



REPORT TO PLANNING COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
May 13, 2010

Members of the Planning Commission

Subject: 7th & H Street SRO Mixed Use Project (P10-007) A request to construct an 8 story mixed use building, including 150 residential hotel units, ground floor health clinic, and a retail space, on 0.55 acres within the Central Business Special Planning District (C-3-SPD) zone.

- A. **Environmental Determination:** Categorical Exemption pursuant to CEQA Section 15332, Infill Development;
- B. ~~**Tentative Map** to merge five (5) existing parcels into one parcel for commercial condominium purposes. (Withdrawn by the Applicant)~~
- C. **Special Permit** to allow the construction of an 8-story mixed use building over 75,000 Square Feet in the Central Business District (C-3) zone.
- D. **Special Permit** to establish a residential hotel, also known as a single room occupancy hotel (SRO), in the Central Business District (C-3) zone.
- E. **Special Permit** to allow a residential hotel with more than one hundred twenty-five (125) rooms in the Central Business District (C-3) zone.
- F. **Variance** to allow more than 40% compact parking spaces.

Location/Council District:

625 H Street (Northwest corner of 7th & H Streets)
Assessor's Parcel Numbers: 002-0141-001, 002, 003, 004, & 007
Council District 1

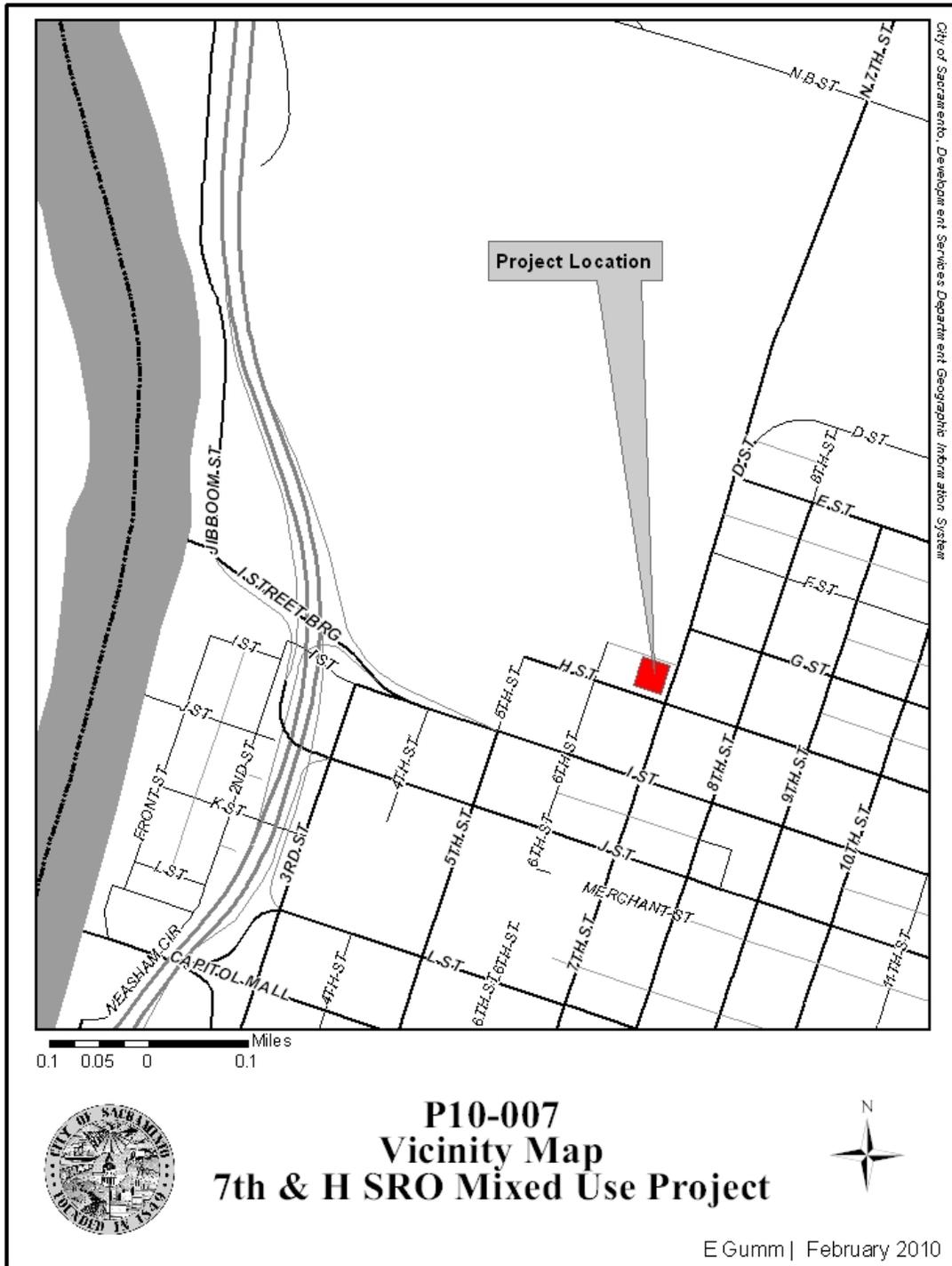
Recommendation:

Staff recommends the Planning Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. At the time of writing of the report, **all issued are resolved and the item is not considered to be controversial.** The Commission has final approval authority over items A-F above, and its decision is appealable to City Council.

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Applicant/Owner: Mercy Housing c/o: Rich Ciraulo, (916) 414-4460
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Vicinity Map



Summary:

The applicant is requesting the necessary entitlements to construct an eight-story, residential mixed-use building (113,285± Square feet of total building area), including 150 Residential Hotel (SRO) Units, approximately 6,000 square feet ground floor retail and 2,800 square foot of medical clinic on an approximately 0.55 acre parcel within the Central Business District Special Planning District (C-3-SPD) zone. The applicant is requesting Special Permits for the SRO project and a Variance to allow more than 40% compact parking spaces. The proposal is consistent with the applicable policies of the General Plan and the Central City Community Plan, and staff recommends approval of the project.

Table 1: Project Information	
General Plan Designation:	Urban Center High
Existing zoning of site:	Central Business District (C-3-SPD)
Existing use of site:	Currently Vacant (Former Police Department Facility)
Property area:	0.55± acres
Density:	273 du/na

Background Information

A Police Department office building on the subject site was demolished in 2009. The applicant submitted the current SRO project proposal on February 4, 2010.

The project was heard at the Design Commission on April 21, 2010 for review and comment. The Design Commission identified several issues, which are incorporated into a comment letter by Design Review staff and is referenced as Attachment 4. The applicant has incorporated these comments into the plans attached to this report.

Public/Neighborhood Outreach and Comments

Staff mailed notices to all property owners and neighborhood associations within a 500 foot radius of the subject site, including Sacramento Housing Alliance, Walk Sacramento, Alkali and Mansion Flats Historic Neighborhood Association, Downtown Sacramento Partnership, Sacramento Transportation Equity Network (SACTEN), River District, and Thomas Enterprises, Inc. The applicant also arranged several community meetings with City's Police Department, City's Department of Transportation, Sacramento County Sheriff's Department, neighbors, and community groups regarding the design and operations of the project. Staff has not received any opposition to the project at the time of writing of this report.

Environmental Considerations

The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15332, In-fill Development Projects. The project consists of the construction of a building that occurs in an urban area served by utilities and public services, on a site that is less than 5 acres, has no

habitat value, is consistent with all applicable land uses, and would not result in any significant effects to traffic, noise, air, or water quality.

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 Center High, which provides thriving areas with concentrations of uses. Building heights vary from 2-24 stories; other characteristics, such as building orientation, frontage-type, access, parking, streetscape, and open space, are consistent with the Central City Design Guidelines.

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:

- **Leading Infill Growth.** The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses. (Policy LU 1.1.4)
- **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. (Policy LU 1.1.5)
- **Complete and Well-Structured Neighborhoods.** The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. (Policy LU 2.1.3)
- **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. (Policy LU 2.1.6)
- **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. (Policy LU 2.4.1)
- **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. (Policy LU 2.6.1)

- 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 appropriately scaled for the anticipated pedestrian use. (Policy LU 2.7.6)
- Interrelated Land Uses. The City shall provide for organized development of the Central City whereby the many interrelated land use components of the area support and reinforce each other and the vitality of the community. (CC.LU 1.3)
- Central Business District. The City shall improve the physical and social conditions, urban aesthetics, and general safety of the Central Business District. (CC.LU 1.7)
- 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)

The proposed project meets the 2030 General Plan goals and policies related to reuse and rehabilitation of existing urban development and proposing a high quality of architecture and well designed site. The proposed project establishes a unique sense of place for its residents within the proposed mixed-use building and the site is easily accessible via alternate modes of transportation such as public transit, walking, and bicycling.

Smart Growth Principles: Sacramento City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage:

- Providing a mix of land uses;
- Creating a range of housing opportunities and choices with a diversity of affordable housing near employment centers;
- Concentrating new development and targeting infrastructure investments within the urban core of the region;
- Fostering a walkable community;
- Multi-modal transportation and land use patterns that support walking, cycling, and public transit;

- Providing a variety of transportation choices for people to bike, walk, take transit, or drive.

The 7th & H Street SRO Mixed Use Project (P10-007) supports the Smart Growth Principles listed above. The project adds to the range of housing opportunities in the downtown area and provides affordable housing near an employment center. It has active uses at the ground floor that will contribute positively to the pedestrian experience.

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 practice of sustainability within its own organization as well as becoming a model for any construction projects within the City. The proposed project is consistent with Sustainability Master Plan goals to reduce dependence on the private automobile, reduce long commutes, reduce the use of fossil fuels, improve energy efficiency, reduce carbon dioxide emissions, and help to meet air quality standards.

If approved, the 7th & H Street SRO Mixed Use Project would help to support transit use because it is located adjacent to the existing and future Light Rail Stations near a growing number of urban amenities, and it has a density over 270 dwelling units/net acre and includes a mix of uses. The project has also been designed and is the applicant's desire, to achieve LEED Silver certification or its equivalent. [LEED is initialed for The Leadership in Energy and Environmental Design, Green Building Rating System, developed by the U.S. Green Building Council (USGBC).]

Project Design Summary

The project is to construct a 113,285± square foot, 8-story residential mixed-use, mid-rise building that consists of 6,000± square feet medical clinic space, 2,800± square feet retail space, 150 Residential Hotel (SRO) units, and 16 off-street parking spaces. Parking, loading dock and other building services would be accessed from the alley. Parking would be provided for the SRO units and manager only.

Staff has been partnering with the design team to facilitate a design that can meet the Central City Design Guidelines and the owner's needs. The building is oriented to minimize the potential visual interaction and communications with the jail while still maintaining view corridors to the Railyards Area and Central Business District. Staff and the Design Team toured the County Jail together to understand the concerns that were provided by the Police Department and County Sheriff's Department, including minimizing visual communication and views into the residential units. A lobby entrance for residential units would face 7th Street, and the retail space entrances would face the corner of 7th and H Street and 7th Street. There is no minimum setback or stepback requirement at the project location, and the proposed design varies recesses from 3' to 6' along 7th Street and 4' to 10' along H Street. The ground floor recesses along 7th Street would allow for outdoor seating.

Two terrace areas on both the east and west sides have been proposed at the second level with a ground floor courtyard provided at the west side of the building. The terrace areas are open space amenities for the building residents. Extensive hardscape and landscaping are provided including several gazebos and a water feature. Green screen walls are provided at the gazebo areas and continue down to the ground level. In consultation with the City Arborist, all existing street trees will be replaced with species that have greater canopy potential.

The design of the project meets most of the development standards except requiring a Variance to allow more than 40% compact parking spaces, which will be discussed in the Variance section below. The project was also reviewed by Design Commission and the applicant has been working closely with Design Review staff to improve the pedestrian experience, street wall appearance, entrance plaza, and the building materials. The project will be heard by Design Commission for final action on May 19, 2010.

Tentative Map

The applicant originally requested a Tentative Map to merge all existing parcels into one lot and create air space parcels for commercial condominium purposes. This was contemplated to allow separated ownership and funding at the commercial spaces. The applicant decided to withdraw this entitlement because the funding issues can be addressed in a different method and the whole building will be solely owned by Mercy Housing. Therefore, the entitlement for Tentative Map is not required. The applicant can work directly with the Development Engineering Division for the lot merger without an entitlement process.

Special Permit for Major Project

As stated in the City Zoning Ordinance, a special permit shall be required for any building to be constructed or expanded to exceed seventy-five thousand (75,000) square feet of gross floor area in the C-3 zone. The request is to construct a residential mixed-use building, which is approximately 113,285 square feet, thereby is requiring a special permit. The following table provides the details of the project setbacks, height, and parking.

Table 2: Project Design Information				
		Minimum Required	Proposed	Deviation
Parking (spaces)		16	16	0
Setbacks/Stepback (feet)	Front (H St.)	0/0	0/0	0/0
	Rear (Alley)	0/0	0/0	0/0
	St. Side (7 th St.)	0/0	0/0	0/0
	Interior Side	0/0	0/0	0/0
Height:	74'-7" highest occupied level, 84'-2" to top plate, 96'-2" to top of photovoltaic panels.			N/A

1. Height/Setbacks

With a few exceptions, the C-3 zone does not have height or setback requirements. The project proposes zero setbacks along all four sides, with some variation. Since there are two, second-floor terraces along the west and the east side of the building, the mass of the building is greatly recessed at second floor and above, resulting in a “Z” shape.. Final approval of the elevations is required by the Design Commission. In short, the project is in compliance with the required height and setback requirements.

The trash enclosure is located at the north side of the building on ground floor, accessed via the public alley to the north.

2. Parking/Circulation

The proposed project will be developed with one level of parking, providing 16 parking spaces on-site. The proposal, per the Zoning Ordinance, requires a minimum of 16 parking spaces (1 parking space per 10 SRO units, plus one space for the building manager). Commercial and medical office uses are not required to provide parking in the Central Business District area. The project meets the parking requirement.

Compact Spaces

The Zoning Ordinance also provides that projects can include a maximum of 40% compact on-site parking spaces. The project proposes 56% compact spaces, thereby requiring a Variance. Staff has no objections to the compact parking and will discuss this at the Variance section of the staff report.

Access

The proposed project is bounded on the north by an alley between G & H Streets, on the south by H Street, on the east by 7th Street and on the west by a SMUD Substation. Vehicular access to the project site is proposed from the alley between G & H Streets. The building service area for the project will be located and accessed from the alley north of the building.

Transit

The project is located in an area well served by transit. The nearest light rail stations to the project site are located a half-block away on 7th Street between I & H Streets and a future light rail station will be constructed on 7th Street between G & H Streets. In addition to the Light Rail Stations, the site is situated on a number of bus lines that operate on H and 7th Street (Lines 3, 6, 7, 11, 34, 51 and 109), also are in close walking distance of bus stops on 6th, 7th, 8th, and 9th Street, G, I, and J Streets. The site is also one block from the Sacramento Amtrak Train Station and regional bus terminals.

On Street Parking

On-street parking on the west side of 7th Street will be eliminated once Light Rail lines are extended north on 7th Street to Richards Boulevard, part of Regional Transit's plans for the "Green Line," currently under construction. Therefore, two on-street, short term parking spaces are proposed along 7th Street, to be located within existing planter strip area in order to provide some on-street parking to enhance the vitality of the retail business at ground floor level. Whether or not this arrangement is acceptable is currently being discussed with Department of Transportation.

3. Landscaping

The site plan indicates street trees along H and 7th Streets. The type of street trees that can be planted are determined in part by the presence of Light Rail Transit overhead lines on H Street. The design of the second floor terraces and the amenities offered there reflect input from Urban Design Staff, the Urban Forest Division, and the Police Department. The project is subject to review and approval of the Design Commission, which is anticipated to provide comments and recommendations on the landscaping proposal.

4. Signage

No signage has been proposed at this time. Any sign is required to comply with the Sign Ordinance and is subject to review and approval of the Planning Division.

5. Building Design

The proposed project is an 8-story, residential mixed use building. The building is oriented toward both H Street and 7th Street at the ground floor, with retail space primarily on 7th Street. The medical clinic, available to both building residents and to the general public, is proposed to be accessed on H Street. The residential lobby will be located on 7th Street. The structure is designed with two upper floor terraces with landscaping and amenities. The proposed building materials include brick, matte finished metal panels, silver anodized aluminum storefront systems with low-e clear glazing, and green screen.

The proposed project is located in the Central Business District and is subject to review and approval of the Design Commission. On April 21, 2010, the Design Commission reviewed the proposed project (DR10-033). Discussion occurred on the detailing at the top of the building, the south elevation of the building, how the landscaping and paving at the terraces will be executed, how it relates to the County jail building at the south and pedestrian activities. Design Review Staff felt that the project generally met the CBD design guidelines.

In evaluating special permit proposals of this type, the Planning Commission is required to make the following findings:

- A. A special permit shall be granted upon sound principles of land use.

The proposed project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, is consistent with the policies that encourage reinvestment in urbanized areas, adds to the variety of housing types available in the area, and will be compatible with the adjacent land uses.

- B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will be well designed, will provide ample community open space for residents, will be an onsite manager who resides within the building, and the building design utilizes recognized CPTED (Crime Prevention through Environmental Design) principles.

- C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The proposed project is consistent with the commercial land use policies and development requirements of the General Plan in that the project will redevelop an underutilized, infill property located at a key commercial transportation corridor, will locate residential to take full advantage of the proximity to the transit center and downtown employment center, respects the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses, and allows a mix of community and neighborhood uses that will serve the residential, employee, and retail users of the area.

Staff concludes that the Special Permit as properly conditioned, will not negatively affect adjacent businesses and residents. Therefore, staff supports the special permit to construct this residential mixed use building that exceeds 75,000 square feet in size.

Special Permits for Single Residential Occupancy Hotel (SRO) Project

According to Zoning Code, Land Use Regulation, Chapter 17.24, Footnote 50, a special permit shall be required to establish a residential hotel, also known as a single room occupancy hotel (SRO), in the C-3 zone. Certain standards shall apply for residential hotels (SROs).

1. Minimum Floor Size

Floor size of individual residential hotel units shall be no smaller than one hundred (100) gross square feet, exclusive of bathroom facilities, if bathroom facilities are provided within the unit in a separately partitioned area. Units

accommodating two persons shall be no smaller than one hundred fifty (150) square feet, exclusive of bathroom facilities, if bathroom facilities are provided within the unit in a separately partitioned area.

The proposed units are range from 369-482 square feet for studios and 600 square feet for one-bedroom units. The size of the proposed units meets and exceeds the minimum floor size of the SRO requirement.

2. Occupancy.

Residential hotel units shall be occupied by no more than two people, subject to the minimum floor sizes described above.

The project is intended to provide residency to individuals who meet the qualifications for low or very low incomes. The 28 one bedroom units are for couples who have low or very low incomes as well. The project will be conditioned to meet this requirement (Conditions C-E14).

3. Common Dining, Lounge and Meeting Room Facilities.

All residential hotels shall provide one or several common dining, lounge and meeting room facilities. The minimum total amount of common space provided shall be ten (10) square feet per unit with a minimum of one hundred fifty (150) square feet.

The project provides three (3) 700 square foot double height lounge areas, located on the 3rd, 5th, and 7th floors. There is approximately 4,000 square feet of common area amenities provided, including a main lounge and community room on second floor. The total square feet of the second floor roof garden (terraces) is approximately 8,563 square feet that includes gazebos, seating area, water features, etc. Proposed amenities meet the minimum square footage of the SRO requirement.

4. Density – Special Permit

According to the Zoning Code, in the C-3 zone, the maximum amount of units in a residential hotel shall not exceed one hundred twenty-five (125), excluding the manager's quarters; however, a special permit may be obtained to exceed the one hundred twenty-five (125) unit maximum.

5. Security.

Security shall be provided in residential hotels by means of a separate dead bolt and latch lock. This requirement is conditioned as Condition C-E15.

The project is also conditioned to provide security camera per the conditions of Policy Department (Condition C-E47).

6. Manager's Office.

Residential hotels with twelve (12) or more units shall be required to have an on-site manager in the form of a resident manager or twenty-four (24) hour desk service. An office for the manager shall be provided and shall be located near the entry to the residential hotel and have full view of the entry area.

The proposed project plan includes a resident manager's office, an assistant manager's office, an office for residential coordinator, and a twenty-four (24) hour reception desk at the lobby. The project will be conditioned to provide twenty-four (24) hour desk service to the residents (Condition C-E16).

7. Parking.

Off-street parking shall be provided in the ratio of one space for every ten (10) units, plus an additional space designated solely for the manager. All tenants parking are required to be on site.

The proposed parking lot provides 16 parking spaces, which includes 15 tenants parking and 1 manager parking that meets the minimum parking of the SRO requirement.

The project also provides 30 bicycle parking stalls at two enclosed bicycle storage areas within the building, which greatly exceeds the minimum bicycle parking of one (1) stall. This feature encourages the use of alternative transit mode and is more suitable for the residents living in the SRO units.

8. Setbacks, Height Limitations, Landscaping and Signage.

Setbacks, height limitations and signage shall be provided as required in other sections of this title.

Since the project site is zoned C-3-SPD, and there is not setbacks requirement and height restriction. All on-site and off-site landscaping plans have been reviewed by the City's Urban Forest Division. The project has been modified to reflect the comments from the Urban Forest Division. No signage has been proposed at this time. Any signage proposed in the future will be required to comply with the Sign Ordinance and is subject to review and approval of the Planning Division.

9. Adhere to Building Code.

Applicant shall adhere to all other construction standards for residential hotels of the city building code.

The project will require building permits and all construction documents will be reviewed and approved by Building Division before the issuance of the building permits.

10. Design and Preservation Review.

All residential hotels shall be subject to design review under Chapter 17.132, unless the project is otherwise subject to preservation review under Chapter 17.134, prior to issuance of building permits.

The project site is within the Central City Design Review District and the project was reviewed by Design Commission on April 21, 2010. The project will go to Design Commission for final action on May 19, 2010 after the Planning Commission's action.

A Special Permit is required for both the SRO units and to exceed 125 SRO units in the C-3 zone. In evaluating special permit proposals of this type, the Commission is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

The SRO project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, will provide adequate parking and onsite amenities to meet the needs of residents, additional density is appropriate in locations adjacent to transit services.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The SRO project will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project will be well designed. The site design and the building design are consistent with the Central City Design Guidelines, adequate parking and common open space is provided onsite, safety and management procedures, including an onsite management team, will be in place to contribute to the safety and welfare of the residents and the larger community, the project site is well supported by public transportation, and the higher density residential use will support the downtown employment center.

C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The project will be promoting the strategic development of an underutilized, infill property located at a key commercial transportation corridor, and will strategically locate residential uses to take full advantage of the proximity of the site to the transit center and downtown employment center, respect the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses, and allow a mix of community and

neighborhood uses that will serve the residential, employee, and retail users of the area.

Variance for Compact Parking

Section 17.64.030(F)(2)(b) states “Up to forty (40) percent of all required and non-required vehicle parking spaces, excluding handicapped spaces, may be sized for compact cars.” The design of the project provides a total of sixteen (16) parking spaces, including two (2) handicap parking spaces. There are total of nine (9) compact parking spaces totaling 56%, which exceed the 40% requirement. In consideration of a variance request, the Commission is required to make the following findings:

- A. A variance cannot be a special privilege extended to one individual property owner. The circumstances must be such that the same variance would be appropriate for any property owner facing similar circumstances.
- B. A variance cannot be a “use variance” that requests approval to locate a use in a zone from which it is prohibited by ordinance.
- C. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.
- D. A variance must be in harmony with the general purpose and intent of this title. It must not adversely affect the general plan or specific plans of the city, or the open space zoning regulations.

Staff supports the Variance to allow more than 40% compact parking spaces due to the relatively small footprint of the site and to allow the project to provide more usable space at the ground level adjacent to the street. The project is still able to meet the onsite parking requirement within a more efficient garage space. In addition, the Variance to allow more than 40% compact parking will not be injurious to public health, safety, or welfare, nor result in a nuisance that the parking lot meets all other parking standards. Granting this variance does not constitute a special privilege extended to an individual applicant in that a variance would be and has been granted to other property owners facing similar circumstances. Furthermore, granting the variance request does not constitute a use variance in that the residential mixed use is permitted in the C-3 zone and the project is consistent with the policies of the General Plan.

Recommendation

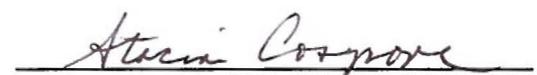
Staff is in support of the proposal project and recommends the Planning Commission approval of project, as requested as the items A and C through F.

Respectfully submitted by:



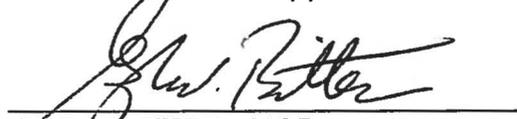
ELISE GUMM, LEED AP
Associate Planner

Recommendation Approved:



STACIA COSGROVE
Senior Planner

Recommendation Approved:



GREG BITTER, AICP
Principal Planner

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Attachment 1: Findings of Fact and Conditions of Approval

Findings of Fact:**A. Environmental Determination: Exemption**

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under Section **15332, In-Fill Development Projects** of the California Environmental Quality Act (CEQA) Guidelines as follows:

The project consists of the construction of a building that occurs in an urban area served by utilities and public services, on a site that is less than 5 acres, has no habitat value, is consistent with all applicable land uses, and would not result in any significant effects to traffic, noise, air, or water quality.

C. The **Special Permit to allow the construction of an 8 story mixed use building over 75,000 Square Feet is approved based on the following Findings of Fact:**

1. The proposed project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, and:
 - a. The proposed residential and commercial uses are consistent with the General Plan designation and policies that encourage reinvestment in urbanized areas;
 - b. The project adds to the variety of housing types available in the area and will be compatible with the adjacent land uses.
2. The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will be well designed, and
 - a. The project will provide ample community open space for residents;
 - b. There will be an onsite manager who resides within the building;
 - c. The building design utilizes recognized CPTED (Crime Prevention through Environmental Design) principles.
3. The proposed project is consistent with the commercial land use policies and development requirements of the General Plan in that the project will redevelop an underutilized, infill property located at a key commercial transportation corridor, and:

- a Will locate residential to take full advantage of the proximity to the transit center and downtown employment center;
- b The project respects the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses;
- c Allows a mix of community and neighborhood uses that will serve the residential, employee, and retail users of the area.

D-E The **Special Permit** to establish a residential hotel, also known as a single room occupancy hotel (SRO) and the **Special Permit** to allow a residential hotel with more than one hundred twenty-five (125) rooms in the Central Business District (C-3) zone are approved based on the following Findings of Fact:

1. The proposed project is based upon sound principles of land use in that it is consistent with the General Plan goals, principles, and land use designation, and:
 - a. The project will provide adequate parking and onsite amenities to meet the needs of residents;
 - b. Additional density is appropriate in locations adjacent to transit services.
2. The project, as conditioned, will not be detrimental to the public health, safety, or welfare or result in the creation of a public nuisance in that the project will be well designed, and:
 - a. The site design and the building design are consistent with the Central City Design Guidelines;
 - b. Adequate parking and common open space is provided onsite;
 - c. Safety and management procedures, including an onsite management team, will be in place to contribute to the safety and welfare of the residents and the larger community;
 - d. The project site is well supported by public transportation;
 - e. The higher density residential use will support the downtown employment center.
3. The proposed project is consistent with the commercial land use policies and development requirements of the General Plan in that the project will

be promoting the strategic development of an underutilized, infill property located at a key commercial transportation corridor, and will:

- a. Strategically locate residential uses to take full advantage of the proximity of the site to the transit center and downtown employment center;
- b. Respect the scale and character of the adjacent neighborhood through attention to views, building scale and orientation, and proximity to adjacent uses;
- c. Allow a mix of community and neighborhood uses that will serve the residential, employee, and retail users of the area.

F. The **Variance** to allow more than 40% compact parking spaces is **approved** based on the following Findings of Fact:

1. Granting the variance does not constitute a special privilege extended to an individual applicant in that a variance would be and has been granted to other property owners facing similar circumstances.
2. Granting the variance request does not constitute a use variance in that the residential mixed use is permitted in the C-3-SPD zone.
3. Granting the request will not be injurious to public health, safety, or welfare nor result in a nuisance in that:
 - a. there is adequate on-site parking spaces and all other development standards will be met;
 - b. the compact parking spaces will allow a reasonable size of retail shop within the building and adequate driveway maneuvering width; and
 - c. the location of the project site in the proximity of the regional transit center and the additional bicycle parking as proposed will provide additional alternative transit modes.
4. The project is consistent with the General Plan which designates the subject site as Urban Center High, and the proposed project, as conditioned, is based upon sound principles of land use in that:
 - a. the proposed residential mixed use building will not substantially alter the characteristics of the surrounding neighborhood;
 - b. the proposed residential mixed use building will improve the property and encourage land uses which will enhance economic vitality of the community; and

- c. the lot is surrounded by existing public transit facilities that will support using other transit mode rather than automobiles.

Conditions of Approval

C-E The **Special Permit** to allow the construction of an 8 story mixed use building over 75,000 Square Feet, the **Special Permit** to establish a residential hotel, also known as a single room occupancy hotel (SRO), and the **Special Permit** to allow a residential hotel with more than one hundred twenty-five (125) rooms in the Central Business District (C-3) zone are approved subject to the following Conditions of Approval:

PLANNING

- C-E1. The applicant shall obtain all necessary building permits prior to construction.
- C-E2. The project shall substantially conform to the site plan and elevations as shown on Exhibits A through F. Any modification to the project shall be subject to review and approval by Planning Division, and may require additional entitlements, prior to the issuance of building permits.
- C-E3. Prior to issuance of building permits, the applicant/developer will be required to have an Air Quality/Transportation Systems Management Plan approved in accordance with City Code Section Chapter 17.184. The applicant/developer is required to comply with the approved AQTSMMP.
- C-E4. Building glass shall not be mirrored reflective glass. The final selection of the building glass shall be reviewed and approved by Urban Design Staff prior to building permit issuance.
- C-E5. All mechanical equipment (including generators) shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets by the building parapet, screen wall, and architectural projections that are integral to the building design. Final design shall be subject to review and approval by Urban Design Staff prior to the issuance of building permits.
- C-E6. Bicycle parking shall be provided and located in secure areas as shown on the Site Plan.
- C-E7. The applicant shall work with Planning, Development Engineering staff, and the Police Department to provide lighting along the public alley.
- C-E8. Lighting shall be designed so as not to produce hazardous or annoying glare to motorists and buildings occupants, adjacent residents, or the general

- public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public area.
- C-E9. Lighting fixtures on the exterior of the building shall be subject to the review and approval of Urban Design Staff.
 - C-E10. Sign permits shall be obtained prior to construction or installation of any attached or detached signs. All signs shall be reviewed by both the Planning and Building divisions for conformance and compatibility with the project.
 - C-E11. All signage shall comply with the City of Sacramento's Sign Ordinance.
 - C-E12. No residential hotel (SRO) unit shall be occupied by more than two people.
 - C-E13. Each SRO unit shall have a separate dead bolt and latch lock.
 - C-E14. The project shall provide an on-site manager in the form of a resident manager or twenty-four (24) hour desk service. An office for the manager shall be provided and shall be located near the entry to the residential hotel and have full view of the entry area.
 - C-E15. All existing parcels shall be merged into one parcel through Development Engineering Division prior to obtaining any building permit for the project.

DEVELOPMENT ENGINEERING

- C-E16. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 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 per City standards to the satisfaction of the Department of Transportation;
- C-E17. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation;
- C-E18. The applicant shall repair any deteriorated portions of the existing alley in Concrete per City standards and to the satisfaction of the Department of Transportation;
- C-E19. The applicant shall repair/re-construct A.D.A. compliant ramps at the north-west corner of the intersection of H Street and 7th Street per City Standards and to the satisfaction of the Department of Transportation;

- C-E20. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance). All the proposed parking off the alley shall be off-set by 6-feet to provide the required 26-foot maneuvering area;
- C-E21. Any proposed gates shall be a minimum of 20-feet behind the right of way per the City Code. The applicant can have a gate off the alley without the 20-foot requirement provided the gate is an automatic sliding gate and equipped with a Knox lock and shall be open during regular business hours;
- C-E22. The applicant shall apply for and obtain approval for an encroachment agreement with the City to allow the proposed permanent encroachment over the right of way from the proposed architectural features, balconies and solar panels. If, for some reason the applicant was not able to secure the encroachment agreement, no permanent encroachment over the right of way is allowed per the City Code;
- C-E23. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' 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. The area of exclusion shall be determined by the Department of Transportation;

DEPARTMENT OF UTILITIES

- C-E24. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU.
- C-E25. Each non-residential space such as retail/commercial shall have a separate domestic water and sewer service tap.
- C-E26. Common area landscaping shall have a separate street tap for a metered irrigation service.
- C-E27. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.

- C-E28. The building pad elevation shall be approved by the DOU and shall be a minimum of 1.5 feet above the local controlling overland release elevation or a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation, whichever is higher, or as approved by the Department of Utilities.
- C-E29. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The Combined Sewer System fee at time of building permit is estimated to be \$257,222.15 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.
- C-E30. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.

BUILDING

- C-E31. Unprotected openings on the North side building will be required for emergency escape for the bedrooms. Provide calculations to show that the window percentage (10% of the wall area) is in compliance with CBC Table 704.8 through building permit process.
- C-E32. Calculations will also be needed for the windows North side of the building through building permit process.

FIRE

- C-E33. 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 alley.
- C-E34. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105.
- C-E35. 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.
- C-E36. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4

- C-E37. Provide appropriate Knox access for site.
- C-E38. 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.
- C-E39. 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.
- C-E40. Vehicle gates shall be AC powered and provided with a minimum of 20' clear access. Gate shall also be provided with Key override switch Knox and Radio Operated controller Click2Enter.
- C-E41. 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

REGIONAL TRANSIT (RT)

- C-E42. Transit information shall be displayed in a prominent location in the rental office and within the businesses for both patrons and employees.
- C-E43. Project construction shall not disrupt transit service or pedestrian access to transit stops/stations.
- C-E44. Project construction cannot disrupt the operation of light rail service.
- C-E45. The property owner shall join the Sacramento Transportation Management Association.

POLICE DEPARTMENT

- C-E46. The medical clinic shall not provide opium replacement therapy.
- C-E47. Closed-circuit color video cameras shall be employed to monitor the entrances, the building's fire control room, and around the immediate exterior of the building to create comprehensive coverage. The recording device shall be a digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. (A DVR capable of storing 30 days worth of activity is preferable.)

ADVISORY NOTES

- A The Police Department encourages a tenant screening process designed to place the most trustworthy residents in the rooms that directly face the jail.

- B The Police Department can provide advice on what specific features should be included in a video system if the applicant desires assistance.
- C The Police Department encourages video cameras on each floor that show the exterior hallway.
- D The proposed project is located in the Flood zone designated as an shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs), dated December 8th, 2008. Within the X zone, there are no requirements to elevate or flood proof; however, there is a history of localized street flooding with property damage at the intersection of 6th and H Street and 7th and G Street that should be taken into account when setting the finished floor elevation.
- E **Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems.** Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression.
- F Fire may require a Fire Hydrant to be installed along H Street. If so a main extension in H Street will be required to the satisfaction of the Department of Utilities.
- G As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- a) Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$215,220. This is based on 150 multi-family units at the Specified Infill rate of \$1,425 per unit, plus 4000 sq. ft. of Commercial Office at the Specified Infill rate of \$0.24 per sq. ft., plus 3000 sq. ft. of Retail/Commercial Services at the Specified Infill rate of \$.17 per sq. ft. 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.



RENDERING_ LOOKING NORTH/ WEST FROM H STREET



7TH & H

Connecting a Neighborhood connecting to and activating the surrounding neighborhood and beyond.

Building a Community fostering social interaction and a community within the building.

Integrating Sustainability minimizing operational costs and providing a healthy and durable environment

DR REVISED SET

2010.05.03



Exhibit B: Site Plan



PROJECT TOTALS
 *square footages are approximate

Site Area: 150' x 160' 24,000 sf (0.55 acre)
 Units Total: 150 units total
 Studio Efficiencies: 369sf - 482sf gross sf
 1-Bedroom Apts.: 600 grosssf
 Retail: 2,800sf (approx.)
 Clinic: 6,000sf (approx.)

PROJECT AREA TABULATION (0.22,00)

1st Floor	21,184 sf
2nd Floor	13,533 sf + Roof Garden (8,563sf)
3rd Floor	13,268 sf
4th Floor	12,788 sf
5th Floor	13,268 sf
6th Floor	12,788 sf
7th Floor	13,268 sf
8th Floor	12,788 sf
Roof	400 sf
Total Conditioned	113,285 sf

Unit Mix: Studios 122, 1-Bedrooms 28, Total 150
 Parking Spaces: 16 spaces including 2 ADA spaces

Exhibit C: Floor Plans



Exhibit C: Floor Plans



Exhibit C: Floor Plans



UNIT PLANS ENLARGED

7TH & H
 Prototypical Enlarged Unit Plans
 2010.05.03
 scale: 1/2" = 1'-0"

8



Exhibit C: Floor Plans

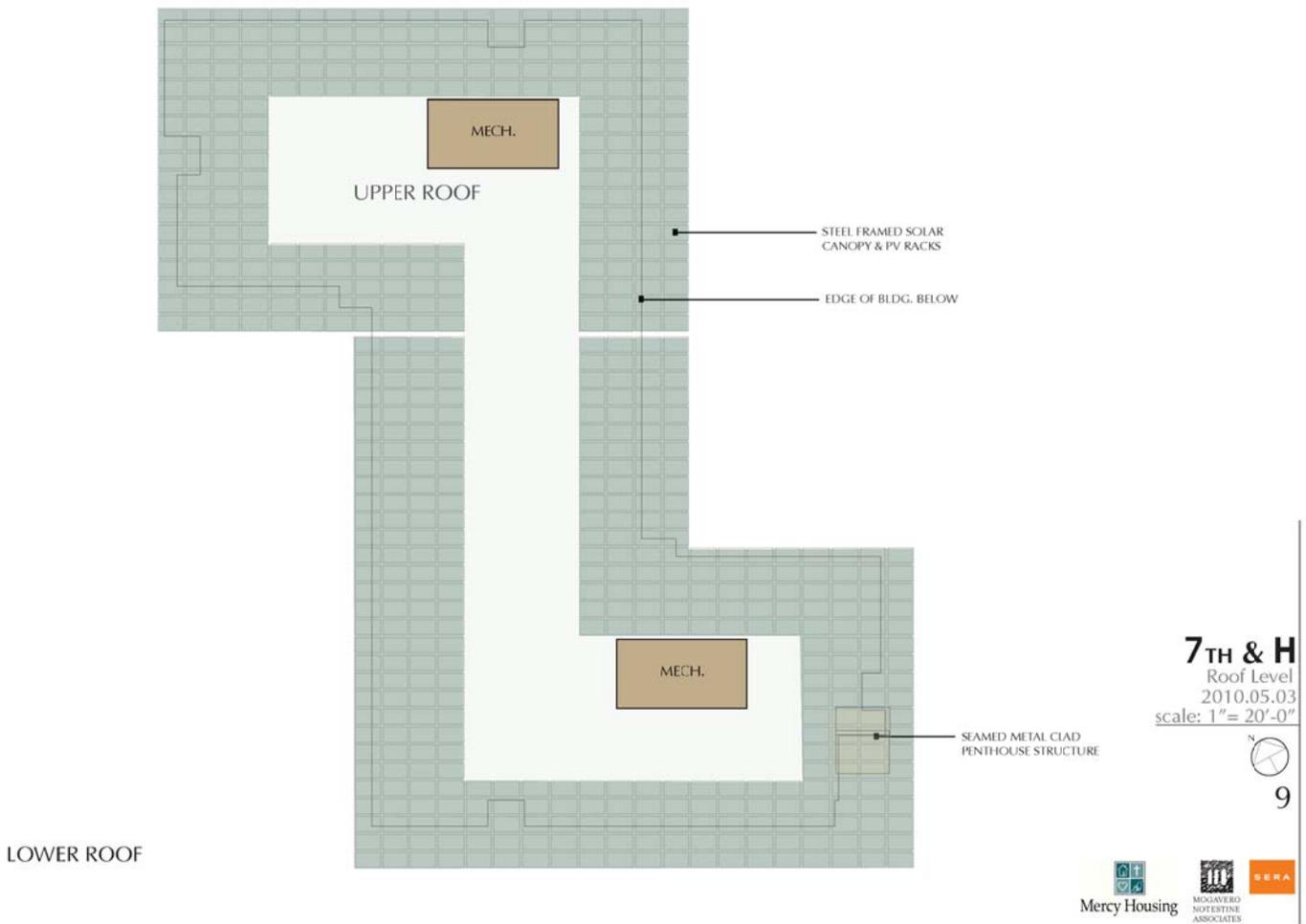




Exhibit D: Elevations



Exhibit D: Elevations



Exhibit D: Elevations



Exhibit E: Landscaping Plan

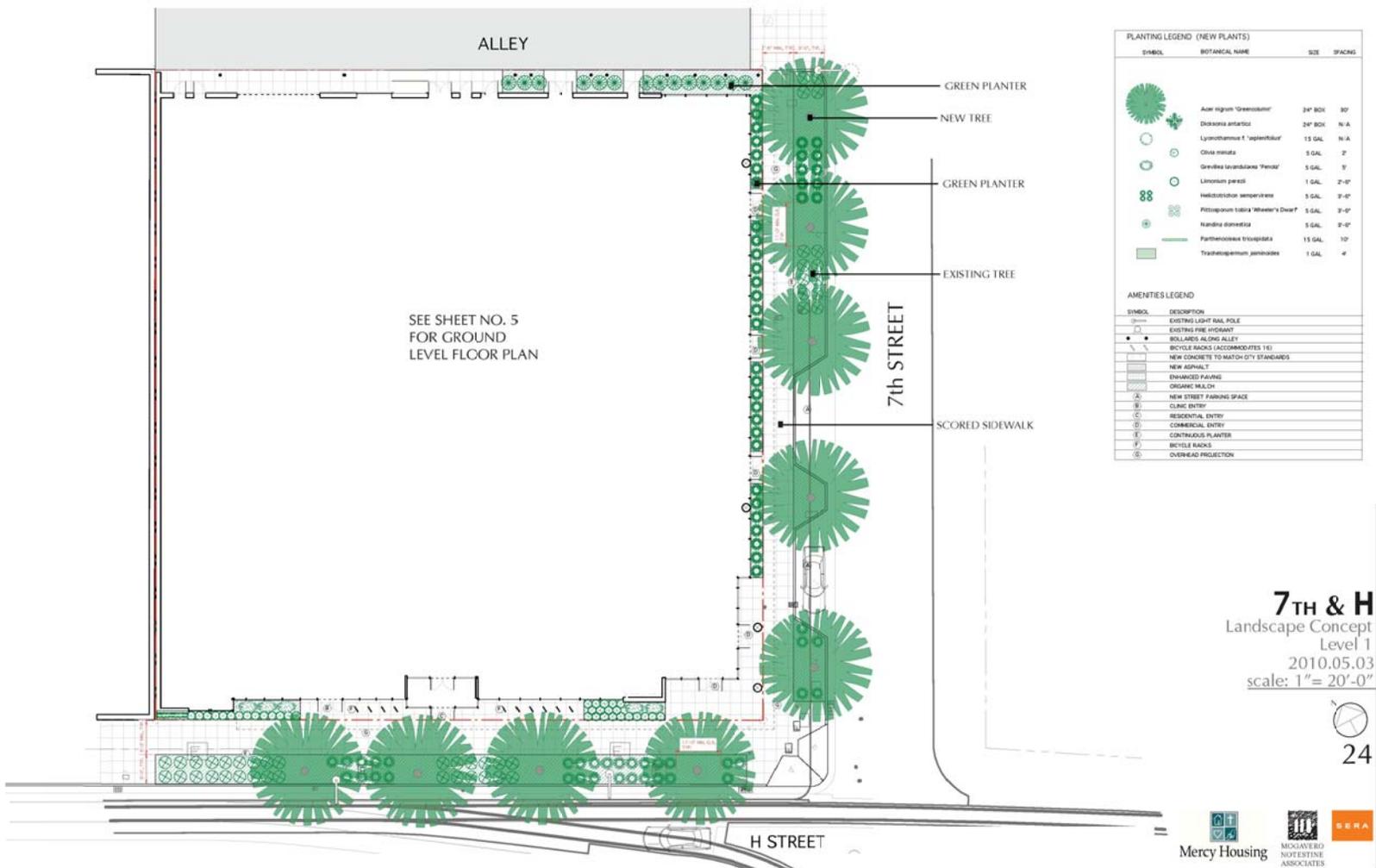
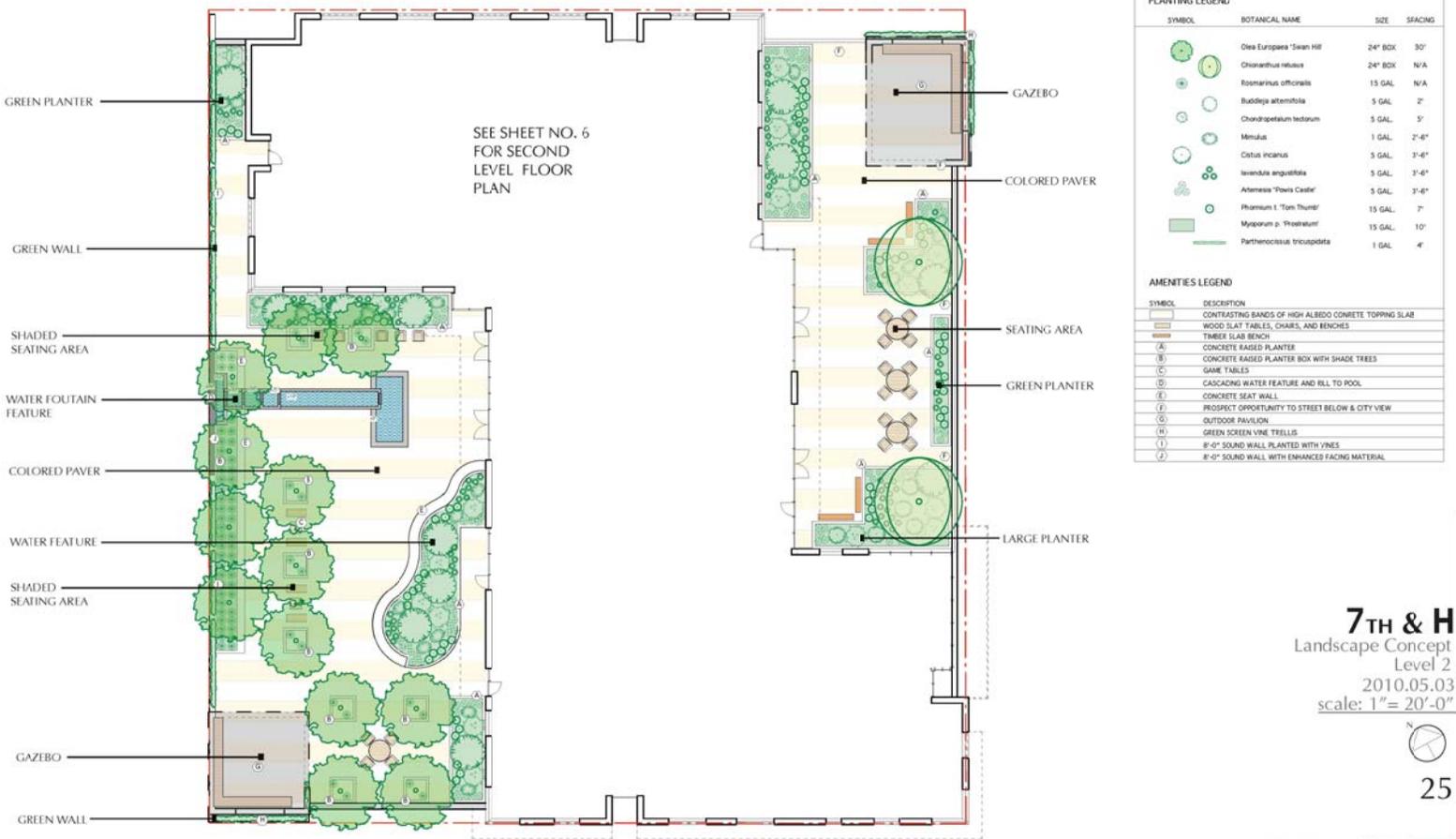
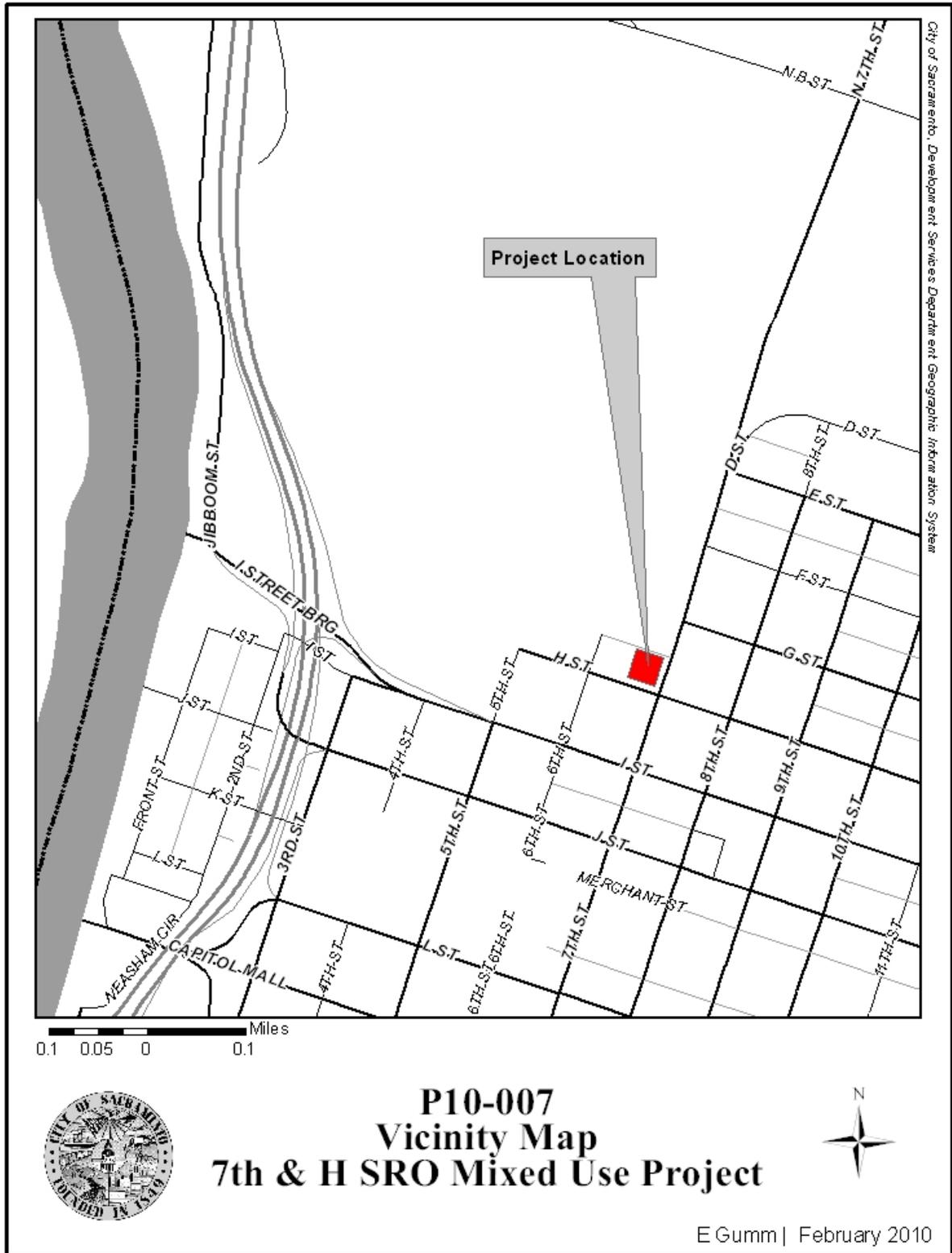
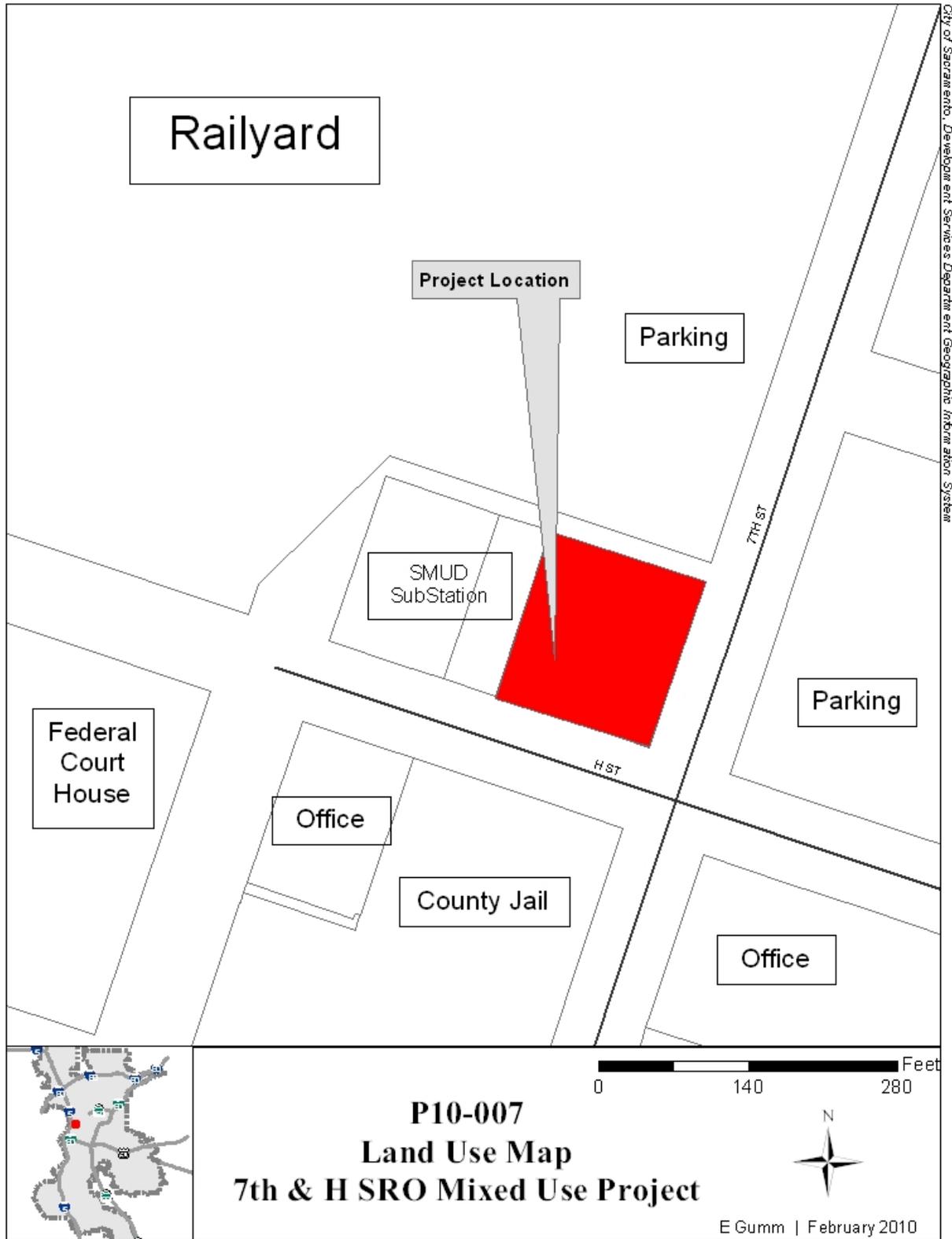


Exhibit E: Landscaping Plan









REPORT TO DESIGN COMMISSION City of Sacramento

4

915 I Street, Sacramento, CA 95814-2671

[REVIEW AND COMMENT](#)

April 21, 2010

To: Members of the Design Commission

Subject: **625 H Street (DR10-033)** Located at the northwest corner of 7th and H Streets, a request to develop an eight story mid-rise 150 unit residential tower with ground floor retail and health clinic on 0.55+/- acres in the Central Business District Special Planning District (C-3-SPD) zone.

- A. Environmental Determination: Exempt per 15332, Infill Development
- B. Design Review of an eight story housing community with ground floor retail and clinic.

Location:

Address: 625 H Street, Sacramento, CA
Assessor's Parcel Number: 002-0141-001, -002, -003, -004, and -007
Council District 1
Central Core Design Review District

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: Rich Ciraulo, Mercy Housing California, (916) 414-4460, 3120 Freeboard Drive, Suite 202, West Sacramento, CA 95691.

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

Attachment 4: Staff report for Design Commission (4-21-10)

625 H Street (DR10-033)

April 21, 2010

SUMMARY: The project is before the Design Commission for the first time. The development consists of an eight story mixed-use building at the northwest corner of 16th and N Streets. The building will accommodate 3,900 square feet of commercial retail space, 3,800 square feet of clinic space, and 150 residential units. The proposed 150 units would include 122 studio and 28 one bedroom units. Second floor landscaped terraces are being provided as well as double height lounges at the 3rd, 5th, and 7th floors as community amenities. Sixteen parking spaces will be provided through alley access at the ground level. This project is the first mid-rise residential tower in the newly redefined Central Core District, and the first project to use the new Urban Design Guidelines.

This project has been defined by the many constraints of the location including the substation to the northwest, the County jail across the street, an existing RT light rail line located along the north side of H Street, and a future RT line proposed on the east side of the 7th Street. The building is oriented to minimize the potential visual interaction and communications with the jail while still maintaining view corridors of the Railyard Area and Central Business District. The Design Team and City Staff toured the jail together to understand the concerns that were provided by the jail including visual communications and views into the residential units. The building will utilize high quality materials in a style that contrasts and brightens an area filled with monolithic uninspiring state and county buildings.

The project will require Planning Commission approval of entitlements for Environmental, Tentative Map to combine existing 5 parcels into one lot for commercial condominium purpose, Special Permit – Major Project to allow the construction of a 8 story 102 foot tall mixed use building, which is over 75,000 Square Feet in the Central Business District (C-3) zone, Special Permit to establish a residential hotel, also known as a single room occupancy hotel (SRO), Special Permit to exceed the one hundred twenty-five (125) unit maximum in the Central Business District (C-3) zone, Variance to allow compact parking spaces that are more than 40% of the total parking. The Planning Commission is scheduled to hear this project on May 6, 2010 for Final action. The project is located in the Central Core Design Review District and is subject to Design Review.

Table 1: Project Information
Existing zoning of site: C-3 (Central Business District)
Existing use of site: Vacant
Property dimensions/area: Approximately 0.55 acres
Building square footage: 113,285 ± square feet
Building height: 74'-7" highest occupiable level, 84'-2" to top plate, 96'-2" to top of photovoltaic panels.
Exterior building materials: brick, matte finished metal panels, silver anodized aluminum storefront systems with low-e clear glazing, and green screen.

PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS: Staff mailed an Early Notice to property owners and neighborhood associations within a 300 foot radius on March 11, 2010,

Attachment 4: Staff report for Design Commission (4-21-10)

625 H Street (DR10-033)

April 21, 2010

a Hearing Notice on April 5, 2010 for the April 21, 2010 Design Commission Review and Comment. The following organizations were contacted; Alkali and Mansion Flats Historic Neighborhood Association, SOCA, River District, and the Downtown Sacramento Partnership. The applicant has contacted property owners and neighborhood associations during the initial planning and design phase, and has provided a history in the Statement of Intent (Attachment 2, Page 19). No 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.

Staff supports the applicant's desire to achieve LEED Silver as provided in the Statement of Intent (Attachment 2, Page 6-8). 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: While the City's General Plan is being updated, the City Council has adopted a vision for the future of the City as well as several guiding principles to help achieve this vision. This was done to ensure that new developments submitted during the ongoing update comply with the goals and policies that are being incorporated into the General Plan through the update. 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,

Attachment 4: Staff report for Design Commission (4-21-10)

625 H Street (DR10-033)

April 21, 2010

transportation, building design, construction techniques, waste management, and other infrastructure systems.

This proposed project is consistent with the Sacramento Central Business District Urban Design Plan. 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: Applicant proposes the highest occupiable space as 74'-7" in order to remain under the 75'-0" maximum height limit for the last occupied floor as this will subject the building to the high rise section of the building code. Staff has confirmed with the applicant that any additional height will subject the building to the high rise portion of the code. 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. Sustainability: Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

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 provided the design team a list of comments attached at the end of this report. The design team has reviewed the comments and provided a narrative regarding the comments and how they have addressed them. Staff requests that the Design Commission review and comment on the proposed project design as well as the following points.

Attachment 4: Staff report for Design Commission (4-21-10)

625 H Street (DR10-033)

April 21, 2010

Site Comments:

1. The setbacks are minimal and vary along each frontage as there is no requirement to setback at this location. The setback along 7th Street varies from 3' to 6', and 4' to 10' along H Street. The larger setbacks on the ground level provide an outdoor seating/cafe area to activate the base of the building as well as the retail space. Staff supports the proposed configuration as it allows the accoutrements of a smaller downtown retail environment yet the feel of the nearby residential neighborhood.
2. Two parallel parking spaces are provided along 7th Street to help activate the retail spaces. Staff supports the proposed parking spaces as the tree canopy would not be affected along the street and further activates the ground level.
3. Landscaping has been provided along the 7th and H Streets Public Right of Way as well as along the building edges. Staff supports the design provided on the architectural plans, and recommends the applicant revise the landscape plans to match the proposed changes. Staff requests the Design Team to provide revised plans to the Design Commission and Staff prior to final action.
4. Existing street trees are proposed to be removed and replanted due to the poor current conditions and poor pruning from installation of RT line. Staff feels that after meeting with the Design Team that the proposed street tree planting and sidewalk configuration is an appropriate replacement for the existing trees and sidewalks. Staff would like further clarification where light poles and RT poles are located. These pole locations have a potential to conflict with the street trees and street parking areas. Urban Forestry Staff has provided the following comments regarding the street trees.
 - o The spacing and canopy habit of the existing street trees is a poor match for a building this tall that has little to no set back or step back.
 - o The trees on H Street are not in good shape after recent light rail improvement impacts.
 - o The trees on 7th are poor specimens struggling in marginal growing conditions.
 - o Trees on H Street and on 7th street will be negatively impacted by the proposed construction activity.

Staff requests the Commission review and comment on street trees, on street parking, and pole locations.

5. Two terrace areas on both the east and west sides have been proposed at the second level with a ground floor courtyard provided at the west side of the building. Extensive hardscape and landscaping are provided including several gazebos and a water feature. Green screen walls are provided at the gazebo areas and continue down to the ground level. Staff supports the proposed design but has some concerns that the Alnus Oregona may not be the proper species to plant at this level due to size issues, and the amount of particulate matter generated by the tree which may come to rest on exterior building features. Staff requests the Commission comment on the terrace areas.

Attachment 4: Staff report for Design Commission (4-21-10)

625 H Street (DR10-033)

April 21, 2010

Building Comments:

6. A formal material palette of two tones of full size brick, aluminum panel, aluminum sunshades, and metal mesh balcony rails has been provided for this project. Staff supports this material palette as proposed, but requests the Design Team to consider different variations of brick size and/or coursing where possible.
7. A standard aluminum storefront system is proposed with minimal breaks of brick and green screen at the street level. Staff recommends the continued use of brick at the ground level storefront sills alluding to brick provided at the upper floors. Staff also supports the proposed ground level experience as it is broken vertically by the louver metal awnings above that also serve as a light shelf for the ground level spaces.
8. What is currently shown as the upper level lounge areas along 7th Street was relocated to its current location from the formal corner of 7th and H Streets as requested by the Sheriff's Department for reduced visual communication with the jail. Staff feels that the corner at 7th and H should be strengthened through vertical continuation of the window systems, contrasting brick work either through color or coursing, or some other means as it does conform with the Corner principle in the UDG. . Chapter 4, Section 4.d – Façades – Corners, Principle: *Building corners are a placemaking element that should be designed to accentuate the unique location of the urban corner.* Staff requests that the Design Commission comment on this element.
9. The Police and Sheriff's office had concerns with the residential window system operations and glazing, as they felt the units facing the jail would be capable of visual communications with the jail and had recommended either mirrored or glazing as dark as possible on those units. The Design Team has provided a response letter stating the proposed glazing would minimize this issue, and provided exhibits that show what conditions would look like with similar glazing materials. Staff supports the materials and design as proposed with no modifications after reviewing the Design Teams response letter and visiting the jail.
10. Aluminum louvered sunshades have been provided in select locations to assist with the passive solar design of the building. The same level of detail over the other windows has not been provided. The Design Team has provided a sketch DR 2 (Attachment 4, Page 32) that would integrate a course of inset dark brick to simulate the shadow line created by the awning. Staff feels that this inset brick coursing is a step in the right direction, but should be offset to create a similar shadow casting effect as the sunshades. Staff requests the Commission to comment on this item.
11. The proposed top of building does not seem to conform with the Distinctive Top principle without the PV panels, and even to a point the elevator penthouse itself seems out of scale with the PV panels in place. Although the argument can be made that the mechanical systems will not be visible at street level, staff believes the building top does not contribute to our diverse and interesting skyline and should be

Attachment 4: Staff report for Design Commission (4-21-10)

625 H Street (DR10-033)

April 21, 2010

reviewed by the Commission. This building is important as begins to bridge the Central Business District with Railyards as well as introducing new views and view corridors between the two areas. The applicant has requested that the Commission review the project without the PV panels (Attachment 4, Page 25, Comment 5.b). Chapter 4, Section 3.d – Bulk Controls –A Distinctive Top, Principle: *Buildings shall terminate with a distinctive top, to contribute to an architecturally dynamic city skyline.* Staff requests the Commission to review and comment on this item as well as item # 12 and 13 as these staff comments interrelate. Staff also requests that the Design Team elaborate on the type of materials proposed (i.e. anodized aluminum, galvanized steel, etc.) to support the PV equipment if this became a later addition.

12. A simple notch with metal coping has been provided as the buildings cornice in the proposal without PV. The Design Team has also proposed a metal panel above the 8th floor windows to create a transition to the building cornice and top. Staff is concerned that without better articulation of the cornice the building will not meet the intent of the distinctive top required by the Urban Design Guidelines. Staff requests further detailing of the proposed building cornice possibly a projecting cornice or crenellated brick cornice. Chapter 4, Section 4.h – Façades – Projecting Elements & Encroachment, Item #5 Cornices: *Projecting cornices are encouraged to help form a distinct profile to the building's top edge. They may project up to 5' of the right of way.*
13. Staff suggests that mechanical system penthouses be further integrated into the building design regardless of installation of photovoltaic panels as they seem out of scale and unfinished. Introducing brick and the same building cornice is one possibility of integration for the mechanical penthouses. Staff recommends that cross-sections and details of the mechanical parapet walls and the associated mechanical equipment be provided to the Design Commission and staff prior to the final action by the Design Commission.

Signage Comments:

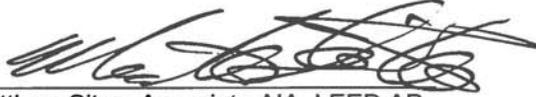
14. Staff supports the proposed internally illuminated suspended and individual channel letter signs on the ground level canopy. Staff recommends that further layering of the text or logo of tenant be provided on the suspended signs (i.e. no applied first surface vinyl).

Attachment 4: Staff report for Design Commission (4-21-10)

625 H Street (DR10-033)

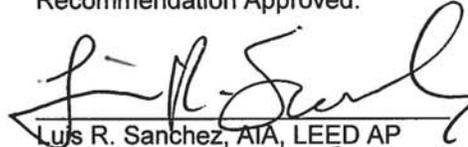
April 21, 2010

Respectfully submitted by:

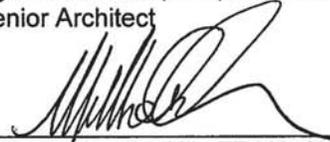


Matthew Sites, Associate AIA, LEED AP
Design Review Staff

Recommendation Approved:



Luis R. Sanchez, AIA, LEED AP
Senior Architect



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

Attachment 5: Design Commission's Comments (4-21-10)



COMMUNITY DEVELOPMENT
DEPARTMENT

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DESIGN COMMISSION COMMENTS

Project Name: 625 H Street
File Number: DR10-033
Applicant: Rich Ciraulo
Date of Notice: April 29, 2010
Staff Contact: Matthew Sites, 808-7646

Design Commission has made the following comments regarding the proposed project.

1. Plantings that are proposed at the terrace level seem better suited for wetter climates. The solar reflection of the building may impact these plantings and the amount of water that is required to support them. Please coordinate these comments on the plantings with the landscape architect prior to the next submittal. Also please confirm that there is enough soil volume for the green screen plantings.
2. The residential entry along H Street could use further attention and accentuation as an entry.
3. West masonry wall could use further articulation and interest on both the interior and exterior sides.
4. The building corner at 7th and H Streets does not need further articulation as requested by staff. The corner visible from the east bound traffic along H Street should be further articulated and should be coordinated with the work on the west masonry wall.
5. West elevation needs additional articulation as it is a very public side.
6. Proposed color palette is acceptable considering the quality and use of materials provided.
7. The prevalent views from I-5, Railyards, and general city skyline will require additional refinement/treatments of the building top and mechanical penthouses. Please provide revised plans incorporating the mechanical penthouse and the building top (cornice) as an integral part of the building regardless of the PV array as the proposed elements need further refinement and articulation.
8. Consider all areas of refinement as recommended by the staff report.

Matthew Sites, Associate AIA, LEED AP
Design Review Staff