



REPORT TO DESIGN COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
March 16, 2011

To: Members of the Design Commission

Subject: **The Gateway on Fremont Park (IR11-041)** Located at 1601 16th Street, the applicant is requesting to develop a five (5) story, 30 residential unit project with approximately 5,847 square feet of ground floor retail on .44 +/- acres in the C-2 (General Commercial) zone.

- A. Design review and comment on Capitol Area Development Authority (CADA) development, request to develop a five (5) story, 30 residential unit project with approximately 5,847 square feet of ground floor retail.

Location:

Address: 1601 16th Street, Sacramento, CA
Assessor's Parcel Number: 006-0293-001, -002, and -026
Council District 3
Central Core Design Review District

Recommendation: Staff recommends the Design Commission **review and forward advisory conditions of approval to Capital Area Development Authority (CADA)** for item A.

Contact: Evan Compton, Associate Planner, (916) 808-5260
Luis R. Sanchez, AIA, LEED AP, Senior Architect (916) 808-5957

Applicant: John Leonard, Sukna Global Holdings, Inc., (916) 443-8300, 2210 K Street, Suite 101, Sacramento, CA 95816.

Owner: Tom Kigar, Capital Area Development Authority (CADA), (916) 322-2114, 1522 14th Street, Sacramento, CA 95814.

SUMMARY: The project is before the Design Commission for the first time. The development consists of a five story mixed-use building at the southeast corner of 16th and P Streets. This project includes demolishing an existing motel. The proposed building will accommodate 5,847 square feet of commercial space and 30 residential units. The proposed 30 units would include 11 one bedroom units and 19 two bedroom units ranging in size from 925 square feet to 1,535 square feet.

CADA is exempt from requiring Planning and Design Review entitlements from the City, but is requesting a review and comment in the form of Advisory Conditions of Approval.

Table 1: Project Information
Existing zoning of site: C-2 (General Commercial)
Existing use of site: Motel
Property dimensions/area: 120 feet by 160 feet or 19,200 square feet (.44± acres)
Building square footage: 56,272 ± square feet
Building height: 60'6" to top of parapet, 68' to top of photovoltaic panel system.
Exterior building materials: Cement plaster and brick veneer, precast concrete veneer, aluminum storefront systems, steel railings, and steel awnings.

PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS: Staff notified the adjacent property owners within 500 feet of the subject site and neighborhood associations for the March 16, 2011 Design Commission Hearing. The following organizations were noticed: Capitol Area R Street Association, Downtown Partnership, Richmond Grove Neighborhood Association, Midtown Neighborhood Association, Midtown Business Association, and the Newton Booth Neighborhood Association.

The applicant has contacted property owners and neighborhood associations during the initial planning and design phase. No comments have been received by staff at the time of writing this report.

ENVIRONMENTAL CONSIDERATIONS: CADA prepared and certified an environmental impact report that included analysis of development on the project site. CADA has indicated that additional CEQA analysis may be required. The City does not have discretionary authority for the project, but would review and submit any appropriate comments if additional environmental review is completed by CADA.

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.

Staff recommends that the applicant introduce sustainable practices during the construction of the proposed project. 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 2030 General Plan Update was adopted by City Council on March 3, 2009. The 2030 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. The 2030 General Plan Update designation of the subject site is Urban Corridor High. As stated in the General Plan, this designation is in urbanized areas and includes multistory structures and highly developed transit service. New development along the corridor contributes to a more compact and consistent pattern that relocates parking primarily to structures and to the rear of buildings. Street level frontages are lined with retail and other pedestrian-oriented uses. The streetscape is appointed with pedestrian amenities that support and enhance pedestrian activity.

In addition, the 2030 General Plan has identified goals and policies under the Land Use and Urban Design Element. Some of the goals and policies supported by this project are:

- *Redeveloping Automobile-Oriented Corridors.* The City shall promote redevelopment of existing automobile corridors and the upgrading of existing commercial development to create vibrant, mixed use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists. (Policy LU 6.1.3)
- *Neighborhood Enhancement.* The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas. (LU 2.1.6)
- *Reduce Minimum Parking Standards.* The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. (M 6.1.2)
- *Transitions in Scale.* The City shall require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights. (Policy LU 2.7.3)
- *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. (Policy LU 2.7.7)
- *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. (Policy LU 2.7.8)

Central City Community Plan Policies:

- *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.H 1.1)

This proposed project is also consistent with the Sacramento Central Core Design Review District and Urban Design Plan. Staff is supportive of the design and recommends Design Commission review and discuss the following items to assist the applicant with further project development.

Design Policy Considerations: Promote creative architectural solutions that acknowledge contextual design issues. Complement the architectural character of the Sacramento area and promote harmony in the visual relationships and transitions between new and older buildings. Relate the bulk of the new structure to the scale or context of existing area to avoid an overwhelming or dominating appearance. Enhance the pedestrian experience. Promote efforts to utilize high-quality building materials, detailing and landscaping.

Design Guidelines Considerations: Enhance the building base, street wall height, and mechanical parapet. Provide building step backs to further articulate façade. Relate the building's massing to the neighborhood. *"How does the building complement adjacent buildings?"* Enhance the design of fenestration and rhythm of the building. Promote building articulation through the use of offsets, insets, and reveals. Promote the ground level pedestrian experience and protection. Retain and enhance landscaping, sidewalks and curbs. Provide project lighting that complements the character of the neighborhood and design. Integrate Mechanical, Service, and Recycling/Trash collection areas into the building design.

STAFF RECOMMENDATIONS TO COMMISSION: Staff is very supportive of this project and provided the design team a list of comments attached at the end of this report. Staff feels the massing of the proposed structure is respectful of the neighboring properties. The massing as shown on the plans will complement the Fremont Building to the north but is designed as a standalone project. The building steps down in height on the alley (south property line) with a pavilion and respects the lower height at 1617 16th Street. The existing building at 1612 P Street (east property line) is also smaller in scale, and the proposed project references the existing datum line with the ground floor brick veneer on the new structure. The building feels substantial at both the northeast and southeast corners along 16th Street which anchors the building for pedestrians, bicyclists, and the motoring public along the commercial corridor. The alley will also be activated with the open pavilion area and outdoor restaurant seating.

The project has multiple building planes and incorporates inset balconies for the residential units. The metal railings on the balconies facilitate clear views of the adjacent park and provide visual interest to the building. A mixture of materials has been proposed and each elevation (including the alley and interior facing facade) is articulated and includes appropriate finishes.

Staff appreciates the variety and placement of the building fenestration. On the eastern elevation, the windows look over a tenant courtyard area. The courtyard utilizes areas of both hardscape and softscape and also provides vertical planter strips to maximize planting opportunities.

Staff requests that the Design Commission review and comment on the proposed project design as well as the following points.

Site Comments:

1. Staff supports the proposed tenant courtyard, but requests review and comment by the Design Commission regarding the proposed mix of hardscape and softscape.
2. Staff requests additional information on the proposed pavilion area including paving material, proposed café railings, and details on the raised planter areas.

3. Staff requests additional consideration regarding the size of the proposed trash and recycling enclosure. The project site should provide adequate space for trash to avoid placing cans on the alley.

Building Comments:

4. Staff requests a color and materials board be provided at the Design Commission Hearing.
5. Staff requests further information about the steel frame supporting the rooftop photovoltaic panels and how the structure will be designed to be substantial and incorporated into the building design.
6. Staff supports sustainable elements proposed such as solar panels, greenhouses, and fish harvesting areas on the rooftop. Staff recommends additional details of these elements be provided at the Design Commission Hearing.

Signage Comments:

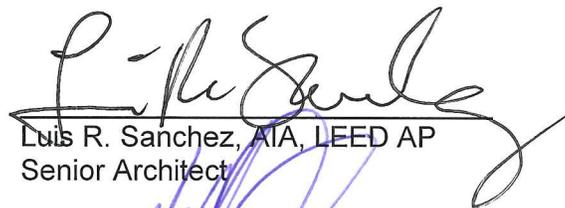
7. Staff recommends high quality signage with design and materials that complements the architecture. Staff recommends pedestrian oriented signage at street level either through signs suspended from the awnings, wall mounted plaques, or small graphics on entry door glazing.

Respectfully submitted by:



Evan Compton
Associate Planner

Recommendation Approved:



Luis R. Sanchez, AIA, LEED AP
Senior Architect



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

Attachments:

Attachment 1 Page 7	Recommended Findings of Fact and Advisory Conditions of Approval
Attachment 2 Page 11	Vicinity Map
Attachment 3 Page 12	Project Plans Exhibit A: Coversheet Exhibit B: Design Narrative Exhibit C: Rendering South from 16 th Street Exhibit D: Corner Entry at 16 th and P Street Exhibit E: View from P and 16 th Street Exhibit F: Restaurant Corner at 16 th Street and Alley Exhibit G: Ground Floor Plan Exhibit H: Second Floor Plan Exhibit I: Third and Fourth Floor Plan Exhibit J: Fifth Floor Plan Exhibit K: Roof Plan Exhibit L: Typical Units Exhibit M: Penthouse Units Exhibit N: South and West Elevations Exhibit O: North and East Elevations Exhibit P: Material Palette Exhibit Q: Material Palette Continued Exhibit R: Site Photos Exhibit S: Streetscape Drawings
Attachment 4 Page 31	Applicant Design Narrative

**Attachment 1
Proposed Findings of Fact and Advisory Conditions of Approval
The Gateway on Fremont Park (IR11-041)
1601 16th Street**

Findings Of Fact

- A.** The **Design Review** request to develop a five (5) story, 30 residential unit project with ground floor retail is approved, subject to the following Findings of Fact:
1. The project, as conditioned, enhances the surrounding neighborhood.
 2. The project, as conditioned, will complement structures in the vicinity, and conforms to the Design Commission's design criteria.
 3. The proposed use will be consistent with the objectives of the City of Sacramento General Plan.
 4. The project is based upon sound principles of land use in that the proposed use is allowed in the General Commercial (C-2) and includes conditions addressing building design, site design and signage.

Advisory Conditions Of Approval

The Design Review request to develop a five (5) story, 30 residential unit project with ground floor retail is hereby approved subject to the following advisory conditions.

- A.** **The design of the site (see plans attached) is hereby approved subject to the following advisory conditions. These conditions must be met prior to the issuance of a building permit:**
1. The building shall be sited as indicated in the report and exhibits. The Applicant shall coordinate with the appropriate City agencies regarding alley improvements associated with the overall project
 2. Auto access and site layout shall be as indicated in the report and exhibits.
 3. The project shall have building setbacks as indicated in the exhibits.
 4. The project shall have building entries as indicated in the exhibits. Further development of all project entry elements, including building sign standards and lighting cut sheets, shall be reviewed and approved by Design Review staff prior to Building Permit submittal.
 5. The applicant shall work with Design Review Staff on special paving for the outdoor seating area on the alley and the City standard paving in the public right of way. Final paving shall be reviewed and approved by Design Review Staff prior to issuance of Building Permit.

6. The applicant shall work with Development Engineering, Urban Forest, and Design Review staff on the removal and pruning of existing street trees, as well as selection of new trees. All landscaping shall have automatic irrigation.
7. Exterior lighting style and design shall be compatible and consistent with the building design, and the site should be adequately illuminated for safety and security with a minimum 1.0 foot candle throughout. Appropriate lighting should light up wall surfaces or landscape areas. The applicant shall submit all site light fixtures cut sheets and plan locations for review and approval by Design Review staff prior to submitting for Building Permit. Street pole lights shall be energy efficient with cutoff devices included in the acorn style fixtures.
8. Site mechanical equipment and utility vaults shall be incorporated into the project site. Backflow prevention devices, SMUD boxes, etc., shall be placed in vaults or incorporated into building structure where not visible from street views, and screened from any pedestrian view. The applicant shall submit final mechanical locations for review and approval by Design Review staff prior to Building Permit submittal.
9. The integrated trash enclosure details and construction shall be reviewed and approved by Design Review staff prior to Building Permit submittal. All final material, finish, and color, shall match with the project's material and color scheme, and shall be reviewed and approved by Design Review staff prior to Building Permit submittal.
10. The project shall include landscaping elements as indicated in the report and exhibits, and final landscape plans (including hardscape and softscape) shall be reviewed and approved by Design Review staff prior to Building Permit submittal. Final tree species shall be coordinated with Urban Forest staff. Automatic irrigation shall be provided for all planting and landscaping. Drought tolerant vegetation shall be provided at the street tree planters. **Street planters and sidewalk shall be provided per Development Engineering standards and reviewed by Development Engineering, Urban Forest, and Design Review staff prior to Building Permit submittal.**

B. The design of the new building (see plans attached) is hereby approved subject to the following advisory conditions:

11. The design of the building shall be as indicated in the report and exhibits with final conditions as approved by the Design Commission.
12. The building elevations shall have a consistency of detail and quality.
13. All the final details for the steel frame structure supporting the rooftop photovoltaic panels shall be reviewed and approved by Design Review staff prior to Building Permit submittal.
14. The exterior materials provided shall be precast concrete veneer, full brick veneer, and cement plaster with an imperfect smooth finish. Design Review Staff to review final colors and materials palette prior to issuance of Building Permit.
15. Single hung windows shall be provided per approved plans. Aluminum storefront system and other window design and placement shall be provided per approved plans.
16. Steel awnings and eye-brow projections shall be provided per approved plans.

17. Ensure green roofs and courtyards have sufficient depth to sustain landscaping. Final plans shall be provided to Design Review Staff for review and approval prior to Building Permit submittal.
18. Exterior lighting style and design shall be compatible and complementary to the building design. **Final building lighting plans and light fixture cut sheets shall be reviewed and approved by Design Review staff prior to Building Permit submittal.**
19. Final mechanical penthouse shall be integrated into the final elevations through the use of materials and design. Final roof plan and mechanical penthouse elevations with mechanical equipment locations shall be reviewed and approved by Design Review staff prior to Building Permit submittal.

C. The design of the signage is hereby approved subject to the following conditions:

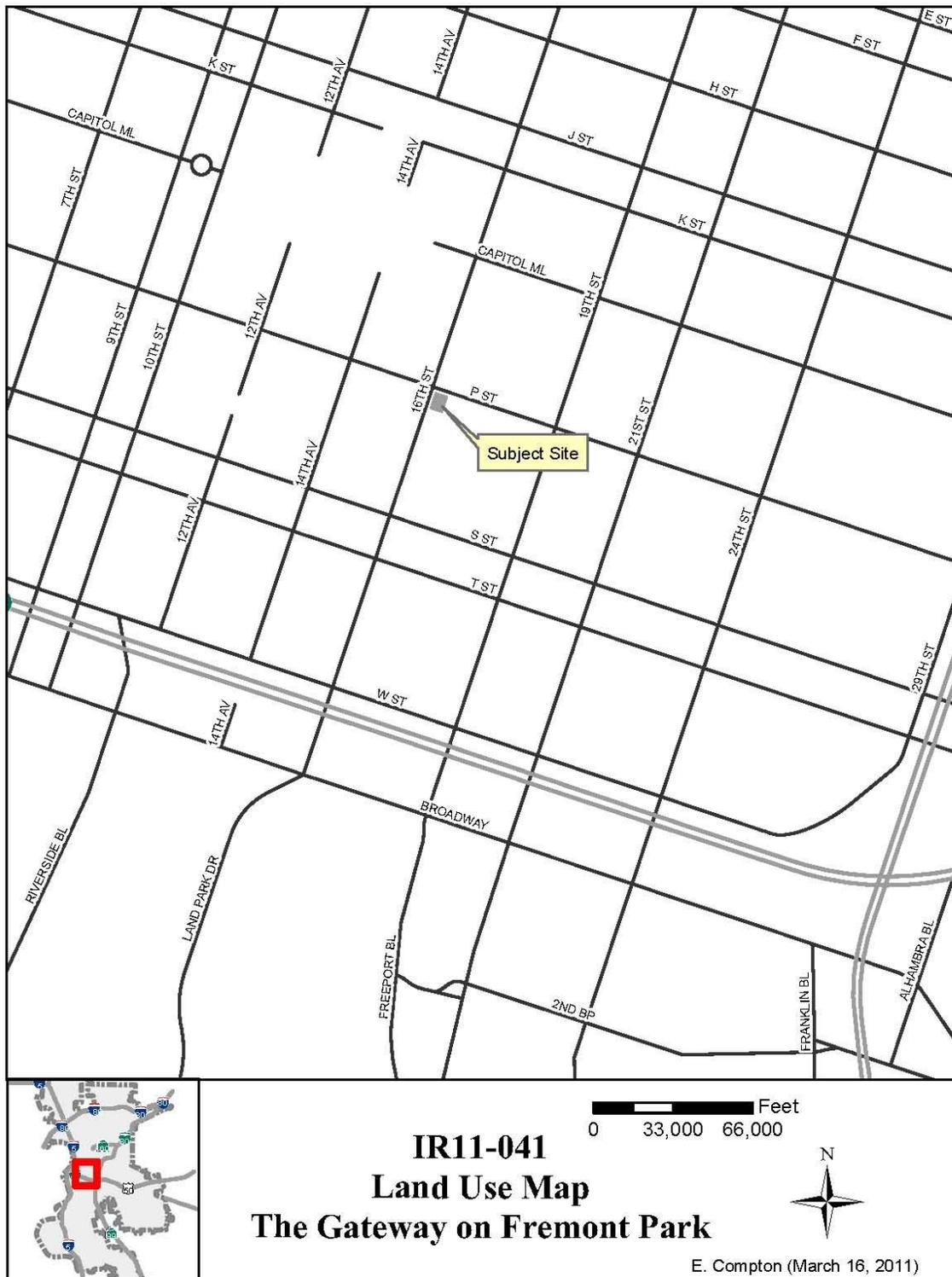
20. High quality signage with a design and materials that complements the architecture is required and shall meet the sign ordinance and Design Review Guidelines for the Central Core Design Review District. **Signage criteria for the project shall be submitted to Design Review staff and the City Sign Coordinator for review and approval prior to building permit submittal. Signage criteria requirements are locations of signage (elevations) including general size, potential illumination, and materials. Final sign designs shall be reviewed at time of tenant improvement Building Permit submittal.**

D. General conditions:

21. All final details affecting the exterior building design that are not determined at the time of the Design Commission's final review shall be reviewed and approved by Design Review staff prior to Building Permit submittal.
22. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans stamped by Design Review staff shall be subject to review and approval prior to Building Permit submittal. Applicant shall comply with all current building code requirements.
23. Any major revisions to the final approved design are subject to review and approval by the Design Commission.
24. **All required new and revised plans shall be submitted for review and approval by Design Review staff prior to building permit submittal. A set of the appropriate plans (reduced to 11 x 17 set) along with a Letter of Compliance indicating how the project is in compliance with each Condition of Approval with detailed sheet references shall be submitted directly to Design Review Staff 1-2 weeks prior to Building Permit submittal. A final 3D model (SketchUp preferred) shall be provided to Design Review staff prior to building permit submittal. All necessary planning entitlements shall have been approved by the Planning Commission prior to final Design Review sign-off of plans.**
25. The approval shall be deemed automatically revoked unless required permits have been issued and construction begun within three years of the date of the approval. Prior to

expiration, an extension of time may be granted by the Design Commission upon written request of the applicant.

26. **The Design Commission decision may be appealed to City Council. Appeals must be filed within 10 calendar days of written notice of the Design Commission action.**
27. Building permits shall not be issued until the expiration of the 10 day appeal period. If an appeal is filed, no permit shall be issued until final approval is received.
28. Final occupancy shall be subject to approval by Design Review Staff and shall involve an on-site inspection by Design Review Staff.
29. **The Record of Decision shall be scanned and inserted into the final set as a general sheet to be submitted for building permit.**



City of Sacramento, Development Services Department Geographic Information System

Exhibit B: Design Narrative

The Gateway on Fremont Park / Design Narrative

With expansive frontage along the east side of Fremont Park, our design team has endeavored to create a building that is a landmark in the city of Sacramento. The Gateway on Fremont Park is a project that is designed to be a landmark in the city of Sacramento. The Gateway on Fremont Park is a project that is designed to be a landmark in the city of Sacramento. The Gateway on Fremont Park is a project that is designed to be a landmark in the city of Sacramento.

Our design concept seeks to implement the following objectives:

Gateway Presence

Each day thousands pass Site 4, often traveling north on 16th Street into the city. Our design recognizes that for those passing in cars, the alley corner of the site becomes the "primary corner." We have designed the building to have significant features at the corner of the alley as well as the corner of F Street, to both welcome the motorcade and to create a positive impression of the development and community.

Park Views

With flat topography and a no ocean frontage, Sacramento is a city largely absent views. Parks provides an exception, and our project takes advantage of its long frontage facing Fremont Park by providing park views in 22 of the 30 units, each with private balconies on the park side. Our project is "single-loaded," meaning all units are oriented to streetfacing, and will be entered from a common courtyard space on the interior side of the site.

Solar Orientation

While the park views require windows to the west, our design solution wings many of the windows around the corner to the south also, enhancing views while significantly improving the ability to utilize passive solar shading to allow solar gain in the winter, and full shades in the summer months.

Alley Activation

With its retail edge and primary focal point abutting the alley, the site presents an excellent opportunity to build on the alley activation movement that has been enjoying success in Midtown neighborhoods. We propose to improve infrastructure and introduce pedestrian and bike friendly details into the alley, with café seating and landscaping spilling to its edge.

Courtyard Common Area

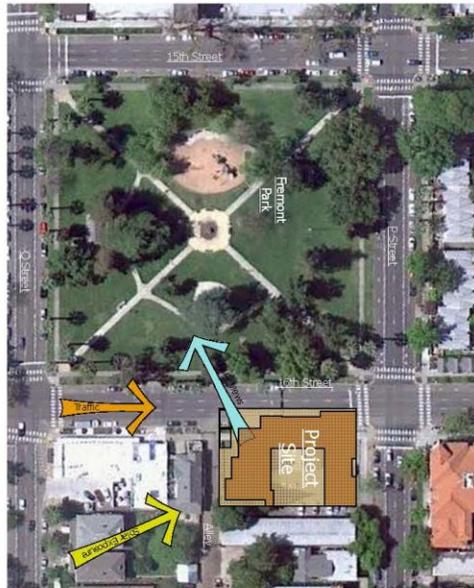
At the center of the project design is an expansive open courtyard on the podium level, providing an outdoor amenity space for residents and an outdoor living area for the common areas. Each unit will enjoy cross-ventilation with windows into the courtyard for natural cooling, and each second level unit will have a semi-private entrance patio on the courtyard.

Redwood Tree Re-Use

The existing redwood trees on the site will be milled and utilized as a finish wall material in interior common spaces such as the lobby, for details and outdoor benches in the courtyard, and in a few locations as exposed decorative columns.

Rooftop Solar

A significant commitment to solar energy capture is evidenced at the roof level design, which has accommodated 11,000 sq ft of photovoltaic panels on a steel frame elevated over the podium, producing a substantial percentage of building energy needs.



Site Plan

Multi-Modal Transportation

The Gateway on Fremont Park will provide a balance between the myriad of transportation options. While providing open parking space per residential unit (30 total), the project is designed to engage the pedestrian experience with its active edges and proximity to transit, shops, and jobs. Class A bicycle facilities will also be provided.

Sustainability

Enhancing both density and quality living spaces, the project design will reduce vehicle miles traveled by providing for and attracting many to an urban environment. The building massing, orientation, and unit design has been executed utilizing passive solar considerations. And lastly, state of the art sustainable systems will be employed throughout the development, creating a project that will be a showcase of green technology.

The Gateway on Fremont Park will be a catalyst for a more vibrant, urban, pedestrian friendly, transit-oriented 16th Street Corridor. With an emphasis on urban design principles, we will endeavor to create a mid-scale, mid-rise project that will be inspiring to both the surrounding community and the passing commuter alike.

Exhibit C: Rendering South from 16th Street

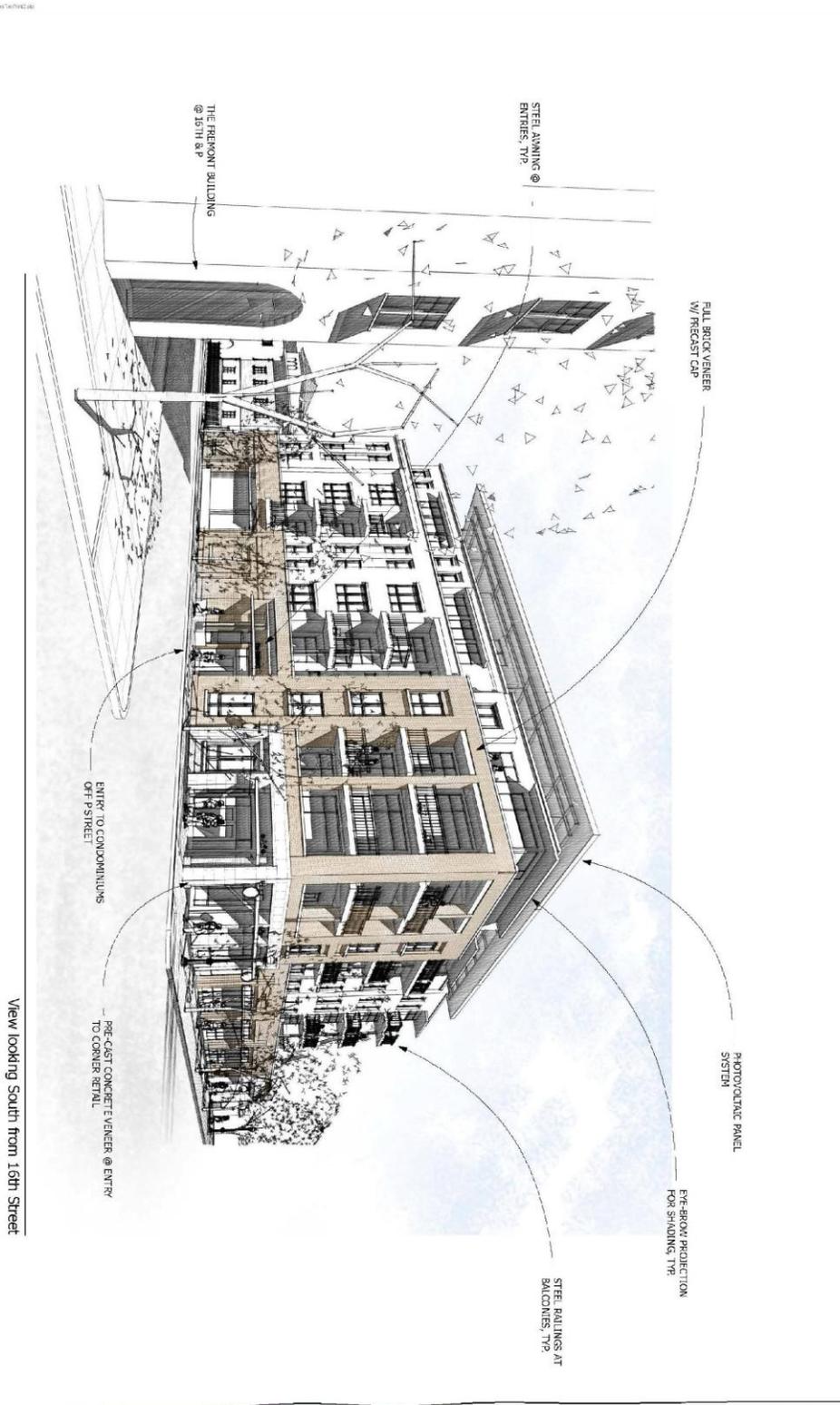


Exhibit D: Corner Entry at 16th and P Street

VRILAKAS ARCHITECTS (2011) 16TH & P STREET ENTRY (02)



Exhibit E: View from P and 16th Street

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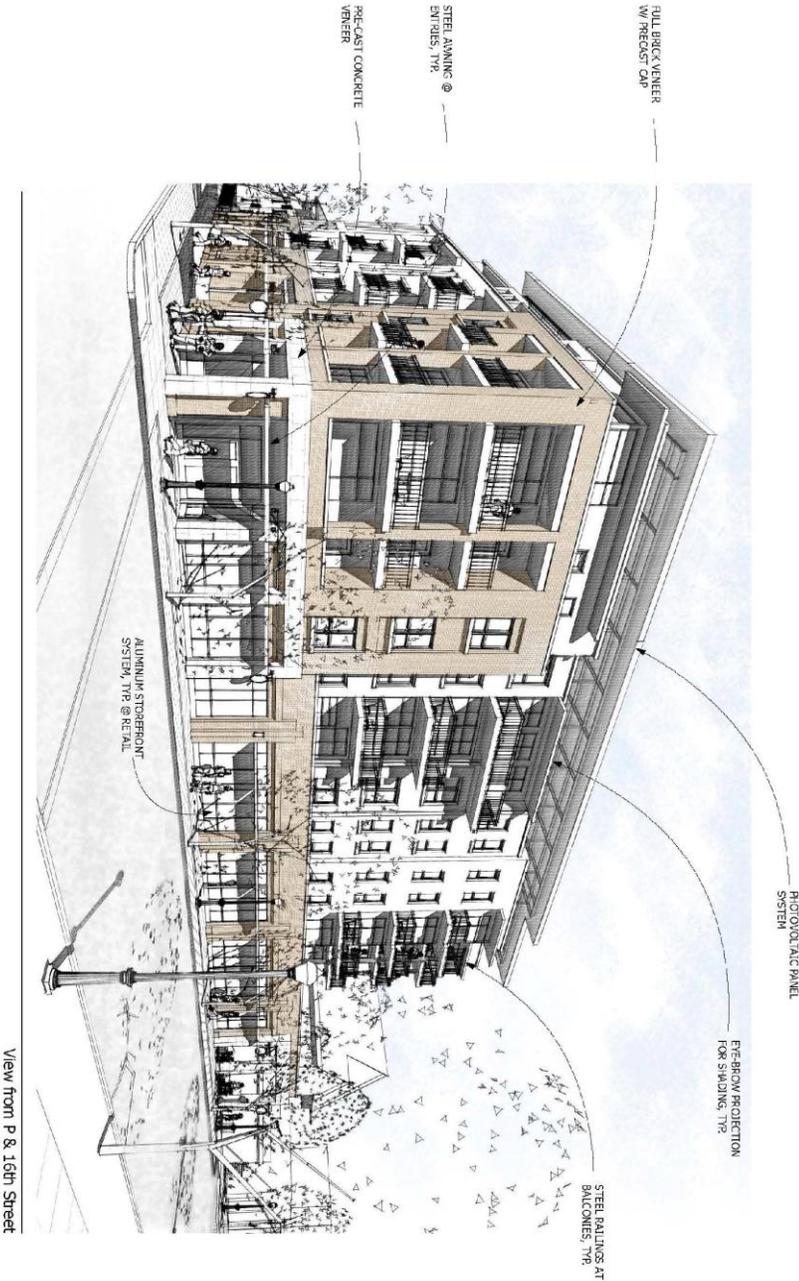


Exhibit F: Restaurant Corner at 16th Street and Alley

11/03/11 10:41:07 AM C:\Projects\11-041\11-041-001\11-041-001.dwg



Exhibit H: Second Floor Plan

PROJECT: 1001 S. F. ST. CALAMITOSA BLVD. #102711 (R) 2/10/11 DWG: 02-001

SECOND FLOOR PLAN

1" = 10'

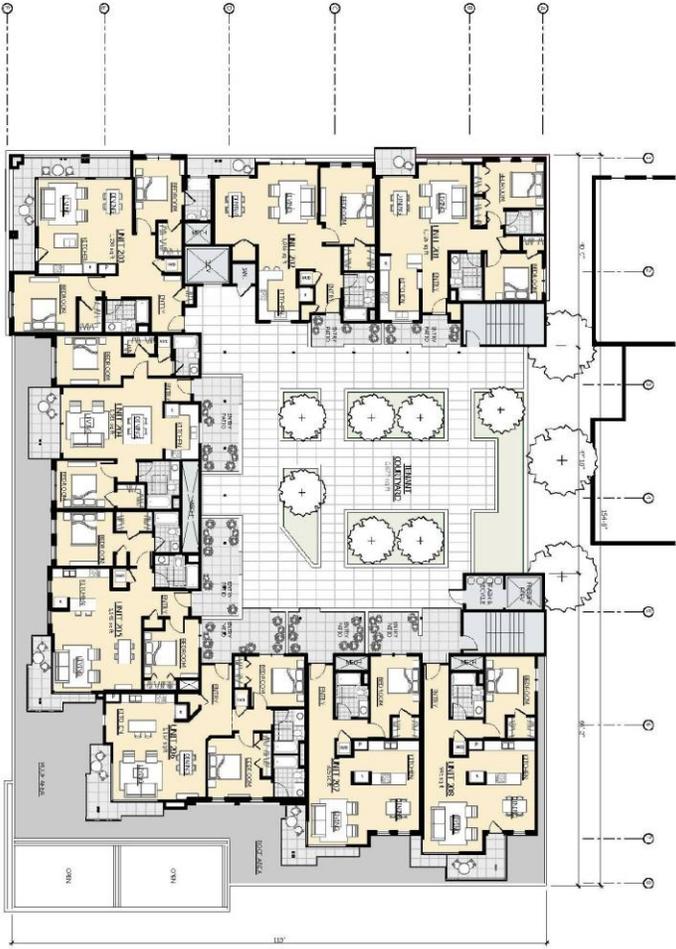


Exhibit I: Third and Fourth Floor Plan

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THIRD FLOOR & FOURTH FLOOR PLAN



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FIFTH FLOOR PLAN



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WEST UNIT 05, TYPICAL
SCALE 3/16" = 1'-0"
1145 SF



NORTHEAST CORNER UNIT 01, TYPICAL
SCALE 3/16" = 1'-0"
1112 SF



SOUTH UNIT 07, TYPICAL
SCALE 3/16" = 1'-0"
925 SF



NORTHWEST CORNER UNIT 03, TYPICAL
SCALE 3/16" = 1'-0"
1248 SF



Exhibit M: Penthouse Units

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WEST PENTHOUSE UNIT 504
SCALE: 3/16" = 1'-0"



1335 SF

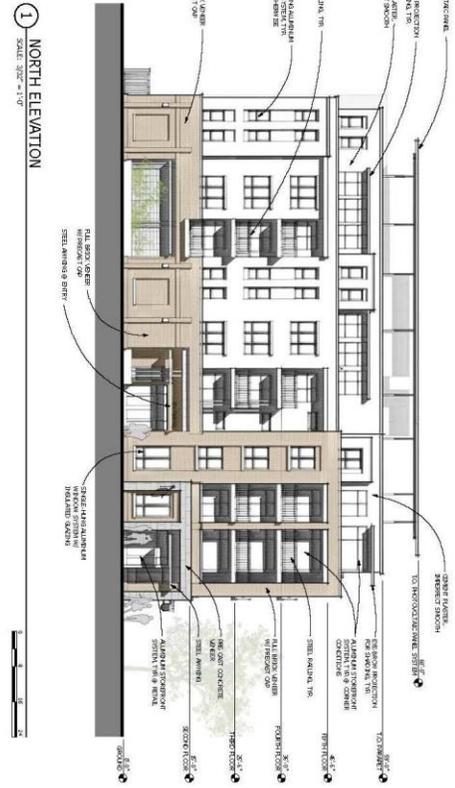
CORNER PENTHOUSE UNIT 505
SCALE: 3/16" = 1'-0"



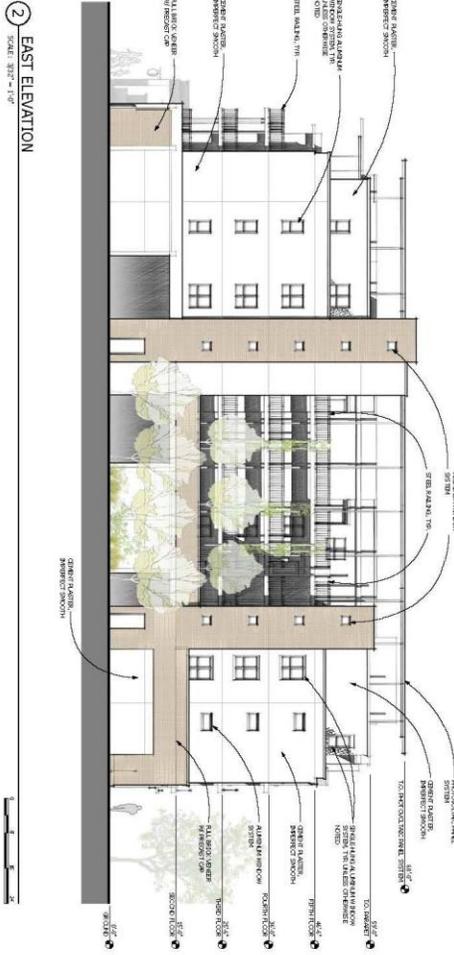
1335 SF

Exhibit O: North and East Elevations

VIEW TO THE EAST ADMINISTRATION BUILDING 03/16/11 11:13 AM



1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2 EAST ELEVATION
SCALE: 3/32" = 1'-0"

Exhibit P: Material Palette

THE GATEWAY ON FREMONT PARK (IR11-041) EXHIBIT P



Exhibit Q: Material Palette Continued

10012 001 9 7 0436 Architectural Design 1218-F DesTechHQ, Inc.



Exhibit R: Site Photos

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1 West View Site, Alley & Hot Italian



2 View of Fremont Park, looking west



3 NW Corner of 18th and P Streets



4 Looking North from Site



5 North View of Site



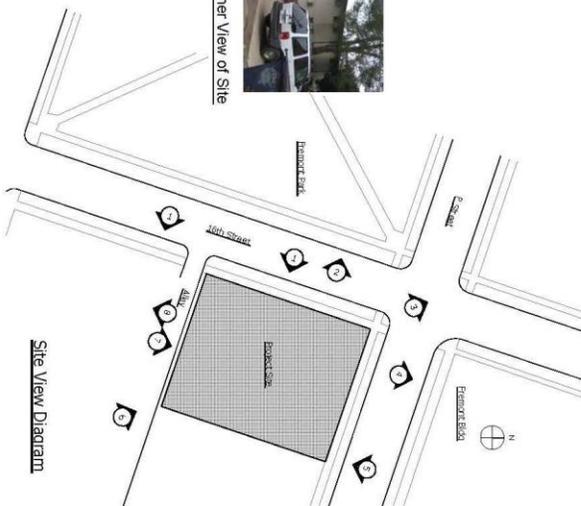
7 South View of Site at Alley



8 Southeast Corner View of Site



8 Alley View, looking south



Site View Diagram

THE GATEWAY ON FREMONT PARK

A MIXED-USE DEVELOPMENT AT 16TH & P

VRILAKAS
architects

Design Narrative

With expansive frontage along the east side of Fremont Park, our design team has endeavored to create a functional, environmentally responsive, and architecturally inspiring mixed-use project for CADA' s Gateway Site 4. Envisioned as a catalyst urban infill development along the historic 16th Street Corridor, this sustainable project consists of a five-story mixed-use building with street level restaurant and retail space. The design responds to its context with a blend of traditional and modern materials, including a detailed brick façade emphasizing structure; a glazing system highlighting the significance of its corners; and stepped back building massing providing views from the majority of its residential units. The project will endeavor to be a model of sustainability, employing an array of technologies which will provide its residents net-zero energy use.

The project also presents an opportunity to advance many of the goals of the Capitol Area Development Authority, and the evolving 16th Street Corridor. Guided by a process that emphasizes sustainability and excellence in design, *The Gateway* development has the potential to become a project that foreshadows a new future of growth in the Sacramento region.

Our design concept seeks to implement the following objectives:

Gateway Presence

Each day thousands pass Site 4, often traveling north on 16th Street into the city. Our design recognizes that for those passing in cars, the alley corner of the site becomes the " primary corner" . We have designed the building to have significant features at the corner of the alley as well as the corner of P Street, to both welcome the motorists and to create a positive impression of the development and community.

1221 18TH STREET SACRAMENTO, CA 95811 Tel 916.441.4685 Fax 916.447.4685
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architects

Park Views

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Solar Orientation

While the park views require windows to the west, our design solution wraps many of the windows around the corner to the south also, enhancing views while significantly improving the ability to utilize passive solar shading to allow solar gain in the winter, and full shade in the summer months.

Alley Activation

With its retail edge and primary focal point abutting the alley, the site presents an excellent opportunity to build on the alley activation movement that has been enjoying success in Midtown neighborhoods. We propose to improve infrastructure and introduce pedestrian and bike friendly details into the alley, with café seating and landscaping spilling to its edge.

Courtyard Common Area

At the center of the project design is an expansive open courtyard on the podium level, providing common green space for residents, and an atrium feeling space for primary circulation to individual units. Each unit will enjoy cross-ventilation with windows into the courtyard for natural cooling, and each second level unit will have a semi-private entrance patio on the courtyard.

Redwood Tree Re-Use

The existing redwood trees on the site will be milled and utilized as a finish wall wainscot in interior common spaces such as the lobby, for details and outdoor benches in the courtyard, and in a few locations as exposed decorative columns.

1221 18TH STREET SACRAMENTO, CA 95811 TEL 916.441.4685 FAX 916.447.4685
www.vrilakasarchitects.com

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architects

Rooftop Solar

A significant commitment to solar energy capture is evidenced at the roof level design, which has accommodated 11,000 sf of photovoltaic panel on a steel frame elevated over the parapet, producing a substantial percentage of building energy needs.

Multi- Modal Transportation

The project design seeks a balance between the myriad of transportation options. While providing one parking space per residential unit (30 total), the project is designed to engage the pedestrian experience with its active edges and proximity to transit, shops, and jobs. Class A bicycle facilities will also be provided.

Sustainability

Emphasizing both density and quality living spaces, the project design will reduce vehicle miles traveled by providing for and attracting many to an urban environment. The building massing, orientation, and unit design has been executed utilizing passive solar considerations. And lastly, state of the art sustainable systems will be employed throughout the development, creating a project that will be a showcase of green technology.

The Gateway project will be a catalyst for a more vibrant, urban, pedestrian friendly, transit-oriented 16th Street Corridor. With an emphasis on urban design principles, we will endeavor to create a mixed-use, net-zero project that will be inspiring to both the surrounding community and the passing commuter alike.

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THE GATEWAY ON FREMONT PARK

A MIXED-USE DEVELOPMENT AT 16TH & P

VRILAKAS
architects

Parking Narrative

The Gateway Mixed-Use project is located in the heart of the central city, two blocks from light-rail, along numerous bus lines, and within a walk of major employment centers. Parking for the residential units within the project are provided, consistent with City of Sacramento parking standards (however guest space is not provided).

Bicycle parking will exceed City of Sacramento requirements.

In order to add to the vitality and quality of life of the neighborhood, restaurant space is provided along the sidewalk edge of the ground floor. The storefronts will also serve to screen the onsite parking from the public way, and restaurant patrons will enjoy a view of Fremont Park (and the park will enjoy enhanced security with the addition of the active use).

We are not proposing to provide parking for the restaurant uses, due to the impractical nature of providing on-site parking, not uncommon for an urban project. Restaurant operators are expected to provide valet service, as necessary, typical for restaurants in the vicinity. While this site is within the Central City, it is a few blocks south of the designated Central Business SPD- the significance being that within the Central Business SPD, restaurants are not required to provide parking. The Gateway project area is, however, within a mixed-use, multi-modal community which exhibits all of the characteristics found in the Central Business SPD, two blocks to its north.

Due to its proximity and qualities, we are proposing no on-site parking for the restaurant uses.

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The Gateway on Fremont Park

Alley Partial-closure and Alternative Use Plan

The "Gateway on Fremont Park" mixed-use residential condominium project proposed for the CADA East End Gateway 4 site at the SEC of 16th and P Streets contemplates an upscale "farm to table" dining experience sited directly across the street from Fremont Park. In an effort to maximize the outside dining experience, the developer, Sukna Global Holdings, and architect Ron Vrillakas propose a partial alley closure (see attached graphics and rendering of proposed partial closure area, as well as images of other currently operated partial alley closures) from 10:00 am to 10:00 pm daily, with immediate decorative bollard removal capability by safety crews at any time.

This plan, while acknowledging the ongoing use and need of the alley, and the critical access needs for fire and life safety vehicles, proposes a creative and expanded alternate use for the alleyway: an outdoor patio dining area for the proposed restaurant use. This area, protected from traffic by temporary and removable bollards, would enable the maximum use of this area, and provide direct views of the neighborhood's key visual amenity, Fremont Park.

The proposed improvements of the alley, currently unfinished gravel, could include paving stones, or colored and stamped decorative concrete, properly graded and drained per city standard, as well as decorative and removable bollards at the edge of the sidewalk. These improvements will help address the projected increase in foot traffic generated by the project's new pedestrian oriented uses.

This is a new urbanism concept currently embraced by numerous other cities such as San Francisco, Portland, and Seattle, to name a few. It is a concept already in place in several other alleys throughout midtown Sacramento. It will increase the vibrancy, visibility and capacity of the restaurant, while adding to the new fabric of the neighborhood. This is the future of alternate, and part time uses for our urban alleyways, while still maintaining the critical ingress/egress and access for safety vehicles, and off-business hour access for commercial service vehicles such as waste removal and materials delivery.