicinity map, 2) site map, 3) list of potential pollutant sources, 4) type and location of erosion and sediment BMPs, 5) name and phone number of person responsible for SWPPP, 6) signed certification page by property owner or authorized representative;
50. 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;
51. 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;
52. 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-internment 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". 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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Adopted by the City of Sacramento City Council on January 23, 2007 by the following vote:

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

Noes: None.

Abstain: None.

Absent: Mayor Fargo.

Attest:


Shirley Concolino, City Clerk

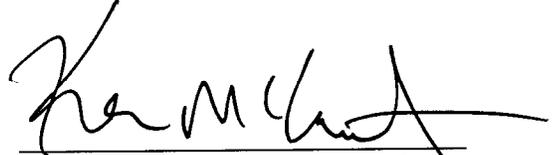

Vice Mayor, Kevin McCarty

Exhibit A - Tentative Map

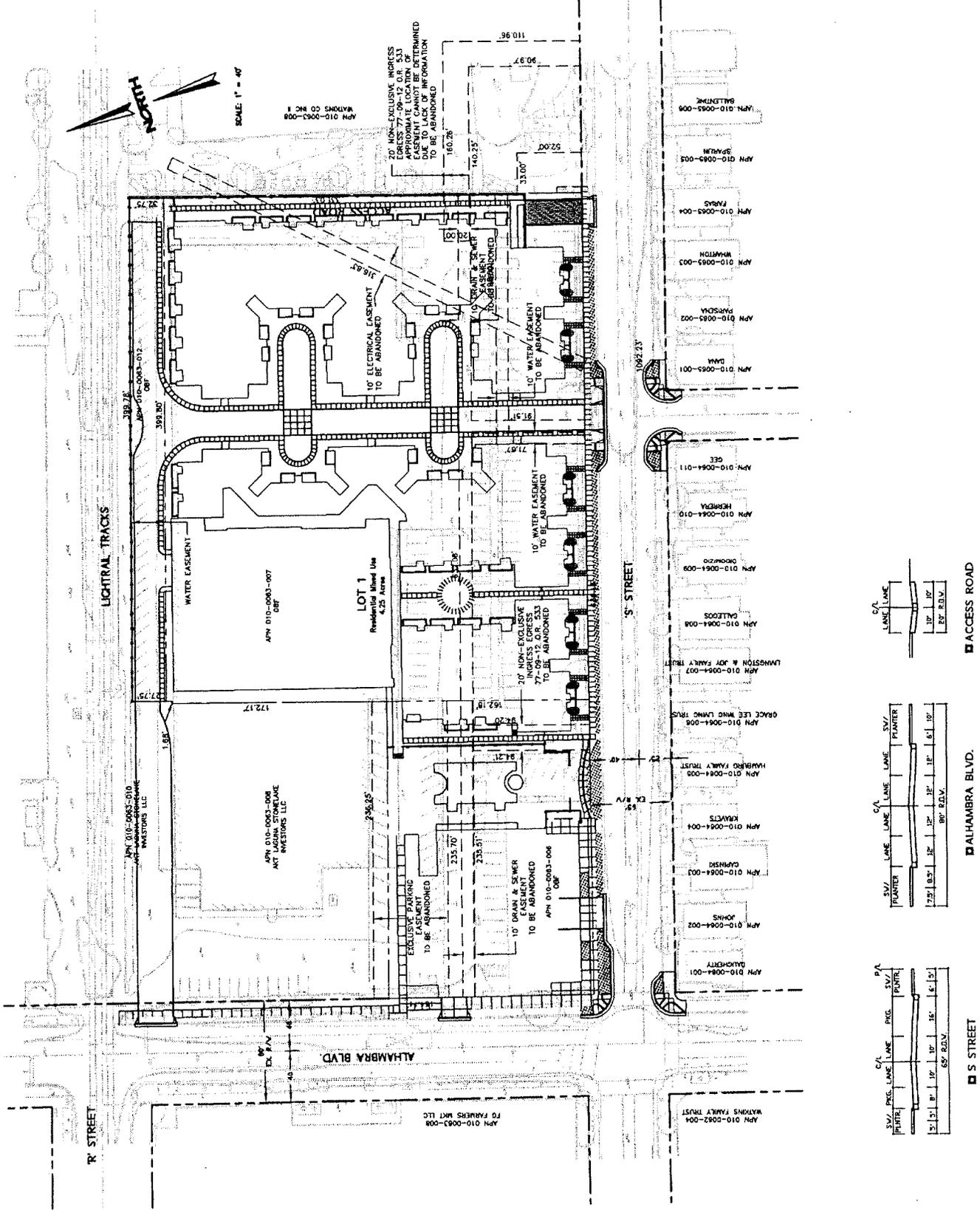


Exhibit B - Utility Plan

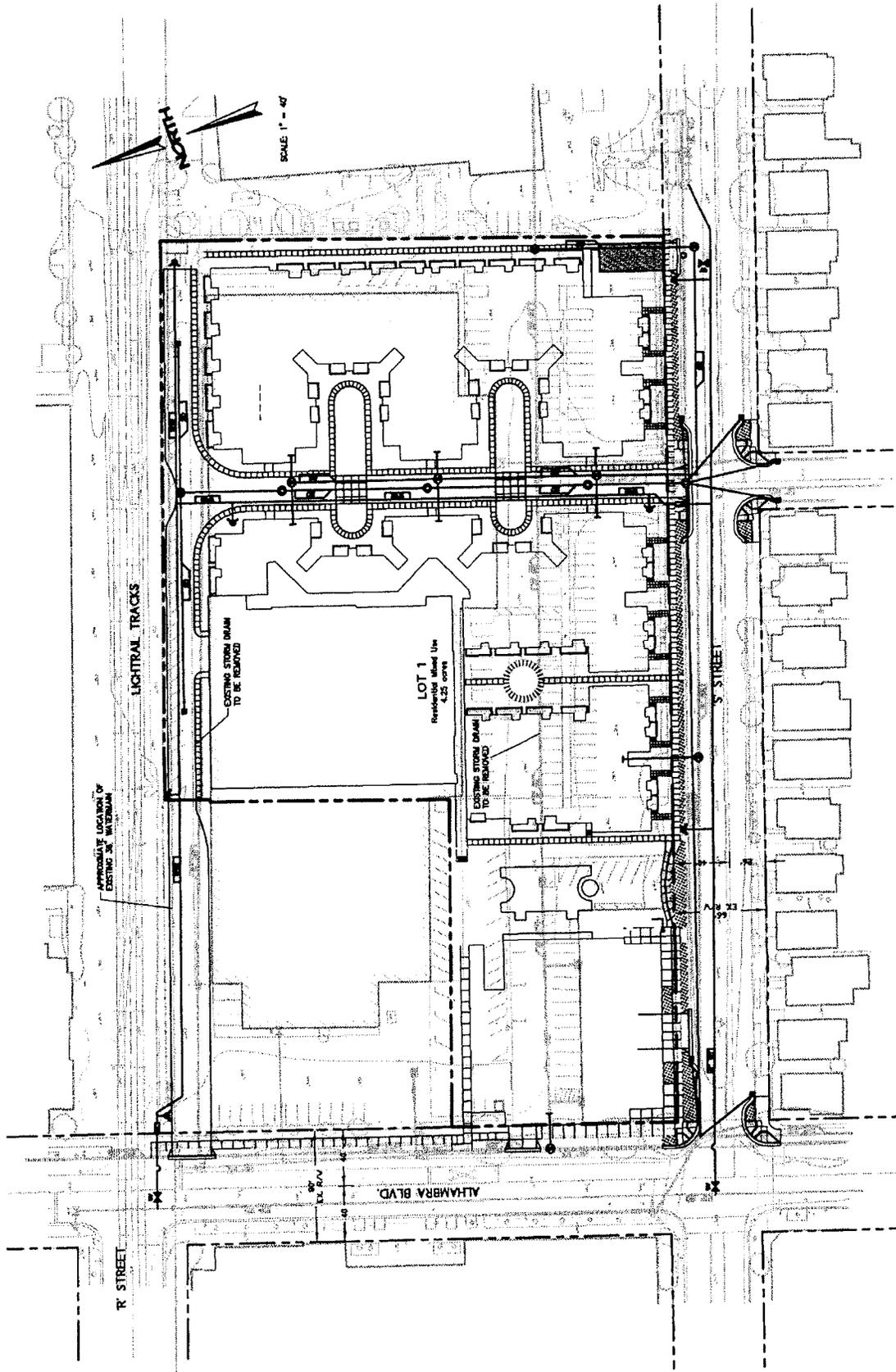


Exhibit C - Site Plan

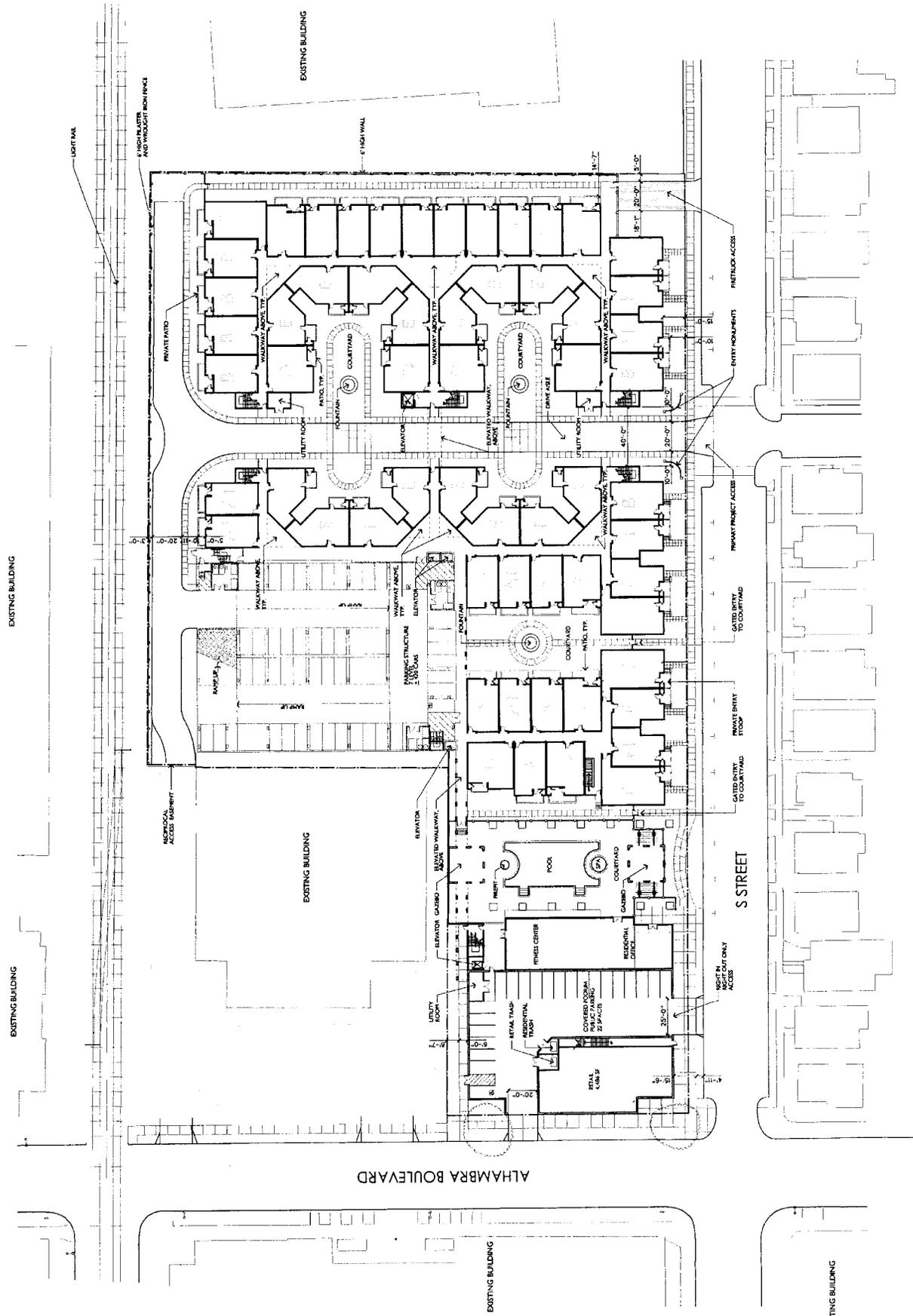
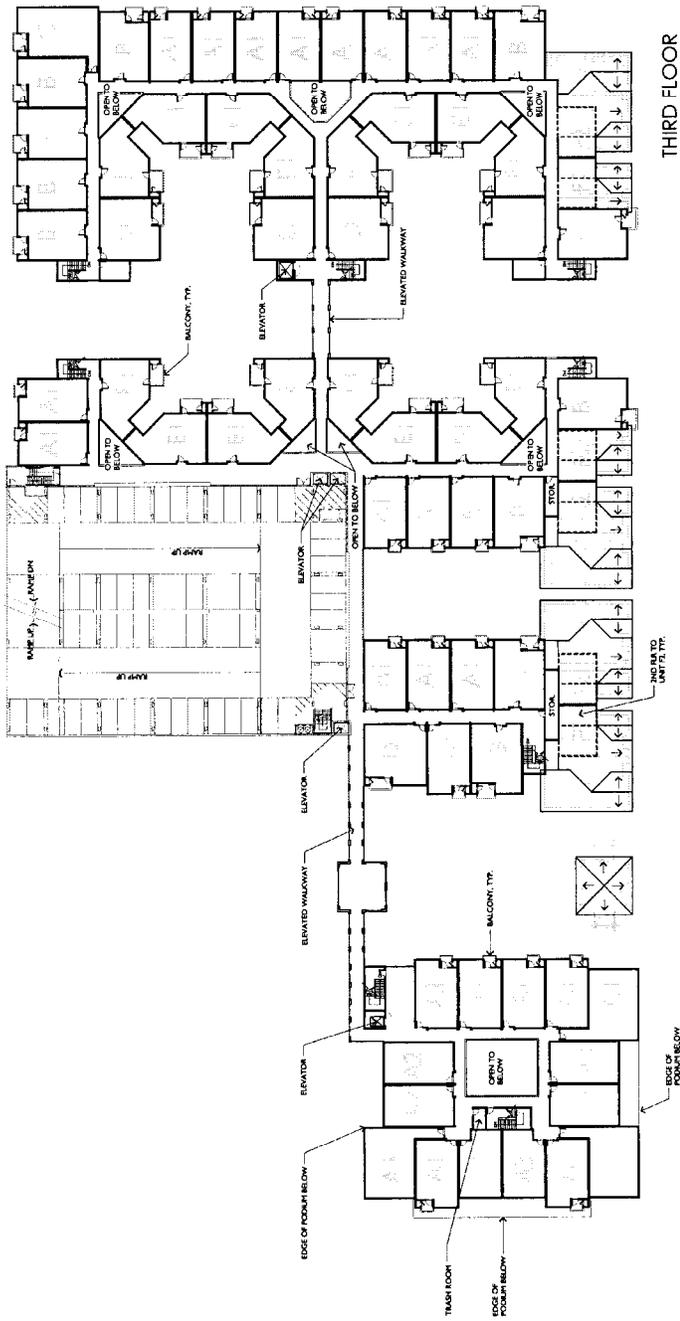
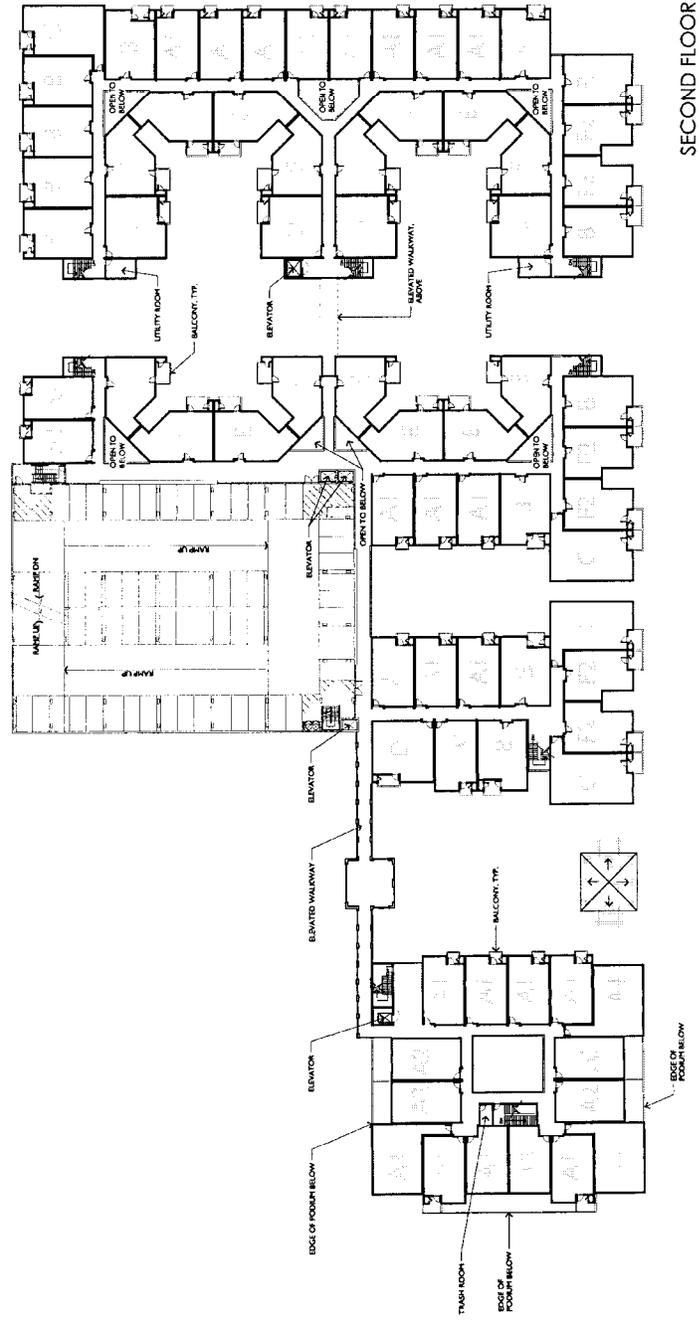


Exhibit D - 2nd and 3rd Floor Plan



THIRD FLOOR



SECOND FLOOR

Exhibit E - 4th and 5th Floor Plan

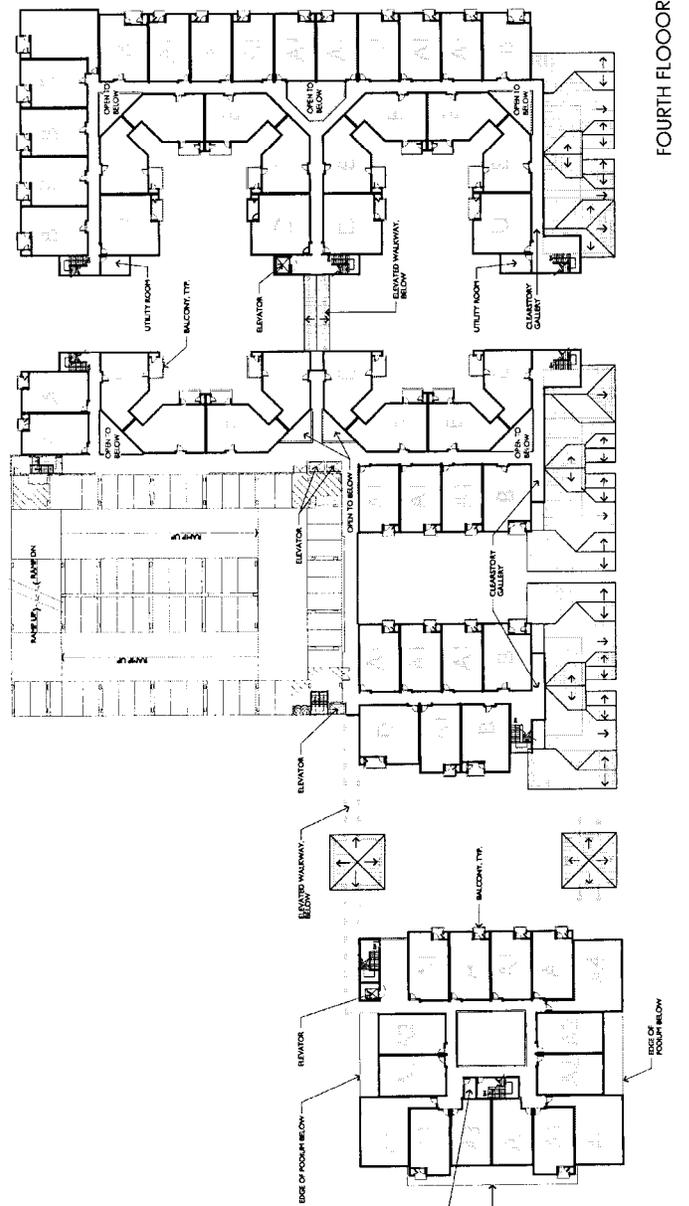
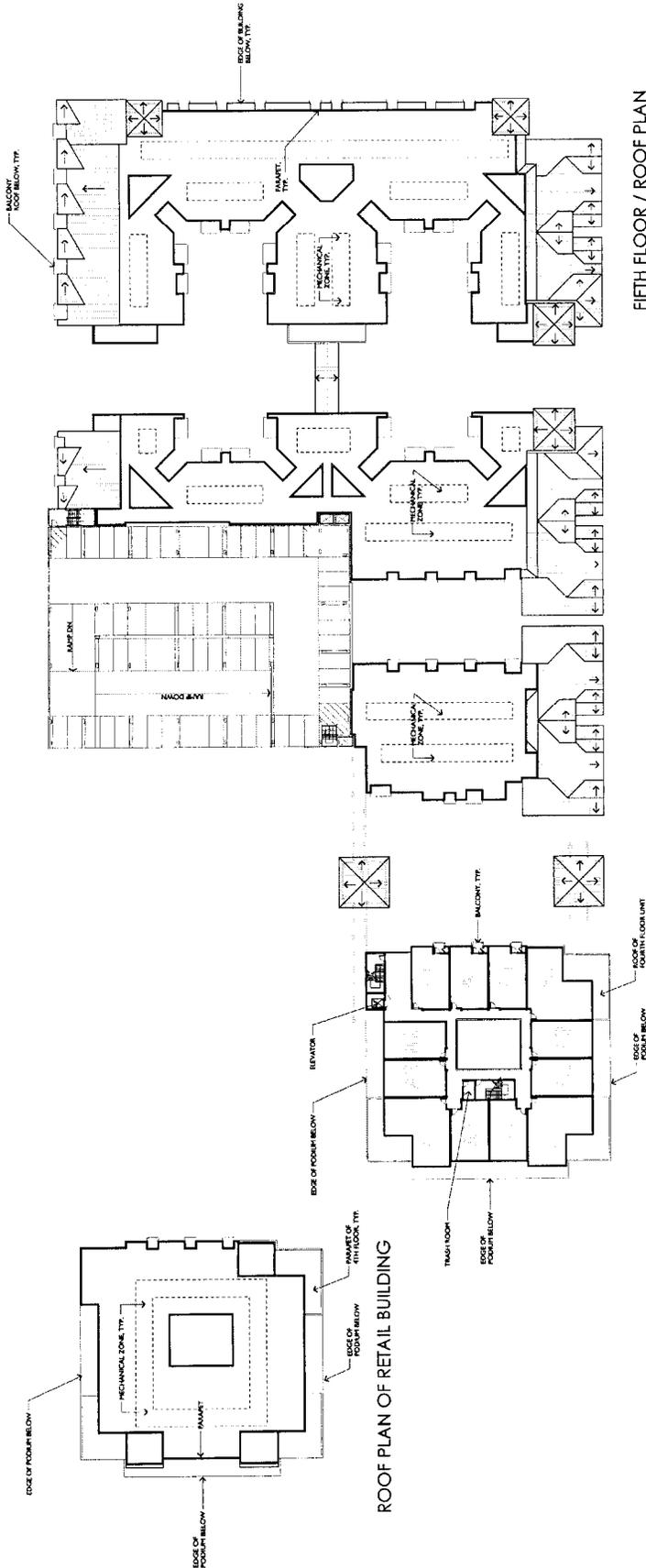
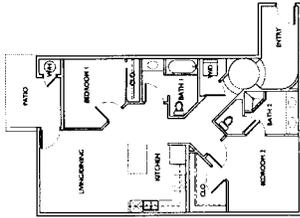
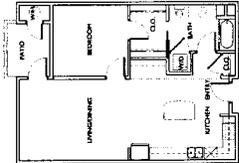


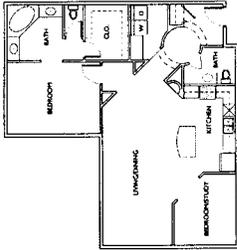
Exhibit F - Unit Floor Plans



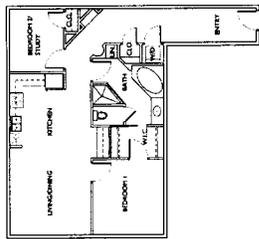
UNIT C
1,159 SQ. FT.



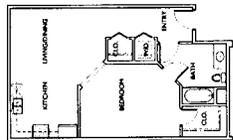
UNIT B
884 SQ. FT.



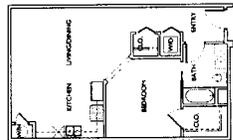
UNIT A5
1,244 SQ. FT.



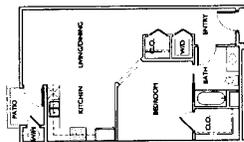
UNIT A4
1,070 SQ. FT.



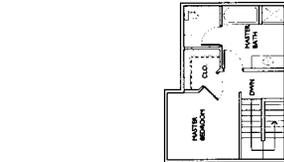
UNIT A3
759 SQ. FT.



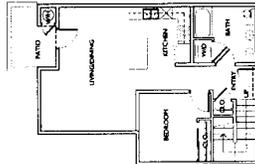
UNIT A2
789 SQ. FT.



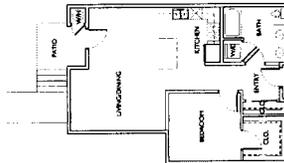
UNIT A1
766 SQ. FT.



SECOND FLOOR



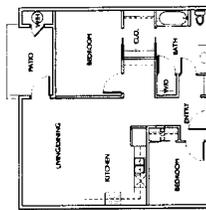
UNIT F2
FIRST FLOOR
1,351 SQ. FT.



UNIT F1
831 SQ. FT.

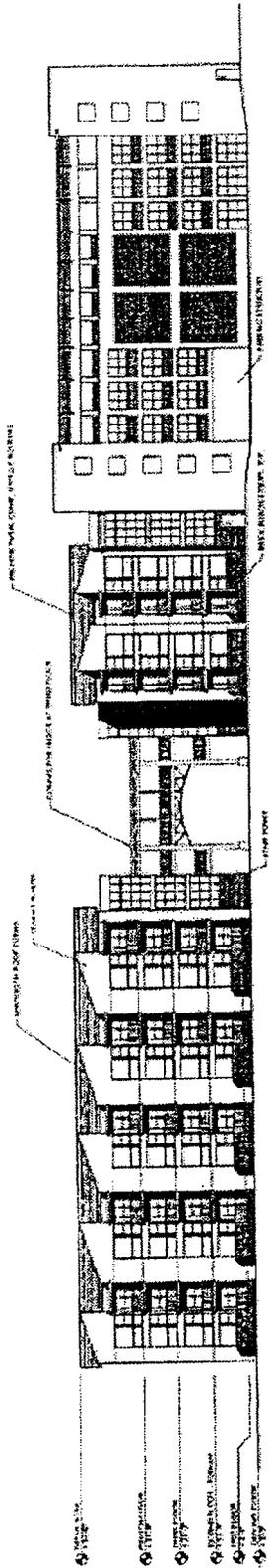


UNIT E
867 SQ. FT.

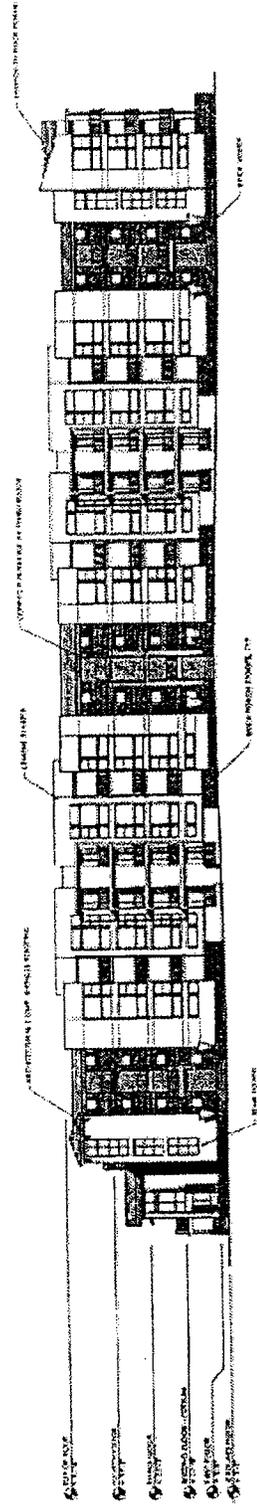


UNIT D
950 SQ. FT.

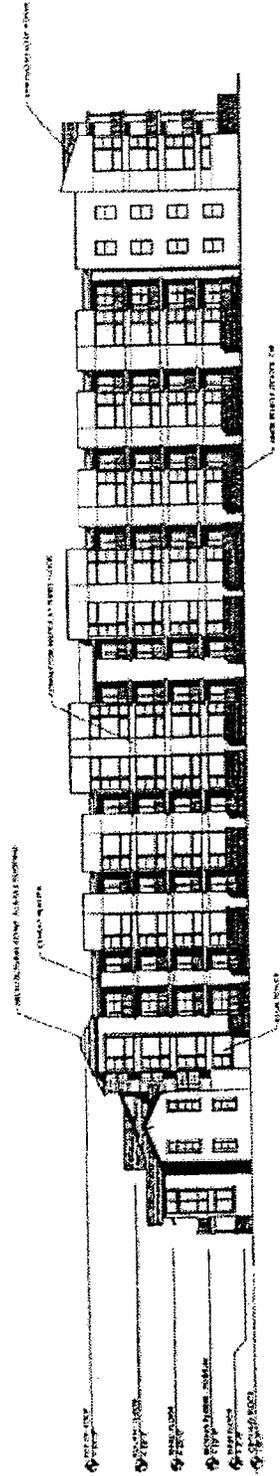
Exhibit H - North, Internal & East Elevations



NORTH ELEVATION



INTERNAL ELEVATION



EAST ELEVATION

Exhibit I - Streetscape Elevations

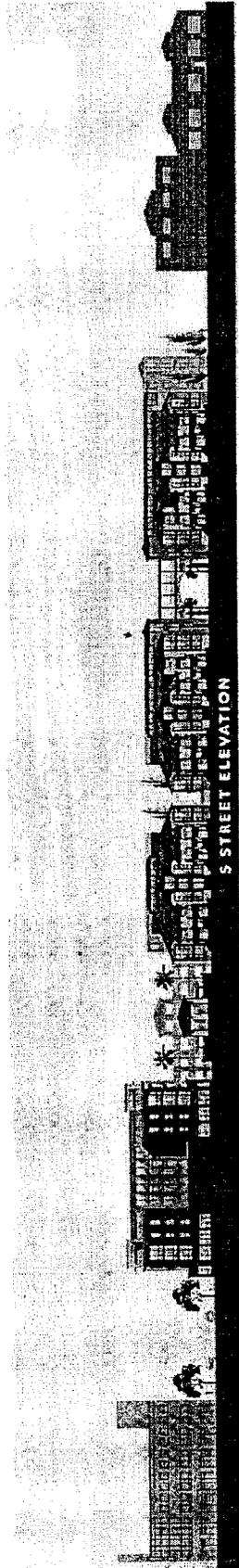
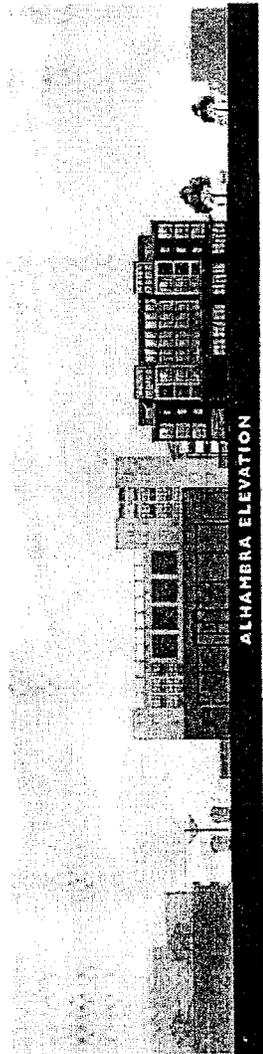
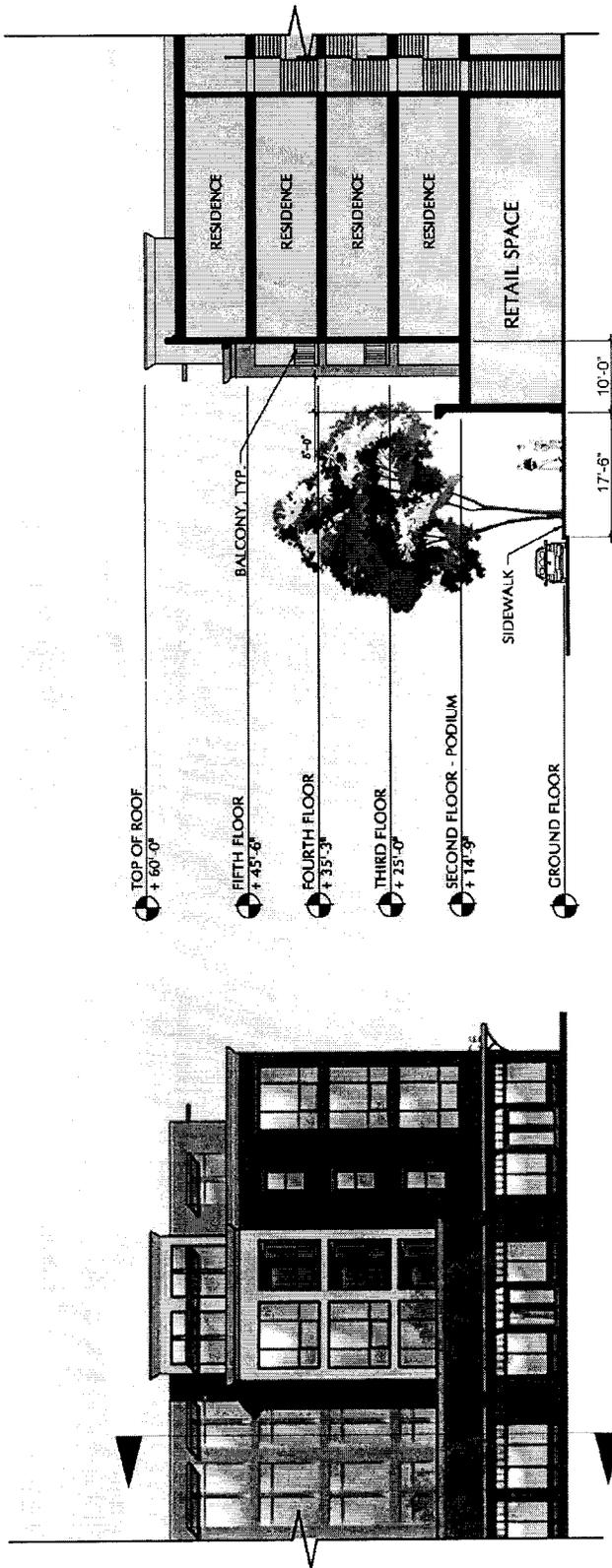
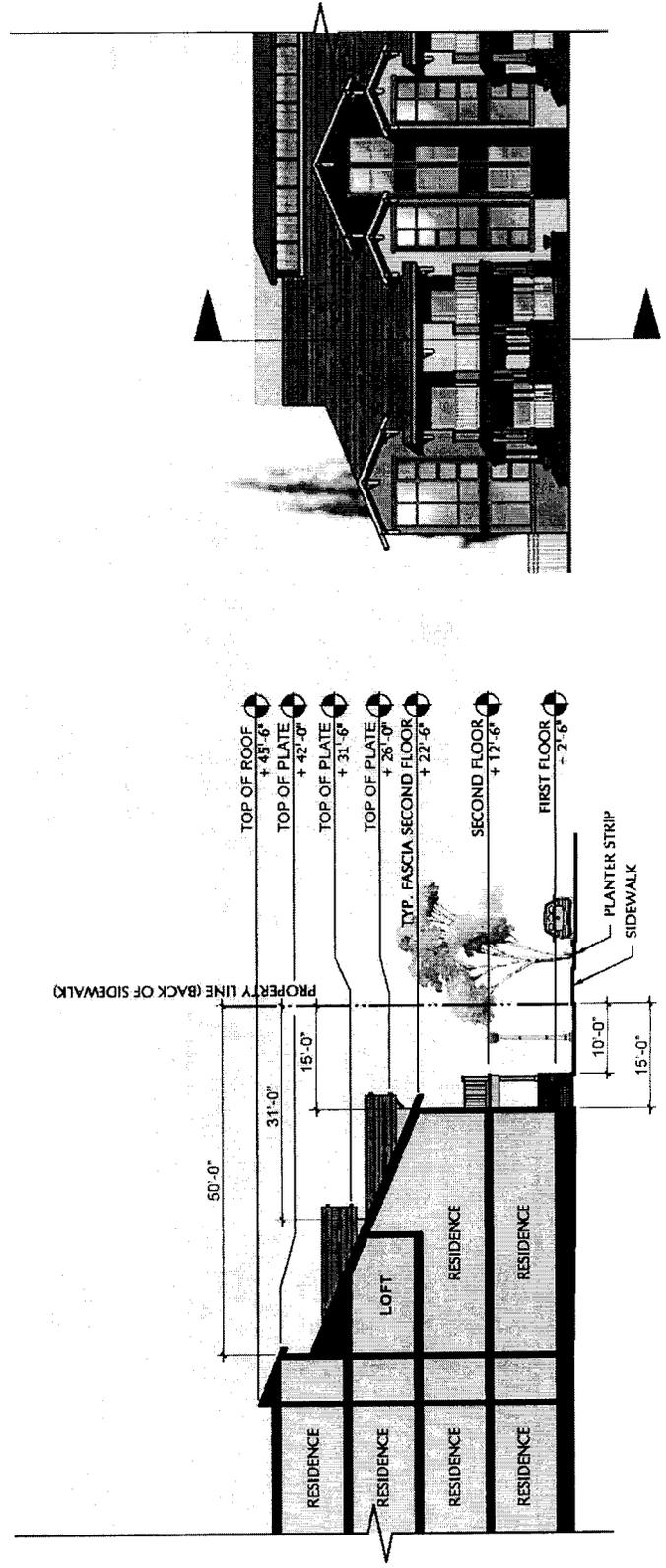


Exhibit J - Cross Section Elevation



PARTIAL CROSS SECTION

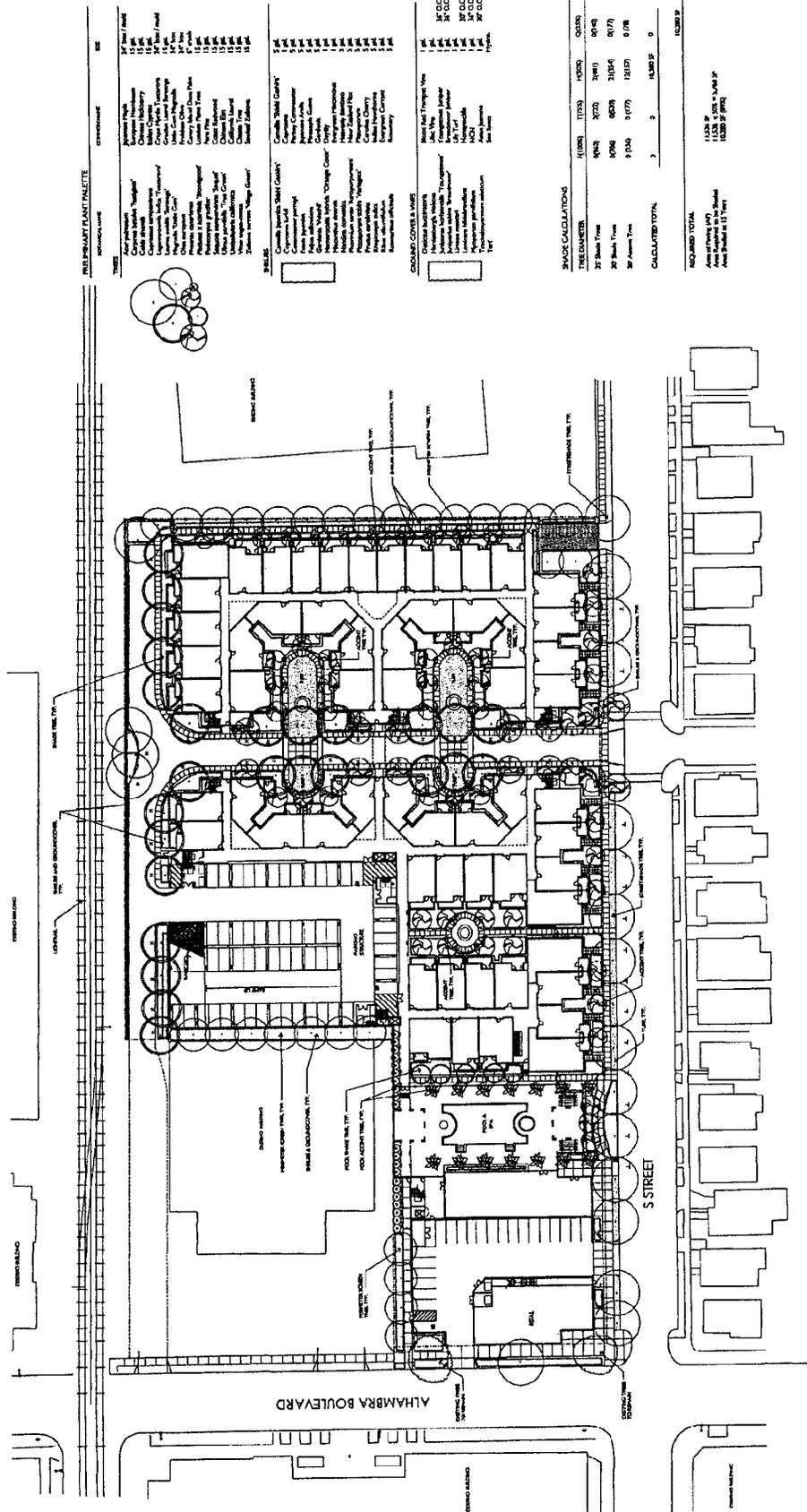
PARTIAL ALHAMBRA STREET ELEVATION



PARTIAL S STREET ELEVATION

PARTIAL CROSS SECTION

Exhibit K - Landscape Plan



ALHAMBRA RESIDENTIAL S STREET CROSS SECTIONS

