Agenda
City of Sacramento
Design Commission

COMMISSION MEMBERS:

Edmonds Chandler, Vice Chair
David Nybo
Phyllis Newton
James Fong, AIA, NCARB
Brian Sehnert, AIA, LEED, Chair
H. Kit Miyamoto, SE
Todd Rudd

CITY STAFF:

William R. Crouch, AIA, NCARB, LEED AP, Urban Design Manager
Luis R. Sanchez, AIA, LEED AP, Senior Architect
Sheryl Patterson, Senior Deputy City Attorney

New City Hall
915 I Street, 1st Floor – Council Chambers

August 18, 2010 – 5:30 P.M.

The City Design Commission was created by the City Council. Its powers and duties include: to develop and recommend to the City Council policies and programs in support of the urban design program, including but not limited to urban design policies for inclusion in the General Plan; develop standards for review, evaluate and submit comments on items that are not subject to review under Title 17, Chapter 17.132 of the City Code and that may affect the physical development of urban design in the city; to approve design projects of major significance and appeals of the Design Director per the Design Review Chapter, Title 17, Chapter 17.132, of the City Code.

NOTICE TO THE PUBLIC

You are welcomed and encouraged to participate in this meeting. Public comment is taken (3 minutes maximum) on items listed on the agenda when they are called. Public Comment on items not listed on the agenda will be heard at the end of the meeting as noted on the agenda. Comments on controversial items may be limited and large groups are encouraged to select 3-5 speakers to represent the opinion of the group.

Notice to Lobbyists: When addressing the Commission you must identify yourself as a lobbyist and announce the client/business/organization you are representing (City Code 2.15.160).

Speaker slips are located in the lobby of the hearing room and should be completed and submitted to the Commission Secretary.

Government Code 54950 (The Brown Act) requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts Agendas at City Hall as well as offsite meeting locations.

The order of agenda items is for reference; agenda items may be taken in any order deemed appropriate by the Commission. The agenda provides a general description and staff recommendations; however, the Commission may take action other than what is recommended. The agenda is available for public review on the Friday prior to the meeting. Hard copies of the agenda, synopsis, and staff reports are available from the Community Development Department at 300 Richards Blvd, 3rd Floor (.25 cents per page) , during regular business hours or can be downloaded at www.cityofsacramento.org/dsd.

Meeting facilities are accessible to persons with disabilities. If you require special assistance to participate in the meeting, notify the Community Development Department at (916) 808-7705 at least 48 hours prior to the meeting.

CALL (916) 808-5656 我們講中文 · Hablamos Español · Мы говорим по-русски · ພວກເຮົາເວົ້າພາສາລາວໄດ້ · Ped hais lus Hmoob · Chúng tôi nói tiếng Việt

AGENDA

August 18, 2010

New City Hall
915 I Street – 1st Floor, Council Chambers

All items listed are heard and acted upon by the Design Commission unless otherwise noted.

Call to Order – 5:30 p.m.

Roll Call

Consent Calendar
All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

1. Approval of Minutes from June 16, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from June 16, 2010.

Contact: William R. Crouch, AIA, NCARB, LEED AP, Urban Design Manager, 916-808-8013

Public Hearings
Public hearings may be reordered by the Chair at the discretion of the Commission. If you challenge the decision of this Commission you may be limited to raising only those issues that are raised in this hearing or in written correspondence received by the Commission prior to the hearing.

None

Staff Reports
Staff' reports include oral presentations including those recommending Receive and File.

2. P10-042 Oak Park Mixed Use Development (Noticed on 8/04/10)
Location: 3820 Broadway, District 5, 014-0171-001-0000, 014-0171-017-0000, 014-0171-018-0000, 014-0171-019-0000, 014-0171-020-0000, 014-0171-025-0000
Recommendation: Review and Comment -Mixed use development including a 56 unit Senior Housing component and 4,000 square feet of retail, and 42 parking spaces, on a C-1 parcel merger in the Broadway/Stockton Special Planning District and Oak Park Design Review District.

Contact: Matthew Sites, Assistant Architect, 916-808-7646; Luis Sanchez, AIA, LEED AP, Senior Architect

3. M09-003 River District Specific Plan; Design Guideline and Design Review District (Noticed on 7/23/10)
Location: The River District Specific Plan area is bounded by Downtown and the Railyards on the south, the Sacramento River on the west, the American River on the north, and 16th and 18th Streets on the east

Recommendation: Item A: Review and Comment on the Draft Specific Plan and Design Guidelines for the River District; **Item B: Approve a Statement of Initiation** to proceed with the process of formation of the River District Design Review District.

Contact: Evan Compton, Associate Planner, 916-808-5260; Greg Taylor, Senior Urban Designer, 916-808-5268

Public Comments- Matters Not on the Agenda

4. To be announced.

Questions, Ideas and Announcements of Commission Members

5. To be announced.

Adjournment

Return to Agenda

Minutes
City of Sacramento
Design Commission

COMMISSION MEMBERS:

Edmonds Chandler, Vice Chair
David Nybo
Phyllis Newton
James Fong, AIA, NCARB
Brian Sehnert, AIA, LEED, Chair
H. Kit Miyamoto, SE
Todd Rudd

CITY STAFF:

William R. Crouch, AIA, FRAIA, NCARB, LEED AP, Urban Design Manager
Luis R. Sanchez, AIA, LEED AP, Senior Architect
Sheryl Patterson, Senior Deputy City Attorney

New City Hall
915 I Street, 1st Floor – Council Chambers

June 16, 2010 – 5:30 P.M.

The City Design Commission was created by the City Council. Its powers and duties include: to develop and recommend to the City Council policies and programs in support of the urban design program, including but not limited to urban design policies for inclusion in the General Plan; develop standards for review, evaluate and submit comments on items that are not subject to review under Title 17, Chapter 17.132 of the City Code and that may affect the physical development of urban design in the city; to approve design projects of major significance and appeals of the Design Director per the Design Review Chapter, Title 17, Chapter 17.132, of the City Code.

NOTICE TO THE PUBLIC

You are welcomed and encouraged to participate in this meeting. Public comment is taken (3 minutes maximum) on items listed on the agenda when they are called. Public Comment on items not listed on the agenda will be heard at the end of the meeting as noted on the agenda. Comments on controversial items may be limited and large groups are encouraged to select 3-5 speakers to represent the opinion of the group.

Notice to Lobbyists: When addressing the Commission you must identify yourself as a lobbyist and announce the client/business/organization you are representing (City Code 2.15.160).

Speaker slips are located in the lobby of the hearing room and should be completed and submitted to the Commission Secretary.

Government Code 54950 (The Brown Act) requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts Agendas at City Hall as well as offsite meeting locations.

The order of agenda items is for reference; agenda items may be taken in any order deemed appropriate by the Commission. The agenda provides a general description and staff recommendations; however, the Commission may take action other than what is recommended. The agenda is available for public review on the Friday prior to the meeting. Hard copies of the agenda, synopsis, and staff reports are available from the Community Development Department at 300 Richards Blvd, 3rd Floor (.25 cents per page) , during regular business hours or can be downloaded at www.cityofsacramento.org/dsd.

Meeting facilities are accessible to persons with disabilities. If you require special assistance to participate in the meeting, notify the Community Development Department at (916) 808-7705 at least 48 hours prior to the meeting.

CALL (916) 808-5656 我們講中文 · Hablamos Español · Мы говорим по-русски · พวกเราเว้าพาสาลาวได้ · Ped hais lus Hmoob · Chúng tôi nói tiếng Việt

MINUTES

June 16, 2010

New City Hall
915 I Street – 1st Floor, Council Chambers

All items listed are heard and acted upon by the Design Commission unless otherwise noted.

Call to Order – 5:30 p.m.

Roll Call- All commissioners present except Fong, Miyamoto, and Newton.

Consent Calendar
All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

1. Approval of Minutes from May 19, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from May 19, 2010.

Contact: William R. Crouch, AIA, FRAIA, NCARB, LEED AP, Urban Design Manager, 916-808-8013

Action: Moved, seconded, and carried (Chandler/Rudd; 4:0:0) to approve minutes.

Public Hearings
Public hearings may be reordered by the Chair at the discretion of the Commission. If you challenge the decision of this Commission you may be limited to raising only those issues that are raised in this hearing or in written correspondence received by the Commission prior to the hearing.

None.

Staff Reports
Staff' reports include oral presentations including those recommending Receive and File.

2. M10-007 R Street Market Plaza
Location: R Street between 16th and 18th Street, Districts 3 and 4
Recommendation: Review and Comment- Development of new plaza area with paving, landscaping, and street improvements between 16th and 18th Street along R Street.

Contact: Zuhair Amawi, Associate Civil Engineer, Department of Transportation, 916-808-7620

No public comment. Commissioner Chandler recused because his firm is under contract for the project's landscape design. Comissioners Rudd, Nybo and Sehnert provided comments.

3. Florin Road Corridor Design Review District
Location: Citywide
Recommendation: Approve Statement of Initiation- Item A: Creation of a new design review district along Florin Road from Tamoshanter Way to Franklin Blvd;

Review and Comment- Item B: Provide initial comments on an early draft of the Florin Road Corridor Design Guidelines.

Contact: Desmond Parrington, AICP, Infill Coordinator, 916-808-5044

No public comment. Action: Reviewed and comments provided. Moved, seconded, and carried (Nybo/Chandler; 4:0:0) to approve the statement of initiation.

Public Comments- Matters Not on the Agenda

4. **None.**

Questions, Ideas and Announcements of Commission Members

5. Chair Sehnert noted a letter he received from WALK Sacramento regarding the SHRA project. He would like to hear from them and find out what their goals are, possibly at a future commission meeting.

Adjournment – 7:15 PM

Return to Agenda

REPORT TO DESIGN COMMISSION City of Sacramento

2

915 I Street, Sacramento, CA 95814-2671

REVIEW AND COMMENT
August 18, 2010

To: Members of the Design Commission

Subject: **3820 Broadway (P10-042)** Located at the southeast corner of Broadway and Martin Luther King Jr, Boulevard, a request to develop a three story 56 unit residential tower with ground floor retail on 1.2+/- acres in the Broadway/Stockton and Oak Park Special Planning District (C-1-SPD) zone.

A. Environmental Determination: Exempt per 15332, Infill Development

B. Design Review request to develop a 56 unit senior residential facility with 4,000 sf of retail space in the Broadway/Stockton & Oak Park Design Review Districts

Location:

Address: 3820 Broadway, Sacramento, CA
Assessor's Parcel Number: 014-0171-001, -017, -018, -019, -020, -025
Council District 5
Broadway/Stockton and Oak Park Design Review Districts

Recommendation: Staff recommends the Commission ***review and comment*** on the proposed design. No action will be taken at this time. When the project returns at a later date, the Commission will have final approval authority over items A and B above, and its decision is appealable to City Council.

Contact: Matthew Sites, Associate AIA, LEED AP, Design Review Staff, (916) 808-7646
Luis R. Sanchez, AIA, LEED AP, Senior Architect (916) 808-5957

Applicant: Steven Oh, Related Companies, (949) 660-7272, 18201 Von Carmen Avenue, Suite 900, Irvine, CA 92612.

Owner: Redevelopment Agency Of The City Of Sacramento, (916) 444-9210, 801 12th Street, Sacramento, CA 95814.

SUMMARY: The project is before the Design Commission for the first time. The development consists of a three story residential building with retail at the southeast corner of Broadway and Martin Luther King Jr. Boulevard. The building will accommodate approximately 4,000 square feet of commercial retail space, 56 senior living residential units, 42 parking spaces, and a large landscape area at the rear of the project. Forty-two parking spaces will be provided with access through two provided driveways along Martin Luther King Jr. Boulevard.

This project has been through several iterations over the past several years, and the developer and SHRA have now been able to find an appropriate scope and budget for this project. Due to some financing elements, this project was just recently submitted and has a very short timeline to receive entitlement approvals in order to proceed into construction documents and receive financial incentives they are applying for. This building is located at a very prominent corner in Oak Park and the uses complement those of the surrounding area. The Design Team, SHRA, City Staff have been working diligently to meet the needs and deadlines of the owner and developer to make this a feasible project. The project generally meets the criteria of the Broadway/Stockton and Oak Park Design Guidelines and is supported by staff with some revisions.

The project will require Planning Commission approval of entitlements for Environmental, Special Permit – Residential to allow residential development within Limited Commercial C1-SPD that is over 40,000 sf., Special Permit – Parking Reduction of approximately 60% of parking required, Variance – Setback from 5' to 4' along Broadway, Variance – Setback from 20' to 3' along Martin Luther King Boulevard, The Planning Commission is scheduled to hear this project on September 23, 2010 for Final action. The project also requires City Council approval to abandon the alley at the rear of the project. A lot merger is also required to merge the six parcels and the abandoned alley way. The project is located in the Broadway/Stockton and Oak Park Central Core Design Review District and is subject to Design Review.

Table 1: Project Information
Existing zoning of site: C-1 (Limited Commercial)
Existing use of site: Vacant
Property dimensions/area: Approximately 1.2 acres
Building square footage: 52,934 ± square feet
Building height: 35'-6" to top plate, 46'-6" to top of parapet.
Exterior building materials: brick, smooth finished cement plaster, fiber cement horizontal lap siding, clear anodized aluminum storefront systems with low-e clear glazing, and operable vinyl windows.

PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS: Staff mailed an Early Notice to property owners and neighborhood associations within a 300 foot radius on July 13, 2010, a and a Hearing Notice on August 2, 2010, for the August 18, 2010 Design Commission Review and Comment. The following organizations were contacted; Oak Park Neighborhood

Association, Oak Park Business Association, and the Oak Park Redevelopment Advisory Committee (RAC). The applicant has contacted property owners and neighborhood associations during the initial planning and design phase, and have received general support for the project. Comments have been received by the Oak Park RAC and have been attached below. No other comments have been received at the time this report had been written.

ENVIRONMENTAL CONSIDERATIONS: This project is exempt per CEQA 15332(b), "the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses."

SUSTAINABILITY CONSIDERATIONS: The City has adopted a Sustainability Master Plan to complement the City's General Plan. This was done to ensure that the City set the standard for the practices of sustainability within its own organization as well as becoming a model for any construction projects within the City. Projects should consider the following goals adopted by the City as projects are proposed within the City: reduce consumption of materials, encourage the reuse and local recycling of materials, reduce the use of toxic materials; establish and continuously improve "green" building standards for both residential and commercial development--new and remodeled, reduce dependence on the private automobile by working with community partners to provide efficient and accessible public transit and transit supportive land uses, reduce long commutes by providing a wide array of transportation and housing choices near jobs for a balanced, healthy city; improve the health of residents through access to a diverse mix of wellness activities and locally produced food, promote "greening" and "gardening" within the City, create "Healthy Urban Environments" through Restorative Redevelopment, and maintain and expand the urban forest.

Although no sustainable methods have been proposed, staff recommends the use of a Construction Waste Management Plan, energy efficient designs, and the use of local materials as a minimum standard for this project.

POLICY CONSIDERATIONS: The proposal complies with the following guiding principles. Use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character. Promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors, to improve the city's economic outlook. Create and maintain a broad range of jobs that are accessible to all residents that provides opportunities for advancement. Encourage sustainable levels of energy and resource consumption through efficient land-use, transportation, building design, construction techniques, waste management, and other infrastructure systems.

This proposed project is consistent with the Broadway/Stockton and Oak Park Design Review Districts. Staff is supportive of the design and recommends Design Commission review and discussion on the following items to assist the Applicant with further project development.

Design Policy Considerations: Context: Allow for creative architectural solutions that acknowledge contextual design through emulation, interpretation, or contrast in character. Character: Complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings. Scale: Relate the bulk of new buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction. Pedestrian: Enhance the pedestrian experience. Materials: Promote efforts to utilize high quality building materials, detailing & landscaping. Integrated Services: Promote functional & aesthetic integration of building services, vehicular access and parking facilities. Sustainable Design: Promote sustainability in building design, construction and operation.

Design Guidelines Considerations: Ground level uses: Should be residential or mixed. Transparency: Any nonresidential ground floor use (except parking and servicing) shall have walls at least 60% transparent. Articulation of street-wall: Articulations should be spaced no further than 20' o.c. Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries encouraged. Recessed entries are discouraged. Fenestration: To provide human scale to buildings, windows shall be well-proportioned, varied across a project, articulate the wall system, and be operable where appropriate. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume.

STAFF RECOMMENDATIONS TO COMMISSION: Staff is supportive of this project and recommends some refinements to the overall design as noted below. Staff has had several productive meetings and has been partnering with the design team to facilitate a design that can meet the Design Guidelines and the owner's needs. Staff requests that the Design Commission review and comment on the proposed project design as well as the following points.

Site Comments:

1. The setbacks have been reduced to maximize the footprint and provide substantial outdoor amenities for the proposed residential and retail uses. The project will require setback variances from 5' to 4' along Broadway and from 20' to 3' along Martin Luther King Jr. Boulevard. **Staff supports the setback variances and would like for the Design Commission to comment on this issue.**

2. Department of Transportation has required that one of the driveways along Martin Luther King Jr. Boulevard be closed due to proximity to the intersection, and an additional entry be provided off the alley. Staff supports an auto entry along the alley and the closure of a driveway in order to supplement vehicle access into the parking area and provide additional activation at the rear of the project. This reallocation of vehicular entries will also facilitate the need to reorganize the parking arrangement, circulation and gated access between residential and retail uses. The Design Team will be required to provide a median adjacent to the remaining entry along Martin

Luther King Jr. Boulevard to enforce the right in/right out that will be required by the De3partment of Transportation. **Staff would like the Design Commission to comment on the vehicle access.**

3. A brick, prefinished metal trellis and fencing is proposed at the east edge of the parking area to provide a material and visual transition from the southern residence toward the brick and cement plaster corner tower. With the closure of the southernmost driveway staff is recommending the proposed trellis element be extended from the south property line to the remaining driveway. **Staff recommends additional elevations and details be provided at the review and comment hearing, so the Design Commission may provide their recommendation regarding the style and amount of trellis provided.**

4. A covered recessed area has been provided at the corner of Broadway and Martin Luther King Jr. Boulevard. Colored concrete oriented on the bias has been provided in the landscape plans along with Corten steel planters at the corner of the plaza area. Staff would like clarification if the Corten steel planters are actual planters or if they are bollards. Staff feels that treatment of hardscape is important in this area and careful attention must be paid in selecting materials to complement the building, and has some concerns with the use of Corten steel as it does not appear to complement the material palette for the project. **Staff recommends enlarged floor plan and additional details on the type of materials proposed or hardscape provided in this area be provided so the Design Commission can provide comments to staff and the applicant.**

5. A separated sidewalk and generous street planters have been provided to replace the existing sidewalks. Large canopy street trees will be provided along Broadway and Martin Luther King Jr. Boulevard, but the street planters along 39th Street can only accommodate a medium canopy shade tree per the City standards. Staff recommends working with Urban Forest Staff on the proper selection of trees along 39th Street. The parking area currently provides a 42% shading ratio, staff requires that the project meet the 50% shading requirement. **Staff recommends that the Design Commission comment on the adequacy of landscaping provided.**

6. A substantial amount of landscaping has been provided on the proposed project. Staff supports the design provided, but recommends relocating the water feature north into the lawn area providing a better focal point for those walking down the Rose walk. Staff would like some additional detail or enlarged plans describing what type of materials and amenities will be provided in the rear landscape area provided at the review and comment hearing. Staff recommends that the barbeque area be relocated to the south of the water feature where the bench area is currently located, as this will provide an area that intentionally appears to activate the space and some additional screening of the proposed fountain equipment located to the south. **Staff recommends that the Design Commission comment on the adequacy of landscaping provided.**

7. The site mechanical equipment is proposed in front of and behind the trellis element and the interior parking gates. Staff 0recommends that this equipment be relocated behind these elements and not visible from any street or pedestrian views. The SMUD transformer was not shown on the site plans and staff is recommending that it be incorporated into the building so another parking stall would not be lost due to its placement. **Staff recommends the Design Commission provide their recommendations regarding site utility equipment locations.**

8. Staff is requesting additional elevations and details be provided regarding the treatment of the proposed CMU separation wall at the south edge of the property adjacent to the residential zone for review by the Design Commission at the hearing. Staff recommends a design be provided in the CMU wall as this is a major design element running the full length of the southern property line. **Staff would like the Design Commission to provide their recommendations regarding the CMU wall.**

9. A site lighting plan and cut sheets shall be provided at the Review and Comment hearing in order for the Design Commission to comment on the proposed design. Staff recommends that the light fixtures complement the building design and wall pack and shoebox style lighting shall be avoided. Pole lights shall be limited to a maximum of 14'-0" in height to the lens of the light fixture.

Building Comments:

10. A material palette of thin brick, smooth finished cement plaster, fiber cement horizontal lap siding, aluminum storefront, vinyl windows, aluminum sunshades, and tube steel balcony rails has been provided for this project. **Staff generally supports the material palette proposed, but recommends some changes as indicated below.**

11. Brick has been provided as the major material for the retail uses of the building, and as an accent at the base of the residential units. Staff is supportive of the articulation of the third floor corner, but has concerns about the bulk and mass of the proposed columns, bases, and corner element as it does not seem to integrate into the overall concept of the building. The base of the structure is clad with brick and transitions to cement plaster above, and with a prefinished metal awning over the windows. Staff feels that perhaps not enough brick has been provided at the Broadway and Martin Luther King Jr. Boulevard corner of the building. **Staff request that additional large scale elevations be provided of the recessed corner elevation showing the materials and storefront at the review and comment hearing, so the Design Commission may provide their recommendation of the elevations. Because many corner buildings in Oak Park have been designed with brick, staff feels that the corner could utilize additional brick and would like the Design Commission to provide their recommendation regarding the use of brick.**

12. A standard clear anodized aluminum storefront system is proposed at the street level. Staff would like clarification as to how it correlates with the vinyl windows proposed for

the residential units, as the design appears to have storefront throughout the entire project. **Staff has concerns that the vinyl windows may not seem appropriate based on the location of the storefront system, and requests the Design Commission provide their recommendations on this element.**

13. The general composition and variety of the fenestration is acceptable, but a small section to the east of the entry at the second and third floors appears to depart from any established rhythm. **Staff feels that the second and third floor fenestration should be aligned to better complement established patterns, and requests the Design Commission provide their recommendations regarding this area of fenestration.**

14. Staff recommends some additional color blocking at the Courtyard elevation at a few appropriate locations to further break up the monolithic appearance of the elevation. **Staff requests the Design Commission provide their recommendations regarding color blocking at this elevation.**

15. **Staff recommends additional details and cross sections regarding the various cornice treatments utilized on the building provided at the review and comment hearing.**

16. **Staff recommends that a roof plan, cross-sections, and details of the mechanical parapet walls and the associated mechanical equipment be provided to the Design Commission at the review and comment hearing.** Mechanical systems should be located behind the parapet wall and not visible from any street or pedestrian views.

Signage Comments:

17. Six blade signs are proposed at the corner of the building. Staff feels that blade signs are not appropriate for this project and that smaller signage would provide less reflected light into residences. Staff recommends internally illuminated individual channel letters mounted on the awnings above the retail spaces. Staff also recommends the use of down lighting to wash the walls in place of the blade signs. **Staff requests the Design Commission provide their recommendations regarding signage and lighting.**

Respectfully submitted by:

Matthew Sites, Associate AIA, LEED AP
Design Review Staff

Recommendation Approved:

Luis R. Sanchez, AIA, LEED AP
Senior Architect

William Crouch, AIA, FRAIA, NCARB, LEED AP
Urban Design Manager

Attachments:

Attachment 1

Page 10 Vicinity Map

Attachment 2

Page 11-14 Statement of Intent

Attachment 3

Page 15-20 Matrix Review Committee Comment Letter

Attachment 4

Page 21 Illustrative Site Plan
Page 22 District Content
Page 23 Site Analysis
Page 24 Project Context Photos
Page 25 Building Elevations
Page 26 Annotated Site Plan
Page 27 First Floor Plan
Page 28 Second Floor Plan
Page 29 Third Floor Plan
Page 30 Preliminary Landscape Plan
Page 31 Prototypical Unit Plan
Page 32 Required Setbacks & Easements
Page 33 Rendering

Attachment 5

Page 34 Comments from SHRA Redevelopment Advisory Committee

Return to Table of Contents

0 350 700 Feet

P10-042

3280 Broadway

014-0171-001,-017,-018,-019,-020,-025

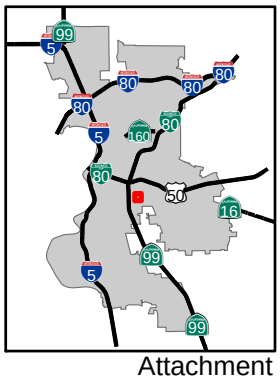
C-1-SPD zone

Special Permit:
Parking Waiver for residential & retail
Residential development over 40,000 sf
Variance:
Setbacks along Broadway and MLK
Broadway/Stockton, & Oak Park DR

Development Services Department

Geographic Information System

July 08, 2010



ATTACHMENT A
Project Description and Statement of Intent

A.1 SITE LOCATION

The proposed Project, Oak Park Mixed-Use Development, is located on the outer edge of the commercial district of Sacramento's first street car subdivision, Oak Park. The proposed project is located at the southeast corner of Broadway Avenue and Martin Luther King Jr. Boulevard where Martin Luther King Jr. Boulevard intersects Broadway as it bends approximately 40° to the East. The site consists of approximately 1.2 net acres[1] and is currently a vacant site with the exception of large billboard at located on the northwest corner of the site.

The pertinent parcels for the project are APN 014-0171-001, -017, -018, -019, -020, -025. Below is an aerial photograph of the project location and pertinent area.

A.2 PROPOSED DEVELOPMENT

The Project is proposed to be a mixed-use development that will include an affordable senior housing component and a ground floor retail component. The program envisions (55) one-bedroom senior living units, (1) two-bedroom manager's unit, extensive indoor and outdoor community spaces, residential services, approximately 3,000-4,000 square feet of ground floor retail, and approximately 42 surface parking stalls.

[1] Net acreage refers to the size of the site excluding street dedication requirements.

The proposed program will be housed within a three-story wood framed structure. The building has been designed to display prominently within the community due to its highly visible location at the corner of Martin Luther King Jr. Boulevard and Broadway.

Inside the building, the resident Community Center is envisioned to include a lobby with mail services, management offices, multipurpose room, resident lounge with views into the courtyard, a kitchen, computer center, fitness center and laundry facilities. Management Offices will include a work/file room, conference room (to be used by management and residents), management offices and rental office. The project also features a large well landscaped private courtyard along the south side of the property grounds. This courtyard is envisioned to feature a swimming pool, courtyard seating, and barbeques for the residents.

Parking will be provided for motor vehicles on site by means of 42 surface parking stalls. Resident and Property Management Employee parking is provided by means of 33 parking stalls located behind secured gates at the south end of the property. 9 parking stalls are provided for the retail tenant and guest parking outside the secured gates. For the Retail Parking, the intention is to provide dedicated parking for the Business owners and Employees only. Patrons and customers would park on the street. This strategy would increase pedestrian activity to enliven the area. This would also serve to implement the Zoning Code goal of "encourag[ing] reduction of motor vehicle parking requirements for new commercial development as allowed by this title as a means of attracting desirable businesses."

The Oak Park Mixed-Use Development has multiple project objectives:

- ***Revitalize a vital neighborhood corner and eliminate blight.***
  The current site has been a vacant land for quite a number of years with the exception of an existing billboard. The proposed development would create a vibrant new mixed-use center that will re-animate a very vital and prominent corner of the neighborhood.
- ***Develop a new community that will serve as a gateway to the rest of the Oak Park community.***
  To mark the reconnection of community, Oak Park Mixed-Use Development Project will feature active, pedestrian oriented retail shops that focus around the corner of MLK and Broadway, and a beautiful senior housing community. The streets will be lined with landscaping throughout that will provide a comfortable and welcoming pedestrian environment.
- ***Provide much needed affordable senior housing.***
  The development is designed to meet the SHRA's goals of building affordable, safe, and attractive, senior housing within Oak Park.
- ***Provide a safe environment for residents and the overall community.***
  The development is designed to improve the sense of safety on the street at this location by adding "eyes on the street", activating the street frontage with ground floor retail and incorporating good lighting and security practices. The property shall be secured with electronically controlled access points at key entry points.

A.3 SITE CONTEXT

The existing land uses surrounding the project site consists of:

- American Legion High School, a Church, predominantly single family residential and limited light commercial to the north.
- Predominantly single family residential, limited light commercial and a community center to the south.
- Predominantly single family residential, limited light commercial to the east.
- Predominantly single family residential and limited light commercial to the west.

The proposed project is located within close proximity to many amenities and services including supermarkets, banks, clinics, hospitals, parks and community centers. Additionally, the project has great access to public transit. A detailed list of key amenities and services follows:

- **Public Transportation Access**
  Bus route 51 stops directly in front of the project on Broadway and connects to the Light Rail Stop at Broadway and 19th. Bus 51 also travels to Broadway and Stockton where supermarkets/pharmacies and other services are located.

- **Public Park**
  McClatchy Park is one block away from the Project.

- **Hospital and Clinics**
  UC Davis Medical Center is within 1/2-mile from the site.

  Oak Park Community center and the Community Health Center is located within 1/4-mile from the site on Martin Luther King Jr. Boulevard.

  Sacramento Primary Care Center is located at the intersection of Stockton Boulevard and Broadway, 1/2-mile from the project site and on Bus Route 51.

- **Pharmacy**
  Walgreens is located at the intersection of Stockton Boulevard and Broadway, 1/2-mile from the project site and on Bus Route 51.

- **Groceries, Restaurants and Other Retail**
  A full-service supermarket (Food Source), restaurants, a café, and other retail services are located at the intersection of Stockton Boulevard and Broadway, 1/2-mile from the project site and on Bus Route 51.

- **Financial Services**
  Bank of America is located directly across Martin Luther King Jr. Boulevard from the project site.

A.4 ENTITLEMENTS

Per our discussions with City Staff, we have determined that the following entitlements are required:

- Special permit to reduce parking space requirements
- Special permit to allow a residential development within C1-SPD that is over 40,000 square feet.
- Variance to reduce the setback requirement along MLK and Broadway
- Abandonment of the alley for approximately the northerly 150 feet of the 20 foot wide alley between APNs 14-171-001, -019, -020, -025. We have submitted an application for this abandonment with Thomas Adams and the processing of approval letters from the relevant agencies is in process.
- Lot merger to combine parcels: APNs 014-0171-001, -017, -018, -019, -020, and -025.

Return to Table of Contents

CITY OF SACRAMENTO
CALIFORNIA

COMMUNITY DEVELOPMENT DEPARTMENT
PHONE 916-808-5656

300 Richards Blvd.
SACRAMENTO, CA
FAX 916-808-1901

MATRIX REVIEW COMMITTEE COMMENT LETTER

Address:	3280 Broadway
APN:	014-0171-001, -017, -018, -019, -020, -025
File Number:	P10-042
Description:	New mixed use senior living and retail project.
Applicant:	Steven Oh
Date of Notice:	July 22, 2010
Staff Contact:	Matthew Sites, 808-7646, msites@cityofsacramento.org

The following are comments and notes regarding the proposed project.

Current Planning – Matthew Sites

1. Staff will require some additional parking to offset the loss of seven (7) retail parking spaces. If a restaurant or café use is provided, then the ratio required will be that of 1 parking space per 3 seats. This can be accomplished by a parking agreement with the adjacent school, church, or similar area with the ability to share parking.

2. Staff has concerns with the parking lot configuration specifically the retail and residential layout and circulation patterns. The entry and exiting of the parking area

3. Confirm what amenity will be provided in place of the removed pool. Staff suggests a bocce court or similar active amenity.

4. Reverse the concave recess at the rear ground floor amenity access doors and windows to convex, providing an interior seating area that can look outside into the landscape area immediately adjacent.

Design Review – Matthew Sites

Awaiting revised plans per discussion.

Parks & Recreation Department - Mary de Beauvieres, Principal Planner

ADVISORY NOTES

As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $80,372. This is based on 56 multifamily residential units at the specified infill rate of $1,425 per unit and 3,362 square feet of commercial retail at the specified infill rate of $0.17 per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

Department of Transportation - Anis Ghobril

I have reviewed the subject project and have the following conditions/comments:

1. Construct standard improvements as noted in these conditions pursuant to section16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. **This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Martin Luther King, Broadway and 39th Street per City standards and to the satisfaction of the Department of Transportation;**

2. **The applicant shall revise the site plan to show all the information listed on the attached site plan checklist;**

3. The applicant shall remove the southernmost proposed driveway on MLK Boulevard as it does not meet the City spacing requirements and there is a concern for vehicular and pedestrian conflicts with left turn movements in/out of the driveway at that location in proximity to the intersection. The applicant should consider revising the site plan to provide access to the residential component of the project through the existing alley;

4. The applicant shall dedicate (If necessary) and construct full frontage improvements along Martin Luther King JR. Boulevard. Improvements along MLK shall consist of a separated sidewalks, street lights and repair/reconstruction of the existing curb and gutter as shown on the site plan per City standards and to the satisfaction of the Department of Transportation;

5. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards. The affected ramps are located along the site's frontage at Broadway and 39th and MLK Jr. Boulevard;

6. The applicant shall repair/reconstruct any deteriorated portions of the existing alley per City standards (in Concrete) and to the satisfaction of the Department of Transportation;

7. All proposed gates must be located a minimum of 20-feet behind the right-of-way and shall be equipped with a knox lock for Fire Department access;

8. The design of walls fences and signage near intersections and driveways shall allow

stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation;

9. The project design is contingent upon the City Council's approval of the abandonment of the northern portion of the existing alley; (Note: a discussion on the timing of the recordation of the abandonment related to building permits should be had);

10. A parcel merger is required to facilitate the current project design. The applicant shall apply for a parcel merger prior to obtaining building permits;

11. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance). If the applicant proposes any off-site parking, an **ADA compliant path** shall be provided between the two sites to the satisfaction of the Department of Transportation;

12. All new and existing driveways shall be designed and constructed to City Standards and to the satisfaction of the Department of Transportation;

13. A revocable encroachment permit will be required for any doors, canopies, awnings, or any projections into the right of way. The projections cannot be permanent in nature and should be removable within a 24-hour notice to accommodate any City service work within the right-of-way.

<u>SHRA, Oak Park RAC – Matt Hertel</u>

1. Explore possibility of a drop-off area on Broadway in front of the project.

2. Concern about the number of retail parking spaces.

3. Continue to examine whether more parking spaces are required for the residents.

4. Supportive of bollard component at corner near retail.

5. Continue to explore consistency of materials.

6. Corner entrance way over hang is too high.

<u>Fire Department - King Tunson</u>

The following Fire comments/advisories apply to the **Special Permit** of the above referenced project:

1. All turning radii for fire access shall be designed as 35' inside and 55' outside.

2. 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. *This shall apply to the parking area.*

3. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3 *This shall apply to the parking area.*

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

5. 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.

6. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4

7. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)

8. Provide appropriate Knox access for site

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

10. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet.

11. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.

12. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8

13. Provide at least 5 foot setback for second story and 8 foot setback for 3 third story bedroom windows to allow for fire ladder rescue operations. Provide clear access to buildings openings, free to 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 504.1

14. Minimum vehicle gate width shall provide 20 foot clear access. Gates across roads serving residential occupancies shall be AC powered operated and provided with Key override switch Knox and Radio Operated controller Click2Enter. Pedestrian gates shall be provided with 4 foot minimum width and be capable of use with the Sacramento Fire Department Key Box key. Use of a key box to provide a key is acceptable. In addition, a pedestrian gate

shall also be provided on 39th for emergency access. Placement of this gate shall be to the satisfaction of the Fire Department.

15. The elevator shall comply with the California Building Code (CBC) Section 3002.4, 3002.4a and meet 3002.4a.1.

Police Department – Sergeant Chris Taylor

Mainly, I really really don't like the idea of having any sort of mixed use restaurant or grocery store or whatever on that ground floor right at the corner without significant traffic calming measures for traffic flowing east bound on Broadway. I have seen too many cars miss that corner and end up in that lot. Previously, there used to be a taco stand there that got totally wiped out at least once per year. The owners constructed concrete barriers to stop the cars and that still didn't really stop them. And the SMUD pole that sits about 25 yards east of the corner used to sit right on the corner, but it got wiped out so may times that SMUD moved it completely.

Streets - Stephanie Fraser

The project is commercial and will not have any City Streetscape maintained landscape. Check with the City Arborist for approval on tree spacing and species.

Urban Forest Department – Duane Goosen

See attached redline.

Department of Utilities - Inthira Southiyanon

Water

1. There is an existing 14" water transmission main that is not allowed for connection. Connection shall be to the 12" water main in Broadway or the 6" water main in 39th Street.
2. A water supply test is required.
3. Per City Code 13.04.070 and the Departments current Tap Policy, commercial lots may have more than 1 domestic tap.

Sewer

1. A sewer study is required.
2. This development is served by the combined sewer systems. Therefore the applicant/owner will be required to pay the combined sewer impact fee prior to the issuance of the building permit. The fee is based on the development uses which is estimated to be $113.27 per each ESD (equilvalent single-family dwelling) plus any increases to the fee due to inflation.

3. With the proposed alley abandonment between 39th Street and Martin Luther King Blvd., the applicant shall relocate to the existing sewer line to the satisfaction of the Department of Utilities (DOU).

4. The applicant shall provide a 20-foot wide easement for the sewer line.

5. No permanent structure or its footing shall be placed on top of the sewer line or within the easement unless otherwise approved by the DOU.

6. The applicant shall enter into and record a Hold Harmless Agreement with the City for the proposed special pavers and landscape step stone that will be placed on top of the sewer line.

Drainage/Water Quality

1. A drainage study is required. The applicant will need to show the pre and post condition of this development.

2. An onsite drainage plan will be required for impervious areas that are greater than 6000 square feet.

3. Drainage connection is allowed and is preferred on Martin Luther King Blvd. The drainage main in Martin Luther King Blvd. is a separate system. Therefore, if the applicant decides to discharges into this main and if the discharge area is over an acre, then onsite water quality treatment control measures is required.

Schedule:

8/18 Design Commission Review & Comment - revisions needed 7/28/10 close of business
9/15 Design Commission Final Action – revisions needed 8/25/10 close of business
9/23 Planning Commission Final Action – revisions needed 9/1/10 close of business

Matthew Sites, Associate AIA, LEED AP
Design Review Staff

Return to Table of Contents

PROJECT INFORMATION

56	DWELLING UNITS
42	PARKING SPACES
3,000 - 4,000 SF	RETAIL/COMMERCIAL

SITE PLAN

0' 30'

DRAWING INDEX

01	ILLUSTRATIVE SITE PLAN
02	DISTRICT CONTENT
03	SITE ANALYSIS
04	PROJECT CONTEXT PHOTOS
05	BUILDING ELEVATIONS
06	ANNOTATED SITE PLAN
07	FIRST FLOOR PLAN
08	SECOND FLOOR PLAN
09	THIRD FLOOR PLAN
10	PRELIMINARY LANDSCAPE PLAN
11	REQUIRED SETBACKS & EASMENTS

01

ILLUSTRATIVE SITE PLAN

28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT

RELATED

BROADWAY AND STOCKTON BLVD. SHOPPING DISTRICT/GROCERY STORE/PHARMACY
SACRAMENTO COUNTY PRIMARY CARE CLINIC
UCD MEDICAL CENTER
HISTORIC OAK PARK SHOPPING AND BUISNESS DISTRICT
CURTIS PARK
AMERICAN LEGION HIGH SCHOOL
BANK OF AMERICA
MCCLATCHY PARK
OAK PARK CENTER
BROADWAY
STOCKTON BLVD.
HIGHWAY 99
SITE
MLK BLVD.
BROADWAY
STOCKTON BLVD.

RELATED

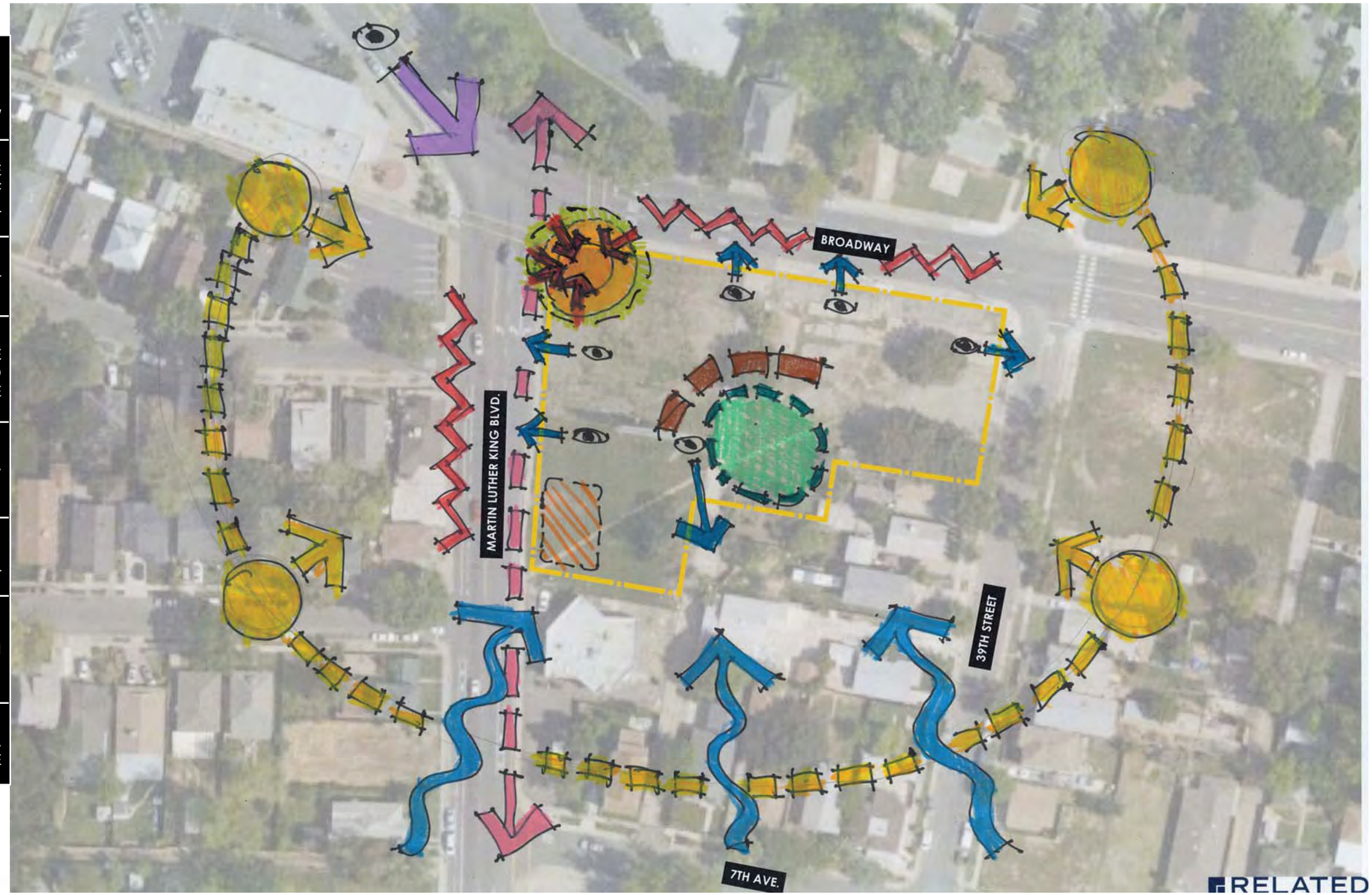
03

SITE ANALYSIS
28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT

LEGEND

- MAJOR AUTOMOTIVE VIEW
- AUTOMOBILE PATH OF TRAVEL
- NOISE FROM STREET
- PRIVATE ENCLOSED GREEN SPACE
- PUBLIC PLAZA
- VIEW TO THE STREET
- PATH OF SUN
- COOLING DELTA BREEZE



AVERAGE TEMPERATURE WIND AND RAINFALL DIAGRAMS

RELATED

PROJECT CONTEXT PHOTOS

28.JULY.2010

1 MLK looking north from 7th Ave.

2 MLK looking north from 7th Avenue

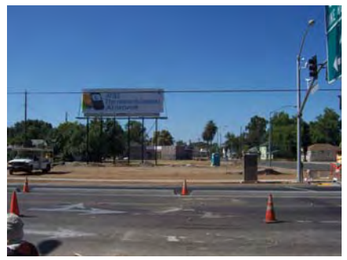
3 Bigler Way looking east to project site

4 From project site looking west to Bigler Way

5 From project site looking north down Broadway

6 From project site looking north to Americal Legion High School (on the left)

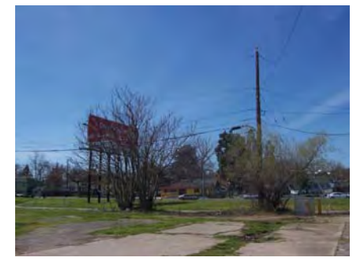
7 Broadway looking southeast to corner of project site



8 American Legion High School looking south to site

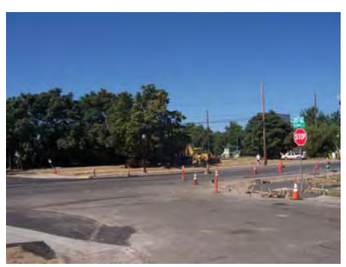
9 View south to center of project site

10 39th Street and Broadway looking east

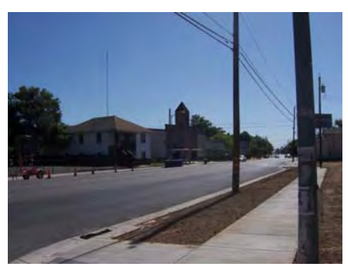


11 39th Street looking southeast to the project site

12 39th Street and Broadway looking northwest



13 39th Street looking south to project site

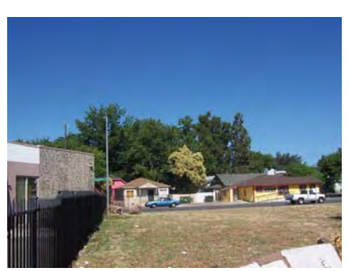


14 Broadway at mid-site looking east

15 39th Street and Broadway looking southwest to project site

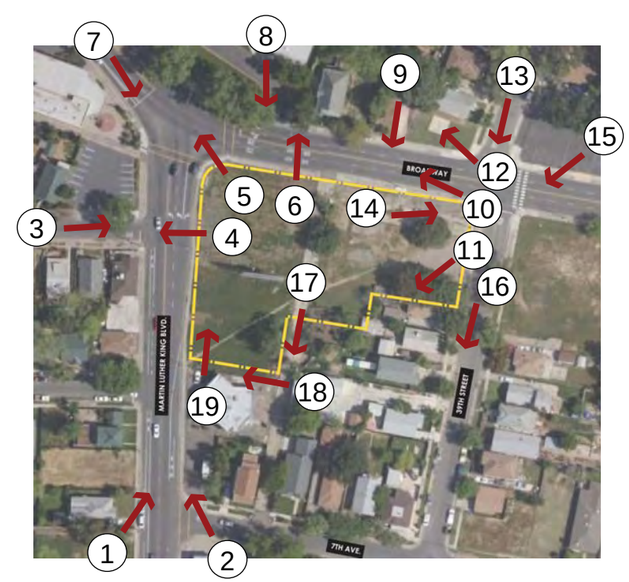
16 39th Street looking east

17 View down Alley looking south



18 South property line looking west

19 South corner of site looking north on MLK

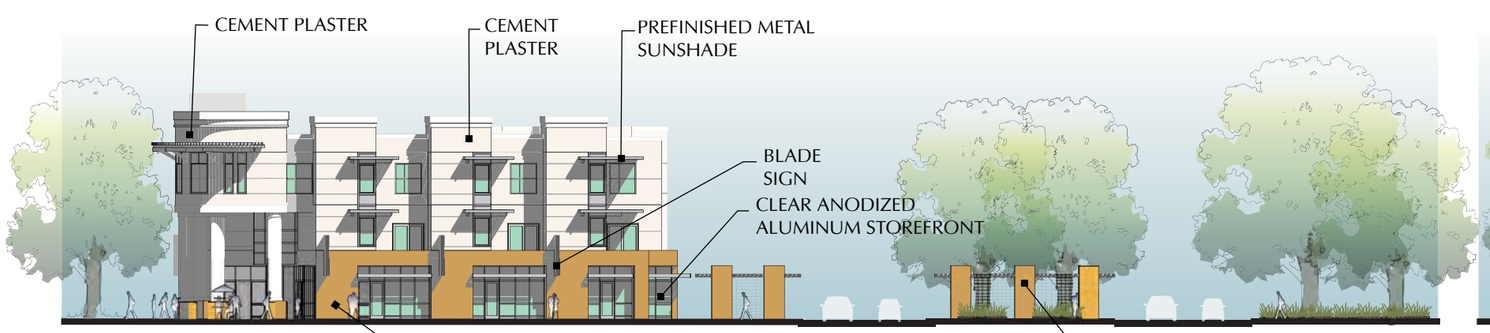


OAK PARK MIXED USE DEVELOPMENT

RELATED

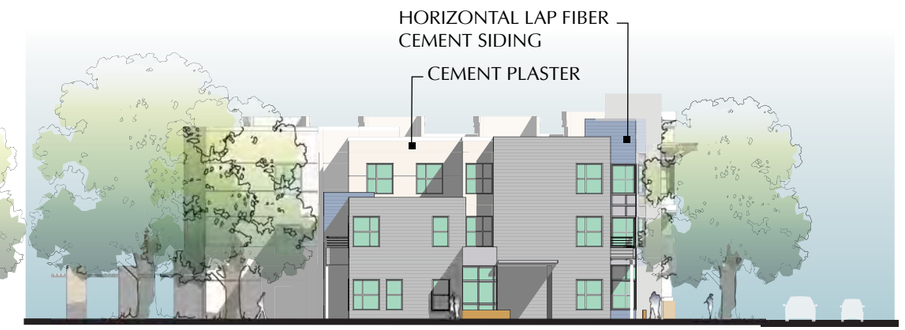
BROADWAY ELEVATION

0' 30'



MARTIN LUTHER KING ELEVATION

0' 30'



39TH STREET ELEVATION

0' 30'

BUILDING SECTION

0' 30'

COURTYARD ELEVATION

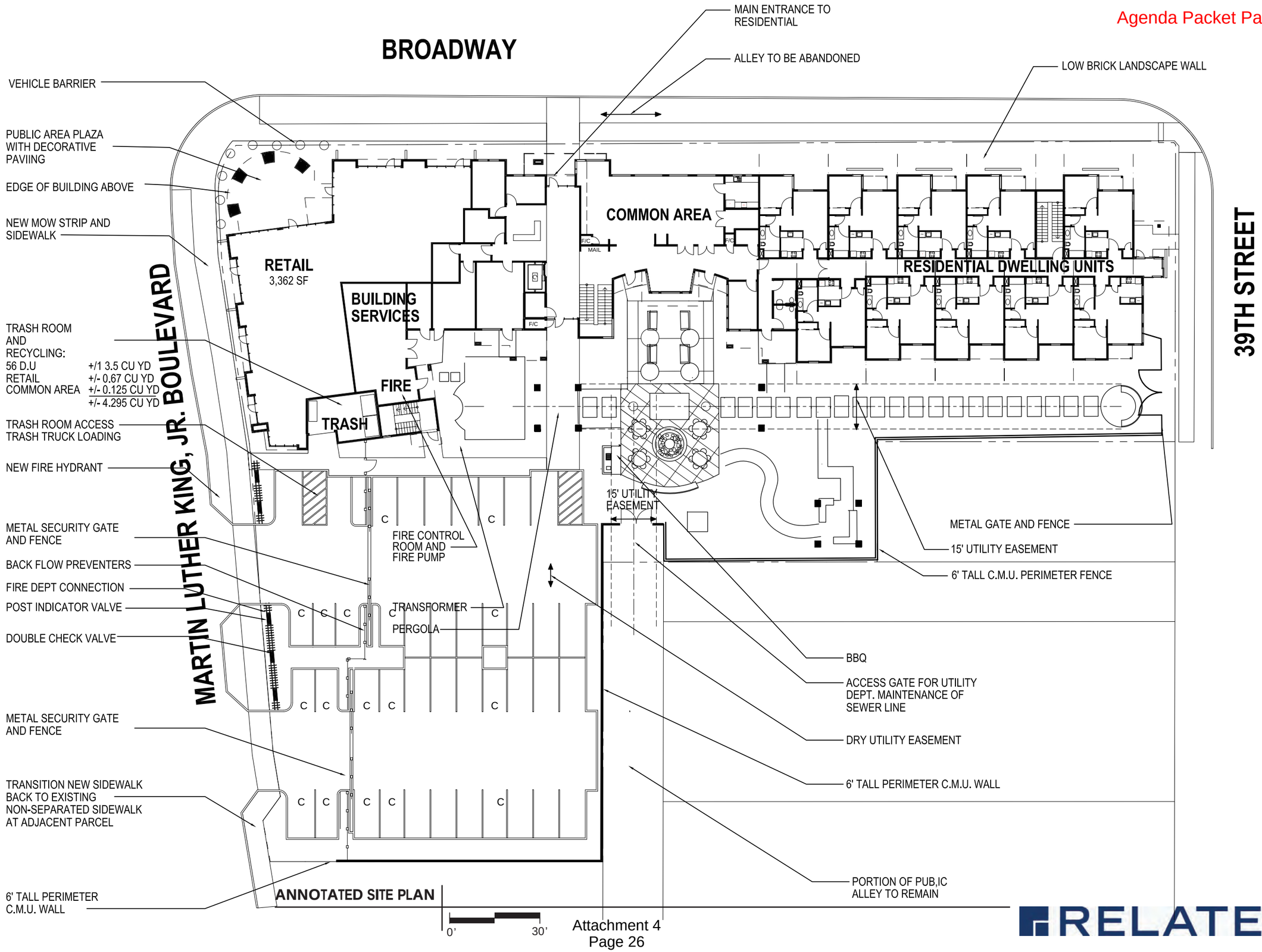
0' 30'

BUILDING ELEVATIONS

28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT

RELATED

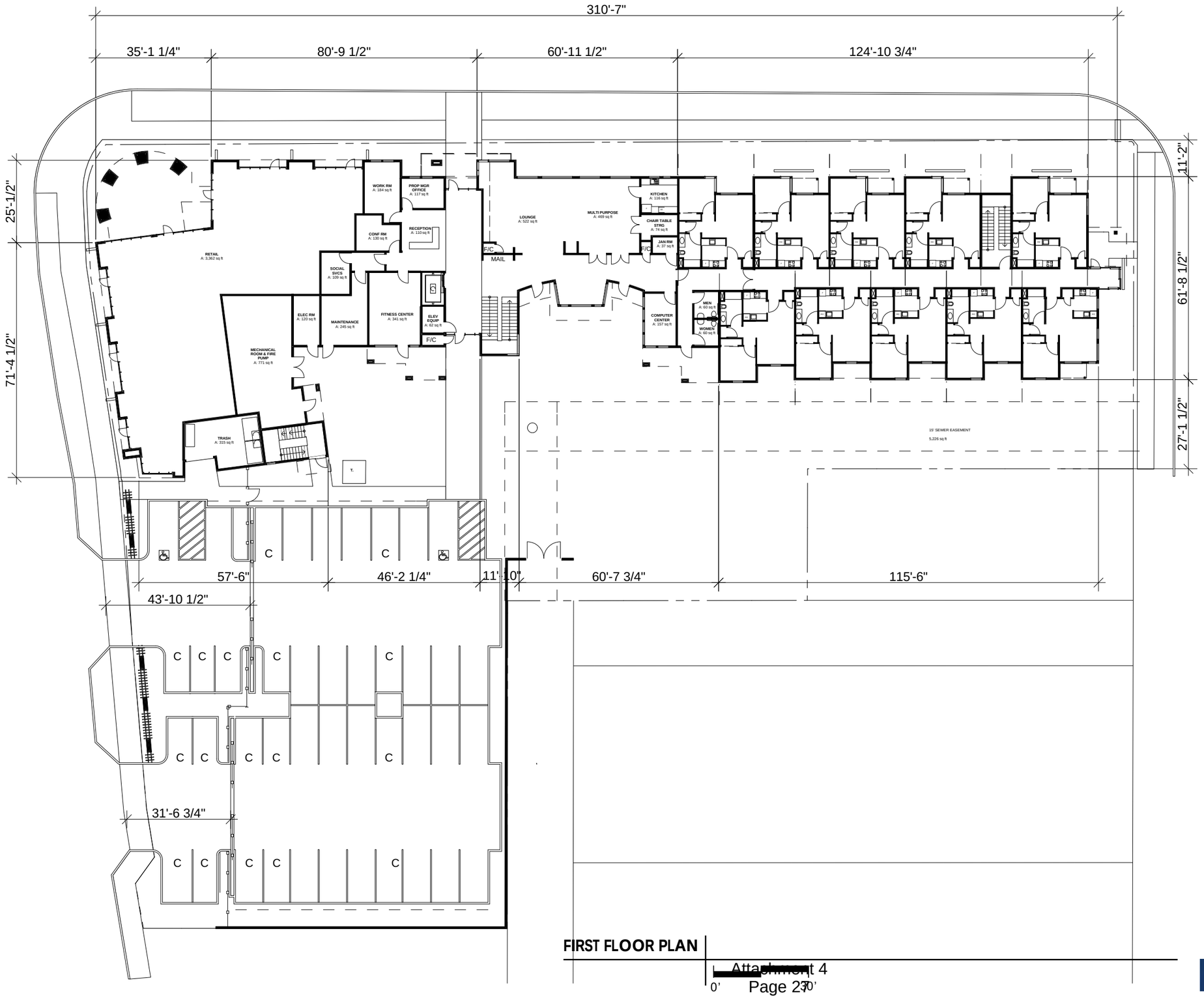


06

ANNOTATED SITE PLAN
28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT

RELATED



FIRST FLOOR PLAN

0' 30'

RELATED

07

FIRST FLOOR PLAN

28.JULY.2010

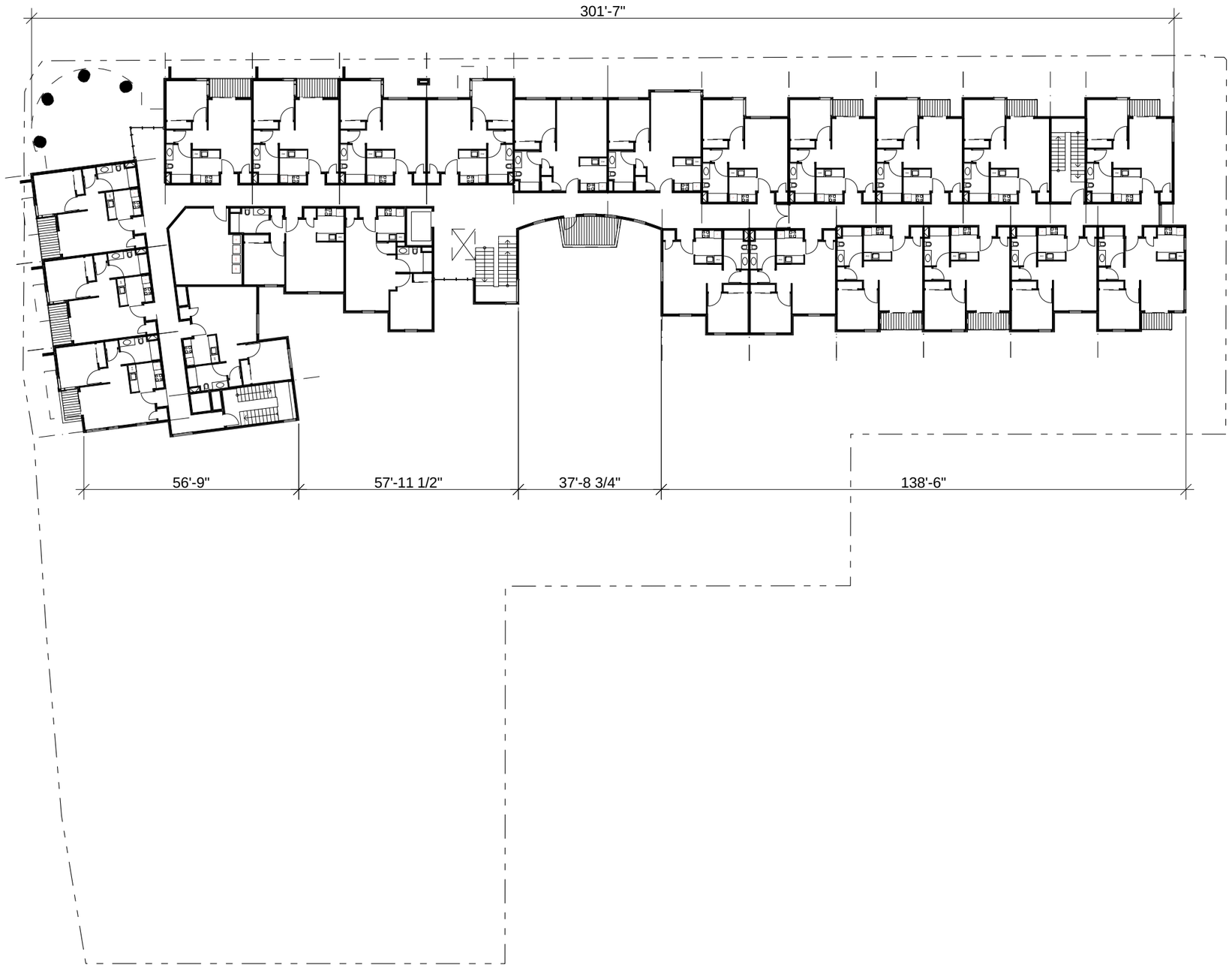
OAK PARK MIXED USE DEVELOPMENT

08

SECOND FLOOR PLAN

28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT



SECOND FLOOR PLAN

0 30'

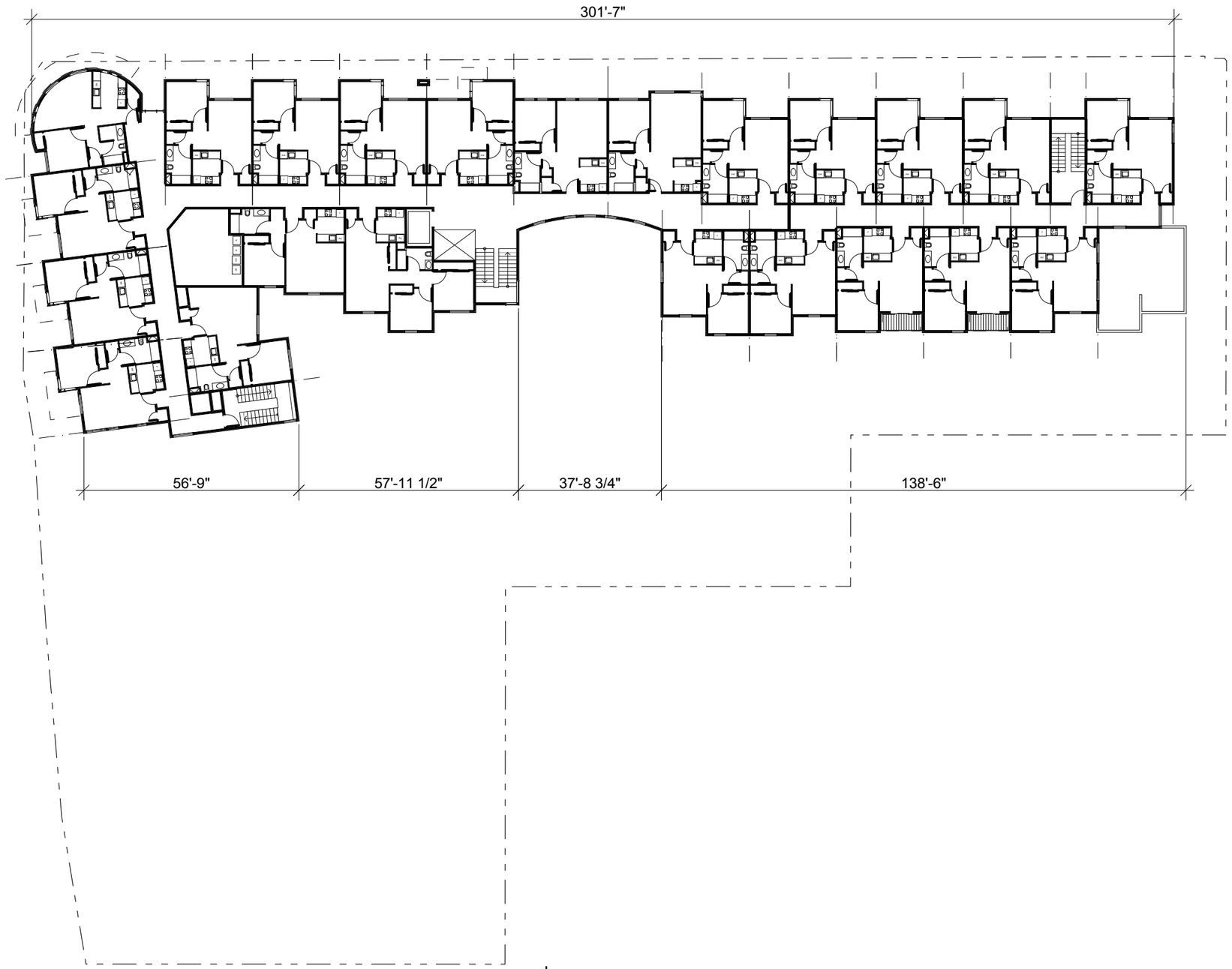
RELATED

09

THIRD FLOOR PLAN

28.JULY.2010

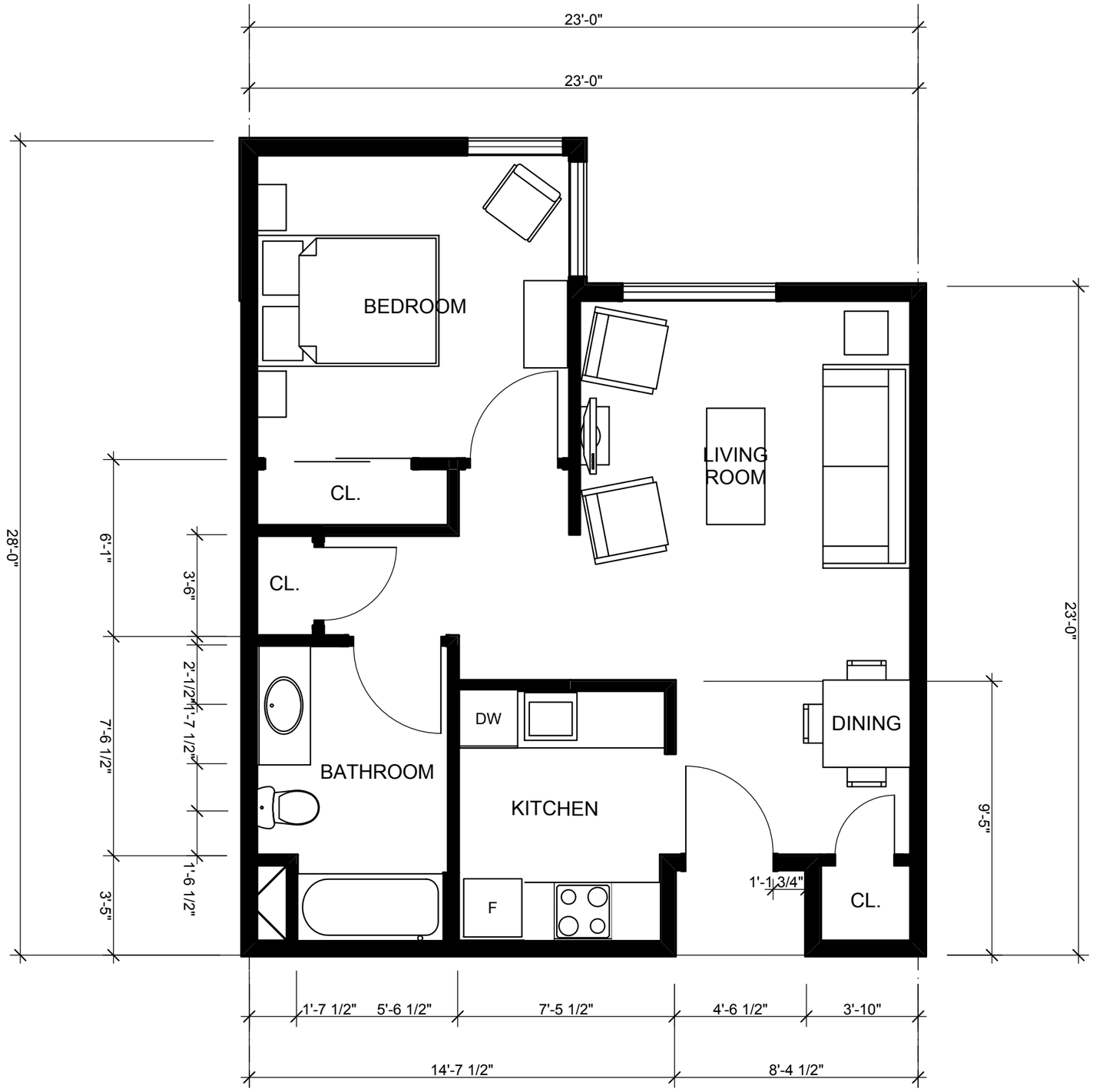
OAK PARK MIXED USE DEVELOPMENT



THIRD FLOOR PLAN

0' 30'

RELATED



PROTOTYPICAL UNIT

0' 1/4"

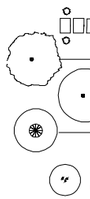
RELATED

10

PROTOTYPICAL UNIT PLAN

28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT



POTENTIAL PLANT LIST

Size Symbol Botanical/Common Name

TREES

VERTICAL TREE ALLE' OVER CARPET ROSES

- 15 GAL CB CARPINUS BETULUS 'COLUMNARIS', COLUMNAR EUROPEAN HORNBEAM
- 15 GAL CB CARPINUS BETULUS 'COLUMNARIS', COLUMNAR EUROPEAN HORNBEAM

STREET TREE IN LAWN STRIP

- 15 GAL PL PLATANUS ACERIFOLIA 'YARWOOD' SYCAMORE OR
- 15 GAL PL QUERCUS MACROCARPA, BUR OAK

PARKING SHADE TREE

- 24" box PS PISTACIA CHINENSIS, CHINESE PISTACHE OR
- 24" box ZS ZELKOVA SERRATA, ZELKOVA

PATIO TREE IN TREE GRATE OVER PAVING

- 15 GAL LA LAGERSTROEMIA 'MUSKOGEE' 'TUSCARORA' PINK MULTI STEM CRE MYRT
- 15 GAL PK PYRUS KAUKAKAI, EVERGREEN PEAR

SMALL ACCENT TREE

- 15 GAL AC ACER PALMATUM 'PURPUREUM', PURPLE LEAF JAPANESE MAPLE
- 15 GAL RH RAPHIOLEPIS 'MAJESTIC BEAUTY'- STANDARD
- 15 GAL CB CARPINUS BETULUS 'COLUMNARIS', COLUMNAR EUROPEAN HORNBEAM

SHRUBS

- 5 GAL AZ AZALEA SOUTHERN INDICA -'PRILDERS WHITE
- 2 GAL BG BERBERIS GORDIFOLIA
- 5 GAL CA CAPELLA JAPONICA 'CLEOPATRA'
- 5 GAL GR GARDENIA VEITCHI
- 5 GAL LO LOROPETALUM CHINENSE 'PURPUREA'
- 5 GAL PX PHORMIUM TENAX 'TOM THUMB' FLAX
- 2 GAL RC ROSA, PINK, RED, YELLOW AND WHITE CARPET ROSE
- 5 GAL RA RAPHIOLEPIS INDICA 'ENCHANTRESS' INDIAN HAWTHORNE
- 5 GAL RT ROSEMARINUS 'TUSCAN BLUE, ROSEMARY
- 5 GAL SV SYRINGA VULGARIS, LILAC 'LAVENDER LADY'
- 5 GAL VT VIBURNUM TINUS, DWARF LAURESTINUS

GROUNDCOVERS

- 1 gal @ 30" o.c. M MYOPORUM PARVIFOLIUM
- 1 gal @ 18" o.c. V VINCA MINOR

LAWN AREA

SOD L 75% 'SHORT STOP' TURF TYPE - 25% MERIT KENTUCKY BLUE GRASS

WATER USE CALCULATIONS

Estimated areas of water usage, for compliance with Water Conservation Ordinance Requirements.

Water Use	Area Subtotal			Total
Low	15,250 S.F.	× .4	=	6,100 S.F.
MEDIUM	3,400 S.F.	× .6	=	2,040 S.F.
HIGH	4,950 S.F.	× 1	=	4,950 S.F.
Total:	23,600 S.F.			13,090 S.F.

(Site area greater than)

SHADE CALCULATIONS
for less than 50 car parking lot

Total Paving:	12,360	S.F.
Paving Requiring Shade:	4,944	S.F.
Minimum 40% Shading Req:		
Plan Shows:	5,290	S.F. (42%)

PISTACHE OR ZELKOVA

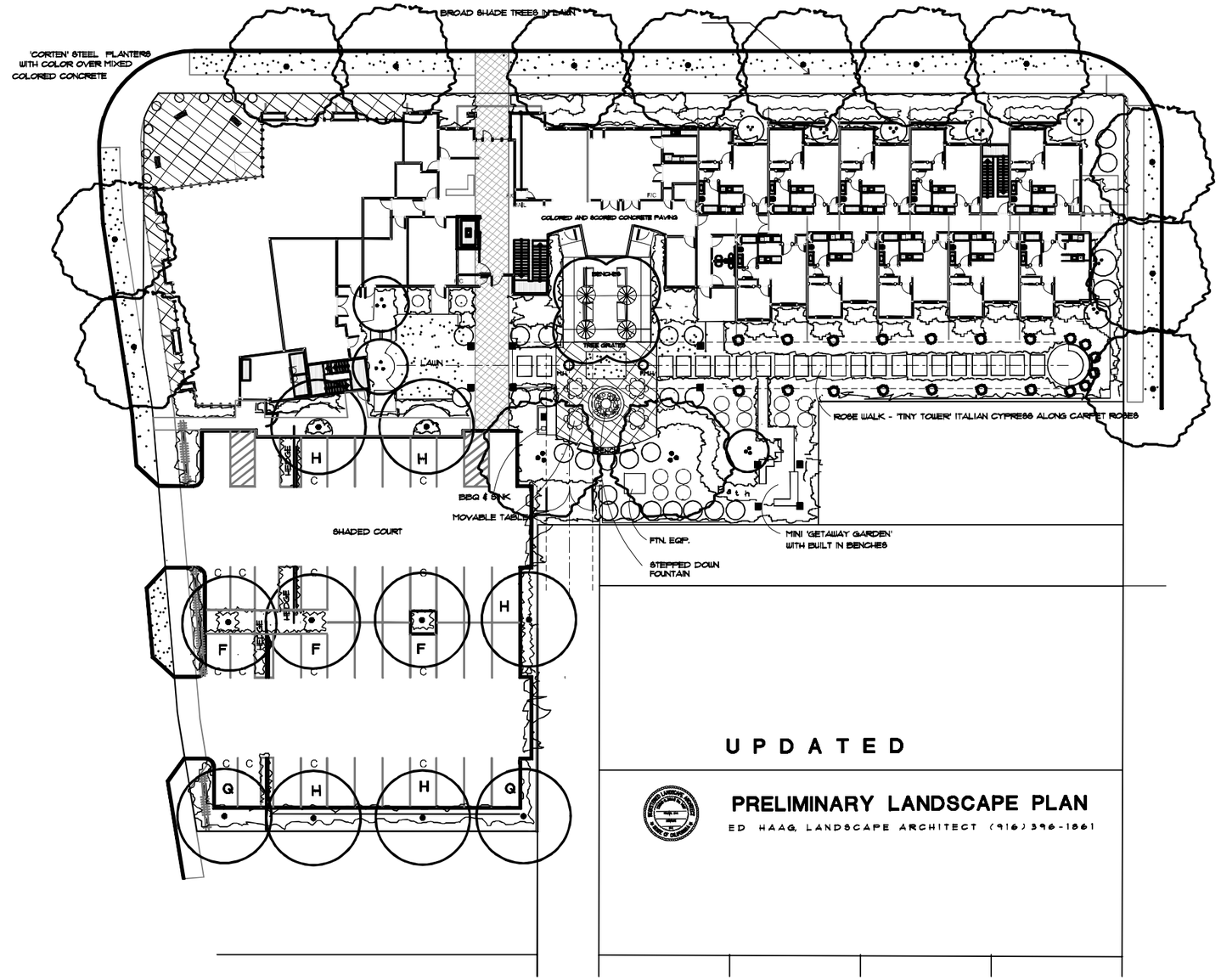
3	F	@ 962 S.F.	=	2886	S.F.
4	H	@ 481 S.F.	=	1924	S.F.
2	Q	@ 240 S.F.	=	480	S.F.
	TOTAL		=	5290	S.F.

PLANTING NOTES

1. An automatic irrigation system shall be fully operational, and coverage approved prior to installation of planting.
2. Finish grade at edge of all planting areas shall be 2" below top of adjacent curb, walk or paving.
3. All shrub and groundcover areas shall receive 2" layer of shredded bark mulch topdressing as specified.
4. Fertilize individual plants after installation with Osmocote slow release formula pelletized fertilizer, per manufacturer's instructions.
5. Pre-planting soil preparation shall include cultivating all planted areas down to 12 inch depth and incorporating the following amendments.

Amendment or Fertilizer	Application Rate
Nitrogen stabilized compost	4 cu yds per 1000 s.f.
Ammonium Phosphate (6-20-0)	5 lbs. per 1000 s.f.

6. GUARANTEE PRODUCTS AND INSTALLATION OF PLANTING AND IRRIGATION FOR A PERIOD OF ONE YEAR AFTER ACCEPTANCE OF THE 60 DAY MAINTENANCE PERIOD.



UPDATED

PRELIMINARY LANDSCAPE PLAN

ED HAAG, LANDSCAPE ARCHITECT (916) 396-1861

LANDSCAPE PLAN

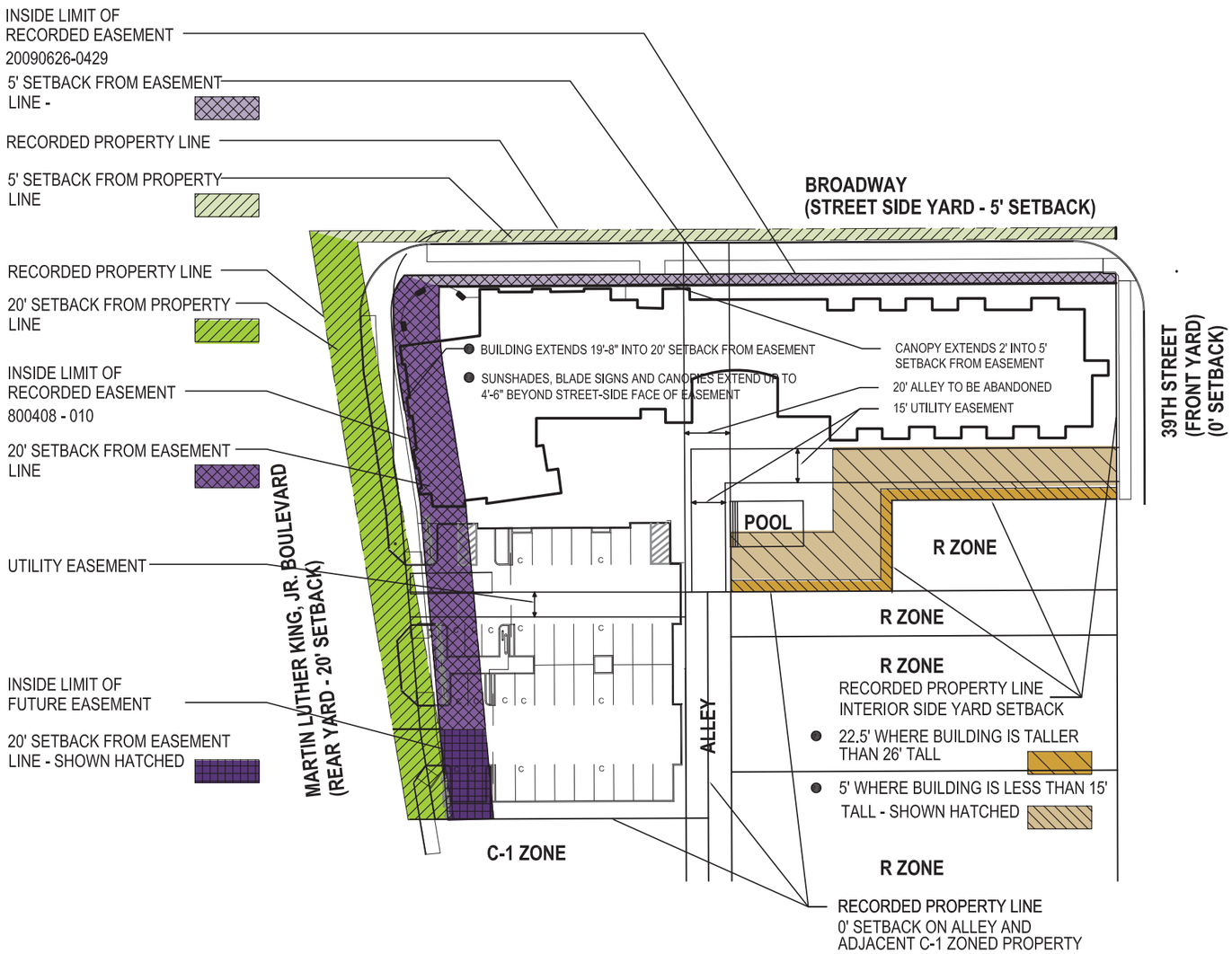
0' 40'

PRELIMINARY LANDSCAPE PLAN

28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT

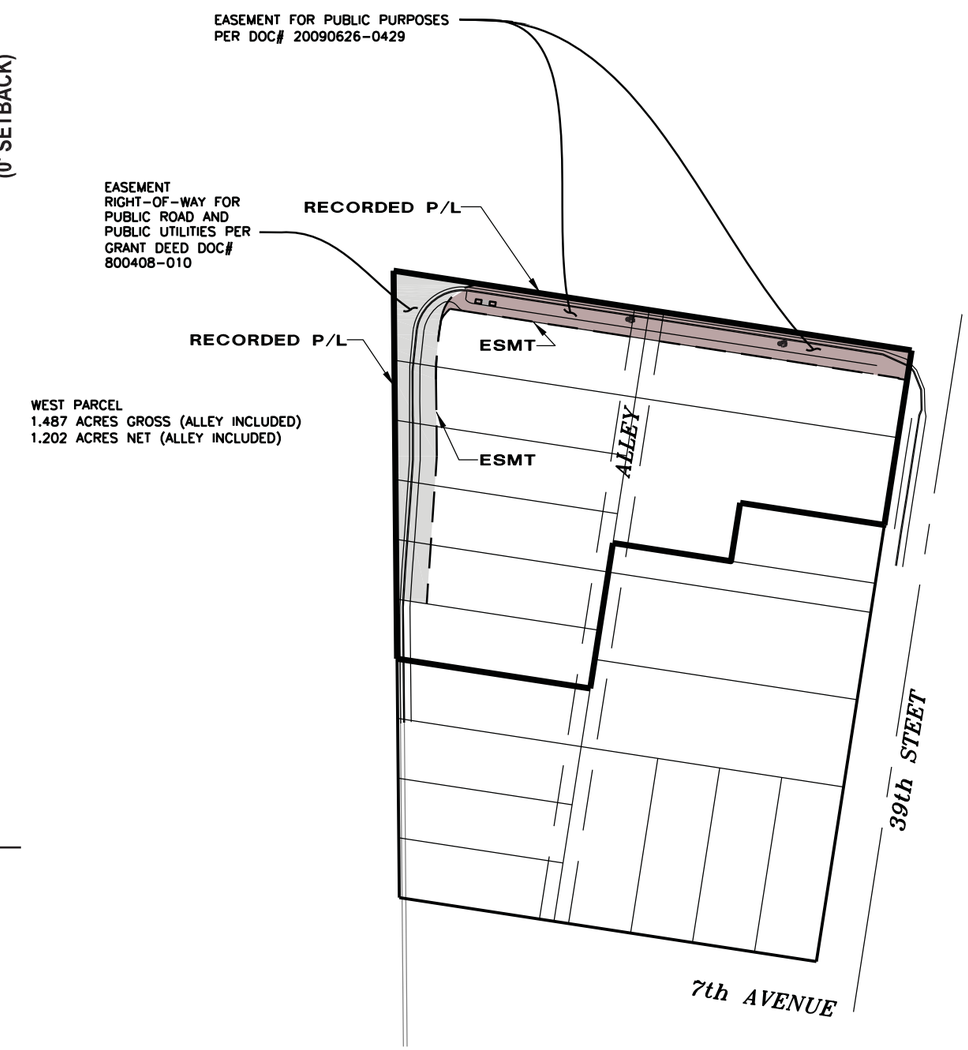
RELATED



PROPOSED SETBACKS

0' 60'

EXISTING PROPERTY LINE & EASMENTS



SETBACKS & EASMENTS
28.JULY.2010

OAK PARK MIXED USE DEVELOPMENT

RELATED

Oak Park Redevelopment Advisory Committee Comments on Broadway/MLK Project

Matt Hertel [mhertel@shra.org]

Inbox

Actions

Thursday, July 15, 2010 11:18 AM

To: Matthew Sites

Cc: Yniguez, Celia [cyniguez@shra.org]; Marsh, Richard [RMarsh@shra.org]

Hello Matt,

Here are the comments RAC and Community members had about the design and site plan of the project.

1) Explore possibility of a drop-off area on Broadway in front of the project
2) Concern about the number of retail parking spaces
3) Continue to examine whether more parking spaces are required for the residents
4) Supportive of bollard component at corner near retail
5) Continue to explore consistency of materials
6) Corner entrance way over hang is too high

Celia and Richard please let me know if I missed anything.

Thank you,

Matt Hertel

Associate Redevelopment Planner

SHRA

801 12TH Street

Sacramento, CA 95814

Phone (916) 449-6234

Fax (916) 447-2261

mhertel@shra.org

www.shra.org

Return to Agenda

REPORT TO DESIGN COMMISSION City of Sacramento

3

915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
August 18, 2010

To: Members of the Design Commission

Subject: River District Specific Plan Design Review District and Design Guidelines (M09-003)

Location/Council District:

The River District Specific Plan area is bounded by Downtown and the Railyards on the south, the Sacramento River on the west, the American River on the north, and 16th and 18th Streets on the east.

Council District 1 and 3

Recommendation: a) Review and Comment on the draft Specific Plan and Design Guidelines for the River District and **b) Approve a Statement of Initiation** to proceed with the formation process of the River District Design Review District.

Contact: Evan Compton, Associate Planner, (916) 808-5260
Greg Taylor, Senior Urban Designer, (916) 808-5268

Summary: For the 748-acre River District Specific Plan Area, the City proposes adopting policy documents to support a transit-oriented mixed-use urban environment development plan that would include 8,144 dwelling units, 3.9 million square-feet of office, 854,000 square-feet of retail, 1.4 million square feet light industrial, and 3,044 hotel units. City staff has drafted a Specific Plan, Design Guidelines, and Special Planning District for the River District to establish policy direction on how the River District area (see Attachment 1 for map boundaries) will develop in the future. The River District Specific Plan effort addresses items such as zoning, historic resources, infrastructure, circulation, parks and open spaces, and urban design. The Specific Plan will also include a financing plan for public infrastructure, which will be used to update the existing development impact fees based on the nexus study, which examines the costs of public infrastructure and fairly distribute those costs between Downtown, the River District, and the Railyards.

Background Information: On December 13, 1994, the City adopted the Richards Boulevard Area Plan (M93-119), commonly referred to as the “RBAP.” The RBAP is a community plan establishing land uses and development standards to guide decisions on development and growth in the River District. On December 11, 2007, the City

Council adopted Resolution 2007-915 directing staff to proceed with an update to the RBAP. As a result, staff has drafted the proposed River District Specific Plan.

In addition, the original Richards Boulevard Special Planning District is being updated as a part of this process. Also, a historic properties survey conducted in 1999/2000 for both the Richards Boulevard and Railyards areas, is being updated. In 2001, the City Council adopted Ordinance 2001-027, which incorporated certain properties within both the Richards Boulevard and Railyards Special Planning Districts for consideration under the City's Historic Preservation Chapter of the City Code, for review of proposals involving those properties' demolition. An update of the historic properties survey has been completed with the expectation of listing the historic properties in the Sacramento Register of Historic & Cultural Resources as Landmarks and creating a Historic District which will include protection of Contributing Resources.

To implement the Specific Plan, Design Guidelines have been prepared, which are compatible with the Central City Design Guidelines. Also, formation of the River District Design Review District is proposed as the process for implementing the Design Guidelines through Chapter 17.132.

Public/Neighborhood Outreach and Comments: The River District Specific Plan effort is being presented in a series of Review and Comment meetings for public input. The Preservation Commission (August 4, 2010), Parks Commission (August 5, 2010), Planning Commission (August 12, 2010), and Design Commission (August 18, 2010) will review and comment on these documents. Staff anticipates the final public hearings to be scheduled in October 2010 with a City Council adoption date by the end of this year.

Public outreach has been ongoing since this project was initiated in 2008. Staff has met regularly with the River District Development Committee, a group of River District property owners. In February and March of 2008 staff conducted three community "Visioning Workshops" to identify issues requiring focused study and to formulate the vision and guiding principles for the future of the district.

In February of 2009, staff conducted targeted "Property Owner Meetings" to introduce the draft land use and circulation elements of the Specific Plan, the historic properties survey update, explain the Specific Plan's potential impacts to individual property owners, and to capture their feedback. Those in attendance were largely supportive of the proposed land use and circulation elements.

Public outreach is a very important component of this planning project and every effort is being made to engage with area residents, property owners, public agencies, not-for-profits, and other stakeholders. The following is a compilation of those efforts to date:

- Visioning Workshops (2/20/08, 2/21/08, and 3/19/08);
- Stakeholder Group monthly meetings;
- Property owner meetings (2/11/09 and 2/12/09);

- Historic Properties Survey workshops/community meetings (02/11/09, 03/23/09,09/24/09);
- Individual meetings with key area stakeholders, including Regional Transit, Sacramento Municipal Utility District (SMUD), Pacific Gas and Electric (PG&E), Sacramento Housing and Redevelopment Agency (SHRA), Sacramento County, Sacramento Metropolitan Air Quality Management District (SMAQMD), Twin Rivers Unified School District, and the State of California.
- Regional Parks Advisory Group (4/17/09)
- External Stakeholder Meeting (5/28/09)
- Meeting with Real Estate Brokers (06/02/2009)
- Sacramento Area Flood Control Agency (SAFCA) and American River Flood Control District (ARFCD) on 10/30/2009
- Rezoning Workshops on 4/27/2010 and 4/29/2010
- Staff also maintains and regularly updates a page on the City's website dedicated to this project.

Policy Considerations: The Specific Plan will contain a comprehensive set of goals and policies to achieve the vision and guiding principles of the Plan. The policies will be consistent with the recently adopted 2030 General Plan as well as with other guiding policy documents, such as the Central City Community Plan, Parks Master Plan, and the American River Parkway Plan. Some of the applicable policies are listed below for review and consideration.

2030 General Plan Policies

LU 1.1.5 Infill Development. *The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.*

LU 2.1.2 Protect Established Neighborhoods. *The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.*

LU 2.2.1 World-Class Rivers. *The City shall encourage development throughout the city to feature (e.g., access, building orientation, design) the Sacramento and American Rivers and shall develop a world-class system of riverfront parks and open spaces that provide a destination for visitors and respite from the uban setting for residents.*

LU 2.3.1 Multi-functional Green Infrastructure. *The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city's urbanized areas.*

LU2.4.1 Unique Sense of Place. *The City shall promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.*

LU 2.6.1 Sustainable Development Patterns. *The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.*

LU 2.7.1 Development Regulations. *The City shall promote design excellence by ensuring city development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design.*

LU 2.7.6 Walkable Blocks. *The City shall require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks scaled for the anticipated pedestrian use.*

LU 2.7.7 Buildings that Engage the Street. *The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.*

LU 2.7.8 Screening of Off-street Parking. *The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.*

LU 2.8.3 High-Impact Uses. *The City shall avoid the concentration of high-impact uses and facilities in a manner that disproportionately affects a particular neighborhood, center, or corridor to ensure that such uses do not result in an inequitable environmental burden being placed on low-income or minority neighborhoods.*

LU 4.1.4 Alley Access. *The City shall encourage the use of well-designed and safe alleys to access individual parcels in neighborhoods in order to reduce the number of curb cuts, driveways, garage doors, and associated pedestrian/automobile conflicts along street frontages.*

LU 5.5.2 Transit-Oriented Development. *The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.*

LU 7.2.3 Industrial Uses along Rivers. *The City shall prohibit new heavy industrial uses along the American River Parkway and prevent incompatible industrial development adjacent to the American and Sacramento Rivers.*

LU 7.2.5 Industrial Development Design. *The City shall require that new and renovated industrial properties and structures incorporate high-quality design and maintenance including . . . control of on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other factors that may impact adjoining nonindustrial land uses.*

LU 9.1.3 Connected Open Space System. *The City shall ensure that new development does not create barriers to the connections among the various parts of the city's parks and open space systems.*

HCR 2.1.5 National, California, and Sacramento Registers. *The City shall pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate register(s).*

HCR 2.1.6 Planning. *The City shall take historical and cultural resources into consideration in the development of planning studies and documents.*

HCR 2.1.13 Adaptive Reuse. *The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.*

M 1.2.2 LOS Standard. *The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.*

M 1.3.2 Private Complete Streets. *The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system.*

M1.3.3 Eliminate Gaps. *The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. A) The City shall construct new multi-modal crossings of the Sacramento and American Rivers. B) The City shall plan and seek funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity. C) The City shall construct new bikeways and pedestrianways in existing neighborhoods to improve connectivity.*

M 1.4.4 Off-Peak Deliveries. *The City shall encourage business owners to schedule deliveries at off-peak traffic periods.*

M 2.1.3 Streetscape Design. *The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.*

M 2.1.4 Cohensive Network. *The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.*

M 3.1.1 Transit for All. *The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations.*

M 3.1.6 Safe System. *The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city.*

M 4.1.1 Emergency Access. *The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.*

M 4.2.1 Adequate Rights-of-Way. *The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.*

M 5.1.2 Appropriate Bikeway Facilities. *The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.*

M 6.1.4 Reduction of Parking Areas. *The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed use developments, and the implementation of Transportation Demand Management plans to reduce parking needs.*

M 7.1.5 Truck Traffic Route Designation. *The City shall designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.*

M 7.1.6 Truck Traffic Noise Minimization. *The City shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed use neighborhoods.*

U 1.1.7 Infrastructure Finance. *The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas.*

U 1.1.9 Joint-Use Facilities. *The City shall support the development of joint-use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.*

U 1.1.11 Underground Utilities. *The City shall require undergrounding of all new publicly owned utility lines, encourage the undergrounding of all privately owned utility lines in new development, and work with electricity and telecommunications providers to underground existing overhead lines.*

U 2.1.5 Comprehensive Water Supply Plans. *The City shall prepare, implement, and maintain long-term, comprehensive water supply plans.*

U 3.1.1 Sufficient Service. *The City shall provide sufficient wastewater conveyance, storage, and pumping capacity for peak sanitary sewer flows and infiltration.*

U 4.1.1 Adequate Drainage Facilities. *The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.*

ERC 2.2.1 Parks and Recreation Master Plan. *The City shall maintain and implement a Parks and Recreation Master Plan to carry out the goals and policies of this General Plan. All new development will be consistent with the applicable provisions of the Parks Master Plan.*

ERC 2.2.10 Range of Experience. *The City shall provide a range of small to large parks and recreational facilities. Larger parks and complexes should be provided at the city's edges and along the rivers as a complement to smaller sites provided in areas of denser development.*

PHS 1.1.6 Co-Location of Facilities. *The City shall seek to co-locate police facilities with other facilities, such as fire stations, to promote efficient use of space and provision of police protection services within dense, urban portions of the city.*

PHS 2.1.6 Locations of New Stations. *The City shall ensure that new fire station facilities are located strategically throughout the city to provide optimal response times to all areas.*

PHS 5.1.4 Homeless Population. *The City shall work with public and private social service agencies to site facilities to address the human service needs of the city's homeless populations.*

ER 2.1.2 Conservation of Open Space. *The City shall continue to preserve, protect, and provide access to designated open space areas along the American and Sacramento rivers, floodways, and undevelopable floodplains.*

ER 3.1.3 Trees of Significance. *The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship of such trees and*

ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.

ER 7.1.1 Protect Scenic Views. *The City shall seek to protect views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and urban views of the downtown skyline and the State Capitol along Capitol Mall.*

ER 7.1.2 Visually Complimentary Development. *The City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American rivers, and along streams.*

EC 2.1.7 Levee Setbacks for New Development. *The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within the 50-foot area provided that "oversized" levee improvements are made to the standard levee section consistent with local, regional, State, and Federal standards.*

EC 2.1.9 Oversized Levees for Infill Development. *The City shall support the construction of "oversized" levees that can increase levee stability and improve site characteristics, recreation, and river access where infill development and redevelopment occurs next to a levee.*

EC 2.1.12 Roadway Systems as Escape Routes. *The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents in the event of a levee failure.*

Central City Community Plan Policies

CC.LU 1.1 Industrial Areas. *The City shall upgrade the industrial-designated areas of the Central City and minimize incompatibilities with adjacent land uses.*

CC.LU 1.6 Office Development. *The City shall encourage public and private office development, where compatible with the adjacent land uses and circulation system, in the Central Business District, Southern Pacific Railyards, and Richards Boulevard area.*

CC.H 1.1 Mixed-Use Buildings. The City shall provide the opportunity for mixture of housing with other uses in the same building or on the same site at selected locations to capitalize on the advantages of close-in living.

CC.M 1.2 Adequate Parking. *The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents.*

CC.M 1.5 Richards Boulevard and Business 80 Connection. *The City shall designate the connection of Richards Boulevard and Business 80 as a potential transportation corridor that may be considered in the future for various modes of travel.*

CC.M 1.6 Commuter Bikeways. *The City shall prioritize the addition of commuter routes to existing bikeways. The plan recommends that the City identify a north/south route and an east/west bike route that would be improved for commuter use. Improvements would involve modification of the streets to accommodate bicycle commuters rather than exclusively for auto use.*

CC.ERC 1.3 Sutter's Landing Park. *The City shall develop the Sutter's Landing Park area as a regional park in accordance with an adopted Park Master Plan for the area.*

CC.ERC 1.4 Sutter's Landing Park Connections. *The City shall develop riparian trail connections between the Sutter's Landing Park area, Tiscornia Park, and Glen Hall Park.*

CC.ERC 1.5 Sacramento River Parkway. *The City shall develop the Sacramento River Parkway and Sutter's Landing Park facilities in conjunction with American River Parkway trail linkages.*

2008-2013 Housing Element:

H-1.2.4 *The City shall actively support and encourage mixed-use retail, employment and residential development around existing and future transit stations, centers and corridors.*

H-2.1.1 *The City shall maintain an adequate supply of appropriately zoned land with public services to accommodate the projected housing needs in accordance with the new General Plan.*

H-3.2.3 *The City shall support the efforts of the Sacramento City and County Ten-Year Plan to End Chronic Homelessness and the Continuum of Care to meet the needs of homeless families and individuals.*

Sacramento Riverfront Master Plan:

The Sacramento Riverfront Master Plan is a study plan, not a regulatory plan that was completed in July 2003. It provides an overall vision for the riverfront and is intended as a blueprint for future actions. Proposed policies include:

- Site housing and other adjacent mixed uses to capture maximum orientation to the river and to the riverfront open space, as well as to parkways and streets.

- Provide continuous, uninterrupted pedestrian and bicycle circulation along the riverfront, connecting to regional networks including the American River Parkway and into Southport.

- Provide new non-vehicular bridge crossings designed with public safety considerations. The proposed pedestrian and bicycle bridge would connect the Jibboom Area of the River District to the proposed marina and state park on the West Sacramento side.

- Provide people-oriented land uses, public space, and amenities that attract people and activity.
- Provide for land uses that are flexible and can respond to market conditions and/or public/private financing opportunities (avoid single-use "dead-zones").
- Vary development densities, intensities, and mix of uses along the riverfront edge.

American River Parkway Plan:

The American River Parkway is an open space greenbelt which extends approximately 29 miles from Folsom Dam at the northeast to the American River's confluence with the Sacramento River at the southwest. The Parkway Plan addresses the entire length of the Parkway which crosses jurisdictional boundaries. The plan is a policy document that is referenced in the City of Sacramento's General Plan.

The policies in the American River Parkway Plan that address the River District include the following:

10.4.1: Construct the Two Rivers Trail to a Class 1 construction standard bike/pedestrian trail along the left bank (south levee) of the American River from Tiscornia Park to Sutter's Landing Park.

10.4.3: Support construction of a trail from Tiscornia Park to West Sacramento including a bike/pedestrian bridge across the Sacramento River.

10.4.4: Bike/pedestrian access shall be incorporated into future bridge construction or renovation projects affecting Interstate 5, Highway 160, and Regional Transit's Downtown-Natomas Airport (DNA-RT) line.

Environmental Considerations: A master Environmental Impact Report (EIR) has been prepared for the River District Specific Plan. The EIR considers issues such as traffic, land use, air quality, and historic resources. On August 20, 2009, a public scoping meeting was held on the Notice of Preparation/Initial Study for the EIR. A copy of the River District Specific Plan Draft EIR is available online as referenced in the attachment.

Historic Landmarks and North 16th Street Historic District: In 2009, as part of the River District Specific Plan/Special Planning District update efforts, the City updated the earlier Richards Boulevard/Railyards historic properties survey, which had been completed in 1999/2000. The survey identified properties that are potentially-eligible for listing, either individually or as part of a historic district, in the Sacramento Register of Historic & Cultural Resources, the California Register of Historical Resources, and the National Register of Historic Places. The 2009 survey update evaluated properties that had not been 50 years old or older at the time of the original 1999/2000 survey. (See Attachment 3) Multiple individual properties were identified as potentially eligible through these surveys. And, as part of both the original and the updated survey, a

potential North 16th Street Historic District was identified; it should be noted that the North16th Street Historic District's boundaries extend beyond the boundaries of the current proposed Specific Plan's area boundaries.

On September 24, 2009, staff conducted a workshop to discuss the properties identified in the survey as potentially historic and the proposed nominations of the historic district and the individual Landmarks in the River District. Due to adopted entitlements for Township 9 and the Continental Plaza development projects, the properties identified as potentially historic and approved for demolition within those projects' boundaries will not be brought forward for listing in the Sacramento Register. Also, the State's Printing Plant, which was also identified as potentially historic, will not be brought forward for listing in the Sacramento Register due to the Specific Plan/Special Planning District's key street grid proposals which will significantly affect this property. The impacts to this structure are evaluated in the River District Specific Plan Draft EIR.

For the other properties identified in the survey as potentially eligible, the nominations process to list properties in the Sacramento Register will proceed concurrently with the adoption of the Specific plan. That process involves a Preservation Director hearing, a Preservation Commission hearing, and City Council hearings, including reveiw by the Law & Legislation Committee and by the full City Council to adopt the ordinance listing the properties in the Sacramento Register. Once listed, proposals for work involving those properties may utilize the California Historical Building Code and will be reviewed in accordance with the provisions of the Historic Preservation Chapter of the City Code, Chapter 17.134 and the River District Specific Plan and Special Planning District. Work involving the properties' site, exterior and publically-accessible interiors is reviewed for compliance with the Secretary of the Interiors Standards for the Treatment of Historic Properties, which for most historic buildings would likely involve the Rehabilitation Standards. Work involving historic properties that complies with the Secretary of the Interior's Standards would also allow development projects to be exempt from further environmental review if other elements of the environment are not impacted.

Within the North 16th Street Historic District, the zoning changes would be similar to the recently adopted R Street Special Planning District. For form (height, setback and stepback variances) entitlements, the Preservation Commission and Preservation Director would be the hearing body instead of the Planning Commission and Zoning Administrator.

Design Guidelines and Design Review District: The Design Guidelines for the River District articulate the overall vision framework for the physical form and character of the public and private improvements within the plan area, including the streetscape design of the major streets in the District. The Design Guidelines, which were developed based on guiding principles developed from the property owners and stakeholders with a series of workshops and continuity of the Central Core Design Guidelines and the Railyards Design Guidelines, will ensure a level of design quality that is consistent with the River District Specific Plan and the larger Central City area.

The Design Guidelines will cover a greater area than the Special Planning District and Specific Plan boundary, since it will also include the eastern portion of the former

Richards Boulevard SPD which includes Blue Diamond and other vacant industrially zoned land. Therefore, the River District Design Review District boundary will be larger than the River District Plan boundary.

Guiding Principles for the Design Guidelines include creating a sense of place to many of the definable areas within the District, engaging the street grid to the rivers, encouraging a walkable and bikeable district, facilitating future expansion of transit and regional connectivity, and providing an opportunity to develop mixed use development with local neighborhood-scaled streets for resident and daily service needs. The most recent draft of the Design Guidelines may be found online as referenced in Attachment 5.

Special Planning District: The River District Special Planning District will implement the River District Specific Plan and its goals and policies. The Zoning Ordinance is the planning tool for implementing these goals and policies through regulations and incentives. The River District Special Planning District, currently Chapter 17.120 of Title 17 of the City Code, will be completely revised to reflect the new Specific Plan zoning designations, development standards, and land uses. A brief overview of the goals for the new Special Planning District has been included in this report as Attachment 6. A discussion of the zoning changes is listed below by subarea. See Figure 3.5 in the Specific Plan for a map of the subareas.

Jibboom Street Area: Staff is proposing to eliminate all the Highway Commercial (HC) zoning and replace it with General Commercial (C-2). The HC zone is primarily for uses to serve motorists and provide accomodations. Staff recommends that the parcels in the River District that front the Sacramento Riverfront be zoned with a C-2 zone which is a more flexible commercial zone allowing hotels, residential, retail, and office, allowing a broader range of uses that will help to activate the area.

Sequoia Street Area: Staff is proposing to eliminate all Heavy Industrial (M-2) zoning and replace it with Residential Mixed Use (RMX), Office (OB), and Limited Commercial (C-1). This area will have a future light rail station and these zones will provide land uses to encourage public transit use.

Bannon Street Area: Staff is proposing to eliminate all of the heavy industrial zoning with the exception of the Water Treatment Plant. Under the previous Richards Boulevard Special Planning District, the M-2 zoning was restricted already by placing many industrial uses on the prohibited list. The new zoning will allow a wide range of uses including office, residential, commercial, and mixed use.

North 7th Street Area: Staff is not rezoning any parcels associated with the approved T9 project. However, the portions of the area zoned Heavy Industrial (M-2), would be rezoned to both Office Building (OB) for the CHP Campus and Lottery Campus, and industrial land along the American River to RMX.

Dos Rios Area: Staff is proposing to rezone Heavy Industrial (M-2) to Heavy Commercial (C-4); Residential Mixed Use (RMX) to Multifamily (R-5); and Heavy Commercial (C-4) to General Commercial (C-2). The changes will encourage more

mixed uses along the American River instead of industrial and also encourage residential uses near the existing school.

North 16th Street Area: Staff is also recommending to maintain much of the current C-4 zoning in the North 16th Street area along with Single or Two Family (R-1B), Multifamily (R-3A), and General Commercial (C-2). The C-4 zoning allows many of the heavy commercial users to remain but will also allow office, retail, and residential uses, including mixed use and live/work uses. The goal is to create a more economically vibrant area and also to encourage the adaptive reuse of the properties within the proposed North 16th Street Historic District.

Conclusion: Staff recommends the Design Commission review and comment on any potential issues or concerns regarding the draft Specific Plan, Design Guidelines, Special Planning District, and Historic District, and to take action to initiate creation of the new River District Design Review District.

Respectfully submitted by:

EVAN COMPTON
Associate Planner

Approved by:

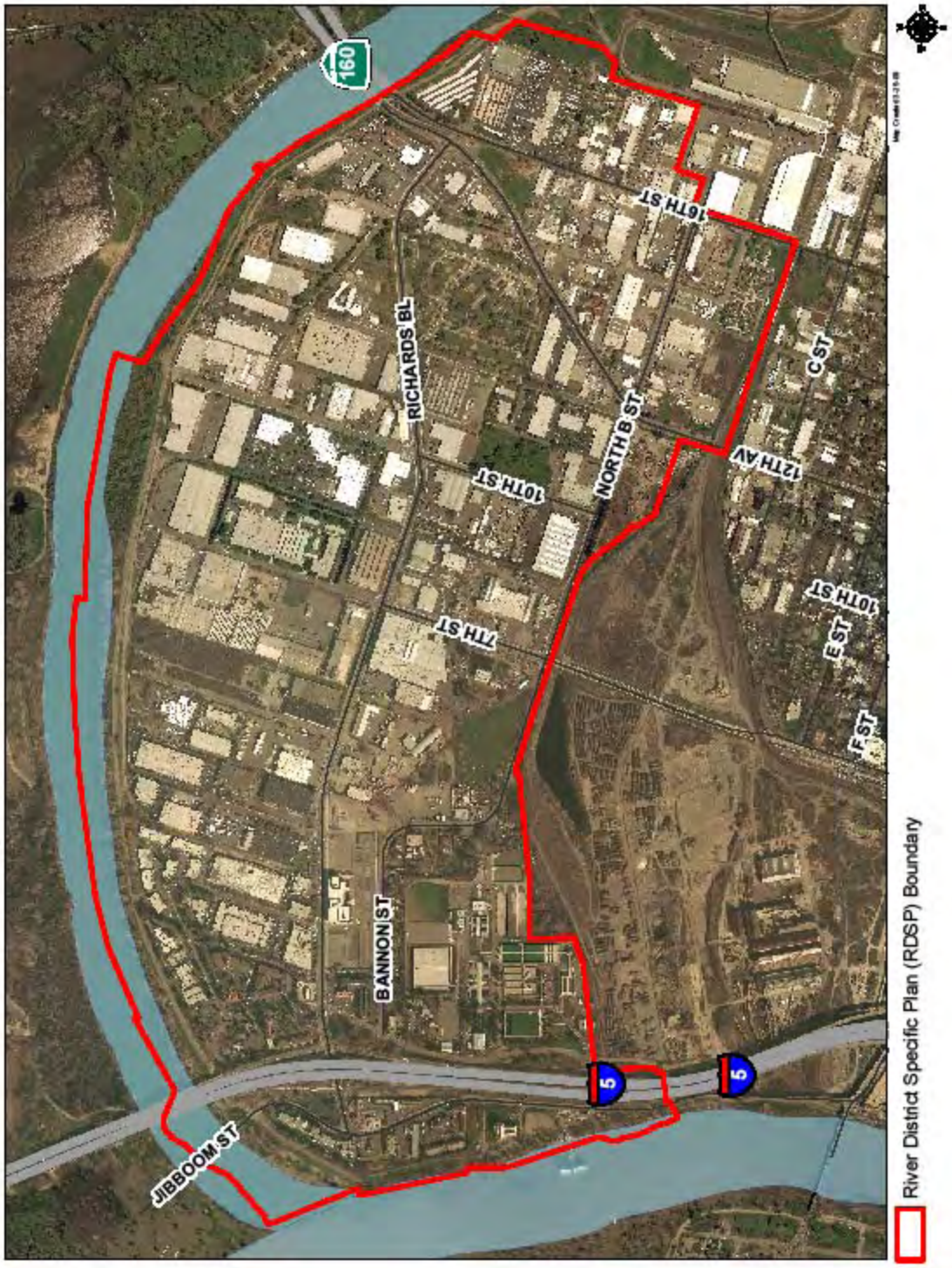
GREG TAYLOR
Senior Urban Designer

Recommendation Approved:

WILLIAM CROUCH
Urban Design Manager

Attachments:		Page #
Attachment 1	River District Specific Plan Boundaries Map	14
Attachment 2	River District Specific Plan Draft EIR	15
Attachment 3	Cultural Resources Technical Report	16
Attachment 4	Specific Plan Draft	17
Attachment 5	Design Guidelines Draft	18
Attachment 6	Special Planning District Overview	19
Attachment 7	Statement of Initiation	23

Attachment 1: River District Specific Plan Boundaries Map



Attachment 2: River District Specific Plan Draft EIR

The Draft EIR may be found here:
http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/index.cfm

Attachment 3: Cultural Resources Technical Report

The Cultural Resources Technical Report may be found here:
http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm

Attachment 4: Specific Plan Draft

The Specific Plan may be found here:
http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm

Attachment 5: Design Guidelines Draft

The Design Guidelines may be found here:
http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm

Attachment 6: Special Planning District Overview

The River District special planning district (SPD) consists of properties generally bounded by the Sacramento River on the west, the American River on the north, the Railyards on the south, and 18th Street on the east. The SPD is intended to implement the development standards and design guidelines in the River District area plan.

The goals of the River District SPD are as follows:

- Establish a greater mix of land uses and intensities to attract private investment;
- Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial uses to take advantage of the light rail facilities in the area to reduce the number of obsolete and underutilized buildings and sites;
- Allow for the retention and continued operation of industrial and service oriented uses;
- Provide for improved circulation, infrastructure, and community facilities that will serve existing and future needs within the area;
- Provide for the future creation of a significant residential population as industrial uses are replaced or relocated within the River District area to achieve housing objectives of the central city and provide a jobs/housing balance for future office growth;
- Provide for the intensification of commercial and office uses within close proximity to the planned and existing light rail stations and Interstate 5;
- Discourage uses that contribute to visual or economic blight;
- Ensure that properties with hazardous material contamination within the River District area are remediated to the extent necessary to protect the health and safety of all possible site users and users of adjacent properties, consistent with applicable laws and regulations;
- To encourage the preservation of historic structures;
- Promote aesthetic improvements to the area by implementing development standards and design guidelines.

Allowed Heights in the River District

Under the current Richards Boulevard SPD, the maximum heights have ranged from 35 to 85 feet depending on the specific zoning designation. The proposed River District SPD would allow greater heights by right for most of the district with the ability to seek a Special Permit for granting additional height. A height allowance exhibit has been provided in Chapter 1 of the Design Guidelines. The allowed heights have been lowered in areas adjacent to the American River, in the proposed historic district, and near existing single family homes. Greater heights have been proposed adjacent to the Railyards and along the Sacramento River.

Treatment of Nonconforming Uses

A nonconforming use means any land use which does not conform to the zoning regulations for the area the use is located. As an example, a warehouse may be constructed on an industrial zoned property however, the parcel may be subsequently rezoned to a less intensive zone and the warehouse use would be considered nonconforming. Any requests to expand the use would trigger planning entitlements and if the building becomes vacant for a specified period of time, the nonconforming use would be discontinued and any further use of the building would have to conform to the requirements of the zone.

The River District SPD treatment of nonconforming uses proposes to be less restrictive than the citywide code so the impact of the implementation of the Specific Plan will not force viable industrial uses out of business. At the same time, it is more restrictive than the existing Richards Boulevard SPD requirements so the desired changes to the district will be more likely to take effect over the life of the plan.

General City Code Requirements for Nonconforming Uses

The City Code generally allows only 1 year before a vacated nonconforming use is considered discontinued. For nonconforming uses that are destroyed more than 50%, they cannot be rebuilt.

Existing Richards Boulevard Requirements for Nonconforming Uses

The Richards Boulevard SPD allows restoring nonconforming uses as long as the use has not been discontinued for more than 4 years. The Planning Commission may extend it for 3 years twice, for a total of 10 years. For nonconforming uses that are destroyed by fire, flood, or other calamity, the use may be restored as long as it is commenced within 3 years. The Planning Commission may extend it for 2 years for a total of 5 years.

Proposed River District Requirements for Nonconforming Uses

The River District SPD would allow operating nonconforming uses to continue. For vacated nonconforming uses, the use would be discontinued after 4 years and the Planning Commission may approve a 2 year extension for a total of 6 years. For nonconforming uses that are destroyed by fire, flood, or other calamity, the use may be restored as long as it is commenced within 2 years. The Planning Commission may extend it for 2 years for a total of 4 years. After the nonconforming use has been discontinued, any new proposed use would have to conform to the current zoning regulations.

Parking Requirements

The Richards Boulevard SPD envisioned the intermodal site at 7th Street with limited parking on the surrounding transit-oriented office uses. In the OB and RMX zones, the

amount of parking required in the Richards Boulevard SPD provides both minimum and maximums depending on the size of the buildings. As an example, office requires between 1/500 to 1/600. With the approval of the Railyards project, the location of the intermodal station has changed. Furthermore, by restricting the amount of maximum parking allowed for office development in the Richards Boulevard SPD below citywide standards, some property owners have argued that it has limited potential users who request more onsite parking.

In the proposed River District SPD, parking requirements would be the same as the general Central City parking requirements in the Zoning Code. For example, office would require between 1/400 to 1/450. Other items that would specifically apply to the River District related to parking include:

- No parking would be required for commercial retail, service, or restaurant uses provided the use is a component of a residential project and provided the nonresidential component for the project does not exceed 20% of the total building square footage or 9,600 square feet.
- No parking would be required for outdoor seating located on private property. (The current Zoning Code regulations do not require parking for sidewalk café seating only.)
- Surface parking is required to be located at the rear or interior side of the building unless a Planning Commission Variance is approved.
- For development in the Office Building (OB) zone, projects greater than 40,000 square feet require a Planning Commission Special Permit to utilize surface parking for meeting onsite parking requirements.

Ground Floor Retail Requirements

Currently the Richards Boulevard SPD requires 25% ground floor retail along Richards Boulevard and North 7th Street in the Office Building (OB) zone. Ground floor retail and service uses provide activity for a pedestrian friendly environment. With ground floor retail activity there is less likelihood for dead zones with office building development closed after work hours and on weekends.

With the new River District SPD, staff is proposing ground floor retail requirements in only the most potentially heavy pedestrian traffic areas such as the future transit station in the Sequoia area and Bannon Street between North 5th and North 10th Streets. To avoid rendering a project infeasible by requiring too much retail in the district, the number of blocks subject to the ground floor retail or service requirement has been limited with the new plan.

Height, Yard, and Stepback Requirements

With the River District SPD, any deviation from the required height, yard, and stepback standards would be reviewed and approved by the Design or Preservation hearing

bodies. The Design or Preservation hearing bodies would evaluate the intent and purpose of the Central City Design Guidelines and the River District Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources.

Attachment 7: Statement of Initiation

STATEMENT OF INITIATION

Establishment of the River District Design Review District

August 18, 2010

In accordance with the procedures for amendments of design review district boundaries and establishment of new design review districts as set out in Section 17.132.160 of Title 17 (Zoning Code) of the Sacramento City Code, the Design Commission hereby initiates establishment of the River District Design Review District as shown in the attached Exhibit 1.

After approval of this Statement of Initiation, it shall be filed with the Secretary of the Design Commission and thereafter a public hearing shall be noticed and held to consider the proposed establishment of the River District Design Review District in accordance with the procedures specified in Section 17.132.160.

Proposed River District Design Review District Boundaries