



# REPORT TO COUNCIL

## City of Sacramento

915 I Street, Sacramento, CA 95814-2671  
[www. CityofSacramento.org](http://www.CityofSacramento.org)

PUBLIC HEARING  
 October 11, 2005

Honorable Mayor and  
 Members of the City Council

**Subject:** Appeal of L Street Lofts (P05-057)

**Location/Council District:** 1812-1820 L. Street, Council District 3 (Attachment A-B)

**Recommendation:**

Staff recommends that the City Council take the following action: 1) Adopt the Notice of Decision and Findings of Fact denying the appeal of the decision of the Planning Commission to approve the Tentative Map to merge four parcels into one parcel and designate the parcel for condominium purposes, the Special Permits to construct 92 condominium units, exceed the maximum building height and build to 93 feet, to waive the parking associated with the commercial uses, and to allow tandem parking, and a Variance to reduce maneuvering width within the parking garage.

**Contact:** Stacia Cosgrove, Associate Planner, 808-7110; Jeanne Corcoran, Senior Planner, 808-5317

**Presenters:** Stacia Cosgrove, Associate Planner, 808-7110; Jeanne Corcoran, Senior Planner, 808-5317

**Department:** Development Services Department

**Division:** Planning Division

**Organization No:** 4875

**Summary:**

An appeal of the project was filed by Steven Ballew on August 22, 2005. The reason for the appeal as stated is that the "project exceeds the RMX-UN zoning parameters and represents policy decisions that are the proper purview and responsibility of the City Council. Other issues of concern include but are not limited to the tree canopy, parking and sewer issues." A copy of the appeal is included in this staff report as Attachment D.



**Committee/Commission Action:**

On July 6, 2005, the Design Review/Preservation Board approved the project with a vote of four ayes to three noes (DR05-140). On August 11, 2005, the project was approved by the Planning Commission with a vote of five ayes to one no.

As a matter of process, the final action of the Tentative Map, Special Permits, and Variance rests with the Planning Commission unless appealed or called-up. Since the project was appealed, the City Council is now being asked to act upon all of the requested entitlements.

**Background Information:**

Project Summary: The applicant proposes to construct a new mixed use project consisting of 92 loft-style condominium units and approximately 5,850 square feet of ground floor retail in the Residential Mixed Use - Urban Neighborhood Overlay zone (RMX-UN). The Urban Neighborhood (UN) overlay promotes higher density housing and mixed use projects, particularly along this section of L Street, to serve as a transition between Midtown and the Central Business District and to support the Arts and Entertainment District and nearby employment. The site falls within the Central City Design Review District.

The applicant is requesting to waive the fifteen (15) onsite parking spaces that are required by the Zoning Code for the retail uses. The building will meet and exceed the parking requirements for the residential uses. A Special Permit is required to exceed the maximum prescribed height limit in the RMX-UN zone of 65 feet and to construct a building that is 93 feet in height. A Tentative Map is requested to merge the four existing parcels and to designate the single parcel for condominium purposes. A Special Permit and Variance are also requested to allow tandem parking within the parking garage and to reduce the required maneuvering area (from 26 feet to 24 feet).

Planning Commission Hearing Summary: On August 11, 2005, the Planning Commission conducted a hearing on the L Street Lofts project. The issues raised at the hearing included: 1) the height of the building, 2) stepbacks to the building above the first floor in order to accommodate the existing tree canopy, and 3) the request of the applicant to waive 15 parking spaces. A summary of the Planning Commission staff report is included as Attachment E of this report. Staff supported the proposed project for the following reasons:

- 1) *Height of the Building-* The applicant is requesting a Special Permit to exceed the height limit in the RMX zone and construct a building that is 93 feet in height (measured to the plate line). While the proposed building is taller than its immediate neighbors, the building is appropriately designed and will not be out of context on the street for the following reasons:
  - A. The proposed project complies with setback recommendations of the Central City Neighborhood Design Guidelines;

- B. The entire block facing this project site is currently under construction with a 5-story, 65-foot tall residential building (1801 L Street). There are also two nine-story residential buildings within the immediate project area that provide context for the proposed building; and
- C. The UN overlay zone anticipates additional height in this area of the Central City in order to support the Arts and Entertainment District and to provide a transition area between the smaller scale residential and retail Midtown area and the Central Business District.

2) *Building Stepback from the Street/Street Trees*- The City Arborist reviewed the proposed project plans and expressed concern that the proposed development will adversely impact the existing street trees. There are two mature street trees in front of the site, including a 20-inch diameter Oriental plane (*Platanus orientalis*) and a 30-inch diameter London plane (*Platanus acerifolia*). There is also a 31-inch diameter London plane (*Platanus acerifolia*) adjacent to the project site in front of 1824 L Street that could potentially be affected. The City Arborist recommended that preservation of the trees would require a building setback of 20 feet above the first floor and an underground setback of 4-feet behind the back of the sidewalk. Another option would be for the building to be “notched” out around the street trees.

The applicant appealed the City Arborist decision to the Parks and Recreation Director. A decision by the Director was rendered on September 8, 2005, stating that both the 20-inch Oriental plane and 30-inch London plane trees on the site may be removed, with conditions. A copy of the decision is included as Attachment G. The tree protection notes within the appeal have been included as conditions on the project Special Permit.

3) *Parking Waiver for On-site Retail Spaces*- Table 1 below demonstrates the allocation of parking spaces for this project:

**Table 1**  
**Required and Provided Parking**

<b>Use</b>	<b>Spaces Required</b>	<b>Spaces Provided</b>
Residential (Condominiums)	1 space per unit = 92 spaces	92 spaces
Commercial (5,850 sqft)	1 space per 400 sq ft = 15 spaces	none
1801 obligation	26 spaces	26 spaces
Surplus Spaces (not assigned)	---	10 spaces (not available to commercial patrons)
<b>TOTAL</b>	<b>133 spaces</b>	<b>128 spaces</b>

The Zoning Code requires that the project provide 133 parking spaces to service the proposed uses within the building. A total of 128 parking spaces is proposed. The parking spaces will be for residents of the building, and 26 spaces are

required to be provided for residents of the building across the street at 1801 L Street (per file number Z02-220). The applicant is requesting to waive the 15 parking spaces associated with the retail square footage and has provided a Parking Program and Strategy (Attachment S).

The City has traditionally reduced parking for mixed use projects. Mixed use projects are anticipated to share parking facilities and usually attract a higher pedestrian market, since they are located in high employment and residential areas. Additionally, the site is located in close proximity to bus transit service; bus routes operate on 19<sup>th</sup> Street, L Street and J Street. The project site is located in an area with a mix of parking programs from residential permit, 1-hour, 2-hour and 10-hour meters as well as posted time limit parking without meters.

A total of 5,850 square feet of the building is set aside for commercial uses. Staff anticipates that the two commercial spaces will result in primarily neighborhood - serving uses, such as small office, retail services, or restaurant uses. Staff supports waiving the spaces for retail uses because of the nature of the parking behavior they engender; office and retail uses (such as clothing stores, hair salons, or real estate offices) tend to keep regular office hours (8-5pm), vehicular trips are spread out during those hours, and the trip/parking duration tends to be shorter than those expected with restaurant uses. Staff has conditioned the project such that if the commercial spaces are to be occupied by restaurant uses, the applicant must provide off-site (or on-site) parking for employees and patrons. Restaurant uses typically stay open after 7pm, vehicular trips are more during peak times (lunch and dinner), and the duration of stay will be up to two hours.

Ultimately, the Planning Commission supported the L Street Lofts project for the following reasons:

- 1) Homeownership is a very important component of this project, and more housing in general is needed in this area. Homeowners will care about the neighborhood and patronize local businesses;
- 2) From an urban design perspective, this building fits in with its surroundings. There is little difference between a 65-foot and a 93-foot tall building; and
- 3) This project is transit supportive.

#### **Financial Considerations:**

This project has no fiscal considerations.

#### **Environmental Considerations:**

The proposed project is exempt from environmental review pursuant to CEQA Guidelines (CEQA Sections 15332). Section 15332 allows for infill development such as the current application to be categorically exempt from CEQA Guidelines. The project is consistent with the General Plan designation and all applicable General Plan policies, as well as the site's zoning designation. The site is no more than 5 acres in size and surrounded by urban uses. The site has no value as habitat and would not

result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services.

**Policy Considerations:**

The Planning Commission and staff have determined that the proposed project is consistent with the site's General Plan designation of Community/Neighborhood Commercial and Office, the Central City Community Plan designation of Residential Mixed Use, and the site's Zoning designation of Residential Mixed Use- Urban Neighborhood Overlay (RMX-UN). The project is consistent with the guidelines set forth in the Central City Design Review Guidelines.

Central City Housing Strategy: In May 1999, the City Council approved Phase 2 of the implementation of the Central City Housing Strategy. Phase 2 of the Central City Housing Strategy approved various amendments to the Central City Community Plan text and land use designations and amended zoning of certain properties as well as various City Code (Zoning, Title 17) requirements. These amendments were adopted to support and assist in the development of housing within the Central City area. Parcels affected by the Community Plan and Zoning Ordinance amendments included the parcels proposed for development with the L Street Lofts project; the parcels were rezoned to be included in the Urban Neighborhood (UN) overlay.

Urban Neighborhood Overlay: The subject site is located within the Urban Neighborhood (UN) Overlay area. As stated in the City Zoning Ordinance, the purpose of the UN overlay zone is to encourage the development of new housing and mixed use development in specified General Commercial (C-2) and Residential Mixed Use (RMX) zoned areas located southeast of the Memorial Auditorium between the Central Business District and the Central City's Midtown and residential areas. This area would provide support services and housing for the Arts and Entertainment District and would serve as a transition area in terms of building scale and height between the lower and medium density Midtown business and residential areas to the east and the high intensity Central Business District to the west.

This overlay zone permits increased heights over the base zone for projects with a residential component, and encourages housing and mixed use projects. Additional height is allowed for residential projects with the approval of a Special Permit.

Central City Parking Master Plan: The City's Department of Transportation is currently conducting a Master Plan study of parking in the Central City area. The study was initiated in January 2005 and will develop a comprehensive parking strategy by assessing current parking availability and future opportunities in metered spaces, on-street parking, garages and surface parking lots, and potential joint use private parking. Several maps containing parking survey information are currently available for review and are attached to this staff report as Attachment T. The parking numbers shown for the project area show that the busiest on-street parking time is during the lunch hour and evening dinner time; there are a number of popular restaurants in the immediate area. The number of occupied on-street parking spaces drops dramatically in the late

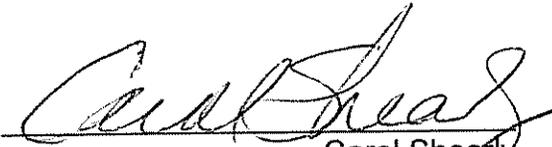
evening hours (after 10pm), suggesting that the majority of these spaces are being occupied by business patrons, not residents parking on the street.

Smart Growth Principles: City Council adopted a set of Smart Growth Principles in December 2001 in order to encourage development patterns that are sustainable and balanced in terms of economic objectives, social goals, and use of environmental/natural resources. The proposed project is consistent with the Smart Growth Principles in that it contributes to a mix of land uses and supports vibrant city centers by giving preference to the redevelopment of city centers and transit oriented development within existing transportation corridors with vertically or horizontally integrated mixed uses. The project contributes to the range of housing opportunities and choices in the area by offering for-sale condominiums, and helps foster a walkable, close-knit neighborhood.

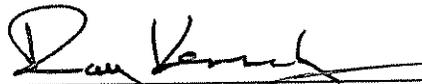
Strategic Plan Implementation: The recommended action conforms with the City of Sacramento Strategic Plan, specifically by advancing the goal to enhance and preserve neighborhoods by directing new development (and supportive infrastructure) to existing developed areas, allowing for efficient use of existing facilities, features and neighborhoods.

**Emerging Small Business Development (ESBD):**

City Council approval of these proceedings is not affected by City policy related to the ESBD Program. No goods or services are being purchased.

Respectfully Submitted by:   
Carol Shearly  
Interim Planning Director  
Planning Division

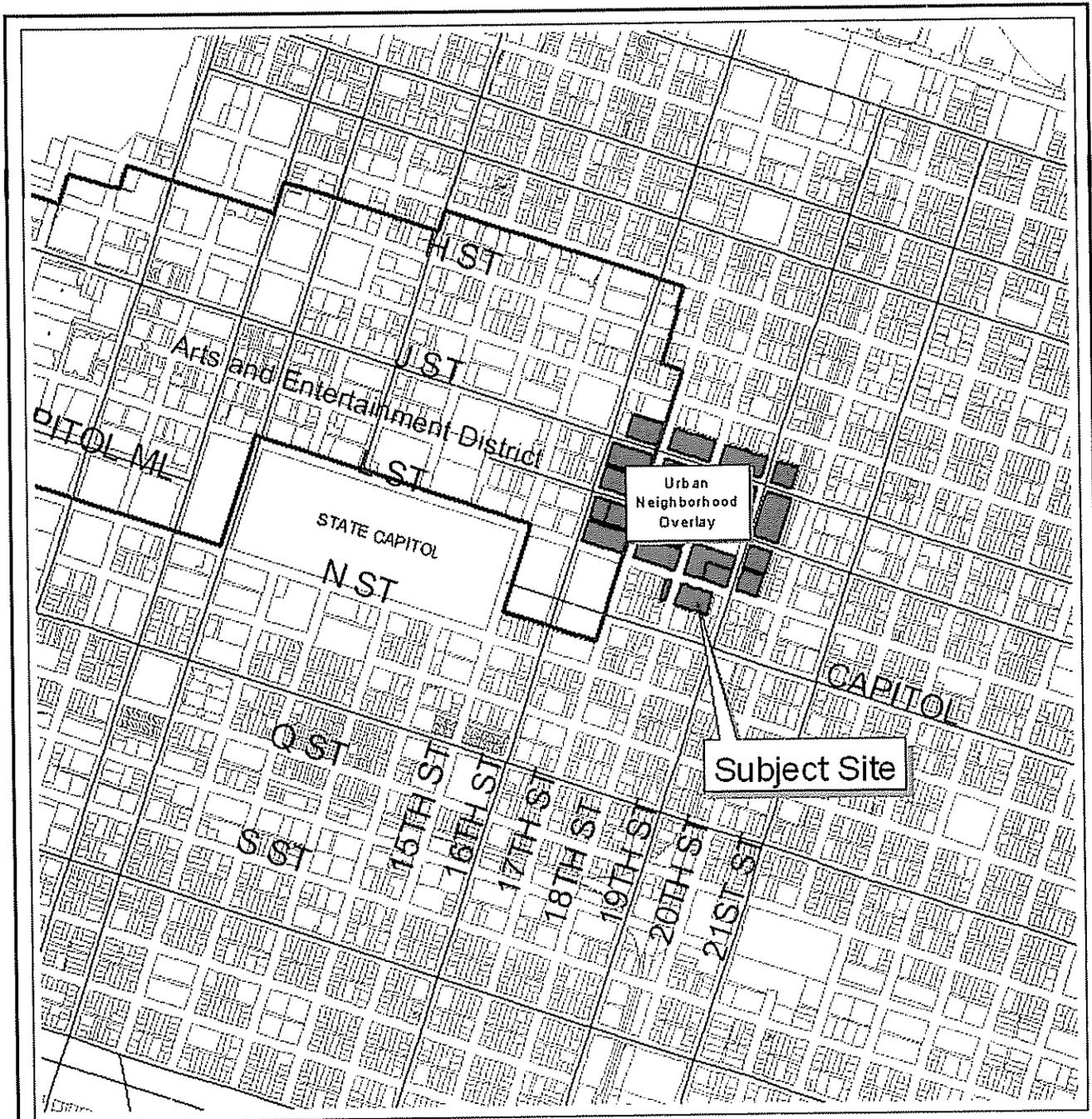
Recommendation Approved:

  
For ROBERT P. THOMAS  
City Manager

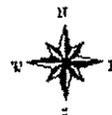
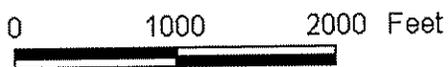
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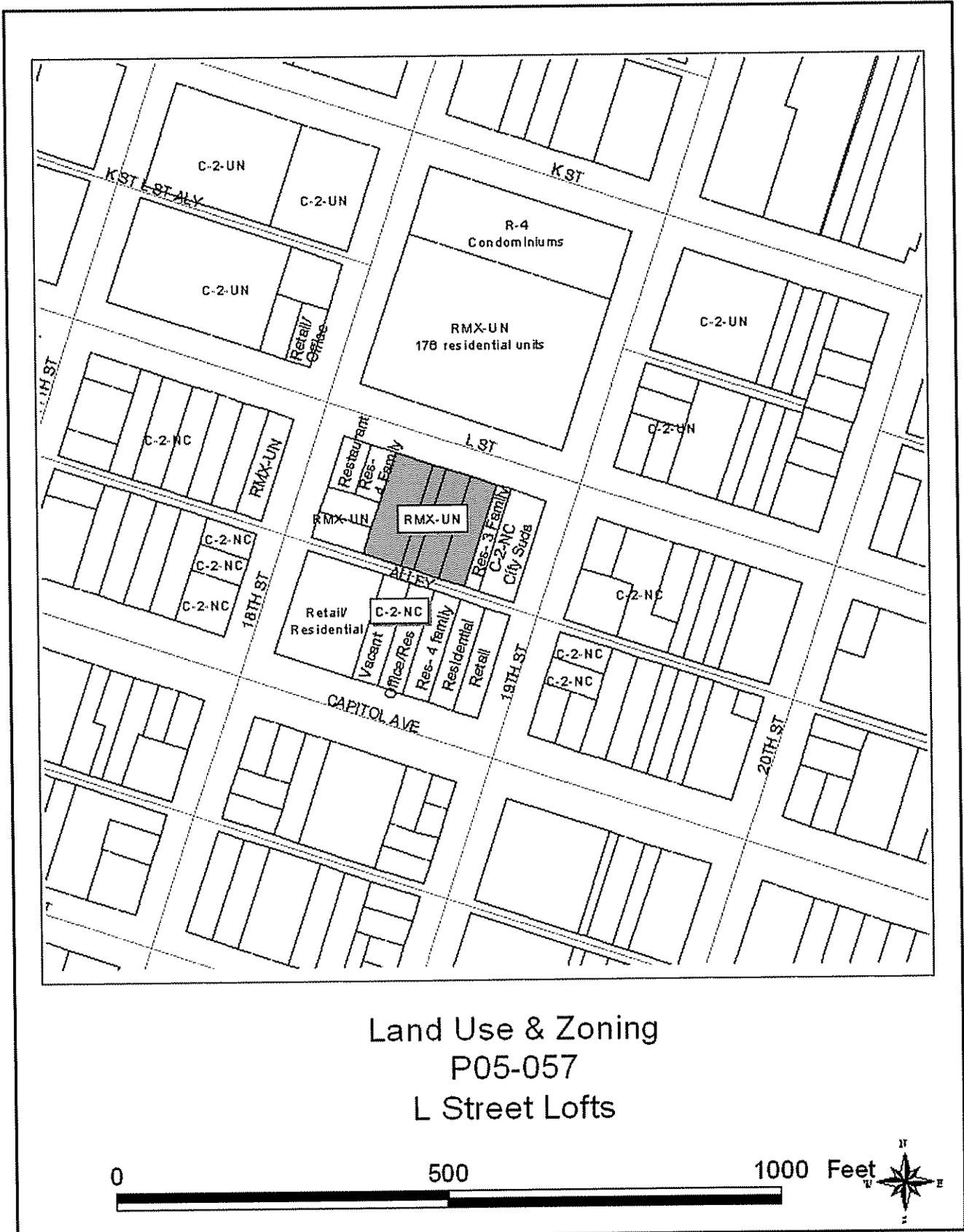
Attachment A- Vicinity Map



Vicinity Map  
L Street Lofts  
P05-057



Attachment B - Land Use & Zoning Map



Attachment C- Voting Record from Planning Commission – August 11, 2005

**CITY PLANNING COMMISSION  
HEARING ITEM**

**CPC AGENDA DATE:**

Item No.	Project No.	Title/Location	Action: Approved/Denied
12	P05-057	L Street Lofts, located at 1812-1820 L St	<i>Ap'd as amended</i>
<b>ACTION</b>			

**VOTE OF THE PLANNING COMMISSION:**

COMMISSIONER	MOTION 1			MOTION 2			ABSTAIN
	Yes	No	M/S	Yes	No	M/S	
Bacchini							
Banes	✓						
Boyd	M✓						
Notestine	S✓						
Taylor-Carroll							
Vallencia	✓						
Wasserman	✓						
Woo							
Yee		✓					

*JV-M extension of time deadline  
JB-S*

\*\*\*\* List "Proponents" and Opponents" on reverse side of this page\*\*\*\*

Attachment D- Appeal from Steven Ballew – August 22, 2005

**CITY OF SACRAMENTO**

**NEIGHBORHOODS, PLANNING & DEVELOPMENT SERVICES DEPARTMENT**  
 1231 I Street, Room 200, Sacramento, CA 95814

**PLANNING DIVISION**  
 916-808-5381

**APPEAL OF THE DECISION OF THE SACRAMENTO CITY PLANNING COMMISSION**

DATE: AUGUST 22, 2005

TO THE PLANNING DIRECTOR:

I do hereby make application to appeal the decision of the City Planning Commission on AUGUST 11, 2005 (hearing date), for project number (P#) POS-057 when:

- Special Permit for \_\_\_\_\_
- Variance for \_\_\_\_\_
- "R" Review for \_\_\_\_\_
- Other \_\_\_\_\_ for \_\_\_\_\_

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

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

PROJECT EXCEEDS THE RMX-UN ZONING PARAMETERS AND REPRESENTS POLICY DECISIONS THAT ARE THE PROPER PURVIEW AND RESPONSIBILITY OF THE CITY COUNCIL. OTHER ISSUES OF CONCERN INCLUDE, BUT ARE NOT LIMITED TO THE TREE CANOPY, PARKING AND SEWER ISSUES.

- ⇒ Property Location: 1812-1820 L STREET, SACRAMENTO
- ⇒ Appellant: STEVEN BALLEW Daytime Phone: (916) 455-5908  
(please print)
- ⇒ Address: 1521 37TH STREET 1414 26TH ST 916-452-2631
- ⇒ Appellant's Signature: [Signature]

THIS BOX FOR OFFICE USE ONLY			
FILING FEE:	\$1,192.00 By Applicant	RECEIVED BY: _____	
	\$298.00 By Third Party	DATE: _____	
Distribute Copies To:	GLS; GL: Project Planner; Tim Larkin (original & receipt)		
P# _____	Forwarded to City Clerk: _____		

Attachment E- Summary of Staff Report to Planning Commission, August 11, 2005

**Summary:** The L Street Lofts project was heard and approved by the City Planning Commission on August 11, 2005. The following is a summary of the Planning Commission staff report:

PROJECT INFORMATION:

General Plan Designation:	Community/Neighborhood Commercial & Offices
Community Plan Designation:	Residential Mixed Use
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	Residential Mixed Use - Urban Neighborhood overlay (RMX-UN)

Surrounding Land Use and Zoning:

- North: RMX-UN, 5-story apartment project, 176 units with ground-floor retail (under construction), 65 feet in height
- South: C-2-NC, combination of residential, restaurants, office and vacant lot
- East: C-2-SPD, residential (3-family)
- West: C-2-SPD, residential (4-family)

Property Dimensions:	161.06' X 161.25'
Property Area:	25,973 s.f. (0.6 acres)
Density of Development:	153 dwelling units per net acre
Number of Units Proposed:	92 units
Square Footage of Units:	685-1,980 square feet
Building Height:	8 Stories, 93 feet (to the plate line)
Exterior Building Materials:	cast-in-place concrete, CMU, brick veneer, wood trimmed windows and doors, stucco, aluminum windows, metal siding, panels and railings
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

BACKGROUND INFORMATION: The Central City Housing Strategy, adopted in late 1991, encouraged the development of housing in the Central City and seeks to remove obstacles to housing development. The Housing Strategy included a list of recommendations to streamline regulations, proposed rezonings of commercial areas to promote additional housing, and recommended several specific programmatic actions. Among the most extensive implementation recommendations were the rezoning proposals. Rezoning efforts were phased to focus on different areas of the city; the subject site was included in the Phase 2 area.

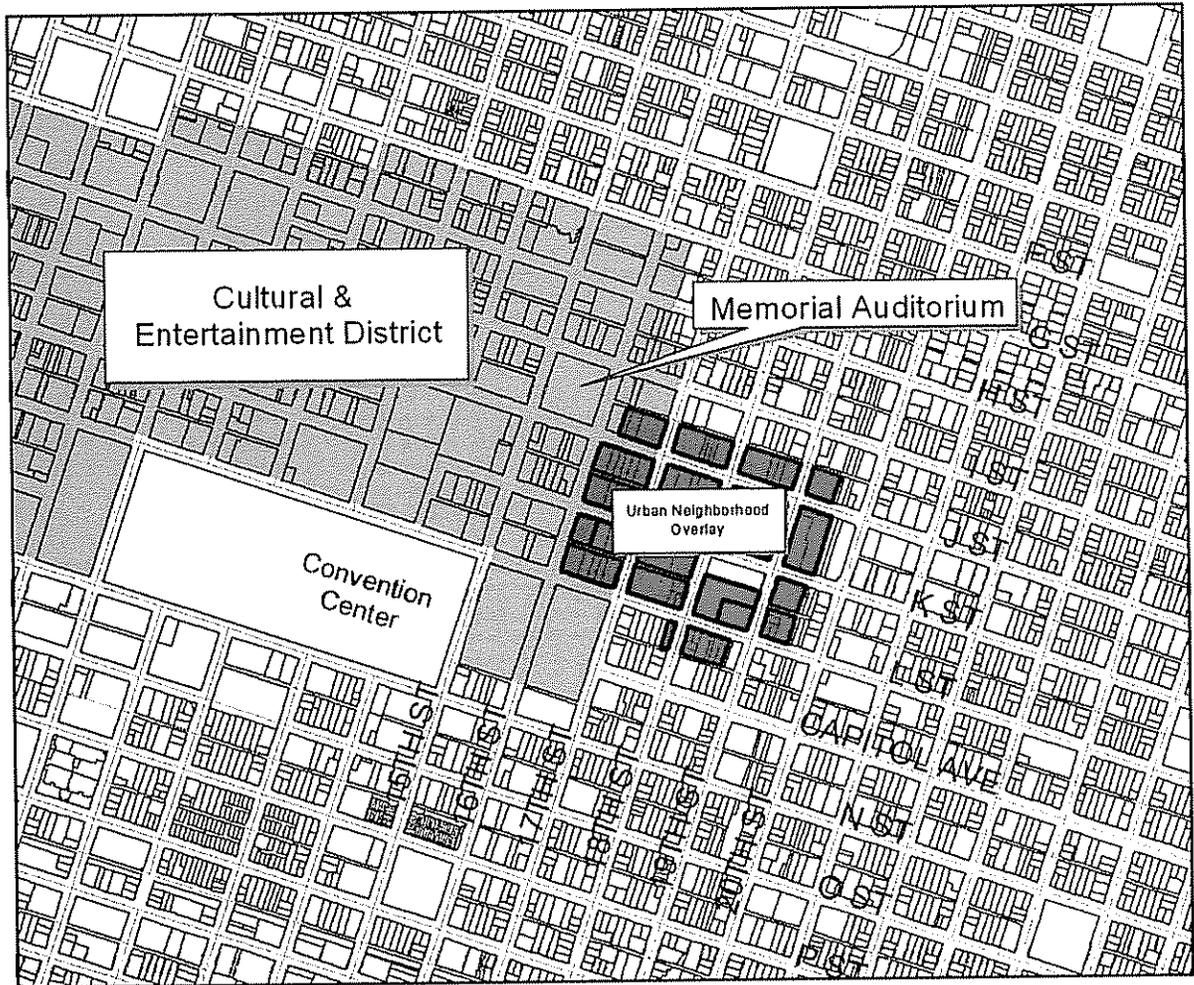
After initial neighborhood outreach as part of Phase 2, a citizen-based Housing Strategy Working Group was formed to assist in formulating recommendations and conducting

additional outreach. The Working Group included representatives of neighborhood groups and Midtown Business Association, local residents, small builders, architects, civil engineers, and realtors.

In May 1999, the City Council approved Phase 2 of the implementation of the Central City Housing Strategy. Phase 2 of the Central City Housing Strategy approved various Central City Community Plan text and land use amendments and amended zoning of certain properties and various City Code requirements. These amendments were adopted to support and assist in the development of housing within the Central City area. Parcels affected by the Community Plan and Zoning Ordinance amendments included the parcels proposed for development under this project; the parcels were rezoned to be included in the Urban Neighborhood (UN) overlay.

Urban Neighborhood Overlay: The Central City Housing Strategy identified the area immediately east and southeast of the Memorial Auditorium as representing a transitional area between the retail midtown area and the Central Business District. It described the area in much the same way as one would see it today: a diverse mix of uses, including large housing projects, large and small offices, some retail and mixed use, restaurants, auto-related uses, parking lots, institutional facilities, vacant land, and some historic buildings. Figure 1 below shows the location of the parcels zoned with the Urban Neighborhood Overlay and their proximity to the downtown Cultural and Entertainment District.

Figure 1  
Urban Neighborhood Overlay Location



Because of its proximity to the Memorial Auditorium, Sacramento Theater Company, Music Circus, and Convention/Community Center, the area was identified as one with great potential for additional arts and cultural and related uses, and other supporting uses, such as restaurants and housing. This area also includes many vacant lots and underutilized buildings and properties that are among the most significant potential sites for new housing in the Central City.

Land uses encouraged in this area include housing and mixed use, and those that support the surrounding arts and cultural facilities. Over time, the auto-related uses are encouraged to convert to higher value retail activities. Land uses that are discouraged include new auto-related uses, new large-scale office (e.g, half block) with no housing component, surface parking lots, and parking structures without a ground floor retail component.

This area includes larger scale and taller buildings, including some high-rise housing projects, institutional uses (i.e., St. Johns Lutheran Church, YWCA), intermixed with the typical smaller scale uses of Midtown. As a transition between the smaller scale and height of Midtown to the east and the tall office buildings in the Central Business District (CBD) to the west, this area can accommodate somewhat larger scale and height of buildings, as well as infill of smaller vacant lots.

1801 L Street: On August 26, 1999, the Planning Commission approved entitlements related to 1801 L Street, located on the full half-block located directly across the street from the subject site. The mixed use development included 152 apartment units with 9,600+/- square feet of commercial/retail space. With this project, the Planning Commission approved a Special Permit to reduce the required onsite parking from 186 spaces to 163 spaces (a reduction of 23 spaces).

In 2002, the applicant proposed to modify the 1801 L Street development plans and increase the number of residential units from 152 to 176 units. The modification did not alter the footprint of the building, but did present additional onsite parking requirements. A total of 26 new parking spaces were required. On December 12, 2002, the Zoning Administrator approved a Special Permit to establish an off-site parking lot on the 1812-1820 L Street site (Z02-220). The proposed parking lot was to be constructed off of the alley so that housing could be developed along the street and would serve to provide the additional parking spaces required for the 1801 L Street development. The current project proposal is required to provide 26 parking spaces for use by the residents of the 1801 L Street building across the street.

Zoning Ordinance: The project site is located in the Residential Mixed Use-Urban Neighborhood Overlay (RMX-UN) zone. The Residential Mixed Use (RMX) zone allows a mix of moderate density residential and neighborhood-serving commercial uses as a matter of right, and is intended to preserve existing housing stock and the residential character of neighborhoods while encouraging the development of new housing opportunities, as well as neighborhood-oriented ground-floor retail and service uses.

The site is also covered by the Urban Neighborhood (UN) Overlay. As stated in the City Zoning Ordinance, the purpose of the UN Overlay zone is to encourage the development of new housing and mixed use development in specified general commercial (C-2) and residential mixed use (RMX) zoned areas located southeast of the Memorial Auditorium between the central business district and the central city's midtown and residential areas. This area would provide support services and housing for the arts and entertainment district and would serve as a transition area in terms of building scale and height between the lower and medium density midtown business and residential areas to the east and the high intensity central business district to the west.

This overlay zone permits increased heights over the base zone for projects with a residential component, and encourages housing and mixed use projects. Additional height is allowed with the approval of a Special Permit.

Special Permit to Exceed Maximum Building Height: The applicant is requesting a Special Permit to exceed the height limit in the RMX zone and construct a building that is 93-feet in height (measured to the plate line). While the proposed building is taller than its immediate neighbors, the building is appropriately designed and will not be out of context on the street. Staff supports the request to exceed the maximum building height for the following reasons:

- The proposed project complies with stepback recommendations of the Central City Neighborhood Design Guidelines. The Guidelines recommend that to be responsive to the existing context, new structures should not exceed the height of adjacent structures for an area within 20 feet of the adjacent structure. (Sec.3.C.3.4) The proposed building is set back 5 feet from each sideyard property line, and above the second story, is setback an additional 15 feet from each sideyard. The height of the second story terrace does not exceed the height of the plate line of either neighboring building to the east or west, and therefore complies with this recommendation.
- The entire block facing this project site is currently under construction with a 5-story, 65-foot tall residential building (1801 L Street). There are also two nine-story residential buildings within the immediate project area that provide context for the proposed building. Attachment 17 shows photos of the Comstock Building and Capitol Terrace buildings. The proposed project improves upon the design of these existing buildings by providing ground floor retail, not proposing any fencing between the building and the street, and providing open, visually accessible balconies on all sides of the building.
- For the reasons stated in the Background and Policy Considerations sections above, staff believes that the UN overlay zone anticipates additional height in this area of the Central City in order to support the Arts and Entertainment District and to provide a transition area between the smaller scale residential and retail midtown area and the Central Business District.

For the reasons listed above, staff believes that the proposed project, although taller than its neighbors, will not be out of context with the overall neighborhood and will contribute positively to the surrounding uses.

Unit Information: Please see Table 1 below for detailed information regarding each condominium unit. The square footage given is the total living space provided by the applicant:

**Table 1**  
**Size of Residential Units**

<b>Unit Type</b>	<b>Number of Condominiums</b>	<b>Number of Bathrooms</b>	<b>Square Footage</b>
1 bedroom	9 units	1	685
	2 units	1	695
	9 units	1	740
	20 units	1	940
	11 units	1	1,065 and 1,070
	9 units	1	1,125
	20 units	1	1,240
2 bedrooms with upper level	4 units	2	1,132
	2 units	2	1,335
	2 units	2	1,470
	2 units	2	1,910
	2 units	2	1,980
<b>TOTAL</b>	<b>92 units</b>		

There is a wide range of unit sizes available, with most units being one bedroom or studio style loft units. The penthouse floor (eighth floor) has what can be configured as two-bedroom units with a loft style upper floor in each unit.

Public/Neighborhood/Business Association Comments: Adjacent property owners, SOCA, NAG, and other neighborhood associations were informed of the project and noticed for this meeting. Written comments have been received from Central City Alliance of Neighborhoods (CCAN) (May 2005): "Looked forward to this project- it is all in the design- it should be compatible with the new housing across the street and be respectful of older architecture in the neighborhood. See examples in Berkeley."

The following written comments were also received from the Winn Park/Capitol Avenue Neighborhood Association (May 2005): "Concerns about parking. Won't some of the overflow from the project across the street slated for this project location? Previous project received \$4 million subsidy (from) SHRA- is that being used here under the guise of parking."

Attachment F- Summary of Staff Report to Design Review Preservation Board, July 6, 2005

**Summary:** The L Street Lofts project (DR05-140) was brought before the Design Review Preservation Board (DRPB) for review and comment on June 1, 2005, and for final action on July 6, 2005. The following is a list of some of the primary issues that were discussed:

1. Massing and scale of the building in the context of surrounding buildings. The DRPB requested an additional exhibit to demonstrate the context of the proposed building with adjacent existing buildings, including the 65-foot tall residential building under construction across the street;
2. Project examples in the area. The Board asked if there were other buildings in Midtown that are successful examples of incorporating taller residential buildings in to infill sites. Several new exhibits were provided to demonstrate other tall residential buildings in the immediate area and how they relate to the street;
3. How the balconies and terraces provide usable space for residents. The applicant provided several new exhibits that demonstrate the dimensions of the various balconies and terraces and how those spaces might be used by residents. Possible furniture layouts are suggested that include a 30" diameter bistro table. The 25 units that do not currently have balconies will be designed with a large expanse of operable window.
4. Gates and Fencing. The DRPB requested information on how any gates or fencing will be located on the property. Exhibits provided by the applicant demonstrate that there will be mechanical gates on the parking garage entrances; those openings on the alley will be only accessible to residents. The applicant proposes to place a short section of fence between the building and existing structures on either side to prevent pedestrians from entering the sideyard area from the street. No additional fencing is proposed. After discussions take place with SMUD, there may be fencing around the pad mount transformers in the alley.
5. Architectural interest on the east and west elevations. The applicant provided additional exhibits to demonstrate the landscaping that will be planted to screen the east and west walls of the two (above ground) floors of the parking garage.
6. Provide additional project details with respect to the alley elevation. The design team has provided additional photo exhibits and updated elevations to address questions with respect to the alley treatment.
7. Street Trees. The DRPB discussed the issue of project design in relation to the existing street trees and what size tree could be reasonably grown in the resulting space. The Board did not require a redesign of the building.
8. Parking. The Board discussed the issue of on-street parking in the project area. The project proposes to not provide the City Code required 15 spaces for retail uses. Should the retail uses be proposed as restaurants, the applicant will need to provide on or off-site parking based upon the number of restaurant seats.

The following Design Review conditions were approved with the project:

**CONDITIONS OF APPROVAL**

1. The building and associated work shall be located on the site as indicated in this report and exhibits.
2. The project shall be constructed as indicated in this report, exhibits, and any modifications required by the Board at the hearing. Any modifications to the proposed plans, including changes in proposed materials, must be reviewed and approved by Design Review Staff.
3. All final details affecting the exterior building design that are not determined at the time of the Board's final review shall be reviewed and approved by Design Review staff prior to issuance of a building permit.
4. Exterior lighting style and design shall be compatible and consistent with the building design and the site shall be adequately illuminated for safety and security. The final lighting plan, as well as all light fixture design, location, color and finish shall be reviewed and approved by Design Review Staff prior to issuance of a Certificate of Occupancy for the building.
5. A comprehensive signage program for the entire project shall be submitted to staff for review and approval prior to applying for any sign permits. High quality signage with a design that complements the architecture is required.
6. Existing street trees shall be retained and the applicant shall develop and submit a plan to City Tree Services on how the applicant proposes to protect the trees during construction and maintain the health of the trees thereafter.
7. Mechanical equipment shall be screened behind parapet walls, and not visible from any street view. Backflow prevention devices, SMUD boxes, etc., shall also be placed where not visible from street views, and screened from any pedestrian view.
8. The approval shall be deemed automatically revoked unless required permits have been issued within two years of the date of the approval. Prior to expiration, the applicant may request a time extension.
9. Roof canopy at the penthouse level shall be revised and reduced to accentuate the penthouse setback.
10. The area of balcony types B and C ("balcony" and "inset balcony") shall be enlarged to provide more usable space for residents.
11. The applicant shall enter into an agreement with the City to provide a street tree protection and replacement plan.

Attachment G- Tree Appeal Decision – September 8, 2005



DEPARTMENT OF PARKS AND RECREATION

CITY OF SACRAMENTO CALIFORNIA

915 J Street, 5<sup>th</sup> Floor SACRAMENTO, CA 95814

ROBERT G OVERSTREET II DIRECTOR

ADMINISTRATION 916-808-5200 916-808-7643 FAX

September 8, 2005

Sotiris Kolokotronis SKK Developments 730 Alhambra Blvd. Suite 222 Sacramento, CA 95816

Dear Mr. Kolokotronis:

RE: Tree Appeal 2005-2

There are three existing city street trees that will be impacted by the proposed 8-story building and the one level of subterranean parking at the L Street Lofts Project. Based on information provided at the Appeal Hearing on August 10 it is my decision that the following conditions will be applied to this project:

- 1. There shall be a 4-foot underground setback from the back of sidewalk (18-ft. from face of curb) where no excavation would occur for the entire face of the building. This underground setback will provide the minimum soil volume required to support the existing trees and where additional trees will be installed.
2. The 20-inch diameter plane (Platanus sp.) may be removed and mitigated. The pruning for the building, which will be constructed at back of sidewalk would remove the two largest scaffolds and severely disfigure the canopy. Mitigation will be the appraised tree value assessed using the "Guide to Plant Appraisal" ninth edition published by the International Society of Arboriculture. The installation of a 36-inch box size ginkgo (Ginkgo biloba 'Princeton Sentry') in the park strip would be credited toward the appraised value. This and the other replacement trees should be positioned to avoid conflicts with the proposed balconies.



Optimize the Experience of Living!

3. The 30-inch diameter London plane (*Platanus acerifolia*) exhibited signs of root decay. An initial root collar exam by our city arborist confirmed the decay but it wasn't significant enough to warrant removal. However, we chose to seek an outside assessment and hired a Registered Consulting Arborist to conduct further investigative work. The consultant recommended removal based on the fungus. Therefore, this tree could be removed. The removal cost and the installation the replacement 36-inch box size ginkgo will be credited toward the mitigation for the removal/pruning of the other two city trees.
4. The 31-inch diameter London plane located adjacent to the site in front of 1824 "L" Street may have no more than 20% of the canopy removed. Approval of the adjacent property owner is required before the pruning can occur. Mitigation would be monetary compensation for loss value due to pruning.
5. Full compliance to the attached tree protection notes.

If you are not satisfied with these conditions you may appeal to the Parks and Recreation Commission. Appeals must be made in writing and sent to the City Clerk within 10-days of this decision. The Commission meets the first Thursday of each month. However, October's meeting agenda may be unable to hear an appeal and it would be continued until November's meeting.

I appreciate your patience during this appeal process.

Sincerely,



Robert G. Overstreet  
Director, Parks and Recreation

cc: Stacia Cosgrove – Planning Dept. (P05-057) ✓  
Kevin Love – Development Services (P05-057)

Tree Protection Notes for L Street Lofts  
1812-1820 "L" Street

1. No excavation shall occur 4-foot behind back of sidewalk (20-foot from face of curb). This is the minimum amount of undisturbed soil volume required to support the trees. Boring will be allowed in this area but no hand excavation. Prior to the issuance of demolition/grading permits a 6-foot chain link fence shall be installed under the direction of the city arborist (768-8604) around the two city street trees. Orange plastic fencing is not acceptable for city trees. Dimensions will be contingent upon tree size and species. The fencing shall remain in place for the duration of the project except for the temporary removal required to replace existing curb, gutter, and sidewalk.
2. The contractor shall hire an International Society of Arboriculture (ISA) certified arborist to do any root pruning and when the excavation for the subterranean parking occurs on the north side of the project. The arborist will also make weekly inspection to monitor these tree protection measures. The arborist will take any required action i.e. supplemental irrigation, fertilization, and soil compaction remediation to ensure the health of the trees. In areas of dispute the City Arborist shall have final authority. Contractor will be responsible for any costs incurred.
3. No excavation for utilities, trenching, grade changes, storage of materials or parking of vehicles shall be allowed within the fenced area. Boring or hand trenching for utilities may be allowed outside the fenced area with approval by the City Arborist and under the supervision of the project arborist.
4. If during excavation for the project or for any necessary sidewalk, curb, gutter repair or driveway construction, tree roots greater than two inches in diameter are encountered work shall stop immediately until project arborist can perform an on-site inspection. All roots shall be cut clean and the tree affected may require supplemental irrigation/fertilization and pruning as a result of root pruning.
5. Prior to issuance of a pruning and removal permit the applicant shall compensate the City for the loss value of the trees due to pruning and provide a letter of credit for the remaining value of the tree.
6. Upon completion of the project a 5-year mitigation-monitoring program will be developed and implemented by the project arborist at the applicant's expense. The arborist will inspect the trees twice annually and take any remedial action required to ensure the health of the existing and newly planted trees.
7. The contractor shall be held liable for any damage to existing street trees i.e. trunk wounds, broken limb, pouring of any deleterious materials, or washing out concrete under the drip line of the tree. Damages will be assessed using the *A Guide to Plant Appraisal* @ ninth edition published by the ISA. The project arborist will submit a report for review by the city arborist.
8. The 20-inch and 30-inch diameter plane trees approved for removal must be posted with

a removal sign for 30-days.

9. The existing 7½-foot wide park strip shall be maintained and no concrete, pavers or other nonporous material shall be installed. No S.M.U.D. vaults shall be installed in the park strip or sidewalk area. The installation of any other utility vault will require approval from the City Arborist.
10. **The trees to be saved and the protection methods noted above shall be identified on all grading and building site plans for the project.**

Attachment H- Letters of Support



**Friends of Light Rail & Transit**  
P.O. Box 2110  
Sacramento, CA 95812  
916.978.4045

June 28, 2004

City Planning Commission  
Design Review and Preservation Board  
C/o City Planning Department  
1231 I Street  
Sacramento, CA 95814

To Whom It May Concern:

On behalf of the Board of Directors of Friends of Light Rail & Transit (FLRT), I am sending this letter of support for the proposed L Street Lofts project. The project was reviewed by our Board of Directors on June 9, 2005 and was evaluated using our new project criteria sheet.

This project incorporates many of the smart growth principles we have been promoting as an organization, including: transit-oriented development (including bus), housing density, in-fill and mixed-use development, reduction in vehicular trips and access to the existing public infrastructure.

Our board believes that SKK Developments is helping to set the stage in the region for quality, transit-friendly development. Clearly, SKK's exemplary efforts are being noticed by other development companies and have influenced how Sacramento plans, designs and constructs projects.

We urge you to join us in supporting this project. If you would like any additional information on our organization or our position on Transit Oriented Development please visit our website at [www.friendsoflightrail.org](http://www.friendsoflightrail.org). I can also be reached at 916.978.4045.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Dan', is written below the word 'Sincerely,'.

Subject: Appeal of L Street Lofts

October 11, 2005

Dain Domich  
President

cc: Steve Cohn, Sacramento City Councilmember, District 3



August 9, 2005

Theresa Taylor-Carroll  
 Planning Commission Chairperson  
 City of Sacramento  
 1231 I Street  
 Sacramento, CA 95814

RE: 1818 L Street Housing Project Support

Dear Chairperson Taylor-Carroll:

I would like to express my support for the proposed L Street Lofts project at 1818 L Street.

The Downtown Sacramento Partnership is a private non-profit organization dedicated to the revitalization of our central business district. Although this project is technically outside of the management district boundaries, its development will be beneficial to our efforts and the development of the Midtown neighborhood.

My organization has identified housing as one of our top four priorities for development and has set a goal of 3,500 new units by the end 2006. Currently we have seen over 1,300 new units completed or under construction and more than another 3,000 units planned. Without question, there is a market for a variety of urban living.

I have had the opportunity to meet with Sotiris Kolotronis regarding his proposed project and was impressed with its opportunity for home ownership, quality of retail options, overall design and his responsiveness to the surrounding community and stakeholders.

I urge you to support and approve the project at your upcoming Planning Commission meeting on August 11. Let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael T. Ault".

Michael T. Ault  
 Executive Director

C: Planning Commission Members  
 Sotiris Kolotronis  
 Downtown Sacramento Partnership Board of Directors



Sacramento Regional  
Transit District  
A Public Transit Agency  
and Equal Opportunity Employer

Mailing Address:  
P.O. Box 2110  
Sacramento, CA 95812-2110

Administrative Office  
1400 29th Street  
Sacramento, CA 95816  
(916) 321-2800  
29th St. Light Rail Station/  
Bus 36, 38, 50, 67, 28

Light Rail Office  
2700 Academy Way  
Sacramento, CA 95816  
(916) 648-8400

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August 9, 2005

Stacia Cosgrove  
Associate Planner  
1231 I Street, #300  
Sacramento, CA 95814

**Subject: L Street Lofts (P05-057)**

The Sacramento Regional Transit District (RT) is writing this letter in support of the L Street Lofts project which is a mixed-use project consisting of 92 loft-style condominium units and approximately 5,850 square feet of ground floor retail. The site is currently served by RT's bus routes 30, 36 and 62. These services are convenient and provide easy access for future residents of the development.

While the project proposes adequate on-site parking, the applicant has expressed a desire to lessen the need for automobiles and introduce new users to public transit. The project development team has approached RT to structure a long term group transit pass for the future owners of the loft units. RT staff is encouraged by the developers desire to establish a transit pass program and is working with them to accomplish such a program. This will result in increased use in transit and less dependence on the automobile.

There are not many examples of Transit-Oriented Development in the United States that are centered around bus services. The proposed development will set a trend and be a major advantage for similar projects.

If you need further questions, please contact me at (916) 556-0507 or [tjaiyeoba@sacrt.com](mailto:tjaiyeoba@sacrt.com).

Thank you

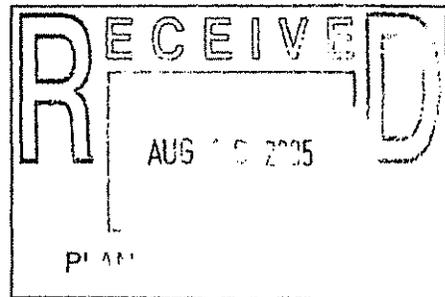
Yours sincerely:

A handwritten signature in black ink, appearing to read 'Taiwo Jaiyeoba'.

Taiwo Jaiyeoba  
Director of Planning

- c: Mike Wiley, Assistant General Manager -- Planning, RT  
Theresa Taylor Carroll, Chair, City Planning Commission  
S. Kolokotronis, 730 Alhambra Boulevard, #222, Sacramento, CA 95816  
Seann Rooney, Executive Director, Friends of Light Rail & Transit

Hubert O. Bower Esq.  
1822 K St. L-2  
Sacramento, CA 95814  
916-442-8795



August 10, 2005

Theresa Taylor-Carroll  
City of Sacramento Planning Department  
1231 I Street Rm 300  
Sacramento, CA 95814

Re: 1818 L Street Project - SUPPORT

Dear Chairperson Taylor-Carroll:

This letter is to express my support of the condominium/loft project proposed for 1818 L Street.

I am a resident and owner at Sutter Place Condominiums, located at 1800 K St. I am employed as the Chief Consultant for the State Assembly Committee on Housing and Community Development. Given the location of my condo I am able to walk to work at the Capitol or ride my bicycle. Over the last several years I have observed the development of the downtown/midtown area.

I am quite pleased to see all the new development of housing and businesses in the area. Although I eagerly await completion of the 18<sup>th</sup> and L project, over which my unit directly looks, I am satisfied with the overall project so far and believe, upon completion it will be an asset to those living at Sutter Place.

SKK development has a proven track record of adding value to this community and I strongly support more housing options including the proposal at 1818 L Street. This project is exactly the kind of "smart growth", "in-fill" type of development that the state Legislature has been encouraging for some time. I have seen the plans and believe that the building will add architectural diversity as well as vibrancy to the neighborhood.

It is my sincere hope that this project receives approval to move forward.

Sincerely,

Hubert Bower

cc: SKK Development



Theresa Taylor-Carroll  
Chairperson, Planning Commission  
City of Sacramento  
1231 I Street  
Sacramento, CA 95814

RE: L Street Lofts (Kolokotronis) -- **SUPPORT**

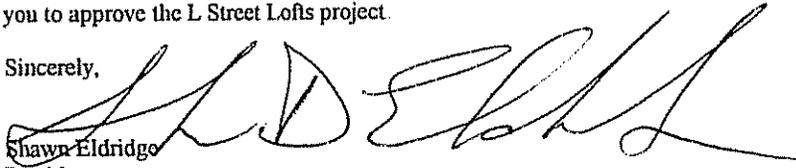
Dear Chairperson Taylor-Carroll:

On behalf of the Midtown Business Association, I am writing you this letter in support of the proposed L Street Lofts project at 1818 L Street.

Earlier this month, our board reviewed this 92-unit project. We believe it will be an exciting addition to our community. As a business association, we appreciate high quality design and efficient mix of uses. Undoubtedly, Midtown residents will also benefit by the increase in home ownership and the addition of neighborhood-serving retail.

We want to acknowledge the smart growth and innovative planning energy that Mr. Kolokotronis continues to contribute to the Sacramento community. Viewing the L Street Lofts as yet another example of Mr. Kolokotronis's urban vision -- one that is highly compatible with change and growth in the Midtown business climate -- we urge you to approve the L Street Lofts project.

Sincerely,

  
Shawn Eldridge  
President

SMART GROWTH  
Leadership Council

616 Alhambra Blvd - Suite 1  
Sacramento, CA 95816  
Phone: 916-444-3658

August 3, 2005

Sotiris Kolokotronis  
SKK Developments  
730 Alhambra Boulevard, Suite 222  
Sacramento, CA 95816

Subject: L Street Lofts

Dear Mr. Kolokotronis:

The AIA Central Valley / Environmental Council of Sacramento *Smart Growth Leadership Council* is pleased to present its endorsement of the L Street Lofts Project as represented on in the application materials prepared by Ankrom Moisan Associated Architects and dated 06-01-05 and 07-06-05

The *Smart Growth Leadership Council* recognizes development projects that embody significant smart growth principles in the areas of land use, transportation, environment, health and safety, community, equity, design, planning, services and funding.

The mixed-use L Street Lofts Project provides transit route related development; reinforces an existing urbanized community structure; provides appropriate in-fill development; reinforces urban infill policies; acts as a catalyst to community improvement; reduces potential vehicle trips; provides opportunities for bicycle use; encourages pedestrian use; does not expand the major infrastructure capacity for automobile use; encourages and accommodates an active lifestyle; reinforces a sense of community; contributes to community sense of place and enhances the urban fabric; improves the adjacent public realm and engages the street; whose building design will make a positive aesthetic contribution to the community; and reinforces the urban ecology and quality of the existing community through reinvestment.

AIA Central Valley

Virgil Hancock, AIA  
President

Environmental Council of Sacramento

Andy Sawyer  
President



TO: MEMBERS OF THE PLANNING COMMISSION

FROM: MICHAEL J. HELLER - DOWNTOWN DEVELOPER

RE: 18<sup>TH</sup>/L PROJECT

---

I WOULD LIKE TO VOICE STRONG PUBLIC SUPPORT FOR THIS INFILL PROJECT. MOST WOULD AGREE THAT THE #1 KEY INGREDIENT TO OUR DOWNTOWN'S RENAISSANCE IS ADDING QUALITY HOUSING STOCK.

IN MY VIEW, THIS IS MORE IMPORTANT THAN ANY OTHER POSSIBLE <sup>TYPE OF</sup> DEVELOPMENT. AS SUCH, I VIEW THE 18<sup>TH</sup>/L PROJECT OF HIGHEST PRIORITY AND CRITICAL TO OUR OVERALL STRATEGY. AND I BELIEVE THIS HAS A FOR-SALE COMPONENT WHICH MAKES IT EVEN MORE APPEALING. I SUPPORT THIS APPROVAL & AM EXCITED TO SEE CONSTRUCTION BEGIN SOON.

THANK YOU FOR YOUR CONSIDERATION!

MICHAEL J. HELLER  
LOFTWORKS PARTNER

Sacramento Area Council of Governments

1415 L Street, Suite 300, Sacramento, CA 95814

tel: 916 321 0000, fax: 916 321 9551, www.sacog.org



May 23, 2005

Steve Cohn, Councilmember, City of Sacramento, 730 I Street, Room 304, Sacramento, CA 95814

Post-it\* Fax Note 7871, Date 5/25, To Brian Koonen, From Mike McKeever, Fax # 447-1954, Fax # 321-9551

Dear Councilmember Cohn:

On behalf of the Sacramento Area Council of Governments, I am writing this letter in response to your request for comment on the proposed L Street Lofts. Thank you for the invitation to comment on this mixed-use infill project as it relates to the Blueprint Preferred Alternative

Through the Blueprint study, we have identified the need to aggressively add housing to downtown/midtown to balance the strong downtown jobs center. To achieve the travel benefits that come from locating jobs near housing, Blueprint calls for approximately 28,000 new housing units in this area by 2050. However, as we move towards Blueprint implementation and a 2030 land use map for the Metropolitan Transportation Plan (see attachment), we have identified some areas of the Blueprint downtown map where we may have been a little too aggressive in adding housing, particularly in some areas with historic structures south of the R Street corridor. The housing targets for these neighborhoods will need to be scaled back, but it is important that the subtracted units still be located in the downtown. This is important because people who live downtown generate dramatically lower vehicle miles traveled per household (VMT/HH) than those who live in other parts of the region. For example, in the Blueprint Preferred Alternative households in downtown/midtown generate 26.7 vehicle miles traveled (VMT) compared to 33.7 VMT per household for the city average and 34.9 VMT per household for the region. By its location in the most pedestrian-friendly and transit-intensive area of the region, the L Street Lofts would contribute significantly to the reduction in vehicle miles traveled per household.

Remember that the Blueprint map is a conceptual map, intended to be interpreted and used as a concept level illustration of the growth principles. For this reason, it is risky to apply it at a parcel level. However, with that caveat, the L Street Lofts project has approximately twice the number of housing units as in the Blueprint map. This proposal has further travel benefits compared to the Blueprint map, specifically, a 4% reduction in total trips per household and a 15% reduction in vehicle miles traveled per household. The ground level retail of the project is a key component of making this work, both to maintain the strong pedestrian environment of the neighborhood and to provide nearby eating and shopping opportunities for the new residents.

As a mixed-use infill project, the L Street Lofts certainly follows the Blueprint principles. However, high quality design is one of the seven Blueprint principles that is particularly important as larger scale buildings are added to neighborhoods. It will be essential that the City's design review process carefully examine the design of the structure to ensure that it integrates well with the surrounding area.

Again, thank you for inviting SACOG's input on this project

Sincerely,

Signature of Mike McKeever, MIKE MCKEEVER, Executive Director, MM:KL:ts

Enclosure

- Auburn, Citrus Heights, Colfax, Davis, El Dorado County, Elk Grove, Folsom, Galt, Isleton, Lincoln, Live Oak, Loomis, Marysville, Placer County, Placerville, Rancho Cordova, Rocklin, Roseville, Sacramento, Sacramento County, Sutter County, West Sacramento, Wheatland, Winters, Woodland, Yuba County, Yuba City, Yuba County

Sacramento Area Council of Governments: Basis for Comment on Development Proposals

The Sacramento Area Council of Governments (SACOG) is comprised of six counties and 22 cities in the region, including the City of Sacramento. SACOG's primary responsibility is developing and implementing the Metropolitan Transportation Plan (MTP), a document that establishes transportation spending priorities throughout the region. The MTP must be based on the most likely land use pattern to be built over the 25-year planning period, and it must conform with federal and state air quality regulations.

The MTP must effectively address two, linked, challenges. Current land use patterns, transportation funding levels, and transportation investment priorities are projected to lead to an increase in vehicle miles traveled that exceeds population growth, an increase in congestion levels of 50%, and increases in mobile source emissions, particularly carbon dioxide and particulates<sup>1</sup>. To attempt to solve these challenges two and one-half years ago the SACOG Board initiated the Blueprint project, an extensive study of the linkages between transportation, land use and air quality. The study has examined a number of growth alternatives at the neighborhood, county and regional scales and reached several important conclusions, including:

- The region will experience strong growth for the next 50 years, approximately doubling the number of jobs, people and houses;
- The structure of the population will change significantly, with two-thirds of the growth in households 55 years and older, and only 21 percent of the growth in households with school aged children;
- Older households have different housing needs and preferences than younger households -- over two-thirds of today's householders over 55 express housing preferences for what might be termed non-traditional products in this marketplace -- homes on small lots and attached housing;
- The rapid increase in housing prices in the region in the past few years has priced many people out of the home-buying market, emphasizing the need for alternative products such as small lot single family and attached housing that can be priced in a range that more people can afford;
- There is a strong connection between land use patterns, travel behavior and air quality;
- Specific land use patterns that lead to increased walking, biking and transit use and shorten the length of automobile trips include higher density housing and employment, locating jobs and housing near each other, and providing strong connectivity in the design of street and bicycle/pedestrian systems

<sup>1</sup> SACOG Metropolitan Transportation Plan, 2002

## Sacramento Area Council of Governments: Basis for Comment on Development Proposals

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- There is a strong connection between land use patterns, travel behavior and air quality;
- Specific land use patterns that lead to increased walking, biking and transit use and shorten the length of automobile trips include higher density housing and employment, locating jobs and housing near each other, and providing strong connectivity in the design of street and bicycle/pedestrian systems.

---

<sup>1</sup> SACOG Metropolitan Transportation Plan, 2002

Attachment I- Letter of Opposition

August 3, 2005

RE. 18th & L Lofts

Dear Honorable Members of the Design Review & Preservation Board,

Subject. Public Request for your participation at the City Planning Commission Hearing  
August 11, 2005

In April of 1999, after many months of preparation and presentations, city planning staff asked Sacramento's City Council to approve revisions to the Central City Community Plan that resulted in creating several new zoning code designations in the midtown area. These new zoning code designations or "overlays" created a vision of 16th to the SP railroad tracks and I st south to R. Specifically UN or Urban Neighborhood , NC or Neighborhood Corridor and BC or Building Conservation. It also allowed for the conversion of some previously zoned office building and commercial parcels to be re-zoned to RMX or Residential Mixed Use thus allowing for a housing component on previously commercial zoned properties

Those of us who testified at the DRPB hearing for the 18th & L lofts last month, and many others, were not aware of the specifics of this portion of the Central City Community Plan Phase 2 until a week ago. Upon examination of all the zoning maps that were incorporated within the context of this revision, one could see that Height Limits were created to maintain a certain scale of mass in this entire section of midtown. This entire plan was presented at council and asked to be ratified with a Negative Declaration regarding CEQA. This plan was unanimously approved with community support along with the support of the property owners who were involved with the rezoning of their properties

The zoning code language is enclosed. Never was there any discussion early on about the how height controls the density. When you look at all the overlays, you begin to visualize the massing plan that was put in place for this entire transitional area. Now one proposed building apparently doesn't pencil or meet the developers pro forma at the 65 foot height limit so the developer is asking for a variance to increase height to 92 feet. If this variance is granted, why wouldn't every other developer ask for the same? What about the NC overlay with a 45' height limit? No one wants to talk about the overall plan, they just want to compare their building to the tallest buildings around. These include buildings that were built prior to this change in the CC Community Plan, but have since been re-zoned to the RMX-UN & C2-NC. The Central City is littered with lots that became vacant after fires that destroyed existing buildings and, in so doing, removed obstacles to more intense development. There are still many lots that have nice old buildings on them, but could be developed more intensely if these buildings were gone.

• Page 2

August 3, 2005

This variance is consequently much larger than this one building. This decision serves to set a new standard within the entire UN zoning overlay.

With regard to the J St or Midtown Commercial Corridor zoning language, why are trees valued in the MC overlay zone and not in the UN zone??

"Setbacks shall be those specified for the C-2 zone, except that the front yard setback shall be zero feet. The setback needed to buffer adjacent residential uses, to accommodate sidewalk cafes or provide usable outdoor space shall not exceed five feet. For buildings over two stories, the required minimum shall be increased to ten (10) feet for each story over three, to accommodate street trees. Up to a five foot maximum setback may be provided to buffer adjacent residential uses, accommodate sidewalk cafes or provide usable outdoor space. Stairs to access upper floors are permissible within the prescribed street side yard setback."

Yet the transitional zone between the CBD and Midtown is commingled with the Midtown J St Corridor from I to L and 16th to 20<sup>th</sup>.

This is the first of several projects occurring now. Considering the "Matrix" program instituted for Downtown, Midtown and East Sacramento and this being the first or pilot project to address issues within the Matrix format, we would appreciate all of your views regarding this project be expressed at the City Planning Commission hearing on this project on August 11th, 2005.

Respectfully,

Paul Harriman  
Bruce Holmes  
Karen Jacques  
George Raya  
Steve Ballew

17.164.040 Development standards

Notwithstanding the provisions of Chapter 17.60 of this title, Height and Area Regulations, the following development standards shall apply in the **NC overlay zone**:

A. **Building Height** Commercial or office buildings are limited to thirty-five (35) feet in height, however, buildings containing two or more residential units may be up to forty-five (45) feet in height

**B. Residential Densities.** There is no density requirement or limit in the NC overlay zone, however, the number of dwelling units that may be accommodated on a site will be determined by the building height, setbacks, parking, and other requirements.

17.168.050 Development standards

Notwithstanding the provisions of Chapter 17.60 of this title, Height and Area Regulations, the following development standards shall apply in the **UN overlay zone**:

A. **Building Height.** Commercial or office buildings are limited to forty-five (45) feet in height, however, buildings where twenty-five (25) percent or more square footage is devoted to residential uses may have a maximum sixty-five (65) feet in height.

B. **Setbacks.** Setbacks in the base C-2 or base RMX zone shall be those specified for the C-2 zone, except that the minimum front yard setback in the RMX zone shall be a minimum of zero feet. Stairs to access upper floors are permissible within the prescribed street side yard setback.

C. **Residential Densities.** There is no density requirement or limit in the UN overlay zone. The number of dwelling units that may be accommodated on a site will be determined by the building height, setbacks, parking, and other requirements. Housing and mixed use developments must provide for private open space for the residents. This can take the form of patios, balconies, courtyards, recreation areas, or other forms of private open space.

D. **Off-Street Parking Reduction** Notwithstanding the provisions of Chapters 17.64 and 17.184 of this title, mixed use projects which incorporate both residential and commercial or services uses may reduce or waive up to four spaces or seventy-five (75) percent, whichever is greater, of the required off-

street parking requirement for the ground floor commercial retail or service uses, subject to a zoning administrator's special permit **If the amount of parking proposed to be waived or reduced is greater than that which the zoning administrator may waive or reduce, a special permit approved by the planning commission is required pursuant to Chapter 17.212 of this title.**

17 172 040 Development standards

Notwithstanding the provisions of Chapter 17 60 of this title, Height and Area Regulations, the following development standards shall apply in the **MC** overlay zone.

A Building Height Commercial or office buildings are limited to forty-five (45) feet in height, however, buildings where twenty (20) percent or more is occupied with residential uses may have a maximum fifty-five (55) feet in height

B Setbacks. Setbacks shall be those specified for the C-2 zone, except that the front yard setback shall be zero feet. The setback needed to buffer adjacent residential uses, to accommodate sidewalk cafes or provide usable outdoor space shall not exceed five feet. For buildings over two stories, the required minimum shall be increased to ten (10) feet for each story over three, to accommodate street trees. Up to a five foot maximum setback may be provided to buffer adjacent residential uses, accommodate sidewalk cafes or provide usable outdoor space. Stairs to access upper floors are permissible within the prescribed street side yard setback.

C. Ground Floor Offices Ground floor office space where the office space fronts on J Street that has been used for ground floor offices and becomes vacant for two years or more shall require a zoning administrator special permit for continued ground floor office uses.

D Parking Lots Parking lots to serve businesses may not have frontage on J Street, unless the public works director makes a finding of no other feasible option. The zoning administrator or planning commission may opt to waive or reduce parking rather than have parking frontage on J Street

E. Residential Densities There is no density requirement or limit in the MC overlay zone. The number of dwelling units that may be accommodated on a site will be determined by the building height, setbacks, parking, and other requirements

F Off-Street Parking Reduction Notwithstanding the provisions of Chapters 17 64 and 17 184 of this title, mixed use projects which incorporate both residential and commercial or services uses, may reduce or waive up to four

spaces or seventy-five (75) percent, whichever is greater, of the required off-street parking requirement for the ground floor commercial retail or service uses, subject to a zoning administrator's special permit. If the amount of parking proposed to be waived or reduced is greater than that which the zoning administrator may waive or reduce, a special permit approved by the planning commission is required pursuant to Chapter 17 212 of this title.

# L Street Lofts Outreach Summary

The outreach effort for the L Street Lofts project has been extensive. Project proponents have met with a dozen organizations and stakeholders beginning in October 2004. Many of the presentations have been listed below.

## PRESENTATIONS

- Initial Project Outreach – Fall 2004/Winter 2005
- Community Leaders Meeting (2 hour planning session) - March 2005
- SACOG Staff Review – April 2005
- Project Website On-line (outreach/information focus) – May 2005
- Metro Chamber's Downtown Committee - May 2005
- Friends of Light Rail & Transit - June 2005
- Downtown Sacramento Partnership (staff) - June 2005
- SOCA Presentations - March and June 2005
- AIA / ECOS Smart Growth Leadership Panel – May, June and July 2005
- Winn Park Capitol Avenue Neighborhood Association - July 2005
- Neighborhood Awareness Group - April and July 2005
- Midtown Business Association - July 2005
- Regional Transit – July 2005
- City of Sacramento's Design Review and Preservation Board – July 2005

In addition to the presentations, the project team has attended more than a dozen informational stakeholder meetings.

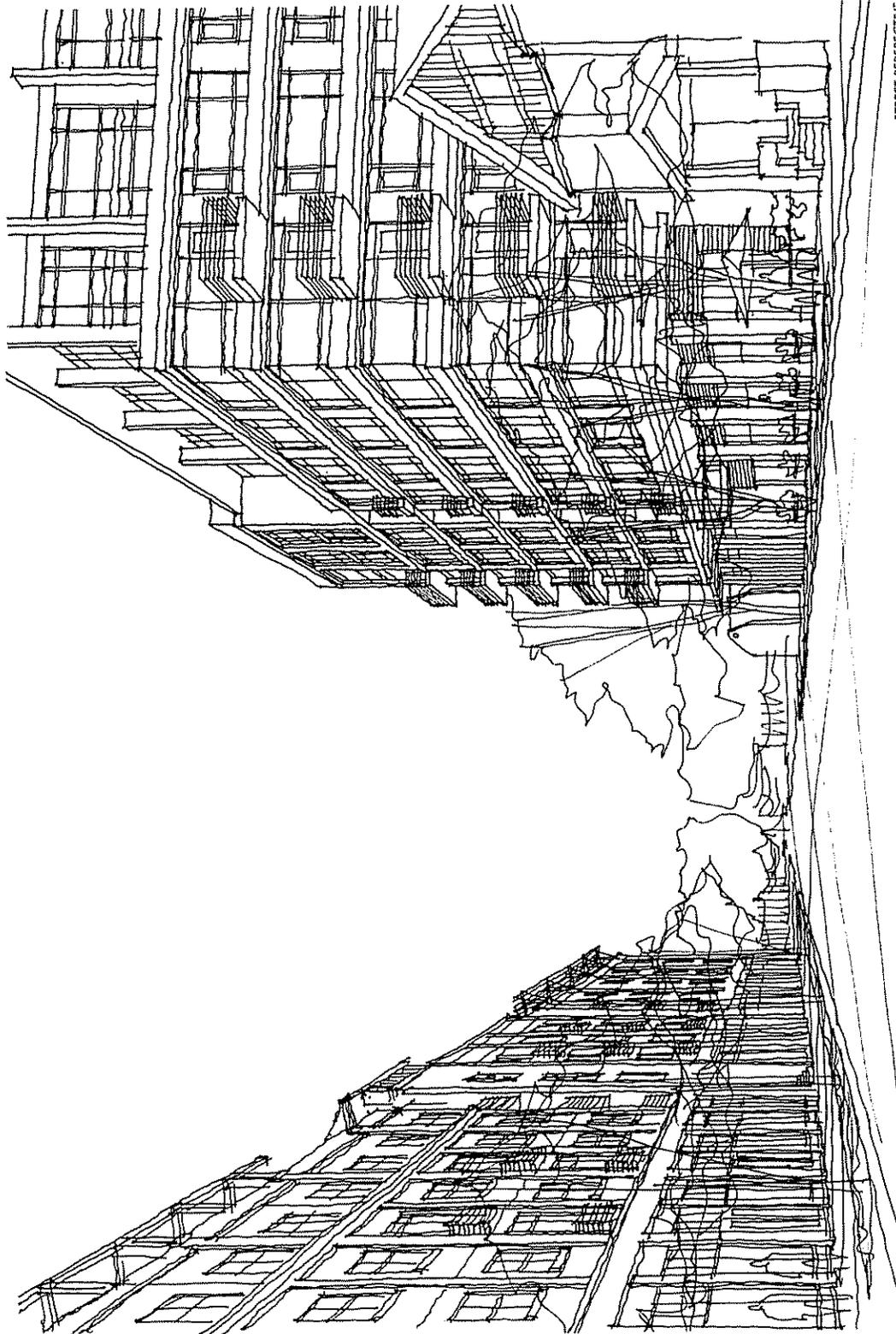
## SUPPORT

The L Street Lofts project has received the following endorsements and/or letters of support to date (additional endorsements are expected):

- Midtown Business Association
- Friends of Light Rail & Transit
- Regional Transit
- Downtown Sacramento Partnership
- Individuals (see attached)

No organizations have opposed the project.

Attachment K- Street Perspective



STREET PERSPECTIVE



SKK DEVELOPMENTS  
07.06.05

L STREET LOFTS  
1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS



Attachment M - Sidewalk Perspective

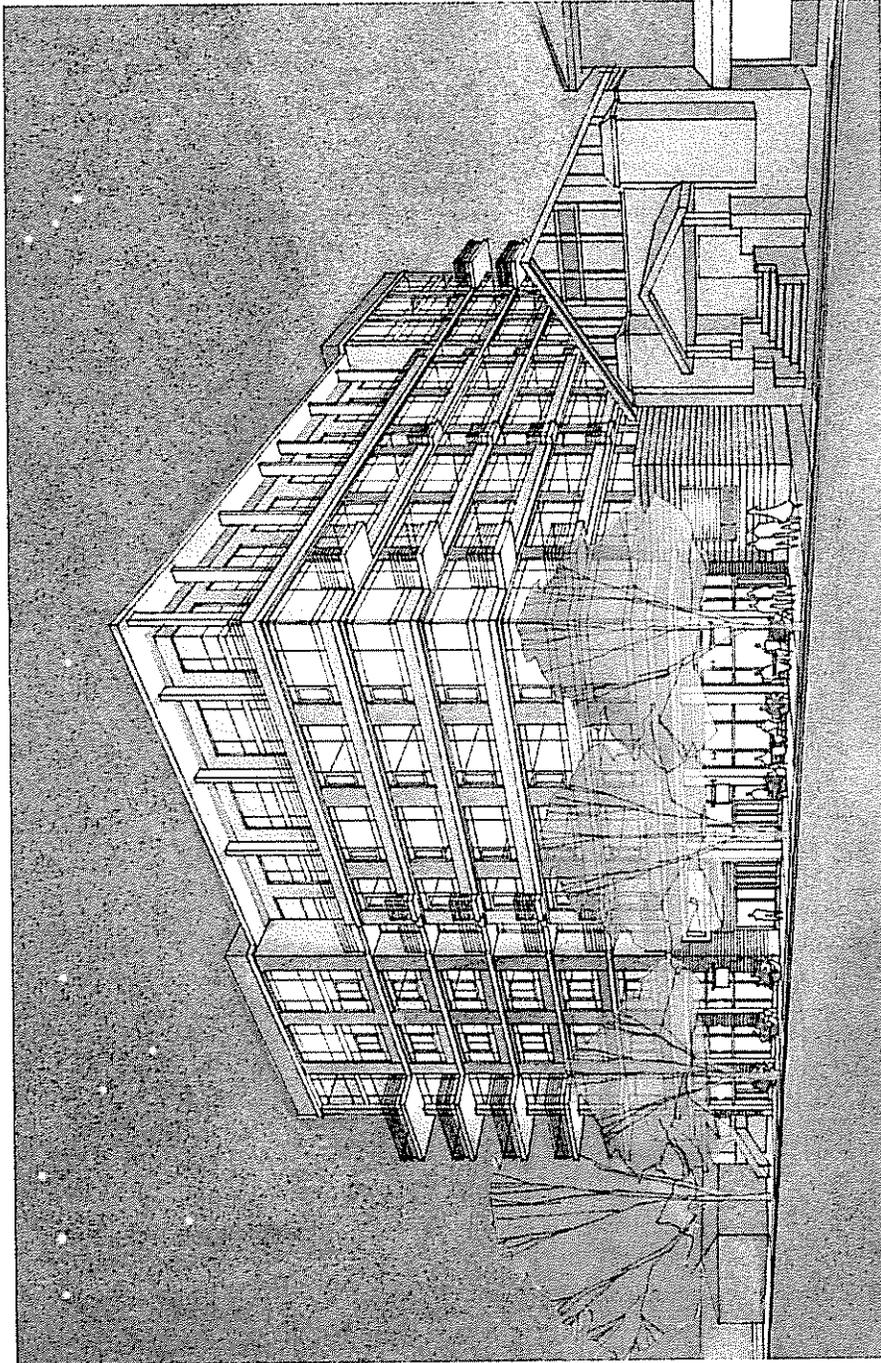


S&K DEVELOPMENTS  
07.06.05

L STREET LOFTS  
1818 I STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS

Attachment N- Night Perspective



NIGHT PERSPECTIVE

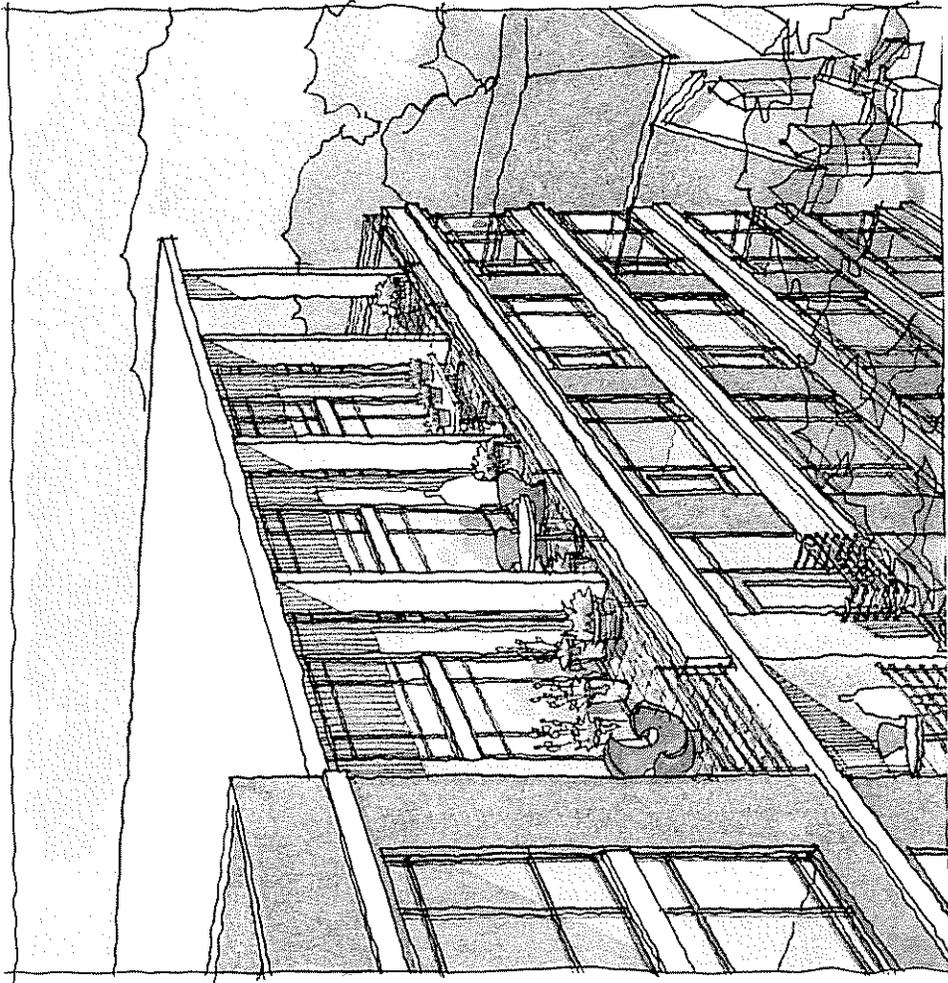


SJK DEVELOPMENTS  
07/06/05

L STREET LOFTS  
1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS

Attachment O- Penthouse Terrace Perspective

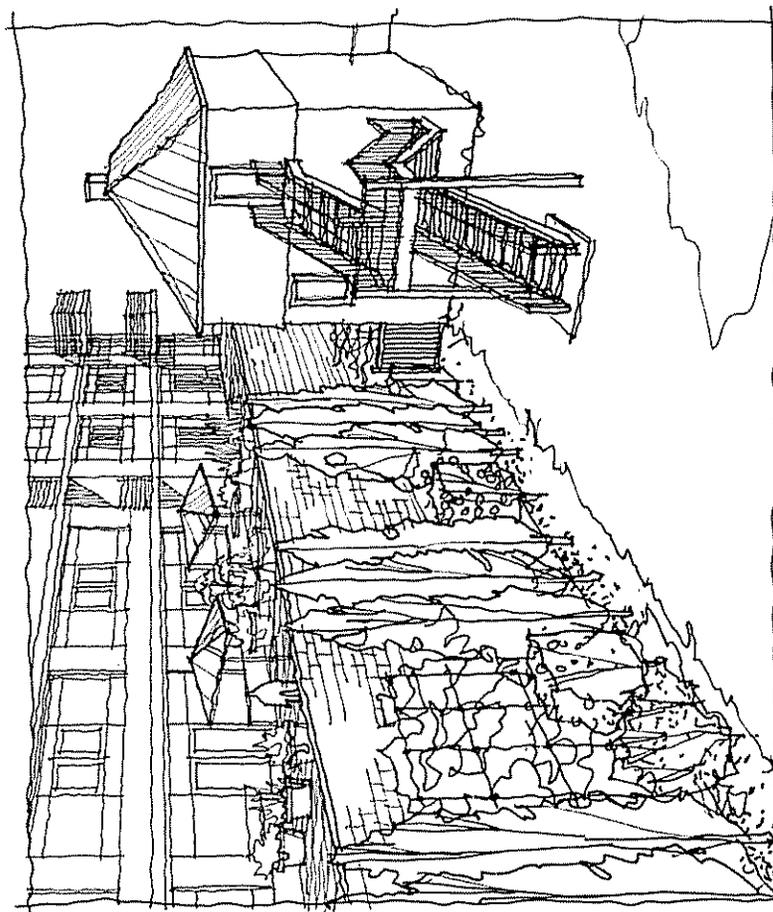


SKK DEVELOPMENTS  
07.06.05

L STREET LOFTS  
1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS

Attachment P- East Sideyard Perspective



EAST SIDEYARD

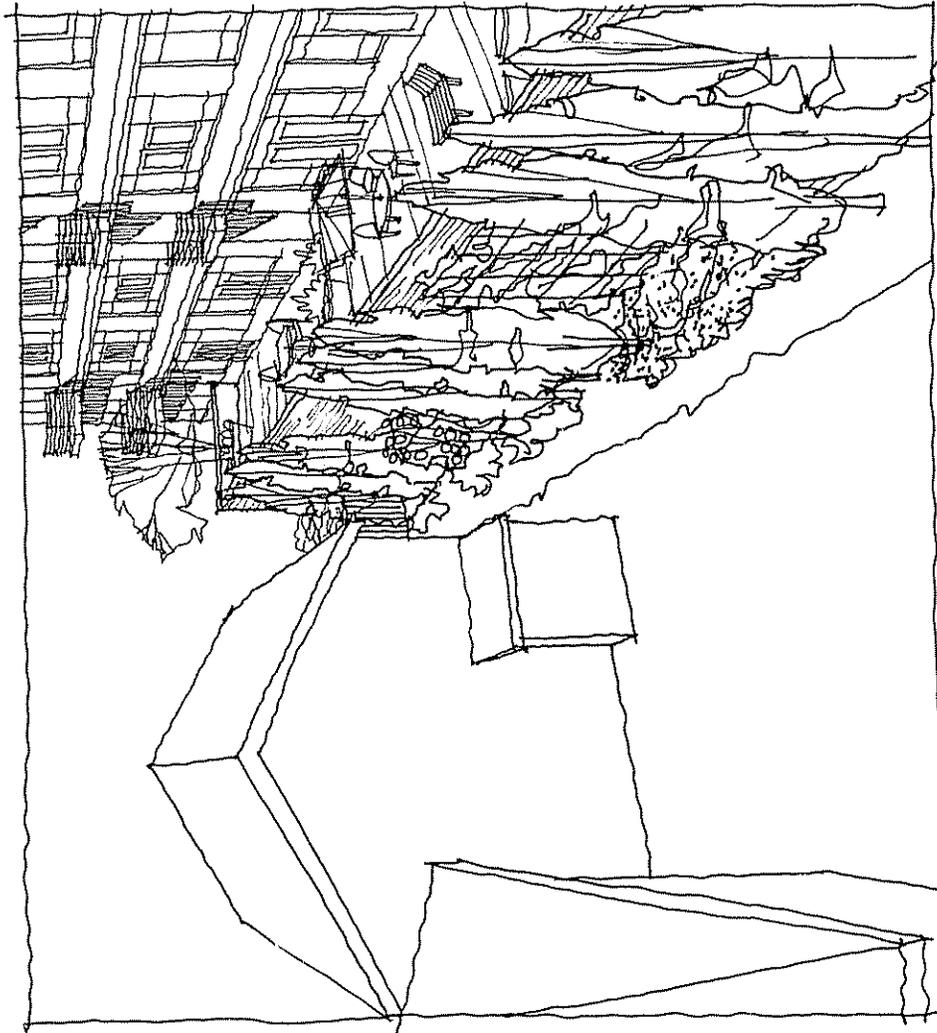


SKK DEVELOPMENTS  
07.06.05

L STREET LOFTS  
1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS

Attachment Q- West Sideyard Perspective



WEST SIDEYARD



S&K DEVELOPMENTS

07.06.05

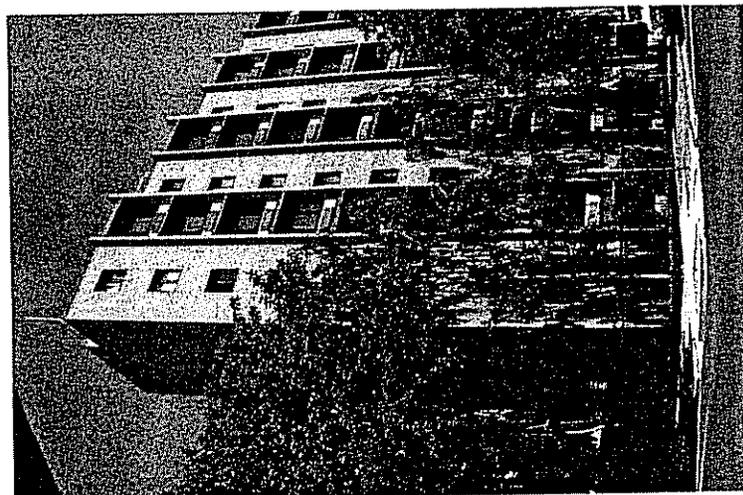
L STREET LOFTS

1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS

Attachment R- Building Massing- Neighborhood Context

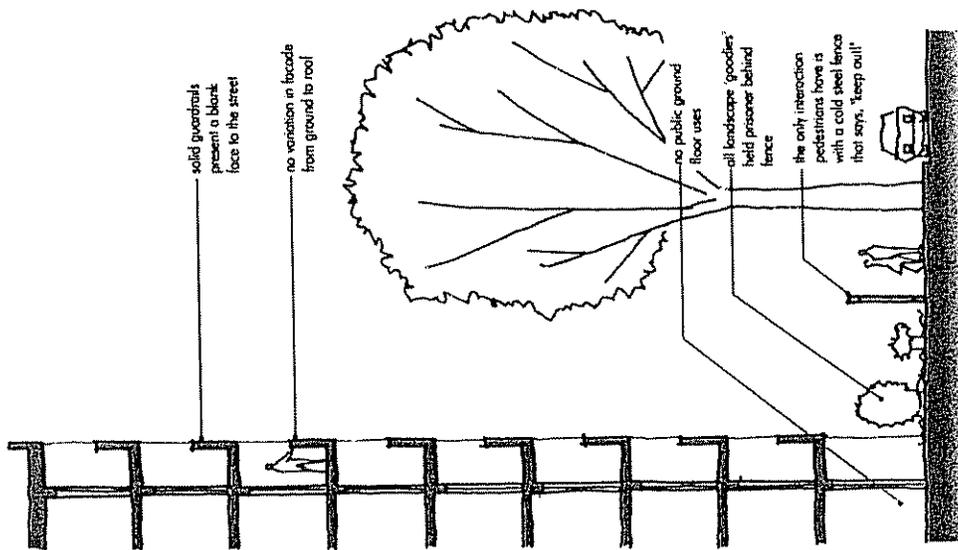
BUILDING MASSING  
NEIGHBORHOOD CONTEXT



COMSTOCK BUILDING



CAPITOL TERRACE



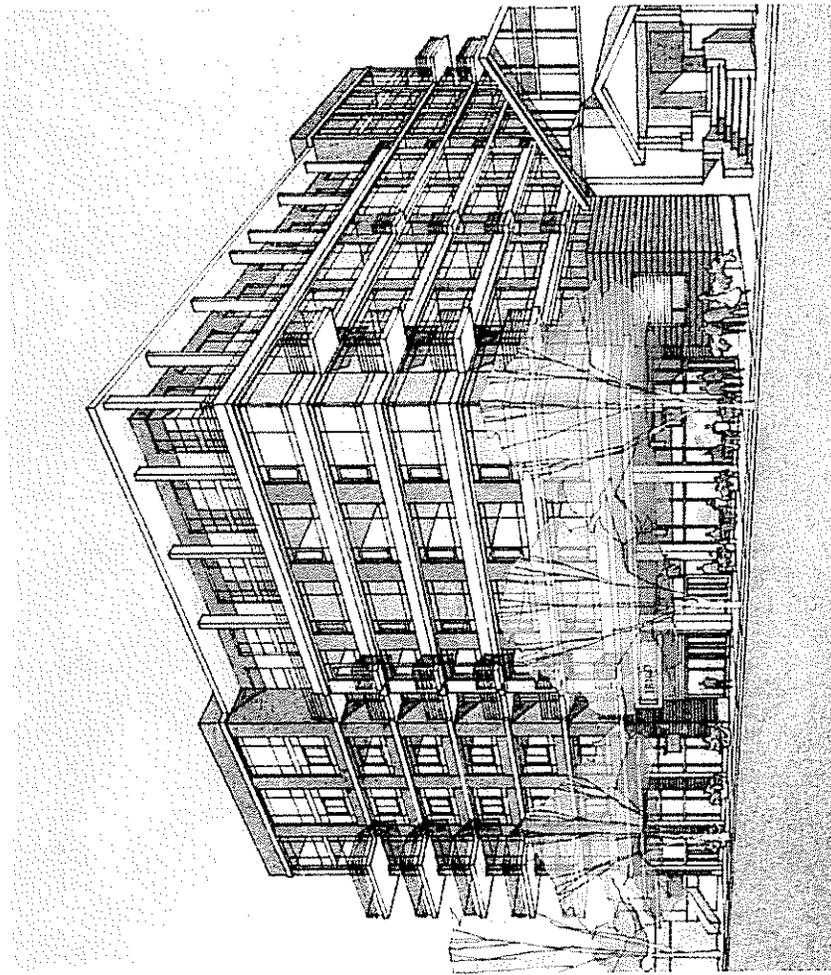
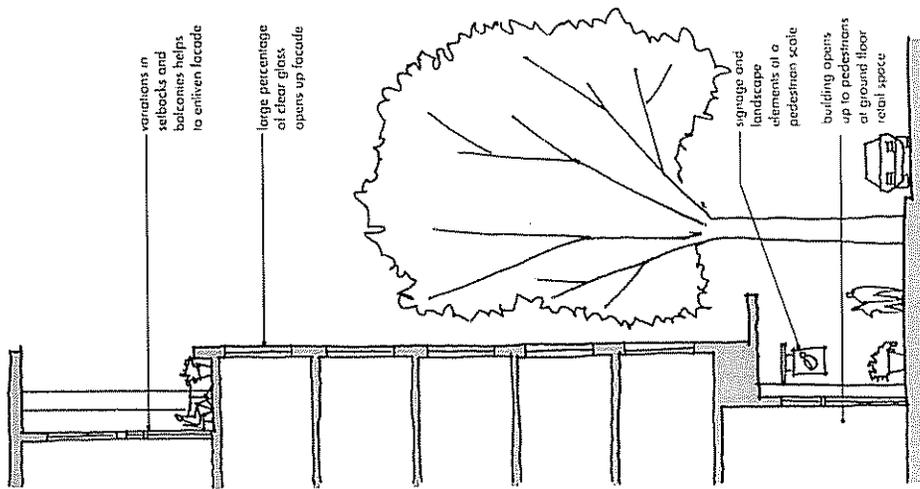
SECTION DIAGRAM



SKK DEVELOPMENTS  
07.06.05

L STREET LOFTS  
1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS



SKK DEVELOPMENTS

07.06.05

# L STREET LOFTS

1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS

Attachment S - Parking Program and Strategy



**L Street Lofts – Parking Program and Strategy**

The following parking overview was produced by the L Street Lofts development team in response to the comments received from the community and the conditions set forth in the staff report from the Planning Department.

The strategy below outlines the future off-street parking, current on-street parking inventory and the role of public transit in the Lofts project.

<b>Overview of Required Off-Street/Structured Parking</b>	
<b>Requirement – Residential</b>	<b>92 spaces</b>
<ul style="list-style-type: none"> <li>• 1 space per dwelling unit (per 17.192.040.B.1)</li> <li>• Calculation: 92 units x 1 = 92 spaces</li> </ul>	
<b>Requirement – Retail</b>	<b>15 spaces</b>
<ul style="list-style-type: none"> <li>• 1 space per 400 gross square feet for the first 9,600 square feet (per 17.64.020)</li> <li>• Calculation: 5,850 s.f. = 15 spaces</li> <li>• The applicant is requesting to waive these required stalls through Special Permit (per 17.64.010.B.2)</li> </ul>	
<b>Requirement - 1801 L Street (conditions of approval):</b>	<b>28 spaces</b>
<ul style="list-style-type: none"> <li>• Satisfying condition of 1801 L Street project (same development team and controlling entity) per recorded easement agreement</li> </ul>	
<b>Scenario 1 - Total Spaces Required (without waiver):</b>	<b>135 spaces</b>
<b>Requested retail parking waiver:</b>	<b>&lt;15 spaces&gt;</b>
<b>Scenario 2 - Total Spaces Required (with waiver):</b>	<b>120 spaces</b>
<b>Total Number of Spaces Provided (as proposed):</b>	<b>128 spaces</b>
<b>Additional Parking (if retail parking requirement is waived)</b>	<b>6 spaces</b>
<ul style="list-style-type: none"> <li>• Spaces to be used for additional residential parking</li> <li>• Owner's group to administer management program</li> </ul>	

### **Breakdown of Provided Parking:**

*All users of the garage will have access to the garage through secure gates at the alley.*

- **Single Stalls - 118 spaces**
  - 88 spaces - All units on floors 3-7 (80 units), and 8 of the 12 penthouse units will each get a single stall, for a total of 88 spaces.
  - 28 spaces - 28 of the single stalls will be available to the tenants of 1801 L Street, each of whom will have secure access to the garage.
  - 2 spaces - The 2 remaining single stalls will be made available on a first-come, first-serve basis to the tenants of 1818 L Street.
- **Tandem Stalls - 8 spaces (4 double stalls)**
  - The remaining 4 penthouse units will each get a tandem stall
- **Accessible Stalls - 2 spaces**
  - The Homeowner's Association (owners group) will ensure that these stalls are available only to tenants with disabilities.

### **Overview of On-Street Parking Inventory**

The project team conducted a windshield survey of the five square block area during both the lunch and dinner hours on Thursday, June 30, 2005. In general, the project team's findings (inventory count and percentage of occupancy) are consistent with those figures in the parking study prepared for the City of Sacramento by DKS.

#### **General Information**

- The On-Street inventory for the aforementioned area is about 400 parking spaces (Notes: 1.) There are 1,000 total Off-Street and On-Street spaces in the same area 2.) There are more than 1,100 On-Street spaces in the five square block area.
- The percentage of occupancy on 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, K, L and Capitol Avenue ranged from 50-75 percent during the lunch hour (DKS does show some lower levels of occupancy for the area during this same period).
- The percentage of occupancy in the same area was *higher* during the dinner hour at key locations (e.g. 18<sup>th</sup>/Capitol), and *lower* than the lunch hour occupancy totals at other locations (e.g. 1900 block of L Street). The DKS report confirms this statistic.

#### **General Conclusions**

- City parking study shows considerable peak hour usage of On-Street parking spaces in the 18<sup>th</sup> and Capitol Avenue area.
- Occupancy rates are significantly lower as you head east towards 20<sup>th</sup> Street.
- There appears to be considerable use of On-Street parking spaces from area office building tenants (employees).
- On-Street occupancy is very low during early morning hours (after peak restaurant hours) – this may indicate that area residents are not using on street parking spaces for overnight parking.

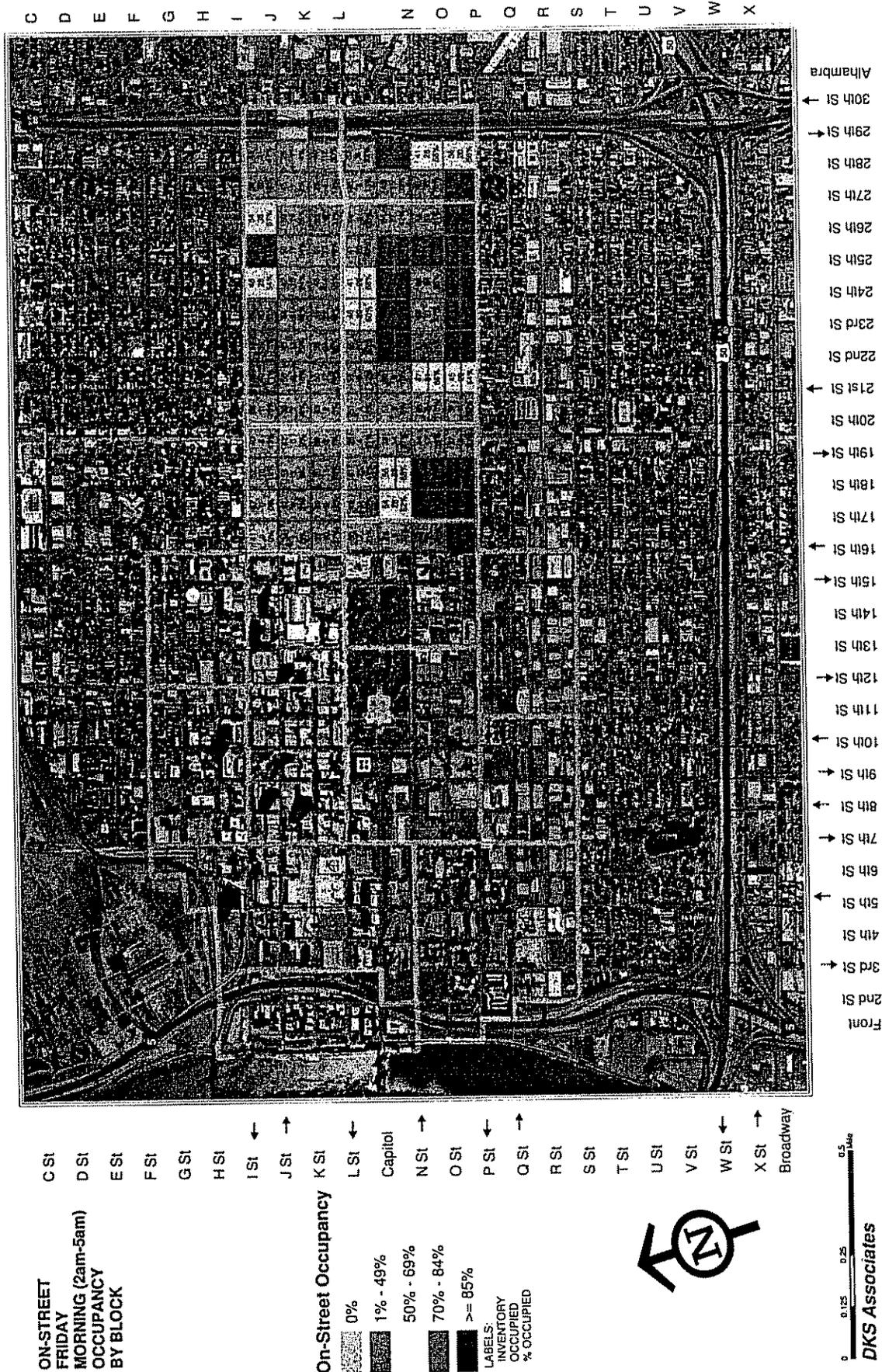
### Support Programs

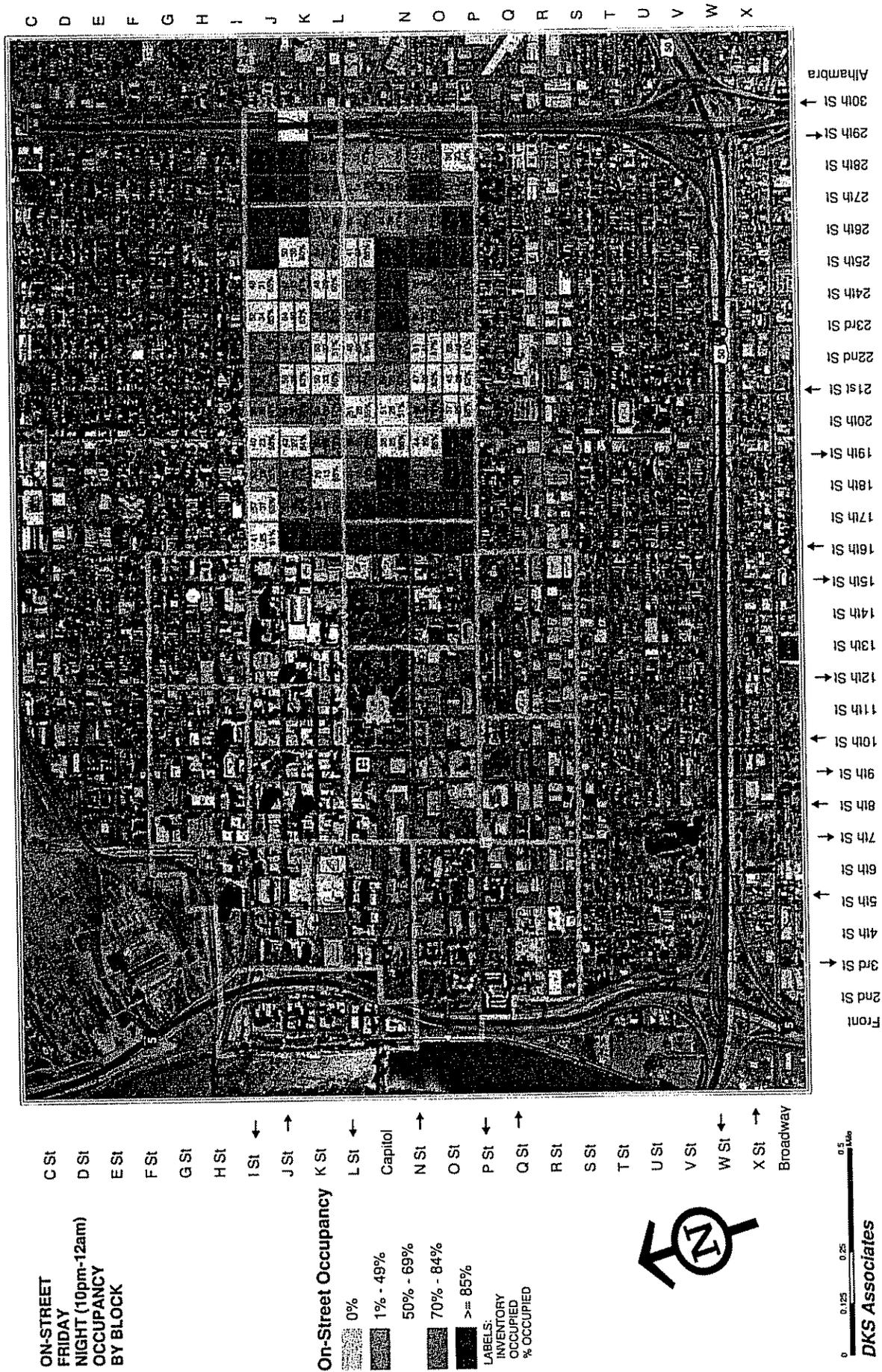
The outreach effort to the surrounding neighborhood by the project team produced considerable input on parking issues. One very promising development from all of these discussions has been the creation of a group public transit pass. The development team believes that this will be the first such program in the region (group pass for small scale private development project).

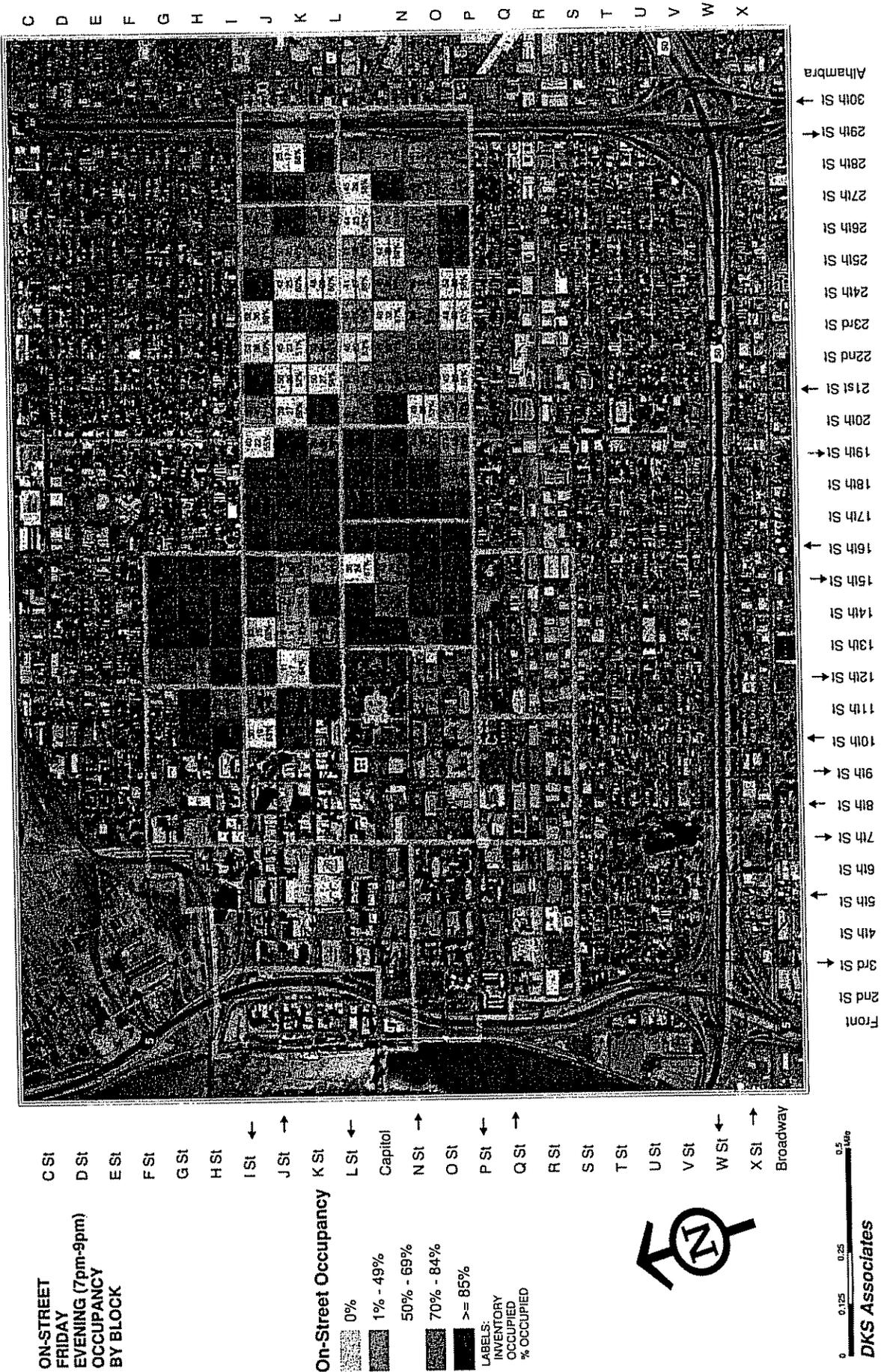
In summary, group passes for public transit are currently being structured for the Lofts project and will be given to each of the owners of the 92 loft units (one per unit). It should be noted that the project team believes that future owners will be single individuals or professional couples with one car per household. By structuring a group pass, future loft owners will be encouraged to utilize public transit (bus stop across the street from the project – Route 30), therefore reducing their dependency on the automobile and the need for multiple vehicles and spaces to park those vehicles.

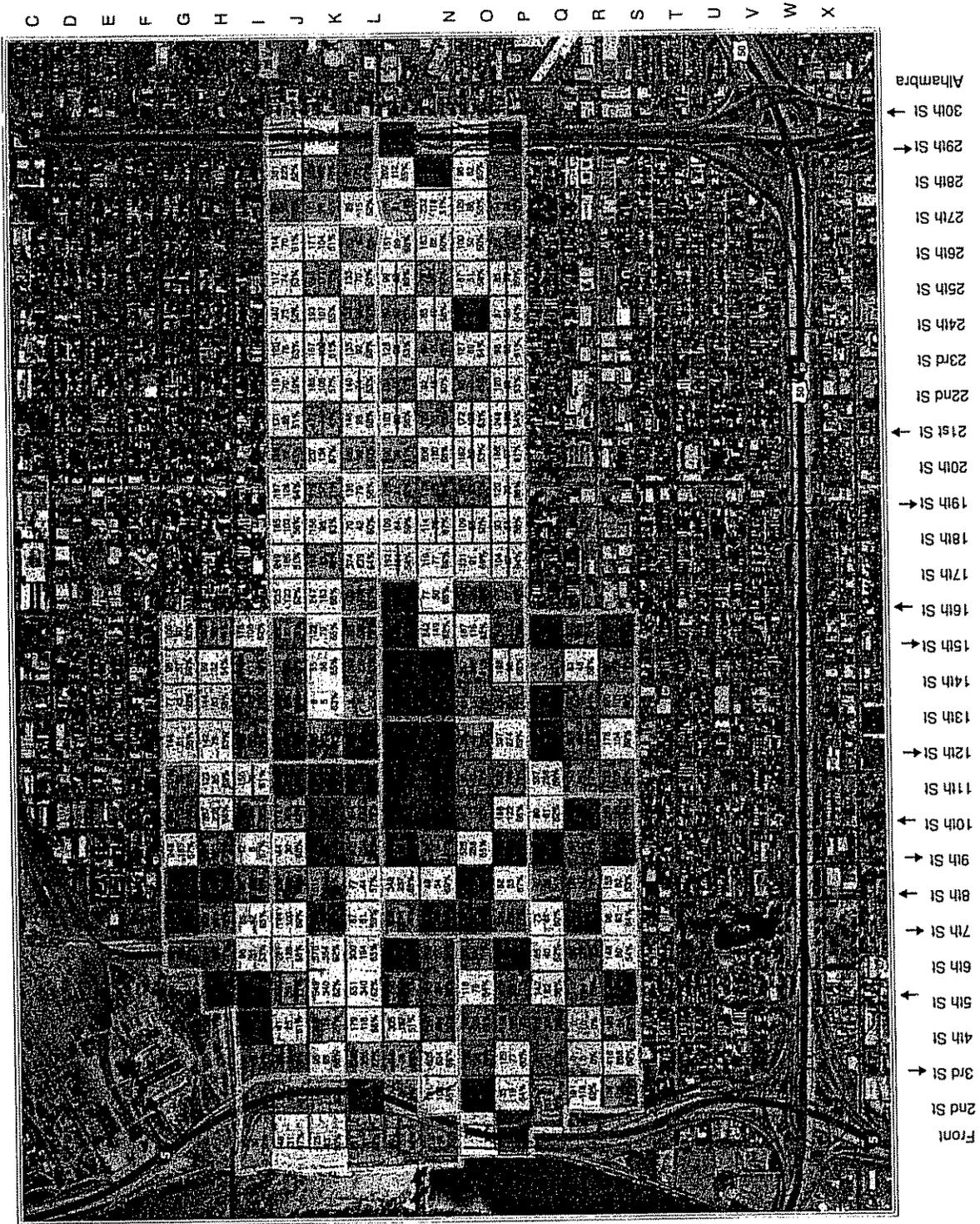
The project team is continuing to develop the program with Regional Transit and additional details are expected by September 2005. Regional Transit planning staff has indicated to the project team that they will give this report to the Planning Commissioners on August 11, 2005.

Attachment R- Central City Parking Master-Plan-Maps



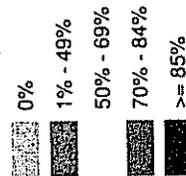






**ON-OFF-STREET  
MID-DAY (10am-2pm)  
OCCUPANCY  
BY BLOCK**

**Total Occupancy**



**LABELS:  
INVENTORY  
OCCUPIED  
% OCCUPIED**

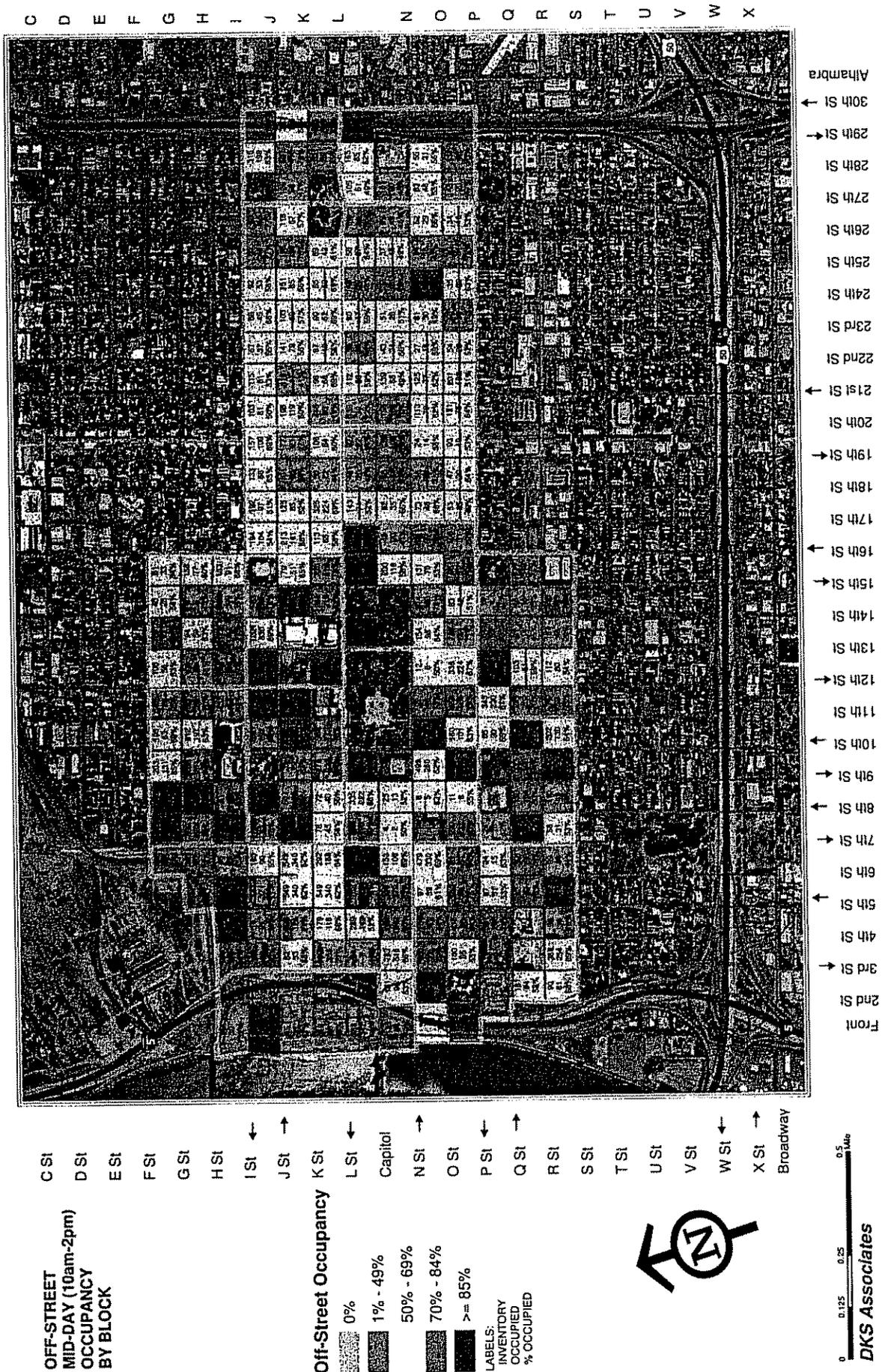


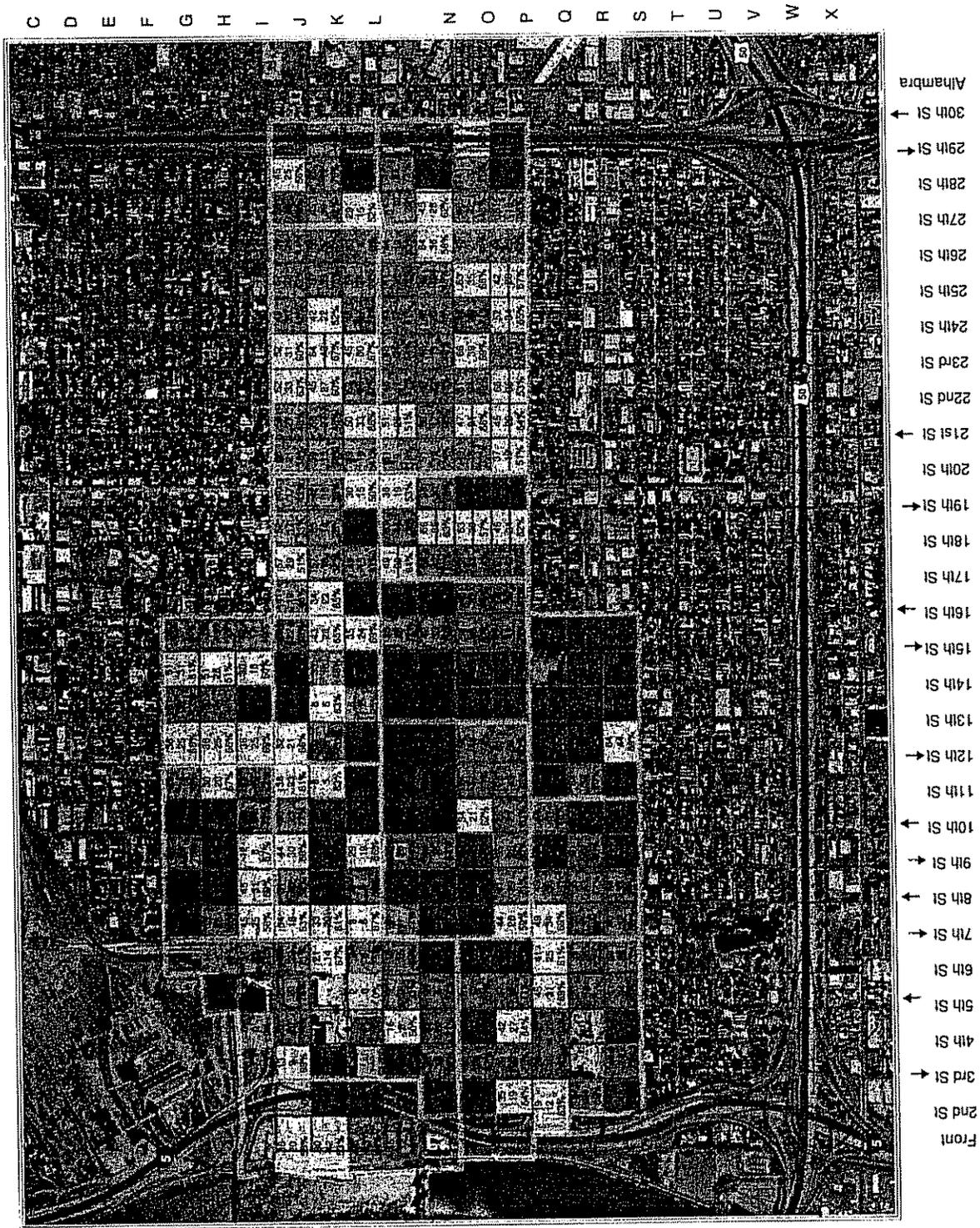
**DKS Associates**

C St  
D St  
E St  
F St  
G St  
H St  
I St  
J St  
K St  
L St  
Capitol  
N St  
O St  
P St  
Q St  
R St  
S St  
T St  
U St  
V St  
W St  
X St  
Broadway

Front  
2nd St  
3rd St  
4th St  
5th St  
6th St  
7th St  
8th St  
9th St  
10th St  
11th St  
12th St  
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14th St  
15th St  
16th St  
17th St  
18th St  
19th St  
20th St  
21st St  
22nd St  
23rd St  
24th St  
25th St  
26th St  
27th St  
28th St  
29th St  
30th St  
Alhambra

O D E F G H I J K L N O P Q R S T U V W X





**ON-STREET  
MID-DAY (10am-2pm)  
OCCUPANCY  
BY BLOCK**

- C St
- D St
- E St
- F St
- G St
- H St
- I St
- J St
- K St
- L St
- Capital
- N St
- O St
- P St
- Q St
- R St
- S St
- T St
- U St
- V St
- W St
- X St
- Broadway

**On-Street Occupancy**

- 0%
- 1% - 49%
- 50% - 69%
- 70% - 84%
- >= 85%

**LABELS:**  
INVENTORY  
OCCUPIED  
% OCCUPIED



0 0.125 0.25 0.5 1000  
**DKS Associates**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

October 11, 2005

**A RESOLUTION ADOPTING THE NOTICE OF DECISION AND FINDINGS OF FACT DENYING THE APPEAL OF THE PLANNING COMMISSION DECISION TO APPROVE THE VARIOUS ENTITLEMENTS FOR THE L STREET LOFTS PROJECT, LOCATED IN THE CENTRAL CITY AT 1812-1820 L STREET. (P05-057) (APN: 007-0141-005 THRU -008)**

**BACKGROUND**

- A. On July 6, 2005, the Design Review Preservation Board approved the design of the proposed project; and
- B. On August 11, 2005, the City Planning Commission approved the requested entitlements, with conditions; and
- C. On August 22, 2005, the decision of the City Planning Commission approving these entitlements was appealed by a Third Party; and
- D. On October 11, 2005, the City Council heard and considered evidence in the above-mentioned matter.

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

Section 1. At the regular meeting of October 11, 2005, the City Council heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the City Council took the following actions for the location listed above:

- A. Denied the Third Party Appeal of the Planning Commission decision to approve various entitlements for the project known as the L Street Lofts.

These actions were made based upon the following findings of fact and subject to the following conditions:

Section 2. **FINDINGS OF FACT**

A. **Environmental Determination:** The City Council finds that the project is Exempt pursuant to CEQA Section 15332.

B. **Tentative Map:** The **Tentative Map** to merge four parcels into one parcel and designate the parcel for condominium purposes is hereby **approved** based on 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 General Plan, and Chapter 16 of the City Code, which is a Specific Plan of the City. The City General Plan designates the subject site for Community/Neighborhood Commercial & Office;
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 plants have a design capacity adequate to service the proposed subdivision; and
4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

C-F. **Special Permits to construct 92 alternative ownership housing units (condominiums), to exceed maximum building height, to waive parking spaces associated with the commercial uses, and to allow tandem parking:** The **Special Permits** to construct 92 alternative ownership housing units (condominiums), to exceed maximum building height, to waive parking spaces associated with the commercial uses, and to allow tandem parking are hereby **approved** based upon the following findings of fact:

1. Granting the Special Permits is based upon sound principles of land use in that the proposed use will not adversely affect the peace and general welfare of the surrounding residential neighborhood, since the building is designed to step back from adjacent properties, supports transit usage and the jobs/housing ratio;
2. Granting the Special Permits would not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project provides adequate parking for tenants and the commercial space will be utilized by neighborhood serving uses; and

- 3. The proposed project is consistent with the proposed City of Sacramento General Plan and Central City Community Plan designations, and the requirements of the Residential Mixed Use- Urban Neighborhood overlay (RMX-UN) zone.

G. Variance to Reduce Maneuvering Width: The **Variance** to reduce the maneuvering width within the parking garage is hereby **approved** based upon the following findings of fact:

- 1. The variance is not a special privilege extended to one individual property owner. The variance would be appropriate for other property owners facing similar circumstances;
- 2. The proposed variance is not a use variance since parking for residential mixed use projects is permitted in the RMX-UN zone;
- 3. The variance will not be injurious to the public welfare, nor to the property in the vicinity of the project in that reducing maneuvering area will maximize parking for a residential infill project and will not affect on-street traffic operations; and
- 4. The proposed variance will not adversely affect the General Plan or the Central City Community Plan since the project endorses plans and policies for development of housing within the Central City.

Section 3. **CONDITIONS OF APPROVAL**

B. The **Tentative Map** to merge four 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 (P05-057). 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 Final 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 and Finance Division:

**GENERAL: All Projects**

- B1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.
- B2. Show all continuing and proposed/required easements on the Final Map.

- B3. 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.

**PUBLIC WORKS: Streets**

- B4. 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 and Finance 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, sidewalk and alley per City standards to the satisfaction of the Development Engineering and Finance Division.
- B5. The alley which will be the primary means of access must be constructed or repaired per City Standards to the satisfaction of the Development Engineering and Finance Division for its entire length between 18<sup>th</sup> and 19<sup>th</sup> Streets.

**PUBLIC/PRIVATE UTILITIES**

- B6. Dedicate a 10' X 20' enclosed area adjacent to the North side of the Alley as a public utility easement (PUE) for underground facilities and appurtenances.

**CITY UTILITIES**

- B7. 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.
- B8. The condominium units shall have a separate street tap for a metered domestic water service.
- B9. The project shall provide for sub-metering of all the condominium units consistent with the Utility Service Agreement. The sub-metering shall be to the satisfaction of the Department of Utilities.

- B10. The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service.
- B11. Common area landscaping shall have a separate street tap for a metered irrigation service.
- B12. An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project. The onsite water, sewer and storm drain systems shall be private systems maintained by the association.
- B13. 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.
- B14. Prior to recording the final map and prior to the initiation of water, sewer or drainage services to any airspace lot or the common lot, the various owners of such lots shall enter into an agreement authorizing one owner or an association of owners to obtain and pay for water, sewer and drainage facilities services for all lots, and such owner or association of owners shall enter into a separate agreement with the City to receive such utility services for all lots at points of service designated by the Department of Utilities (for example, the private water system serving each airspace lot and the common lot shall connect to the City's water system at a single point of service). Such separate agreement with the City shall provide for payment of all charges for the water, sewer and drainage services provided to all lots, shall authorize discontinuance of utility services to all lots 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, and shall be in a form approved by the City Attorney.
- B15. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

**PPDD: Parks**

- B16. The Applicant shall comply with City Code 16.64 (Parkland Dedication) and dedicate a park site at a location deemed acceptable to the City's PPDD; **and/or**, as determined by PPDD, request the City have prepared, at the applicant's expense, a fair market value appraisal of the property to be subdivided and pay the required parkland dedication in lieu fees or, as

an alternative to the appraisal process, pay the required parkland dedication in lieu fees based on the Community Planning Area "fixed market value " per acre of land as adopted by Sacramento City Council.

- B17. The applicant must provide proof they have initiated and completed the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annexed the project to an existing parks maintenance district prior to recording a Final (Parcel) Map. The applicant shall pay all City fees for formation of or annexation to special districts. The purpose of the district is to equitably spread the cost of neighborhood park maintenance on the basis of special benefit, in the case of an assessment district. In the case of a special tax district, the cost will be spread based upon the hearing report, which specifies the tax rate and method of apportionment. (Contact Development Services Department, Special Districts, Project Manager).

#### **ADVISORY NOTES:**

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

- A) This project is served by the Combined Sewer System (CSS). Therefore, impacts from the project to the CSS must be mitigated to the satisfaction of the Department of Utilities. If mitigation of impacts is not feasible, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to 92 condominium units and 4,000 feet of retail is estimated to be 70 ESD. The Combined System fee at time of building permit is estimated to be \$121,110 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site. The fee will be used for improvements to the CSS.
- B) Many projects in the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- C) The proposed project is located in the Flood zone designated as an 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 February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof.
- D) Foundation or basement dewatering discharges to the CSS and/or storm drainage system will not be allowed. The CSS and storm drainage system

in the area does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.

- C. The **Special Permit** to construct 92 alternative ownership housing units (condominiums) in the RMX-UN zone is hereby **approved** subject to the following conditions of approval:

General:

- C1) The applicant shall obtain all necessary building permits prior to construction.
- C2) The project shall substantially conform to the site plan and elevations as shown on Exhibits 1A-1O. Any modification to the project shall be subject to review and approval by Planning staff prior to the issuance of building permits.
- C3) The applicant shall comply with all Design Review conditions of approval (DR05-140).
- C4) Provide an ownership association responsible for the care and maintenance of all common areas and common improvements and any other interest common to the condominium owners. Complete and true copies of all covenants, conditions and restrictions, articles of incorporation and by-laws shall be subject to review and approval by the city prior to occupancy as a condominium unit.
- C5) The homeowner's association shall conduct periodic inspections, not less than monthly, of the exterior of all buildings, trash enclosures and recreation facilities.
- C6) The homeowner's 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. Owner/Operator shall repaint or re-treat all painted or treated areas at least once every 8 years; provided that the Planning Director may approve less frequent painting or re-treatment upon a determination that less frequent repainting or re-treatment is appropriate, given the nature of the materials used or other factors. The program shall be subject to review and approval by the Planning Director.
- C7) The homeowner's association shall maintain landscaping and irrigation in a healthy and serviceable condition.

- C8) The homeowner's association shall indicate and maintain all locations of parking stalls for handicapped/disabled access and strictly enforce rules related thereto.
- C9) Each condominium unit shall comply with the state of California's Noise Insulation Standards (California Amended Code Section 1092).
- C10) Each condominium unit shall provide the following:
  - A separate gas service where gas is a necessary utility.
  - A separate electrical service, with separate meters and disconnects and ground fault interrupters where and as required by Building Code.
- C11) Each unit of a condominium project, and all commonly owned portions of a condominium building shall comply with all applicable building code standards. Nothing herein shall be construed to prevent or prohibit the applicant or the City from providing or requiring building standards greater than those set forth in the Building Code where the greater standards are found to be necessary to carry out the purposes and objectives of this chapter. (Ord. 99-015 § 6-3-D)

Street Trees

- C12) No excavation shall occur 4 feet behind back of sidewalk (20 feet from face of curb). This is the minimum amount of undisturbed soil volume required to support the trees. Boring will be allowed in this area but no hand excavation. Prior to the issuance of demolition/grading permits a 6-foot chain link fence shall be installed under the direction of the City arborist (768-8604) around the two City street trees. Orange plastic fencing is not acceptable for City trees. Dimensions will be contingent upon the tree size and species. The fencing shall remain in place for the duration of the project except for the temporary removal required to replace existing curb, gutter and sidewalk.
- C13) The contractor shall hire an International Society of Arboriculture (ISA) certified arborist to do any root pruning and when excavation for the subterranean parking occurs on the north side of the project. The arborist will also make weekly inspections to monitor these tree protection measures. The arborist shall take any required action, i.e. supplemental irrigation, fertilization, and soil compaction remediation, to ensure the health of the trees. In areas of dispute, the City Arborist shall have final authority. Contractor shall be responsible for any costs incurred.
- C14) No excavation for utilities, trenching, grade changes, storage of materials or parking of vehicles shall be allowed within the fenced area. Boring or hand trenching for utilities may be allowed outside the fenced area with

approval of the City Arborist and under the supervision of the project arborist.

- C15) If, during excavation for the project or for any necessary sidewalk, curb and gutter repair or driveway construction, tree roots greater than two inches in diameter are encountered, work in the affected area shall stop immediately until the project arborist can perform an on-site inspection. All roots shall be cut clean, and the affected tree may require supplemental irrigation/fertilization and pruning as a result of the root pruning.
- C16) Prior to issuance of a pruning and removal permit the applicant shall compensate the City for the loss value of the trees due to pruning and provide a letter of credit for the remaining value of the tree.
- C17) Upon completion of the project a 5-year mitigation monitoring program shall be developed and implemented by the project arborist at the applicant's expense. The arborist will inspect the trees twice annually and take any remedial action required to ensure the health of the existing and newly planted trees.
- C18) The contractor shall be held liable for any damage to existing street trees, i.e. trunk wounds, broken limbs, pouring of any deleterious materials, or washing out concrete under the dripline of the tree. Damages will be assessed using "Guide to Plan Appraisal" published by the International Society of Arboriculture, eighth edition, published by the ISA. The project arborist will submit a report for review by the City Arborist.
- C19) The 20-inch and 30-inch diameter plane trees approved for removal must be posted with a removal sign for 30 days.
- C20) The existing 7 ½ -foot wide park strip shall be maintained, and no concrete, pavers or other non-porous materials shall be installed. No SMUD vaults shall be installed in the park strip or sidewalk area. The installation of any other utility vault will require approval from the City Arborist.
- C21) The trees to be saved and the protection methods noted above shall be identified on all grading and building site plans for the project.

#### Signage

- C22) A sign permit shall be obtained prior to construction or installation of any attached or detached signs.
- C23) A comprehensive signage program for the entire project shall be submitted to staff for review and approval prior to applying for any sign

permits. High quality signage with a design that complements the architecture is required.

Landscaping/Lighting:

- C24) Homeowners association shall maintain landscaping and irrigation in a healthy and serviceable condition.
- C25) 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.
- C26) 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 the Planning Director. Landscaping shall be consistent with the landscaping exhibits in this report (Exhibit 1E).
- C27) All landscaping shall be maintained so that ground cover plants and shrubs do not exceed a maximum height of thirty inches (30"); tree limbs shall be trimmed so that they hang no lower than six feet (6') above grade level.
- C28) Decorative planting shall be maintained so as not to obstruct or diminish lighting level throughout the project.
- C29) Lighting shall be designed so as not to produce hazardous or annoying glare to motorists and building occupants, adjacent residents, or the general public.
- C30) Lighting levels shall be as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space between the hours of dusk and one hour after sunrise. A minimum of 0.25 foot-candles of illumination shall be provided at the surface of any walkway, alcove, or passageway related to the building project during the same hours. On-site lighting standards shall be decorative. Pedestrian lighting may be complied with bollard lighting. Industrial wall-pack units will not be accepted.

Trash Enclosure:

- C31) The applicant shall comply with the City's Recycling Ordinance (Sacramento City Code, Chapter 17.72) related to providing trash and recycling enclosures.

Parking:

- C32) The proposal is required to meet all requirements of the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.040). Bicycle parking shall be located in a secure area located in close proximity to doors and windows. The location of all required bicycle parking shall be reviewed and approved by the Planning Director prior to issuance of a Certificate of Occupancy for the building.

Fencing:

- C33) All fencing shall be provided on-site as depicted on the approved landscape plan (Exhibit 1E).

Fire Department:

- C34) Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.
- C35) Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided.
- C36) A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.
- C37) 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.
- C38) Provide a water flow test. (Make arrangements at the North Permit Center's walk-in counter: 2101 Arena Blvd., Suite 200, Sacramento, CA 95834.)
- C39) Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.
- C40) Provide appropriate Knox access for site.
- C41) Locate and identify Fire Department Connections (FDCs) on address side of building within 40 feet of a fire hydrant.
- C42) 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

SMUD:

- C43) Dedicate the common areas as a public utility easement for overhead and underground facilities and appurtenances.
- C44) The owner/developer must disclose to SMUD the Special Permit when applying for facilities.

Utilities:

- C45) 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.
- C46) The condominium units shall have a separate street tap for a metered domestic water service.
- C47) The project shall provide for sub-metering of all the condominium units consistent with the Utility Service Agreement. The sub-metering shall be to the satisfaction of the Department of Utilities.
- C48) The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service.
- C49) Common area landscaping shall have a separate street tap for a metered irrigation service.
- C50) This project is served by the Combined Sewer System (CSS). Therefore, impacts from the project to the CSS must be mitigated to the satisfaction of the Department of Utilities. If mitigation of impacts is not feasible, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to 92 condominium units and 4,000 feet of retail is estimated to be 70 ESD. The Combined System fee at time of building permit is estimated to be \$121,110 plus any increases to the fee due to inflation and credit for existing sanitary sewer flows from the site. The fee will be used for improvements to the CSS.
- C51) An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project. The onsite water, sewer and storm drain systems shall be private systems maintained by the association.

- C52) 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.
- C53) Foundation or basement dewatering discharges to the CSS and/or storm drainage system will not be allowed. The CSS and storm drainage system in the area does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.
- C54) 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.
- C55) Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility, only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

**Advisory Notes:**

- A. Many projects in the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- B. The proposed project is located in the Flood zone designated as an 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 February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof.

**Police Department:**

General

- C. The applicant shall post the property "No Trespassing" and sign an agreement with the Police Department to prosecute all violators. This agreement shall be kept on file on the premises and at the Police Department.
- D. No public telephone shall be installed or maintained on the exterior of the premises.
- E. Signs shall be posted prohibiting consumption of alcoholic beverages in the business or in the parking areas. Signs shall read: "It is unlawful to enter or remain on these premises, adjacent parking lot, or adjacent public sidewalk with an open alcoholic beverage container. P.C. 647e (a)" plus any appropriate local ordinances. Lettering to be block style and a minimum of 2 ½" in height. Signs will be clearly visible to the patrons of the parking garage and to persons on the public sidewalk.
- F. Business rules shall be posted in the business interior in a conspicuous place.
- G. Windows shall be left unobstructed by either signage and/or display racks, shelving, and merchandise in order to allow viewing of the interior of the business by patrolling police.
- H. The applicant shall be responsible for the daily removal of all litter generated by the business from the subject site, adjacent properties and streets.
- I. All dumpsters must be kept locked.
- J. 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 Planning Commission.

Alarms

- K. All alarm plans shall be approved by The Sacramento Police Department's Alarm Unit.

Doors

- L. 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.
- M. Entrance doors into individual units shall be secured with a single cylinder deadbolt lock with a minimum throw of one inch, in addition to door latches with a one-half inch minimum throw. The locks should be so constructed that both deadbolt and dead latch can be retracted by a single action of the inside door knob.
- N. A viewing device (peephole) shall be installed in each individual unit entrance door and shall allow for 180 degree vision.
- O. A 180 degree viewing device (or peephole) shall be installed in office, administration, and delivery area entry doors to screen persons before allowing entry.
- P. 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.
- Q. 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.
- R. 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.
- S. All exterior doors and doors leading from the enclosed garage areas to family units shall be solid core with a minimum thickness of 1-¾ inches.
- T. 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.

Windows

- U. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame (sliding).
- V. The sliding portion of a sliding glass window shall be on the inside track.
- W. Window locking devices shall be capable of withstanding a force of 200 pounds in any direction.
- X. Secondary locking devices are required on ground floor windows and any windows accessible from outside connecting balconies.

Numbering

- Y. The address number of every commercial building 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 six inches in height and of a color contrasting with the background.
- Z. Each individual unit within the building shall display a prominent identification number not less than two to four inches in height, which is easily visible to pedestrian traffic on site.

Interior Lighting

- AA. Stairwell, hallway, and elevator lighting shall be equipped with vandal-resistant lenses and shall remain on at all times.

Parking Structure

- BB. Parking in the structure should be limited to residents, patrons and employees only.
- CC. 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 be reused until the original user's vehicle exits the structure.
- DD. 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.
- EE. The structure should be routinely patrolled by security anytime there are vehicles inside.

- FF. 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.
- GG. In conjunction with the alarm system, a two way audio system should be installed.
- HH. An extensive closed circuit television system should be incorporated throughout the structure with recorder capability.
- II. The perimeter design of the structure should restrict access to only persons with a legal right to enter, especially at ground level.
- JJ. The structure should be equipped with emergency telephones (not pay phones).
- KK. The design of the structure should be simple, from a circulation aspect, with ample directional arrows, exit signs, and location maps provided.
- LL. Stairwells, elevator towers, and connecting bridges should be glass enclosed to provide added visibility and a sense of security.
- MM. The vertical clearance into the parking structure shall be sufficient to allow entry and exit by a tow truck with a vehicle in tow.

Commercial Retail

- NN. Landscaped areas shall be planned for maximum growth while at the same time provide unobstructed observation of parking lots, buildings, and pathways; day and night.
- OO. Entrances shall be clearly visible to patrol and the public and held to a minimum number.
- PP. Security personnel shall be provided to monitor activity 24 hours, 7 days per week, including during time of construction.
- QQ. Security lighting shall be provided for entryways.
- RR. Provide intrusion detection for stairwell doors in the building, as well as a capability to electronically open stairwell doors in case of emergency.
- SS. External lighting requirements should consider general lighting level of one foot-candle minimum maintained at ground level for medium

use facilities, utilizing high pressure sodium with vandal-resistant covers.

Roof Openings

TT. All glass skylights on the roof of any building shall be provided with:  
Rated burglary resistant glass or glass-like acrylic material.

Or

Iron bars of at least 1/2" round or one by one-fourth inch flat steel material spaced no more than five inches apart under the skylight and securely fastened.

Or

A steel grill of at least 1/8" material or two inch mesh under skylight and securely fastened.

UU. All hatchway openings on the roof of any building shall be secured as follows:  
If the hatchway is of wooden material, it shall be covered on the outside with at least 16 gauge sheet steel or its equivalent attached with screws.

The hatchway shall be secured from the inside with a slide bar or slide bolts. The use of crossbar or padlock must be approved by the fire department.

Outside hinges on all hatchway openings shall be provided with non-removable pins when using pin-type hinges.

VV. All air duct or air vent openings exceeding 8" x 12" on the roof or exterior walls of any building shall be secured by covering the same with either of the following:

Iron bars of at least 1/2" round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened.

Or

A steel grill of at least 1/8" material or two-inch mesh and securely fastened.

If the barrier is on the outside, it shall be secured with galvanized rounded head flush bolts of at least 3/8" diameter on the outside.

Special Security Measures

WW. 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". 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.

- XX. The cash register area shall be covered by a CCTV system with a recorder.

#### Lofts

- YY. A lighting level of .25 to .50 foot-candles shall be provided in all open parking areas, roadways, and pedestrian travel areas.
- ZZ. All required lighting shall be high-pressure sodium with vandal - resistant covers/lenses.
- AAA. Tire stops shall be installed in all parking spaces that do not overhang a 6-foot wide landscape or sidewalk area.
- BBB. Parking spaces shall not be numbered to coincide with dwelling unit numbers. Assigned open resident parking shall be clearly designated. Handicapped spaces shall be clearly marked and properly sign posted.
- CCC. The entrance to the outside parking areas and other highly visible locations on-site shall be posted with appropriate signs per 22658 (a) CVC to assist in removing vehicles at the property owner/manager's request.
- DDD. Ground level patio fences should be low profile to allow observation while still providing a sense of privacy.
- EEE. Elevators shall be equipped with a convex mirror to allow surveillance of the interior prior to entry into the car.
- FFF. During construction, 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. Security personnel shall be provided to monitor the project after normal working hours during all phases of construction by a combination of on-site security personnel, video, and other electronic equipment, and adequate security lighting shall be provided to illuminate vulnerable equipment and materials.

#### Sliding Glass Doors

- GGG. 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.

- HHH. 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.
- III. Vision panels in exterior doors (if used) or within reach of the inside activating device, shall be of burglary resistant glazing or equivalent.

Numbering

- JJJ. 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 4 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.
- KKK. In addition, each individual unit within the complex shall display a prominent identification number not less than two to four 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.

Interior Security Lighting

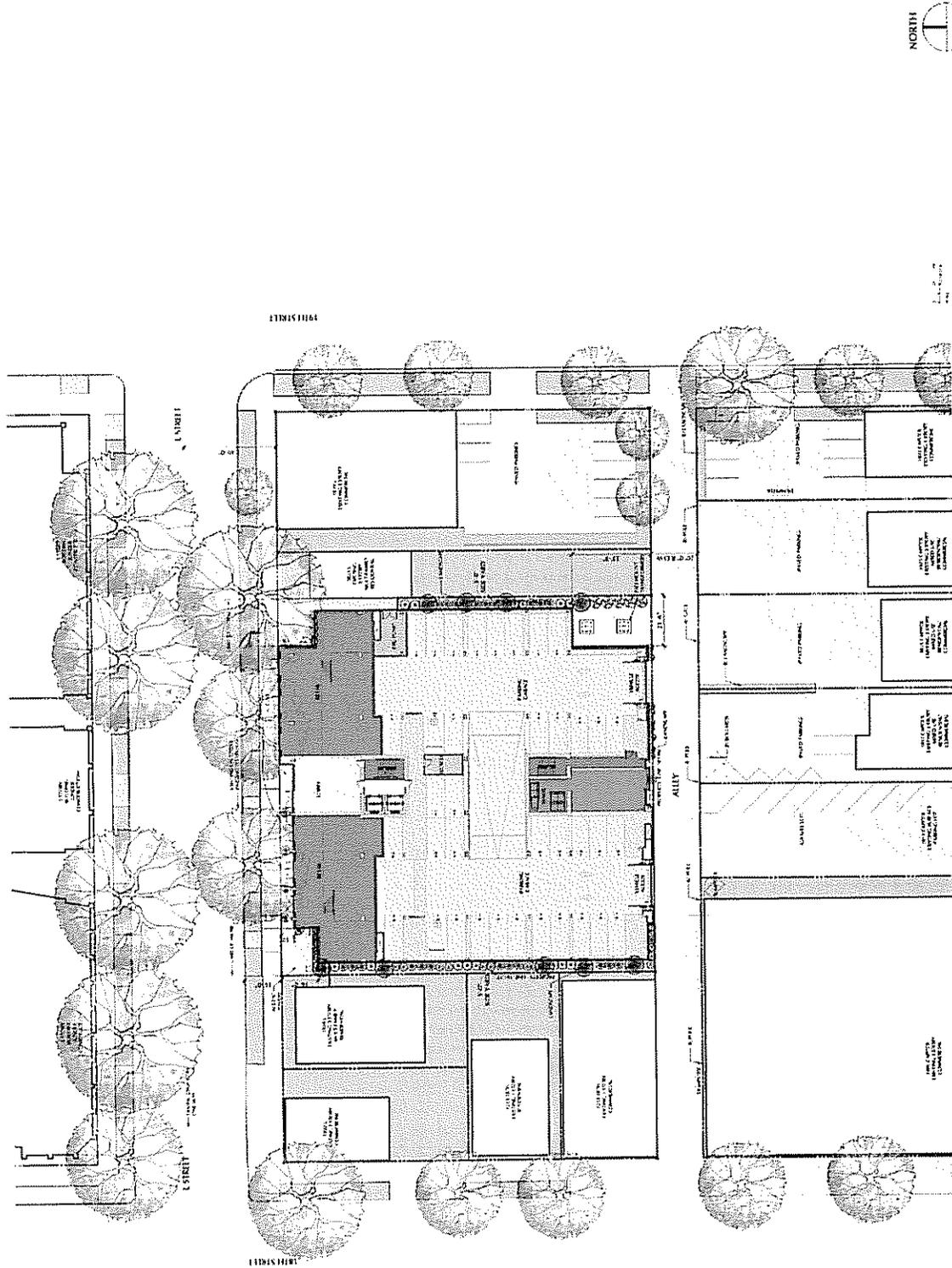
- LLL. Security and parking area lights shall be controlled by photocell and shall remain on during hours of diminished lighting.
  - MMM. Stairwell and enclosed parking area lights shall remain on at all times.
  - NNN. Each entry, patio, balcony, and pedestrian garage door shall be equipped with its own light source.
- E-F. The Special Permit to waive parking spaces associated with the commercial uses and to allow tandem parking are hereby **approved** subject to the following conditions of approval:
- D-F1) Twenty-six parking spaces shall be made available to 1801 L Street apartment building to satisfy the requirement of Z02-220. The parking spaces shall be clearly marked for the tenants of 1801 L Street. The applicant shall submit a plan to be reviewed and approved by the

Planning Director showing how those spaces will be assigned or marketed to that project.

- D-F2) This parking waiver is for retail or commercial uses only. It is not the intent of this waiver to be utilized by restaurant uses. Should either of the commercial tenants be proposed to be restaurant uses, the applicant shall be required to provide parking based on the amount of seats proposed. The applicant shall submit a parking plan to the Zoning Administrator for review and approval prior to occupancy of any restaurant uses. The parking plan shall describe how the applicant proposes to provide offsite or onsite parking for restaurant uses and analyze how on-street parking may be affected.
- D-F3) Each condominium unit shall be required to have a minimum of one parking place within the parking garage.
- D-F5) The tandem parking spaces shall be assigned to one unit; in no case shall the assigned parking for two separate units be fulfilled with the same tandem set of parking spaces.

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Exhibit 1G	Materials Selection
Exhibit 1H	Basement Level Floor Plan
Exhibit 1I	Ground Floor Plan
Exhibit 1J	Second Floor Plan
Exhibit 1K	Third Floor Plan
Exhibit 1L	Fourth-Seventh Floor Plan
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SKK DEVELOPMENTS

07.06.05

L STREET LOFTS  
 1818 L STREET  
 SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS



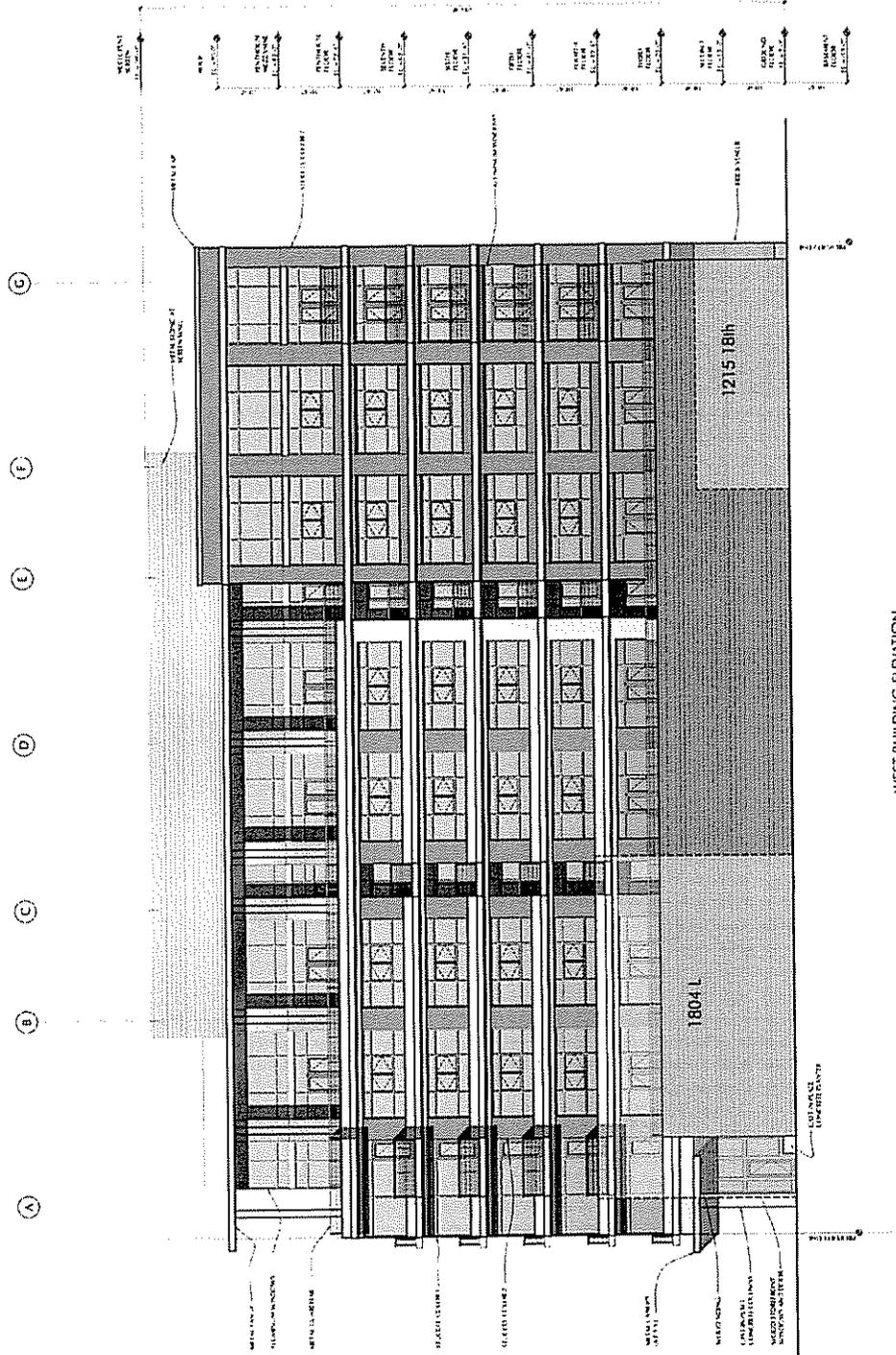






Exhibit 1C

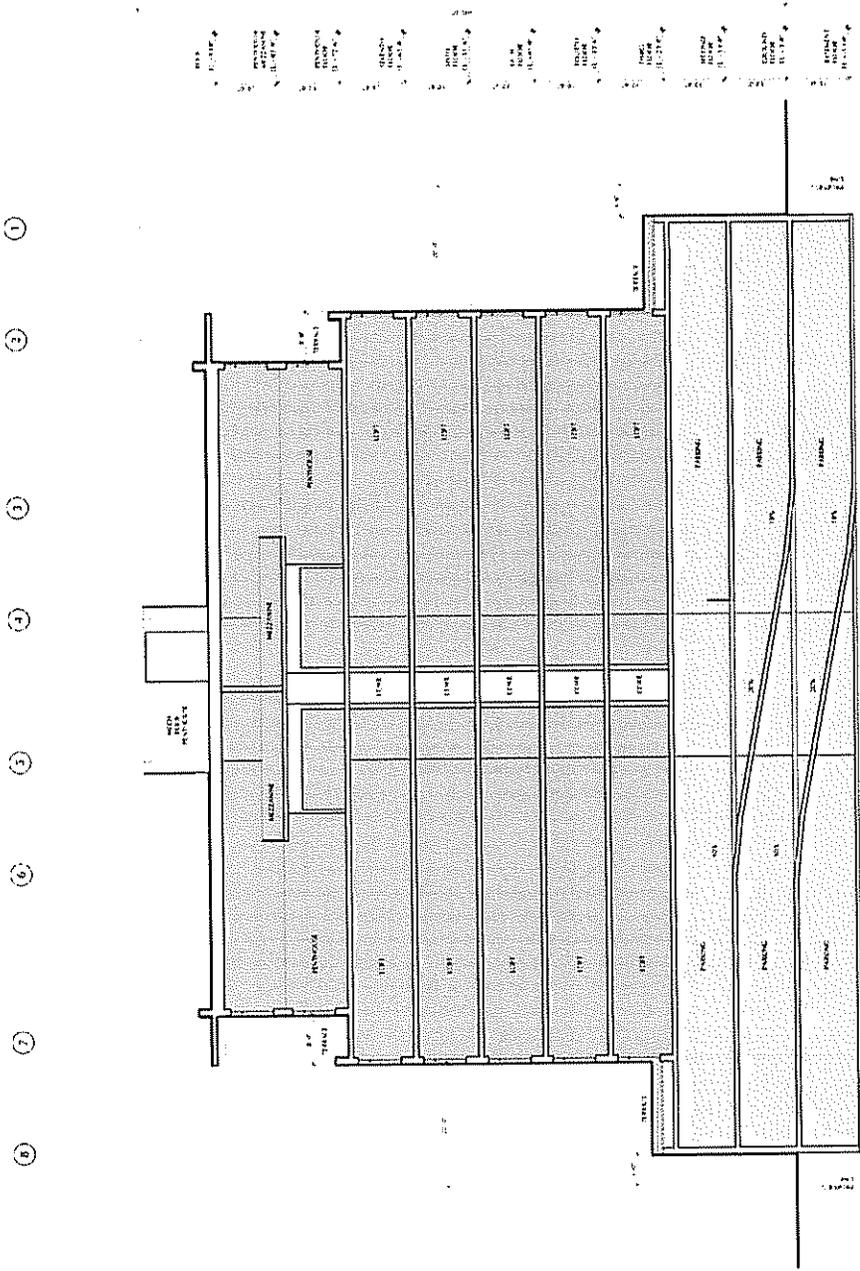
Building Elevations (West)



SKK DEVELOPMENTS  
07.06.05

L STREET LOFTS  
1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS



BUILDING SECTION

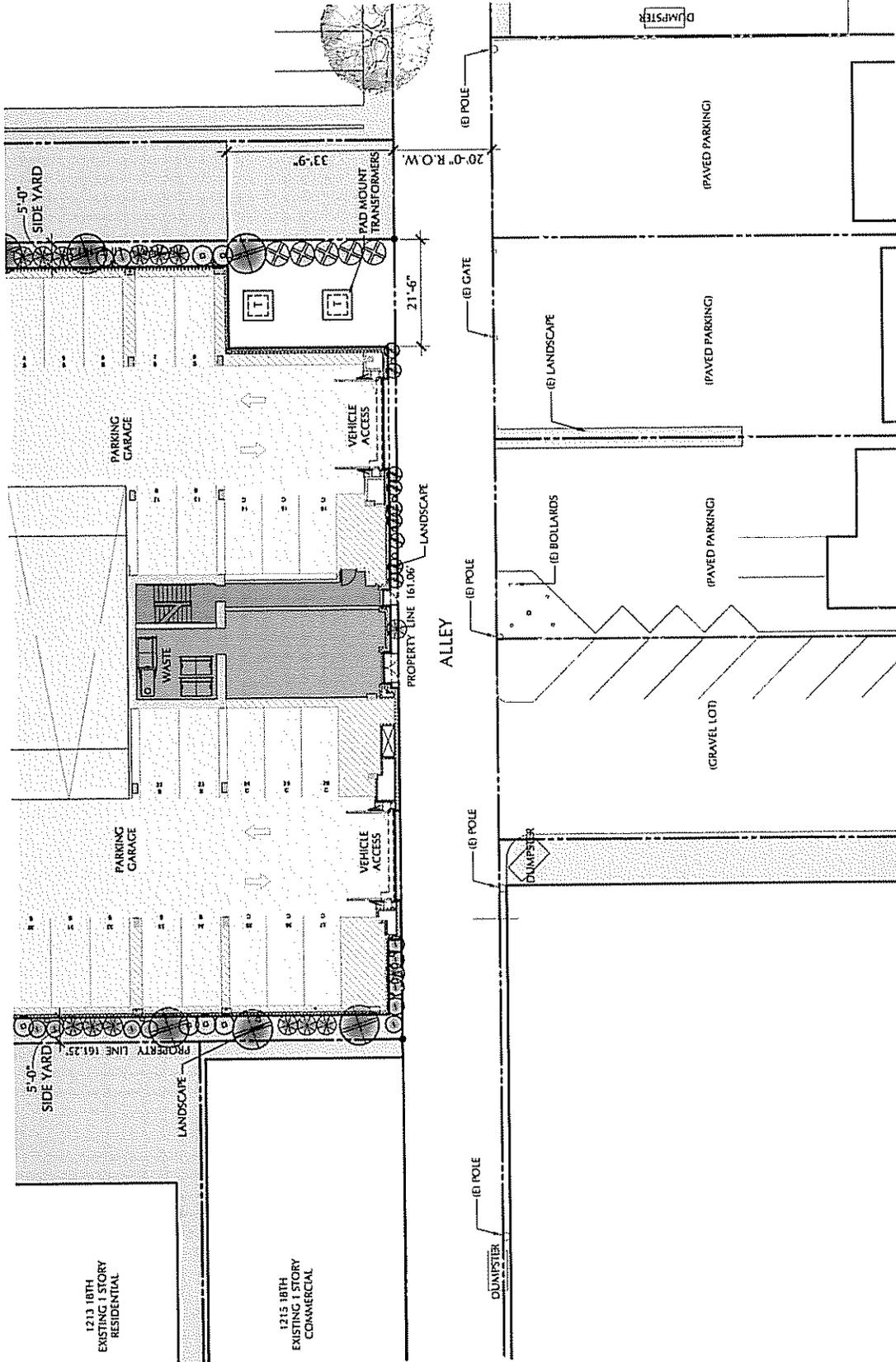


SKK DEVELOPMENTS  
07.06.05

L STREET LOFTS  
1818 L STREET  
SACRAMENTO, CALIFORNIA

MOISAN ASSOCIATED ARCHITECTS





ENLARGED ALLEY PLAN

SKK DEVELOPMENTS

07.06.05

L STREET LOFTS  
 1818 L STREET  
 SACRAMENTO, CALIFORNIA

KROM MOISAN ASSOCIATED ARCHITECTS





Exhibit 11

Ground Floor Plan

ANKROM MOISAN  
ARCHITECTURE INTERIOR PLANNING  
4725 W. MADISON, SUITE 100, FRESNO, CALIFORNIA 93711  
PHONE: (559) 431-1111 FAX: (559) 431-1112

1818 L STREET, SACRAMENTO, CALIFORNIA 95814  
SIXX DEVELOPMENTS

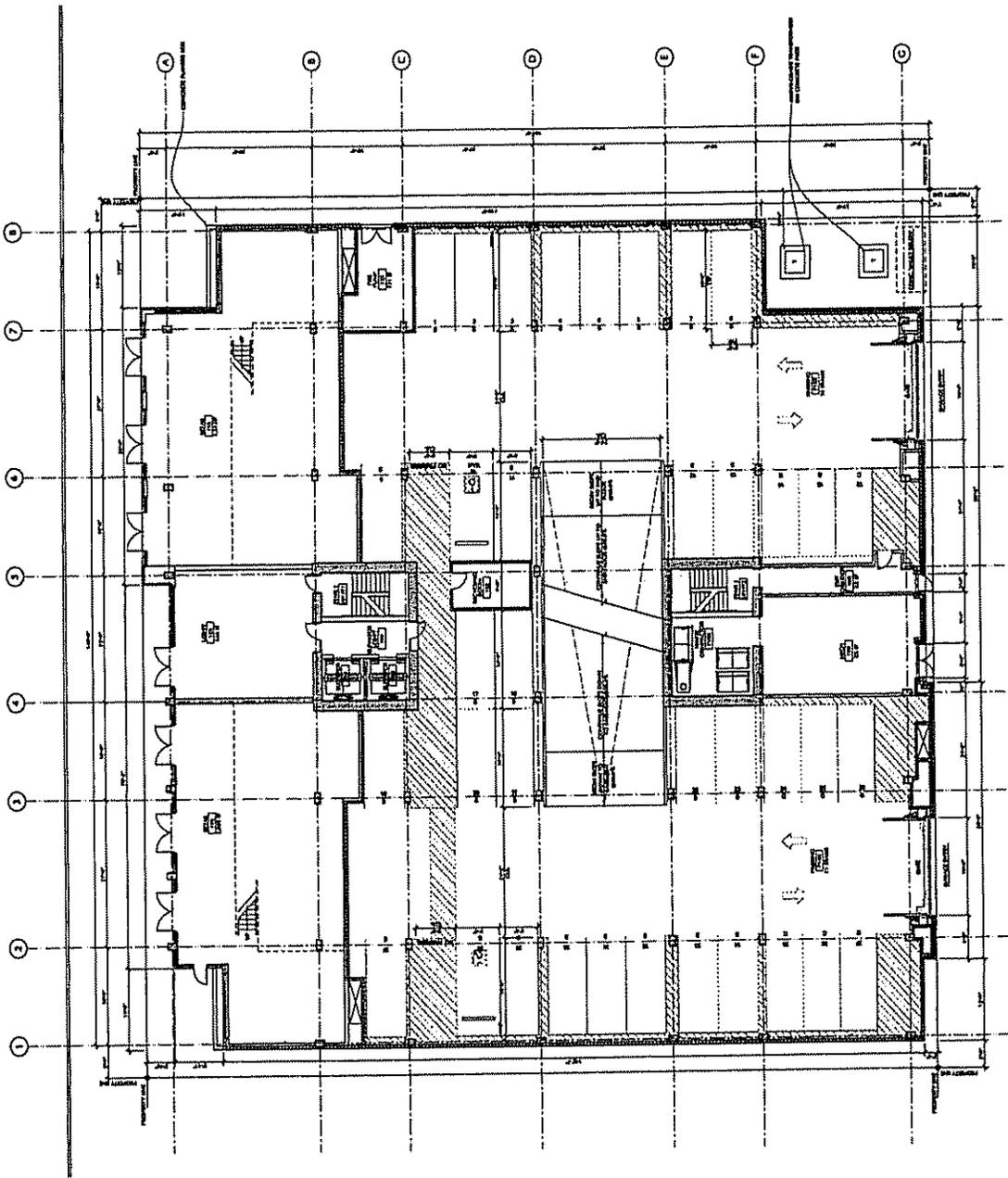
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2	06/24/05	REVISION
3	06/24/05	REVISION
4	06/24/05	REVISION
5	06/24/05	REVISION
6	06/24/05	REVISION
7	06/24/05	REVISION
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GROUND FLOOR PLAN

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REVISED  
Rec'd 6-24-05

PLANNING REVISION 06-23-05



GROUND FLOOR PLAN





ANKROM MOISAN  
 ARCHITECTURE INTERIORS PLANNING  
 4722 BAY BLVD., SUITE 100, PORTLAND, OREGON 97219  
 PHONE 503-443-7100 FAX 503-443-7210 WWW.AMKM.COM

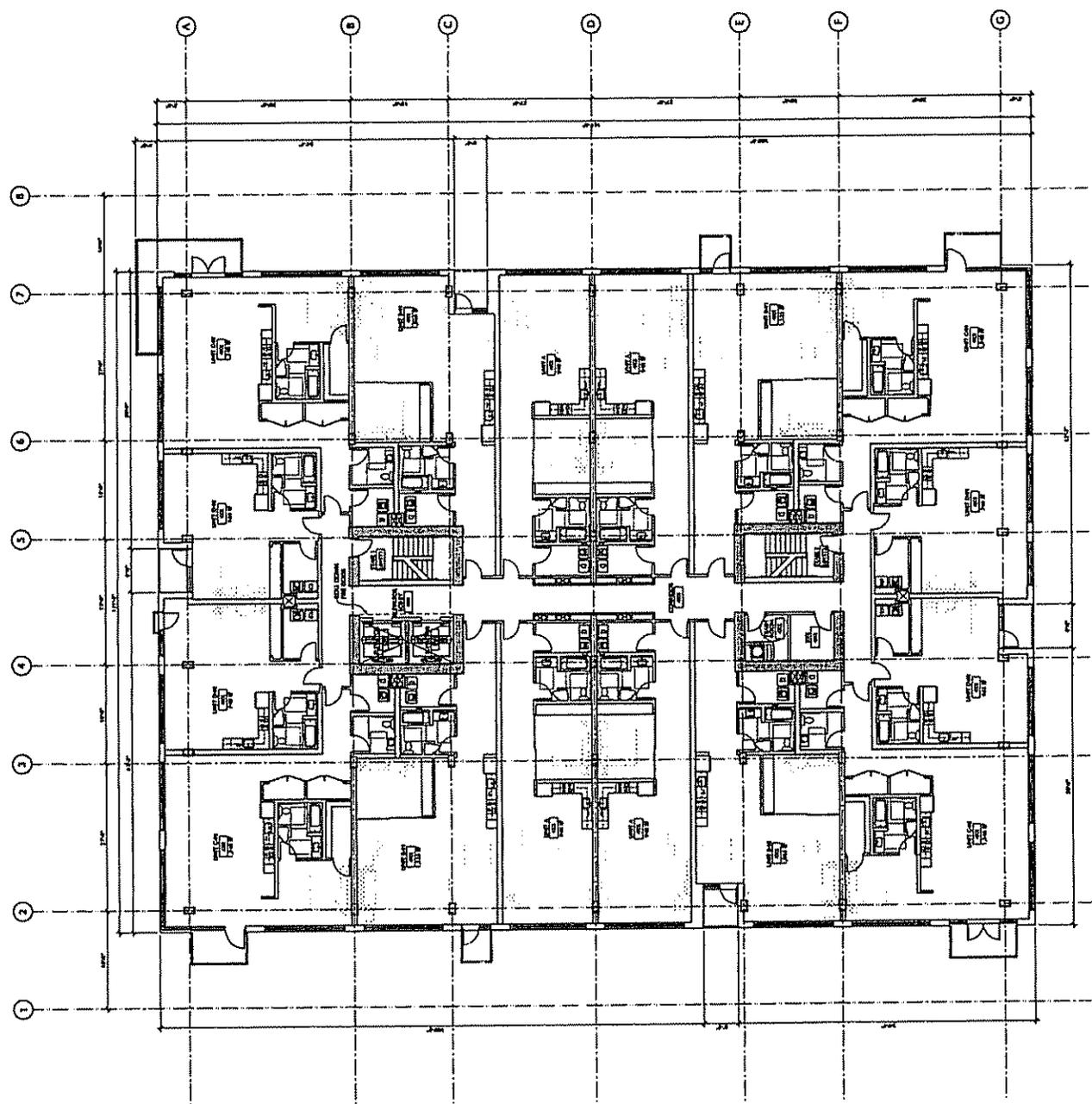
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CHK	JK
SCALE	AS SHOWN
PROJECT	1618 L STREET
DESCRIPTION	FOURTH THRU SEVENTH FLOOR PLAN
DATE	06-24-05
BY	JK
CHK	JK
SCALE	AS SHOWN
PROJECT	1618 L STREET
DESCRIPTION	FOURTH THRU SEVENTH FLOOR PLAN

FOURTH THRU SEVENTH FLOOR PLAN

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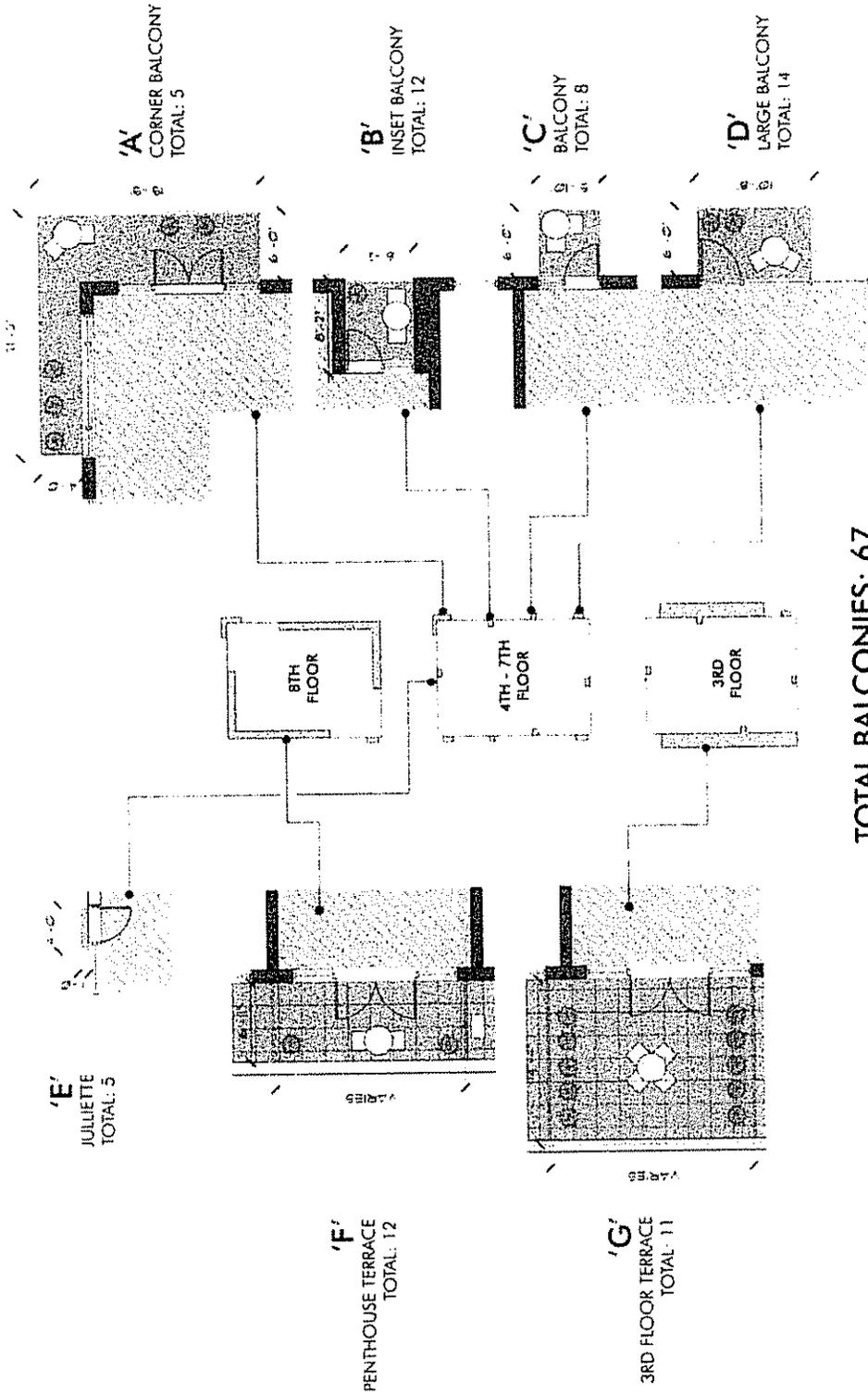
FOURTH - SEVENTH LEVEL FLOOR PLAN





Exhibit 10

Size of Balconies, Terraces, and Juliettes



SKK DEVELOPMENTS

07.06.05

L STREET LOFTS

1818 L STREET  
SACRAMENTO, CALIFORNIA

ANKROM MOISAN ASSOCIATED ARCHITECTS