



# REPORT TO PLANNING COMMISSION City of Sacramento

# 8

915 I Street, Sacramento, CA 95814-2671

**PUBLIC HEARING**  
**March 10, 2011**

To: Members of the Planning Commission

**Subject: Broadway Triangle (P10-085)** A request to develop a mixed use development, including rehabilitation of historic structures and new construction, and consisting of 29 residential units and approximately 9,000 sf of commercial space located in the General Commercial, Stockton Broadway Special Planning District (C-2-SPD) zone on 1.5 net acres, within the Stockton/Broadway Design Review District, Oak Park Design Review District, and portions of the Oak Park Historic District.

- A. Environmental Determination:** Exempt (per CEQA Guidelines Section 15332, Infill Development);
- B. Tentative Map** to subdivide twelve parcels into twenty-seven parcels including nineteen residential lots, five commercial lots, and three common lots.
- C. Subdivision Modification** to allow five lots without public street access.
- D. Development Plan Review** for development of new land locked parcels.
- E. Special Permit** for alternative single family housing in the General Commercial (C-2-SPD);
- F. Special Permit** for apartments outside of the Central City
- G. Special Permit** to reduce required parking for commercial and restaurant uses;
- H. Variance** to reduce the maneuvering distance for driveways;
- I. Variance** to reduce the courtyard requirements and;
- J. Variance** to increase the height of the live/work units.

**Location/Council District:**

3409 Broadway, 3413 Broadway, 3436 2nd Ave, 3434 2nd Ave, 3425 Broadway, 3535 3rd Ave, 3519 3rd Ave, 3501 3rd Ave, 2751 35th St, 2741 35th St, 2739 35th St., Sacramento, CA

Assessor's Parcel Numbers: 010-0375-001, -002, -003, -004, -008, 010-0381-012, -013, -014, -015, -016, -017, -018

Council District 5

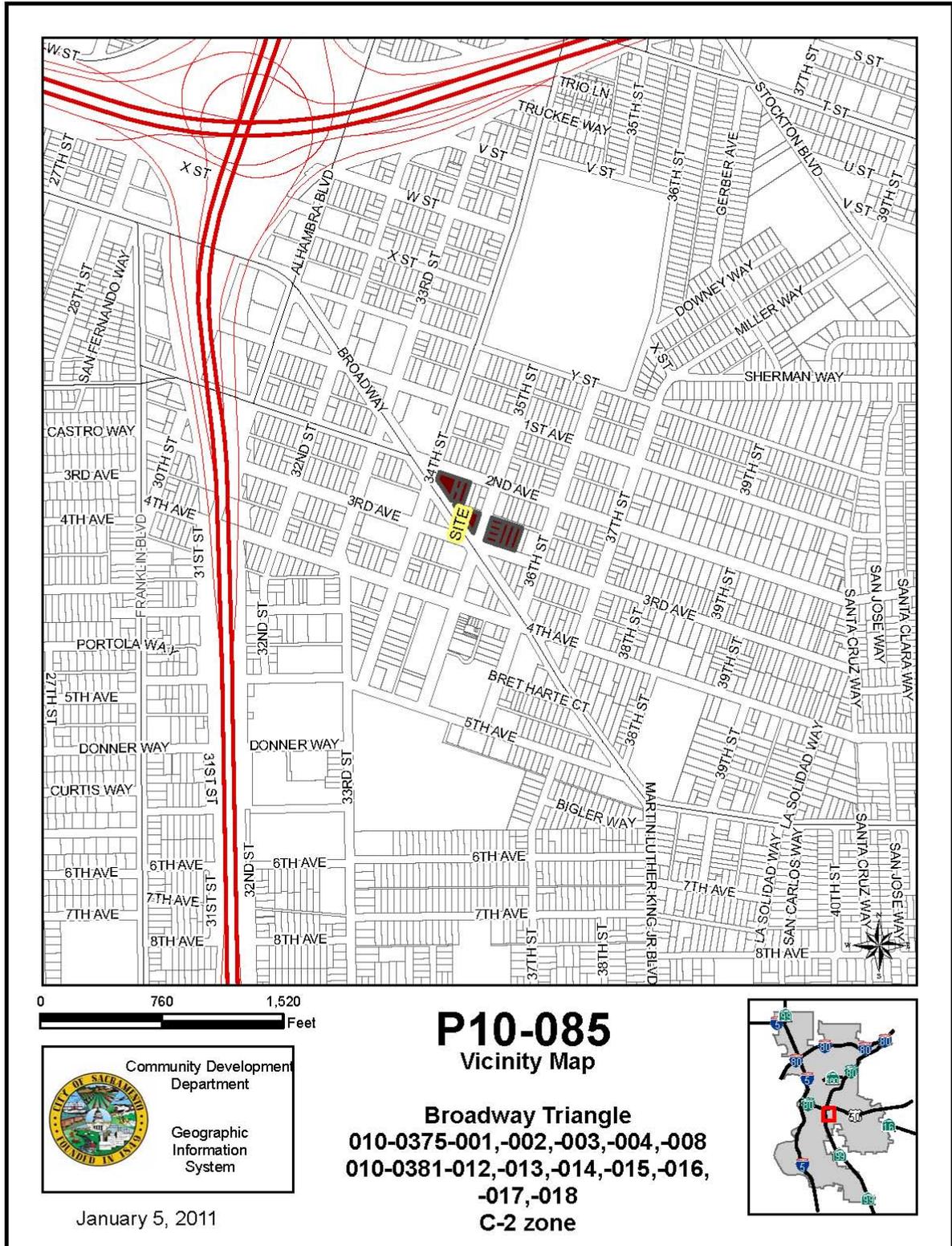
**Recommendation:** Staff recommends the Commission approve the Tentative Map, Subdivision Modification, Development Plan Review, Special Permit, and Variance request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A-J above, and its decision is appealable to City Council. **At the time of writing this report, staff is not aware of any outstanding neighborhood issues and the project is considered non-controversial.**

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**Applicant:** Ron Vrilakas, Vrilakas Architects, (916) 441-4685, 1221 18th Street, Sacramento, CA 95811.

**Owner:** Redevelopment Agency of the City Of Sacramento, (916) 444-9210, 801 12th Street, Sacramento, CA 95814; and Ron Vrilakas, Vrilakas Architects, (916) 441-4685, 1221 18th Street, Sacramento, CA 95811.



**Summary:** The applicant is proposing construction of nineteen new structures and rehabilitation of two existing historic structures culminating in an aggregate of thirty residential units and nine thousand square feet of retail space over three “mini” blocks, also referred to as triangles in this application. Six new structure types are proposed: mixed-use buildings located in Triangles West and Center, row houses located in all Triangles, live/work structures in Triangles West and East, new bungalows in Triangle East, new cottages in Triangle East, and garages in all Triangles. The applicant is proposing to subdivide twelve parcels into nineteen residential lots, five commercial lots, and three common lots. Staff supports the project as it provides a mix of uses including retail, restaurant, and residential. The proposed development with retail ground level spaces, assigned residential parking, and underutilized on-street parking supports a parking reduction as it is within walking distance of other commercial services. Staff notified all property owners within 500 feet of the site for this public hearing and received no opposition from the surrounding neighborhood.

<b>Table 1: Project Information</b>
<b>General Plan designation:</b> Urban Corridor Low (20-110 dwelling units per net acre), FAR: 0.3- 3.0
<b>Existing zoning of site:</b> C-2-SPD; General Commercial, Broadway Stockton Special Planning District Zone
<b>Existing use of site:</b> Existing Warehouses, Retail, Residential, and Vacant Land
<b>Property area:</b> Approximately 1.5 acres
<b>Proposed Density:</b> 20.69 dwelling unit/net acre (overall)
<b>Proposed FAR:</b> 1.15

**Background Information:** A pre-application meeting IR09-298 was held in September 2009, to review any elements that may be required as part of the entitlement submittal process and was a precursor to this submittal. An Investigation and Report was submitted in November 2007 for demolition of the existing warehouse at the corner of 2<sup>nd</sup> Avenue and Broadway, and was subsequently granted, as the resource was a non-contributing structure to the Oak Park Downtown Historic District. The project was heard by the Preservation Commission as Review and Comment on January 5, 2011 and the commission provided staff with favorable comments regarding the project.

**Public/Neighborhood Outreach and Comments:** Staff mailed an Early Notice to property owners and neighborhood associations within a 500 foot radius on December 3, 2010, and a Public Hearing Notice on February 15, 2011 for the March 10, 2011 Planning Commission Public Hearing. The following organizations were included in the notices: Oak Park Neighborhood Association, Oak Park Business Association, the Oak Park Redevelopment Advisory Committee (RAC), California Climate Action Network (CCAN), Sacramento Preservation Roundtable, and Sacramento Old City Association (SOCA). The applicant has contacted property owners and neighborhood associations during the initial planning and design phase, and received general support for the

project. Several public comments were received at the January 5, 2011 Preservation Commission Review and Comment, and the public comments were supportive of the project.

**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:**

#### **2030 General Plan**

The 2030 General Plan 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 designation of the subject site is Urban Corridor Low, which provides for, "...A development pattern with moderate lot coverage, limited side yard setbacks, and buildings cited up to the corridor ... large-scale development should include a mix of nonresidential and residential uses with more intense development near major intersections." Furthermore, the proposed project would promote the following Urban Corridor Low policies:

- **Transformed Corridors.** The City shall facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services. (Policy LU 6.1.2)
- **Efficient Parcel Utilization.** The City shall promote the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment. (Policy LU 6.1.4)
- **Corridor Uses.** The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street. (Policy LU 6.1.5)
- **Shared Parking, Driveways, and Alley Access.** The City shall encourage the creation of shared parking and driveways as alleys along arterial corridors in order minimize driveways and curb cuts.

The proposed project meets the 2030 General Plan goals and policies related to the Urban Corridor Low land use designation. (Policy LU 6.1.9)

**Project Design:**

The properties are currently developed into three “mini” blocks; Triangles West, Center, and East consisting of several different types of structures including a 2,577 square foot historic commercial structure, a 2,055 square foot historic bungalow structure, and an existing 14,500 square foot warehouse structure. The warehouse structure will be demolished and the historic structures will be retained and rehabilitated. The project has five building types which includes commercial mixed-use units along Broadway, rowhouses along 2<sup>nd</sup> Avenue and 35<sup>th</sup> Street, attached live work units along 2<sup>nd</sup> Avenue, 35<sup>th</sup> Street and the alley, new bungalows along 3<sup>rd</sup> Avenue, cottages within the Triangle East lot, and garages off 2<sup>nd</sup> Avenue and the alley. The mixed-use buildings are three stories in height and contain approximately 2,000 square feet of retail space at the ground level and apartments on the upper levels. Rowhouses are two stories tall and approximately 1,250 square feet in size. Live/work spaces are four stories tall and contain 1,400 square foot of living space and 500 square feet of work/garage space. The new bungalows are two stories tall and contain approximately 1,200 square feet of living space. The new cottages are two stories and contain approximately 1,000 square feet of living space.

**Land Use****Tentative Map design**

On February 16, 2011, the Subdivision Review Committee (SRC) voted to recommend approval of the proposed Tentative Map subject to the conditions of approval below. The Tentative Map subdivides twelve parcels into nineteen residential lots, five commercial lots, and three common lots. In evaluating Tentative Maps, the Commission is required to make the following findings:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City’s General Plan, the Broadway/ Stockton Special Planning District, and Chapter 16 of the City Code, which is a Specific Plan of the City. The City’s General Plan and the Broadway/ Stockton Special Planning District designate the site as General Commercial. The General Plan designation of Urban Corridor Low allows mixed uses to support the Broadway/ Stockton Special Planning District.
3. The site is physically suitable for the type of development proposed and suited for the proposed density.

4. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat since the subdivision will utilize an urban site.
5. The design of the subdivision or the type of improvements are not likely to cause serious public health problems.
6. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property with the proposed subdivision.

The proposal creates five land locked parcels on the Triangle East block as a result of the tentative map. In order to provide the proper density, meet FAR requirements, retain the existing historic structures, and integrate the project into the existing neighborhood, five land locked parcels were created. A Subdivision Modification is required to create parcels that are land locked. Reciprocal easement pedestrian access is provided adjacent to the historic buildings located on 35<sup>th</sup> Street and 3<sup>rd</sup> Avenue, and vehicular access is granted along the alley. A Public Utility Easement access is also proposed on the common lot. All of these factors created constraints for development of the site and made it difficult to comply with the standard requirements.

Subdivision modifications are required in order to deviate from standard lot frontage requirements. In evaluating subdivision modifications, the Commission is required to make the following findings:

- A. That the property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are such special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in the particular case to conform to the strict application of these regulations;
- B. That the cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the modification;
- C. That the modification will not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity;
- D. That granting the modification is in accord with the intent and purposes of these regulations and is consistent with the general plan and with all other applicable specific plans of the city.

In this case, staff finds that the subdivision modification is not based solely on the cost to the subdivider and that the elevation of the parcel, historic properties, and two public streets bordering the property have created constraints for subdividing. Since the lots will be able to accommodate a reasonable size and shape of house, the modification will not be detrimental to the public health and safety and it will not violate the density

requirements of the General Plan. Therefore, staff supports the requested subdivision modification.

### **Development Plan Review**

According to the Zoning Code, Section 17.68.030 development of land locked parcels requires the approval of a Plan Review. The live work units, the cottages, and the open space parcel at Triangle East are all considered to be land locked. The Plan Review is required to ensure that the property is of adequate size and shape to accommodate the proposed uses and required yard, building coverage, setback, parking area and other requirements of the zoning code are being provided.

#### Live/Work

The applicant is proposing to construct two live/work units of approximately 1,157 square feet off the alley at Triangle East. The allowable maximum height is thirty-five feet to the top plate and the proposed project meets the requirement. The provided setbacks meet or exceed the minimum required setbacks. The building lot coverage is approximately 39% and is within the allowable lot coverage in the C-2 zone. Staff believes that adequate height, setbacks and lot coverage are provided from all adjoining properties.

#### Cottages

The applicant is proposing to construct two cottages of approximately 964 square feet in size in Triangle East. The allowable maximum height is thirty-five feet to the top plate, and the proposed project meets the requirement. The provided setbacks meet or exceed the minimum required setbacks. The building lot coverage is approximately 41% and is within the maximum allowable lot coverage in the C-2 zone. Staff believes that adequate height, setbacks and lot coverage are provided from all adjoining properties.

#### Common Lot "C"

Lot C is a common lot that provides access to garages and outdoor space through one contiguous parcel. The garages are setback from the alley four feet through a variance. A discussion of this variance is located in a subsequent section of this staff report. The provided setbacks meet the C-2 zoning requirements. Generally, this lot is used as outdoor space for the residences and for utility easements. There is a small accessory structure (garden shed) located on the parcel directly adjacent to the community garden. Staff is supportive of the proposal as it provides a generous amount of outdoor space for the residential uses.

### **Development Plan Review for five land locked parcels without street frontage.**

According to the zoning code, Section 17.220.010 a plan review is required for development of any property where a plan review is a condition of approval of a special

permit or other discretionary entitlement. In evaluating plan review proposals of this type, the Planning Commission is required to make the following findings:

- A. The proposed development, including but not limited to the density of a proposed residential development, is consistent with the general plan and any applicable community or specific plan;**

Approval of the Plan Review is based upon sound principles of land use in that the proposed project is compatible with the surrounding area of commercial and residential and adds to the density and balance of housing types in the downtown neighborhood. The proposed development promotes the goals and policies of the General Plan designation of Urban Corridor Low, which create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas;

- B. Facilities, including utilities, access roads, sanitation and drainage are adequate and consistent with city standards, and the proposed improvements are properly related to existing and proposed streets and highways;**

Approval of the Plan Review will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project will develop residential units that are oriented to provide eyes on the internal urban park-like area and community garden. Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities are provided;

- C. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements of this title; and**

The proposed project is consistent with the proposed General Plan designation of Urban Corridor Low. The project is also consistent with the General Plan policies which create efficient parcel utilization through the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment. The project will provide adequate open space through the common spaces adjacent to the structures as well as the immediate patio areas; adequate parking through detached garages or uncovered parking spaces. The project and will provide additional residential units for the surrounding neighborhood. The buildings have been designed on the properties in such a way that minimizes any impacts to the existing or proposed adjacent commercial and residential uses; and

- D. Approval of the plan review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties.**

The Plan Review for five land locked parcels will not be detrimental to the public welfare and will not result in the creation of a public nuisance in that the uses are compatible with the surrounding community, and is also consistent with the General Plan policies which create design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features.

**Special Permit for alternative ownership row houses.**

The proposed development includes ten row houses and requires a Special Permit for alternative ownership housing project comprised of five or more lots. The proposal meets the requirements set forth by the Zoning Code for alternative ownership through a holistic approach to structure design, common and private open spaces, pedestrian and vehicular circulation, parking, and residential garages. Staff supports the proposal for alternative ownership as the alternative ownership units provide a residential type not immediately found in this area, and it creates density in a vacant location. Staff believes that this type of housing can provide additional synergy with the associated commercial spaces, and will continue to be a catalyst for this district.

According to the zoning code, Section 17.24-050 (8) a special permit is required for alternative ownership housing projects comprised of five or more lots. In evaluating special permit proposals of this type, the Planning Commission is required to make the following findings:

**A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.**

In this case, staff finds that the proposed project is appropriate because it provides an alternative housing type and will help ensure that the City meets its objectives to provide more integrated residential units along the corridors. Staff finds that approval of the Special Permit is appropriate due to compatibility of the proposed row house buildings and the proposed commercial and residential uses adjacent to the project. In addition, the site is surrounded by existing development and existing infrastructure.

**B. Not Injurious. 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 approval of the Special Permit for ten row houses will provide adequate open space through the common spaces adjacent to the structures as well as the immediate patio areas; adequate parking through detached garages or uncovered parking spaces. The project will not be detrimental to the public welfare and will not result in the creation of a public nuisance in that the uses are compatible with the surrounding community and will provide additional residential units for the surrounding neighborhood. The buildings have been designed on the properties in such a way that minimizes any impacts to the existing or proposed adjacent commercial and residential uses.

**C. Must Relate to a Plan. 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 and is consistent with the General Plan designation of Urban Corridor Low for the subject site.

**Special Permit for apartments outside of the Central City.**

According to the zoning code, Section 17.24-050 (79) a special permit is required for apartment projects containing one hundred (100) units or less and not located within a PUD, and with a minimum density of seventeen (17) units per acre in the General Commercial (C-2) zone. The applicant is proposing to construct a total of ten apartment units on Triangle West and Center that range in size from 1,274 square feet to 1,434 square feet. In evaluating special permit proposals of this type, the Planning Commission is required to make the following findings:

**A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.**

In this case, staff finds that the proposed project is compatible with the surrounding neighborhood and is consistent with the commercial corridor design principles of the Broadway/ Stockton Special Planning District, Broadway/Stockton Design Review District, Oak Park Design Review District, and the Oak Park Historic District. Staff finds that approval of the Special Permit is appropriate due to compatibility of the proposed integration of the apartments into a commercial building creating a mixed use buildings which meet the General Plan classification of Urban Corridor Low. The addition of apartments will provide a quality rental housing opportunity with adequate open space and parking, located close to alternative transportation, and is surrounded by existing development and existing infrastructure.

**B. Not Injurious. 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 approval of the Special Permit for ten apartments will not be detrimental to the public welfare and will not result in the creation of a public nuisance in that the uses are compatible with the surrounding community and will provide additional residential use types not available in this neighborhood. The apartments have been integrated into the commercial buildings with separate residential entries and have been designed on the properties in such a way that minimizes any impacts to the adjacent commercial and residential uses.

**C. Must Relate to a Plan. 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, in providing higher density development adjacent to a Regional Transit bus route is consistent with the residential land use policies and density requirements of the General Plan.

## Access, Circulation and Parking

The proposed project includes driveway access points along the south side of 2<sup>nd</sup> Avenue and along the alley between 34<sup>th</sup> Street and 36<sup>th</sup> Street. Emergency vehicle access is provided at all surrounding streets and alleys. The proposed development is consistent with the zoning regulations in that the safe and proper functioning of the project will be achieved through the reduced number of driveways and use of the alleys.

Pedestrian circulation is provided with the inclusion of internal walkways throughout the project site. Residential access for the Triangle West and Center is provided through a gated access point between buildings that lead into central courtyards. Vehicular access to the parking area of Triangle West is provided through a gated access point off 2<sup>nd</sup> Avenue. According to the Zoning Code, Section 17.76.060 Special Permits are not required to establish gated access points on Sacramento Housing and Redevelopment Agency (SHRA) projects. The courtyards provide open semi-private spaces adding to a secluded neighborhood feel. Triangle East provides similar pedestrian access from the street, but instead of smaller courtyard spaces, the access points lead into a small urban park with community garden spaces. In addition, ample walkways are provided throughout the site which is consistent with the Multi-Family Residential Design Guidelines. The following tables identify the total number of vehicular parking and bicycle parking spaces for the project:

<b>Use</b>	<b>Required Parking</b>	<b>Proposed Parking</b>	<b>Difference</b>
Single Family Residential	14 (1 space per unit)	14	0
Multi-Family	10 (1 space per unit + 1 guest space per 15 units)	11	+1
Live/Work	7 (1 space per 1,000 gross sq. ft.)	6	-1
Retail, etc.	34 (1 space per 3 seat - 102 Seats, and 10 space credit)	0	-24

<b>Total parking required</b>	<b>Required bicycle parking</b>	<b>Provided bicycle parking</b>	<b>Difference</b>
65	4	16	+12

The project is proposing a total of thirty-one residential parking spaces, including twenty-six garage spaces and five uncovered and accessible spaces. Thirty-five parking spaces are required for the proposed uses and are requested to be waived, which requires the approval of a Special Permit to waive the total retail number of parking spaces. A discussion of this entitlement is located in the subsequent section of this staff report.

According to the Sacramento City Code (Section 17.64.050), one bicycle parking facility is required for every twenty (20) off-street parking spaces. Since a total of sixty-five parking spaces are required, a minimum of four bicycle facilities are required. Fifty (50) percent of the required bicycle parking facilities shall be Class I; the remaining facilities may be Class I, Class II, or Class III. The project will be conditioned such that bicycle parking spaces are located along Broadway in close proximity to the building.

### **Special Permit for Parking Waiver**

The applicant provides a total of thirty-one parking spaces for the residential units, and no parking spaces for the restaurant uses. One parking space is provided for each residential unit, but due to the size of one of the live/work units and additional parking space is required. The application is requesting to waive this space. Staff believes that one parking space per residential unit is adequate for this project. The existing historic structure was previously constructed as a retail establishment/butcher shop of 2,577 square feet in size and was built without any parking on-site. Staff has determined that the parcel has a credit of ten parking spaces based upon the 1 space per 250 square foot ratio. When the credit is accounted for, a total of fifty-five parking spaces are required for the proposed uses, and the applicant is proposing thirty-one parking spaces.

In reviewing the request to waive twenty-five required parking spaces, staff has made the following observations: 1) the project is located in an established mixed-use area which has an existing shared parking atmosphere with the existing residential and commercial uses which helps to reduce trip generations; 2) the proposed high density use will be next to several Regional Transit (RT) bus routes and will support transit ridership; 3) the current use of on-street parking is minimal and has ample capacity to absorb the twenty-five parking spaces needed; 4) the use of on-street parking will assist in the reactivation of the Historic Oak Park Downtown District through the use of underutilized on-street parking; 5) if the use was not restaurant but retail, no parking would be required as all of the lots are under 5,200 square feet per Zoning Code 17.64.020 for C-2 zoned parcels.

The applicant has completed a parking analysis for the project and is included in the staff report as Attachment 4. Within this analysis the parking provided on streets directly adjacent to the project (2<sup>nd</sup> Avenue-Section 1, 35<sup>th</sup> Street, and 3<sup>rd</sup> Avenue) equates to a total of seventy-one (71) spaces of which a maximum of thirty-two (32) were utilized at the peak time of noon on a Tuesday. The remaining thirty-nine (39) vacant parking spaces could more than accommodate the twenty five parking spaces requested to be waived, and this does not include the parking available along 36<sup>th</sup> Street and the 2<sup>nd</sup> Avenue-Section 2. The reduction in parking is also appropriate due to the shared use as the retail and restaurant space will generally serve the residences, and meets the Broadway/Stockton SPD encouraging the reduction of motor vehicle parking

requirements for new commercial developments as a means of attracting desirable businesses. In conclusion, staff supports the requested parking reduction and finds the proposed parking to provide adequate parking for retail/restaurant, residents and guests.

The approval of a Special Permit is required to waive the required parking for the proposed uses. 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.**

Staff finds that the parking waiver is appropriate for the project since there is abundant on-street parking and with the closures of existing driveways additional on-street parking will be available. Staff finds that the project would require less parking as the site is adjacent to a Regional Transit bus route and commercial establishments that can be easily accessed by retail patrons creating a shared parking atmosphere.

**B. Not Injurious. 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.**

Staff finds that the proposed parking will be adequate for retail patrons as there is sufficient on-street parking located adjacent to sidewalks. Furthermore, each live/work unit provides a minimum of one parking space per unit which is adequate parking given the mixed-use nature of the development. As a result of the alternative transportation options available in the immediate area and the sufficient on-street available parking the waiver will not be detrimental to the safety and welfare of its residents.

**C. Must Relate to a Plan. 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, in providing a higher density mixed-use development adjacent to a Regional Transit bus route is consistent with the urban corridor low land use policies and density requirements of the General Plan.

**Variance to reduce maneuvering distance**

The project involves reducing the number of curb cuts as a result of the design of the tentative map and reuse of vacant parcels. The project is relocating a majority of the vehicular traffic and access off of the main streets to the alley. The existing alley is twenty feet wide for two-way traffic. When perpendicular parking is proposed a minimum of twenty-six feet of maneuvering is required. Due to the low amount of traffic on the alleys, the odd configuration of the proposed merged lots, and the reduced number of driveways along the main street; a variance is required for this type of development. Therefore, the applicant is requesting approval of a two foot reduction in the required twenty-six foot maneuvering width required for perpendicular parking. According to the Zoning Code, the approval of a variance is required to reduce the required vehicular maneuvering distance as proposed. In order to grant a variance, the Planning Commission must 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.**

No special privilege is being extended and the variance would be appropriate for any property owner, whom wished to provide parking off of the alley and remove driveways along the main streets. The project meets the Broadway/ Stockton Special Planning District which requires that buildings be located close to the public street in order to revitalize these specific sites; however, this only allows for parking to be located off of the alley and necessitates a variance for maneuvering on the alley instead of a standard maneuvering on a public street.

**B. The consideration of "use variances" is specifically prohibited. These are variances which request approval to locate a use in a zone from which it is prohibited by ordinance.**

A use variance is not requested; the proposed uses are permitted subject to the approval of a special permit and compliance with City development standards.

**C. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.**

The variance will not be injurious to public welfare, nor to property in the vicinity of the project, in that the building design utilizes zero foot setbacks along Broadway and , and is reduced at the street edges as the building returns toward the single family residential uses both east and south of the intersection. The Zoning Code and the Broadway/Stockton Special Planning District requires activation of public streets and allowing a reduction in maneuvering along the alley would reduce the number of curb cuts/vehicular access and provide a better pedestrian experience at the more prominent locations of the buildings.

**D. A variance must be in harmony with the general purpose and intent of the zoning code. It must not adversely affect the general plan or specific plans of the city, or the open space zoning regulations.**

The proposed development is otherwise consistent with the zoning, Department of Transportation, and Fire Department regulations, in that the safety and aesthetic of the area is not impaired. The proposed variance does not violate any applicable general plan policies, as it promotes parking spaces to be located behind the buildings or in parking structures, as well as limiting the number of curb cuts along arterial streets with shared and/or rear alley access to parking and service functions. Due to the unique circumstances and the lack of harm to public safety, staff has no objection to the variances to reduce the maneuvering distance along the alley from twenty-six (26) feet to twenty-four (24) feet.

### **Height, Bulk and Setbacks**

Generally the structures meet the height, bulk and setback requirements as set forth in the Zoning code with the exception of the heights of the live/work units and court yard

requirements at Triangle West and Center sites. The height of the proposed live/work buildings is measured to the plate line. The Zoning Code allows additional height for elevator towers and mechanical appurtenances as long as the variation in height is not greater than 20% and does not cover more than 50% of the roof area. The stair height access to the roof requires an increase of building height as the stairs are not only utilized to access mechanical equipment, but to also provide private outdoor space access, which requires the approval of a Variance to increase the height of the building above thirty-five feet.

The roof access provides an increase to the amount of overall available outdoor space as well as another layer of project activation. The usable outdoor roof space is less than 50% of the floor plan and the portion of the structure that exceeds the height is less than 25% of the floor plan. The stair is also set on the rear of the building to further mitigate height issues. Staff is supportive of the height variance as it is assisting with general plan and Zoning principles. The development does intrinsically lend to smaller court spaces in the Triangle West and Center layouts due to the density requirements and triangulated nature of the site. The project does mitigate for these small court spaces through adjacent open landscaping areas and small urban park-like areas. The courts affected are as follows:

#### Triangle West

- *Mixed-use 1 Building* – the north interior side yard court requirement is ten feet, but the provided court is five feet and seven and a half feet. The court area from side of building to rear of the row houses is mitigated by seventeen feet and fifteen and a half feet distance respectively over the six foot high semiprivate fenced area.
- *Mixed-use 2 Building* – the rear yard court requirement is fifteen feet, but the provided court is seven and a half feet. The court area from rear of the building to the small urban park-like area is more than the required fifteen feet.

#### Triangle Center

- *Mixed-use 3 Building* – the north interior side yard court requirement is ten feet, but the provided court is five feet and seven feet seven inches to the property line. The court area from side of building to rear of the garages is in actuality seven foot seven inches for fifteen percent of the façade and ten feet two inches for the balance of the façade.
- *Mixed-use 3 Building* - the rear yard court requirement is ten feet as there are no door openings on this side, but the provided court is eight feet ten inches. The court area from rear (east side) of building to rear of the row houses is mitigated by twenty foot six inch distance over a six foot high semiprivate fenced area.
- *Mixed-use 4 Building* – As the building fronts 35<sup>th</sup> Street, the interior yard court requirement is ten feet, but the provided court is eight foot four inches from the

row houses, and is sixteen feet in width. The sixteen feet of residential entry width represents only twenty-five percent of intrusion into the court area from side of the building to the row houses, the additional seventy-five percent of court area is provided at twelve-foot nine inches which more than provides for the small encroached area at eight foot four inches.

Specific court yard requirements are requested to be waived, which requires the approval of a Variance to reduce the court yard requirements. A discussion of this entitlement is located in the subsequent section of this staff report.

### **Variance to increase height**

The Broadway/ Stockton Special Planning District encourages that buildings be located close to the major commercial corridor, which is Broadway in this case. Due to the odd configuration of the proposed merged lots while also attempting to provide an adequate amount of outdoor space and rooftop access a Variance is required for the increase in height. Although there is a 20% height exception in the Zoning Code for elements related to mechanical systems access, the stair will also access a private outdoor roof space. Therefore, the applicant is requesting approval of an increase of building height for the live/work stair at Triangles West and Center to exceed the zoning requirement of thirty-five feet to thirty-nine feet, a difference of four feet. According to the Zoning Code, the approval of a variance is required to increase the height of the building as proposed. In order to grant a variance, the Planning Commission must 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.**

No special privilege is being extended and the variance would be appropriate for any property owner, in that the height increase is marginally higher than the maximum height allowed for rooftop access to mechanical systems and marginally larger in floor area. The project meets the intent of the Broadway/ Stockton Special Planning District which requires that buildings be no higher than thirty-five feet in height; however, the smaller floor plate is constrained due to density requirements and the need to access mechanical equipment/rooftop space and necessitates a variance.

**B. The consideration of "use variances" is specifically prohibited. These are variances which request approval to locate a use in a zone from which it is prohibited by ordinance.**

A use variance is not requested; the proposed uses are permitted subject to the approval of a special permit and compliance with City development standards.

**C. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.**

The variance will not be injurious to public welfare, nor to property in the vicinity of the applicant, in that the increase in building height will not affect adjacent buildings, and is similar in height to adjacent buildings.

**D. A variance must be in harmony with the general purpose and intent of the zoning code. It must not adversely affect the general plan or specific plans of the city, or the open space zoning regulations.**

The proposed development is otherwise consistent with the zoning regulations in that the safety and aesthetic of the area is not impaired. The proposed variance does not violate any applicable general plan policies, as it promotes the density, and aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment.

Because of this unique circumstance and the lack of harm to public safety, staff has no objection to the increase in height variance for the live/work stair tower.

**Variance to reduce courtyard requirements**

The project includes a substantial increase in density comparative to what exists today. In order for the project to meet density requirements and respond to the uses and building types of the neighborhood the project utilizes smaller than standard court yard requirements. The Broadway/ Stockton Special Planning District encourages revitalization that intensifies uses and pedestrian friendly street edges, including the cluster of mixed tenants in concert with creating cultural venue and supporting neighborhood services and needs. Due to the mixed tenant composition and infill development of the active court yards developed, a Variance is required for the court yard reductions at the Triangle West and Center parcels. Although some courtyard spaces appear smaller in plan, the overall perception will appear larger that of the requirements. This reduction in courtyard requirements also lends to a compact and robust layout that otherwise would not be accomplished. Therefore, the applicant is requesting approval of a reduction of the court yard area zoning requirement. According to the Zoning Code, the approval of a variance is required to reduce the court yard requirements. In order to grant a variance, the Planning Commission must 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.**

No special privilege is being extended and the variance would be appropriate for any property owner, in that the reduction of court yard spaces have been offset through the use of proper landscaping, structure location and height, and entry location. The project meets the intent of the Zoning Code which requires that buildings meet the ten foot side court yard and fifteen foot rear courtyard; however, the General Plan density requirements constrained the site planning and rehabilitation of the project site; and necessitates a variance.

**B. The consideration of "use variances" is specifically prohibited. These are variances which request approval to locate a use in a zone from which it is prohibited by ordinance.**

A use variance is not requested; the proposed uses are permitted subject to the approval of a special permit and compliance with City development standards.

**C. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.**

The variance will not be injurious to public welfare, nor to property in the vicinity of the applicant, in that the reduction in court yard area will not affect adjacent buildings, and the entries provide sufficient openness, light and air.

**D. A variance must be in harmony with the general purpose and intent of the zoning code. It must not adversely affect the general plan or specific plans of the city, or the open space zoning regulations.**

The proposed development is otherwise consistent with the zoning regulations in that the safety and aesthetic of the area is not impaired. The proposed variance does not violate any applicable general plan policies, as it promotes the density, and aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment.

As indicated above, five of the court yard requirements require a Variance. Generally these court yards have been mitigated through thoughtful location of adjacent structures or through responsible placement of small urban park-like areas. It is this forethought of design and overall composition that lends to a more open feel to these spaces. Staff supports the reduction of the court yard areas for this project as the proximity of the property line and required court yard space do not reflect the perceived court yard space. As a result of this unique circumstance and the lack of harm to public safety, staff has no objection to the reduction of court yard areas at the Triangle West and East sites.

**Building design, signage and landscaping**

The applicant is proposing construction of nineteen new structures and rehabilitation of two existing historic structures culminating in an aggregate of thirty residential units and nine thousand square feet of retail space over three "mini" blocks, also referred to as triangles in this application. Six new structure types are proposed: mixed-use buildings located in Triangles West and Center, row houses located in all Triangles, live/work structures in Triangles West and East, new bungalows in Triangle East, new cottages in Triangle East, and garages in all Triangles. The proposal exhibits a range of building heights, scales and masses that complement and mend the Broadway Corridor streetscape. The proposed building heights respect the existing street walls and taper down to the lower height residential areas a block away from Broadway. The general composition and variety of the fenestration proposed is appropriate.

The applicant proposes to rehabilitate both historic buildings in accordance with the Secretary of the Interior's Rehabilitation Standards. The Historic Residential building exterior will be rehabilitated, with work to incorporate repairs to the siding and trim throughout, and a certain flexibility with respect to design of new openings out the rear of the house to what is planned to be a back porch, noting that the windows or doors would reflect those in design and materials currently on the rest of the house. The Historic Commercial building exterior will be rehabilitated, with work to incorporate repairs to the existing remaining transom storefront windows and new replacement storefront systems more appropriate to the era.

The proposed Broadway-fronting, mixed-use retail buildings invoke a sense of age-appropriate building design that has been converted and expanded to fit current mixed use trends. The step-backs incorporated provide a nod to an "addition" to an "existing" building. Punched window openings also provide an additional layer of enhancements. The row house and live/work structures provide an appropriate infill transition that visually transitions to the existing adjacent residential and warehouse streetwalls from the proposed Broadway Corridor structures. Staff supports the gradual integration of the contemporary style adjacent to the older style of architecture of the neighborhood. The bungalow and cottage structures provide an appropriate infill that supports the historic structures of Triangle East through a modern reinterpretation using current materials. Staff supports the reinterpretation of the classic building styles as they build on historic elements without false historicism.

The project provides breaks along the Broadway streetscape through the use of small urban park-like spaces at the corner of 34th Street and Broadway (Triangle West) and again at the alley (Triangle West & Center). A substantial landscaping plan including a small urban park-like space and community garden access has been provided for Triangle East which has been review by the Urban Forest Staff and includes additional canopy trees and a community garden. Pedestrian entries have also been provided between buildings that lead to small internal courtyards and residential entries off the courtyards.

The building finishes include a broad palette of full-size brick, smooth-finished cement plaster, wood and aluminum storefront systems, steel awnings and tube steel balcony rails for the mixed-use structures; smooth-finished cement plaster, architectural grade corrugated metal siding, metal-clad wood windows, steel awnings and tube steel or smooth finished wood balcony rails and for the row houses and live/work structures; fiber cement siding, full size brick, metal clad wood windows and doors, standing seam metal roofs, and wood railings for the new bungalows and cottages. This project requires review and approval by the Preservation Commission as it is located in the Oak Park Historic District, Broadway/Stockton and Oak Park Design Review Districts. Preservation and Design Review staff supports the proposed project and will present this project for final action to the Preservation Commission; this meeting is scheduled for March 2, 2011.

The building shown is schematic in design and will require refining prior to construction. The project will be conditioned at the Preservation Commission Hearing for staff level

Preservation approval prior to construction. Although the building is schematic in design it does exhibit many characteristics consistent with the goals of the Historic and Design Review Districts. The buildings have been designed to integrate with the surrounding context in terms of function, scale, and massing.

Blade signs and "bird on a wire" internally illuminated signage located on awnings above the retail spaces have been proposed on the elevations as a placeholder during this phase of design. Any signs proposed shall meet the City Code and Design Review standards prior to Building Permit submittal.

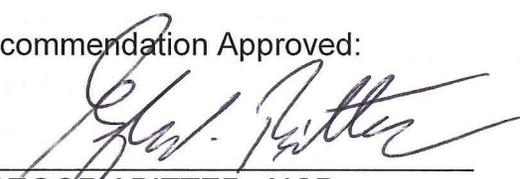
**Conclusion:**

Staff is in support of the proposal and recommends the Planning Commission approve items A through J.

Respectfully submitted by:   
MATTHEW SITES, Associate AIA, LEED AP  
Urban Design Staff

Approved by:   
LINDSEY ALAGOZIAN  
Senior Planner

Recommendation Approved:

  
GREGORY BITTER, AICP  
Principle Planner

**Attachments:**

- Attachment 1 Page 22 - Recommended Findings of Fact and Conditions of Approval
- Attachment 2 Page 49 - Land Use & Zoning Map
- Attachment 3 Page 50 - Project Narrative
- Attachment 4 Page 52 - Project Plans and Parking Study

**Attachment 1  
Proposed Findings of Fact and Conditions of Approval  
Broadway Triangle and P10-085**

**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.

- B.** The **Tentative Map** to subdivide twelve parcels into nineteen residential lots, five commercial lots, and three common lots on 1.5± net acres is approved subject to the following Findings of Fact:
- A. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.
  - B. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the Broadway/ Stockton Special Planning District, and Chapter 16 of the City Code, which is a Specific Plan of the City. The City's General Plan and the Broadway/ Stockton Special Planning District designate the site as General Commercial. The General Plan designation of Urban Corridor Low allows mixed uses to support the Broadway/ Stockton Special Planning District.
  - C. The site is physically suitable for the type of development proposed and suited for the proposed density.
  - D. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat since the subdivision will utilize an urban site.
  - E. The design of the subdivision or the type of improvements are not likely to cause serious public health problems.
  - F. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property with the proposed subdivision.

- C.** The **Subdivision Modifications** are required in order to deviate from standard lot frontage requirements. In evaluating subdivision modifications, the Commission is required to make the following findings:
- A. That the property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are such special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in the particular case to conform to the strict application of these regulations;
  - B. That the cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the modification;
  - C. That the modification will not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity;
  - D. That granting the modification is in accord with the intent and purposes of these regulations and is consistent with the general plan and with all other applicable specific plans of the city.
- D.** The **Development Plan Review** for development new land locked parcels is **approved** subject to the following Findings of Fact:
- A. Approval of the Plan Review is based upon sound principles of land use in that the proposed project is compatible with the surrounding area of commercial and residential and adds to the density and balance of housing types in the downtown neighborhood. The proposed development promotes the goals and policies of the General Plan designation of Urban Corridor Low, which create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas;
  - B. Approval of the Plan Review will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project will develop residential units that are oriented to provide eyes on the internal urban park-like area and community garden. Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities will be provided;
  - C. The proposed project is consistent with the proposed General Plan designation of Urban Corridor Low. The project is also consistent with the General Plan policies which create efficient parcel utilization through the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment. The project will provide adequate open space through the common spaces adjacent to the structures

- as well as the immediate patio areas; adequate parking through detached garages or uncovered parking spaces. The project and will provide additional residential units for the surrounding neighborhood. The buildings have been designed on the properties in such a way that minimizes any impacts to the existing or proposed adjacent commercial and residential uses; and
- D. The Plan Review of land locked parcels will not be detrimental to the public welfare and will not result in the creation of a public nuisance in that the uses are compatible with the surrounding community, and is also consistent with the General Plan policies which create design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features.
- E. The **Special Permit for alternative ownership row houses is approved** subject to the following Findings of Fact:
- A. Granting the Special Permit is based upon sound principles of land use in that the proposed project is appropriate because it provides an alternative housing type and will help ensure that the City meets its objectives to provide more integrated residential uses along the corridors. Staff finds that approval of the Special Permit is appropriate due to compatibility of the proposed row house and live/work buildings and the proposed commercial and residential uses adjacent to the project. In addition, the site is surrounded by existing development and existing infrastructure;
- B. Granting the Special Permit for a ten row houses will provide adequate open space through the common spaces adjacent to the structures as well as the immediate patio areas; assigned parking through detached garages or assigned uncovered parking spaces; and will not be detrimental to the public welfare and will not result in the creation of a public nuisance in that the uses are compatible with the surrounding community and will provide additional residential or live/work uses for the surrounding commercial and residential neighborhood. The buildings have been designed on the properties in such a way that minimizes any impacts to the existing or proposed adjacent commercial and residential uses, and;
- C. The proposed project is consistent with the proposed General Plan designation of Urban Corridor Low. The project is also consistent with the General Plan policies which encourage infill development and will promote alternative modes of transportation such as bus, bike, and walking which helps air quality and reduces urban sprawl.
- F. The **Special Permit for apartments outside of the Central City is approved** subject to the following Findings of Fact:
- A. Staff finds that the proposed project is compatible with the surrounding neighborhood and is consistent with the commercial corridor design principles

- of the Broadway/ Stockton Special Planning District, Broadway/Stockton Design Review District, Oak Park Design Review District, and the Oak Park Historic District. Staff finds that approval of the Special Permit is appropriate due to compatibility of the proposed integration of the apartments into a commercial building creating a mixed use buildings which meet the General Plan classification of Urban Corridor Low. The addition of apartments will provide a quality rental housing opportunity with adequate open space and parking, located close to alternative transportation, and is surrounded by existing development and existing infrastructure;
- B. The approval of the Special Permit for ten apartments will not be detrimental to the public welfare and will not result in the creation of a public nuisance in that the uses are compatible with the surrounding community and will provide additional residential use types not available in this neighborhood. The apartments have been integrated into the commercial buildings with separate residential entries and have been designed on the properties in such a way that minimizes any impacts to the adjacent commercial and residential uses.; and
  - C. The proposed project, in providing higher density development adjacent to a Regional Transit Bus Route is consistent with the residential land use policies and density requirements of the General Plan.
- G. The **Special Permit for parking waiver is approved** subject to the following Findings of Fact:**
- A. Staff finds that the parking waiver is appropriate for the project since there is abundant on-street parking and with the closures of existing driveways additional on-street parking will be available. Staff finds that the project would require less parking as the site is adjacent to a Regional Transit Bus Route and commercial establishments that can be easily accessed by retail patrons creating a shared parking atmosphere;
  - B. Staff finds that the proposed parking will be adequate for retail patrons as there is sufficient on-street parking located adjacent to sidewalks. As a result of the alternative transportation options available in the immediate area and the sufficient on-street available parking the waiver will not be detrimental to the safety and welfare of its residents; and
  - C. The proposed project, in providing a higher density mixed-use development adjacent to a Regional Transit Bus Route is consistent with the urban corridor low land use policies and density requirements of the General Plan and Broadway/Stockton Special Planning District.

- H. The Variance to reduce maneuvering distance is approved** subject to the following Findings of Fact:
- A. No special privilege is being extended and the variance would be appropriate for any property owner, whom wished to provide parking off of the alley and remove driveways along the main streets. The project meets the Broadway/ Stockton Special Planning District which requires that buildings be located close to the public street in order to revitalize these specific sites; however, this only allows for parking to be located off of the alley and necessitates a variance for maneuvering on the alley instead of a standard maneuvering on a public street;
  - B. A use variance is not requested; the proposed uses are permitted subject to the approval of a special permit and compliance with City development standards;
  - C. The variance will not be injurious to public welfare, nor to property in the vicinity of the applicant, in that the building design utilizes zero foot setbacks along Broadway and , and is reduced at the street edges as the building returns toward the single family residential uses both east and south of the intersection. The Zoning Code and the Broadway/Stockton Special Planning District requires activation of public streets and allowing a reduction in maneuvering along the alley would reduce the number of curb cuts/vehicular access and provide a better pedestrian experience at the more prominent locations of the buildings; and
  - D. The proposed development is otherwise consistent with the zoning regulations in that the safety and aesthetic of the area is not impaired. The proposed variance does not violate any applicable general plan policies, as it promotes parking located behind the buildings or in parking structures, as well as limiting the number of curb cuts along arterial streets with shared and/or rear alley access to parking and service functions.
- I. The Variance to increase height of Live/Work Units is approved** subject to the following Findings of Fact:
- A. No special privilege is being extended and the variance would be appropriate for any property owner, in that the height increase is marginally higher than the maximum height allowed for rooftop access to mechanical systems and marginally larger in floor area. The project meets the intent of the Broadway/ Stockton Special Planning District which requires that buildings be no higher than thirty-five feet in height; however, the smaller floor plate is constrained due the due to density requirements and the need to access mechanical equipment/rooftop space and necessitates a variance.;

- B. A use variance is not requested; the proposed uses are permitted subject to the approval of a special permit and compliance with City development standards.;
  - C. The variance will not be injurious to public welfare, nor to property in the vicinity of the applicant, in that the increase in building height will not affect adjacent buildings, and is similar in height to adjacent buildings; and
  - D. The proposed development is otherwise consistent with the zoning regulations in that the safety and aesthetic of the area is not impaired. The proposed variance does not violate any applicable general plan policies, as it promotes the density, and aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment.
- J. The **Variance to reduce courtyard requirements is approved** subject to the following Findings of Fact:**
- A. No special privilege is being extended and the variance would be appropriate for any property owner, in that the reduction of court yard spaces have been offset through the use of proper landscaping, structure location and height, and entry location. The project meets the intent of the Zoning Code which requires that buildings meet the ten foot side court yard and fifteen foot rear courtyard; however, the General Plan density requirements constrain the site planning and rehabilitation of the project site; and necessitates a variance;
  - B. A use variance is not requested; the proposed uses are permitted subject to the approval of a special permit and compliance with City development standards;
  - C. The variance will not be injurious to public welfare, nor to property in the vicinity of the applicant, in that the reduction in court yard area will not affect adjacent buildings, and the entries provide sufficient openness, light and air; and
  - D. The proposed development is otherwise consistent with the zoning regulations in that the safety and aesthetic of the area is not impaired. The proposed variance does not violate any applicable general plan policies, as it promotes the density, and aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment.

### **Conditions Of Approval**

#### **B. Conditions: Tentative Map**

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P10-085). The design of any improvement not covered by these conditions shall be to City standard.**

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Transportation.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

**GENERAL:** All Projects

- B1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- B2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Transportation after consultation with the U.S. Postal Service;
- B3. Private reciprocal ingress, egress, maneuvering, pedestrian and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from Parcels 1, 2, 3, 4, 5, 6, 7 and Lot A, and from Parcels 8, 9, 10, 11, 12 and Lot B and from Parcels 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and Lot C at no cost, at the time of sale or other conveyance of either parcel.;
- B4. Show all continuing and proposed/required easements on the Final Map;
- B5. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, and Department of Transportation;

**Department of Transportation:** Streets (Anis Ghobril, DOT, 808-5367)

- B6. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. The City

shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along all public street frontages ( 34<sup>th</sup> Street, 2<sup>nd</sup> Avenue, Broadway, 35<sup>th</sup> Street, 3<sup>rd</sup> Avenue ) per City standards to the satisfaction of the Department of Transportation;

- B7. The applicant shall repair/reconstruct any deteriorated portions of the existing alleys along the parcels frontage on the alleys (Triangle Center parcel and Triangle East Parcel) per City standards (In Concrete) and to the satisfaction of the Department of Transportation;
- B8. Provide a standard driveway at the entrance to the private drives/parking areas;
- B9. 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;
- B10. The applicant shall construct A.D.A. compliant ramps or repair/reconstruct any Non-ADA compliant ramps at all intersections along the project's frontage to the satisfaction of the Department of Transportation;
- B11. The applicant shall make provisions for bus stops and shelters to the satisfaction of Regional Transit;

**PUBLIC/PRIVATE UTILITIES (Yujean Kim, SMUD, 732-5027)**

- B12. Dedicate all of Lots A, B, and C as a public utility easement for underground and overhead facilities and appurtenances;
- B13. Dedicate 5-foot adjacent to Lot C as a public utility easement for overhead and underground facilities and appurtenances;
- B14. Dedicate the west 5-foot of Lots 10, 11, and 12 as a public utility easement for overhead and underground facilities and appurtenances;
- B15. Dedicate the south 5-feet of Lots 1-5 as public utility easement for overhead and underground facilities and appurtenances;

**FIRE (King Tunson, Fire Department, 808-1358)**

- B16. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105;
- B17. Maintenance agreements shall be provided for the interior walkways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:
- 1 Provisions for the necessary repair and maintenance of pedestrian access gates and opening systems.
  - 2 Unrestricted use of and access to the gates and opening systems covered by the agreements.
  - 3 Maintenance and timely repair of all fire protection systems, including but not limited to fire alarm systems and fire sprinklers.

**CITY UTILITIES** (Inthira Mendoza, Utilities Department, 808-1473)

- B18. Any new domestic water services shall be metered. A single street tap for a metered domestic water service is allowed for the condominium units. Common area landscaping shall have a separate street tap for a metered irrigation service. Excess services shall be abandoned to the satisfaction of the Department of Utilities (DOU);
- B19. The onsite water, sewer and storm drain systems shall be private systems maintained by the association. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, an ownership association shall be formed and C.C. & R.s shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project. The C.C.& R.s shall authorize the association to contract on behalf of all owners within the condominium project for sanitary sewer, water and storm drainage services for the condominium units, common areas and all other areas within the condominium project;
- B20. 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 \$19,791.11 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS;
- B21. Prior to or concurrent with the submittal of improvement plans, a combined sanitary sewer study is required and shall be approved by the DOU. The study shall provide an analysis of the pre and post development condition of both the sewer and drainage flow that is contributing to the combined system. If it is shown that the post development conditions cause an increase in flow to the combined system, either onsite storage and/or improvements to existing combined sanitary system will be required to the satisfaction of the DOU;

- B22. Finished lot pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the controlling overland release. The 10-year and 100-year HGL's shall be shown on the improvement plans;
- B23. If there is more than 6,000 sq.ft. of impervious areas, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. The storm drain service taps shall drain on-site shed areas which are in general conformance with the master drainage study and shed map for the development. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual);
- B24. The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for ingress/egress, parking, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map.";
- B25. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities;
- B26. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction;
- B27. This project will disturb greater than one acre of property, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit);
- B28. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Only source control measures are required for this development. This will not affect site design. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest copy of the "Stormwater Quality Design Manual" dated May 2007 for appropriate source control measures;

**PPDS:** Parks (Raymond Costantino, Parks Department, 808-8826)

- B29. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication;
- B30. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Public Improvement Financing, Special Districts Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);

### **MISCELLANEOUS**

- B31. Form a Homeowner's Association (HOA)/ Business Owners Association (BOA). CC&R's shall be approved by the City and recorded assuring maintenance of private drives and common parking areas. The HOA/BOA shall maintain all private drives, common lights, common areas and common landscaping;

### **ADVISORY NOTES:**

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

- B32. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;(DOT)
- B33. Developing these properties will require the payment of SRCSD sewer impact fees. Impact fees shall be paid prior to issuance of Building Permits. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information;
- B34. Prior to the initiation of any water or storm drainage services to the condominium project, the owner(s) and ownership association shall enter into a utility service agreement with the City to receive such utility services at points of service designated by the DOU. Such agreement shall provide, among other requirements, for payment of all charges for the condominium project's water and storm drainage services, shall authorize discontinuance of utility services at the City's points of service in the event that all or any portion of such charges are not

paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, shall require sub-metering of water service to the condominium units if requested by the DOU or required by any other government agency, and shall be in a form approved by the City Attorney; (DOU)

- B35. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems; (DOU)
- B36. The proposed project is located in the Flood zone designated as **Shaded X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof. However, flood insurance is required; (DOU)
- B37. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- 1 Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at \$55,890. This is based on 26 single family units and 2 multi-family units at an average land value of \$115,000 per acre for the Fruitridge/Broadway Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
  - 2 Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$67,112. This is based on 26 single family units at the Specified Infill Rate of \$2,413 per unit; 2 multi-family units at the Specified Infill Rate of \$1,425 per unit; and 8,965 square feet of Retail/ Commercial Services at the Specified Infill Rate of \$0.17 per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
  - 3 Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation

#### **D. Development Plan Review for development of new land locked parcels.**

- D1. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any other changes or modifications to the site will require

additional Planning review and approval.

- D2. The applicant shall obtain all necessary building permits prior to commencing construction. The building shall be constructed per submitted plans.
- D3. Project shall comply with Preservation Commission conditions of approval per P10-085.
- D4. Applicant shall provide temporary fencing at property lines shared with immediate adjacent neighbors during demolition and construction.
- D5. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.

### **E. Special Permit for alternative ownership row houses**

#### **Planning**

- E1. This approval is for the construction of ten (10) row houses shown on attached exhibits. Development of this site shall be in compliance with the attached exhibits except as conditioned. Final plans shall be submitted to Current Planning for review prior to the issuance of building permits.
- E2. The applicant shall obtain all necessary building permits prior to commencement of construction; any modification to the project shall be subject to review by Current Planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- E3. The row house third story plate line shall not exceed 35 feet in height per the report and exhibits. The building and mechanical parapet shall not exceed the height as provided in the report and exhibits.
- E4. Landscaping, Walls and Fencing:
  - a. The project shall comply with the City's Tree Shading Ordinance which requires 50 percent shading of the parking area within 15 years.
  - b. All landscaping and planting shall conform to City standards for sight line requirements at intersections and driveways.
  - c. All mechanical equipment shall be located within enclosed cabinets or screened by landscaping and/or screening/fencing and meet Preservation Commission Conditions of Approval.
  - d. Continuous concrete curbing shall be provided around all planter areas within or adjacent to parking lots and driveways.

- e. Landscaping plans shall be submitted to the Building Division – Landscape Architecture Section of the Parks & Recreation Department. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met.
  - f. Walls and fences shall be consistent with the Broadway/Stockton Special Planning District guidelines and shall conform to City standards for sight line requirements at intersections and driveways.
  - g. Fencing shall be decorative wrought iron or tubular steel painted to complement the buildings.
- E5. Trash Enclosures:
- a. The applicant shall comply with the City's Recycling Ordinance (Section 17.72).
  - b. Trash enclosures shall be constructed of solid masonry material with exterior surface finish compatible to the main structures in color and texture. Walls shall be a minimum of six feet in height. The trash enclosure shall be designed to be consistent with the city code regulations.
- E6. Any proposed signage shall comply with the Sign Ordinance, City Code Section 15.148, and the Preservation Commission Conditions of Approval; a sign permit shall be obtained prior to construction of any sign.
- E7. Lighting:
- a. The type and location of the outdoor lighting (building, parking lot, walkway, etc.) must be approved by the Preservation Staff prior to building permit submittal and meet the Preservation Conditions as approved by the Preservation Commission.
  - b. Project lighting shall be provided as follows: one footcandle of minimum maintained illumination per square foot of parking space and exterior walkways/sidewalks during hours of darkness and 0.25 footcandle of minimum maintained illumination per square foot of surface on any interior walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal resistant.
  - c. Per Section 17.68.030(B), exterior lighting, if provided, shall reflect away from residential areas and public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- E8. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.

- E9. Prior to the issuance of any building permits, the applicant shall provide the City with a copy of the certificate of payment of school fees for the applicable school district(s).
- E10. The applicant/owner shall reasonably maintain the buildings and landscaping.
- E11. The community amenities shall be used by tenants and their guests only.
- E12. The project shall meet all of the Preservation conditions of P10-085 as approved by the Preservation Commission.
- E13. Historic Acorn street lighting shall be required for all new street lights.

### **Development Engineering**

- E14. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along all public street frontages ( 34<sup>th</sup> Street, 2<sup>nd</sup> Avenue, Broadway, 35<sup>th</sup> Street, 3<sup>rd</sup> Avenue ) per City standards to the satisfaction of the Department of Transportation;
- E15. The applicant shall repair/reconstruct any deteriorated portions of the existing alleys along the parcels frontage on the alleys (Triangle Center parcel and Triangle East Parcel) per City standards (In Concrete) and to the satisfaction of the Department of Transportation;
- E16. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. Provide a standard driveway at the entrance to the private drives/parking areas;
- E17. The applicant shall construct A.D.A. compliant ramps or repair/reconstruct any Non-ADA compliant ramps at all intersections along the project's frontage to the satisfaction of the Department of Transportation;
- E18. Form a Homeowner's Association (HOA)/ Business Owners Association (BOA). CC&R's shall be approved by the City and recorded assuring maintenance of private drives and common parking areas. The HOA/BOA shall maintain all private drives, common lights, common areas and common landscaping;

- E19. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits;
- E20. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);
- E21. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation;

### **Police**

- E22. All air duct or air vent openings exceeding 8" x 12" on the roof or exterior walls should be secured to prevent unlawful entry from the roof.
- E23. Special care should be taken to prevent theft of air conditioning units. If exterior roof access ladders are required by code, then special measures should be taken to ensure a thief cannot climb up them.
- E24. Renting individual rooms in multi-room apartments is prohibited.
- E25. The lease/ rental agreement shall contain an addendum that lists specific consequences for prohibited activities and criminal behavior. An addendum that states the policy for towing vehicles from the premises is also recommended.
- E26. Exterior benches and bicycle racks should be constructed in a manner consistent with crime prevention strategies and placed in highly visible locations. Exterior benches should be designed to discourage loitering and sleeping by utilizing partitions or circular designs that wrap around trees or poles. Wrought iron is desirable because it provides a fireproof design that is difficult to damage and is easily secured to the ground.
- E27. Masonry walls and tall shrub lines are inconsistent with crime prevention by environmental design strategies. However, if they are essential and cannot be avoided, masonry walls should incorporate graffiti reducing art. Tall shrubs should be a hostile variety to reduce habitation by transients.
- E28. Sound attenuation for residential units is a paramount concern for the police department. As more and more truly mixed use developments come into use in the city, we are seeing a dramatic increase in calls to police from residential occupants that stem from conflicts relating to noise.
- E29. Any child play areas should be located in areas that have the maximum

observation from adjacent units.

- E30. A viewing device or peephole shall be installed in each residential unit entrance door and shall allow for 180-degree vision.
- E31. Any rear door used to admit employees or deliveries on the commercial units shall be equipped with a 180 degree viewing device to screen persons before allowing entry.
- E32. Ground lights that illuminate the pedestrian zone around the building are highly recommended because they provide great light in the area where it is most needed and they are resistant to vandalism.
- E33. Any assigned parking spaces shall not be numbered to coincide with dwelling unit numbers.
- E34. Any exterior planters shall be designed with walls/edges that prevent skateboarders from grinding, riding or sliding on or along the planter.
- E35. If exterior planters design shall be coordinated with Police staff to prevent transients from turning them into living space.
- E36. In order to prevent mail theft, mail/postal boxes shall be placed in a high traffic area.
- E37. Dumpster enclosures shall be kept locked.
- E38. Exterior trash cans should be visibly open to discourage unlawful use. As with benches, trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.
- E39. The police department encourages the applicant to consider ways to utilize the alley for things other than storing trash cans. Uses that attract legitimate patrons to the alley will have a crime reducing effect on the whole development.

## **Fire**

- E40. 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. CFC 501.4
- E41. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4
- E42. The furthest projection of the exterior wall of a building shall be accessible from

within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)

- E43. Provide appropriate Knox access for site. CFC Section 506
- E44. 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.
- E45. Per the 2010 California Residential Code, all new 1 and 2 family group R occupancies shall be provided with an approved NFPA 13 D sprinkler system regardless of size.
- E46. 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.
- E47. 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

### **Solid Waste**

- E48. Project must meet the requirements outlined in Sacramento City Code Chapter 17.72
- E49. Solid waste trucks must be able to safely move about the properties, with minimum backing, and be able to empty the bins and cans safely.
- E50. Properties must accommodate trucks, as well as cans or bins, that are roughly the dimensions outlined in the attached file, "Truck, Bin, Can Dimensions".
- E51. All residences in this project are single family or condominium units, which are required by City Code Chapter 13.10 to be served by City of Sacramento Solid Waste Services. This includes the residences of a mixed-use property
- E52. All commercial properties in this project (i.e, all businesses) must have solid waste services, but are not required to use City of Sacramento Solid Waste Services. This means a mixed use property can have the commercial businesses served by a franchised hauler, while the residences must still be served by the City.
- E53. If the property owner chooses to use front-loader bins (dumpsters), solid waste driver must not have to move front-loader bins more than 15 ft. for collection.

- E54. The trash enclosures for each commercial property must have enough weekly capacity of both trash and recycling to meet the requirements are outlined in 17.72.030.
- E55. All residential properties facing a public street must have enough room to place three cans (trash, recycling, and yard waste) at the curb, with three feet of space between each can, as well as three feet away from any nearby object (i.e., street lights).
- E56. Yard waste service is required for all residences facing a public street. If facing an alley, and/or there is no green space at the property, the property owner can apply to have yard waste service waived. This can be done at project completion.
- E57. Statement of Recycling must be completed, including a description of trash and recycling operations after the building is built and occupied. More detail is required for the location of all five trash enclosures.
- E58. All residences must be within 250 of the closest trash enclosure, per Sacramento City Code Chapter 17.72.040 F.

**Advisory Notes for the Project:**

**Building**

- E59. Provide exterior wall protection as needed per 2010 CBC Table 602;
- E60. Provide opening protection as needed per 2010 CBC Table 705.8;
- E61. Provide dwelling unit separation as needed per 2010 CBC 420.2 and 420.3;
- E62. At mixed use occupancies, provide details to verify compliance with 2010 CBC Section 508;
- E63. Live/work units shall comply with 2010 CBC Section 419;
- E64. Provide fire sprinklers throughout all buildings with a group R fire area per 2010 CBC 903.2.8;
- E65. This project shall comply with the 2010 California Green Building Standards Code for both residential and non-residential mandatory measures.

**F. Special Permit for apartments outside of the Central City**

**Planning**

- F1. This approval is for the construction of ten (10) apartment units within a mixed-

use commercial structure shown on attached exhibits. Development of this site shall be in compliance with the attached exhibits except as conditioned. Final plans shall be submitted to Current Planning for review prior to the issuance of building permits.

- F2. The applicant shall obtain all necessary building permits prior to commencement of construction; any modification to the project shall be subject to review by Current Planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- F3. The third story plate line shall not exceed 35 feet in height per the report and exhibits. The building and mechanical parapet shall not exceed the height as provided in the report and exhibits.
- F4. Landscaping, Walls and Fencing:
- a. The project shall comply with the City's Tree Shading Ordinance which requires 50 percent shading of the parking area within 15 years.
  - b. All landscaping and planting shall conform to City standards for sight line requirements at intersections and driveways.
  - c. All mechanical equipment shall be located within enclosed cabinets or screened by landscaping and/or screening/fencing and meet Preservation Commission Conditions of Approval.
  - d. Continuous concrete curbing shall be provided around all planter areas within or adjacent to parking lots and driveways.
  - e. Landscaping plans shall be submitted to the Building Division – Landscape Architecture Section of the Parks & Recreation Department. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that the 50% shading requirement is met.
  - f. Walls and fences shall be consistent with the Broadway/Stockton Special Planning District guidelines and shall conform to City standards for sight line requirements at intersections and driveways.
  - g. Fencing shall be decorative wrought iron or tubular steel painted to complement the buildings.
  - h. A CMU separation wall of six feet in height shall be provided along the abutting east property line at Triangle East per the report and attached exhibits.
- F5. Trash Enclosures:
- a. The applicant shall comply with the City's Recycling Ordinance (Section 17.72).

- b. Trash enclosures shall be constructed of solid masonry material with exterior surface finish compatible to the main structures in color and texture. Walls shall be a minimum of six feet in height. The trash enclosure shall be designed to be consistent with the city code regulations.
- F6. Any proposed signage shall comply with the Sign Ordinance, City Code Section 15.148, and the Preservation Commission Conditions of Approval; a sign permit shall be obtained prior to construction of any sign.
- F7. Lighting:
- a. The type and location of the outdoor lighting (building, parking lot, walkway, etc.) must be approved by the Preservation and Design Review Staff prior to building permit submittal and meet the Preservation Conditions as approved by the Preservation Commission.
  - b. Project lighting shall be provided as follows: one footcandle of minimum maintained illumination per square foot of parking space and exterior walkways/sidewalks during hours of darkness and 0.25 footcandle of minimum maintained illumination per square foot of surface on any interior walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal resistant.
  - c. Per Section 17.68.030(B), exterior lighting, if provided, shall reflect away from residential areas and public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- F8. All mechanical equipment 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 which are integral to the building design.
- F9. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.
- F10. Prior to the issuance of any building permits, the applicant shall provide the City with a copy of the certificate of payment of school fees for the applicable school district(s).
- F11. The applicant/owner shall reasonably maintain the buildings and landscaping.
- F12. The community amenities shall be used by tenants and their guests only.
- F13. The project shall meet all of the Preservation conditions of P10-085 as approved

by the Preservation Commission.

F14. Historic Acorn street lighting shall be required for all new street lights.

### **Development Engineering**

F15. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along all public street frontages ( 34<sup>th</sup> Street, 2<sup>nd</sup> Avenue, Broadway, 35<sup>th</sup> Street, 3<sup>rd</sup> Avenue ) per City standards to the satisfaction of the Department of Transportation;

F16. The applicant shall repair/reconstruct any deteriorated portions of the existing alleys along the parcels frontage on the alleys (Triangle Center parcel and Triangle East Parcel) per City standards (In Concrete) and to the satisfaction of the Department of Transportation;

F17. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. Provide a standard driveway at the entrance to the private drives/parking areas;

F18. The applicant shall construct A.D.A. compliant ramps or repair/reconstruct any Non-ADA compliant ramps at all intersections along the project's frontage to the satisfaction of the Department of Transportation;

F19. Form a Homeowner's Association (HOA)/ Business Owners Association (BOA). CC&R's shall be approved by the City and recorded assuring maintenance of private drives and common parking areas. The HOA/BOA shall maintain all private drives, common lights, common areas and common landscaping;

F20. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits;

F21. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);

F22. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be

limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation;

## **Police**

- F23. All air duct or air vent openings exceeding 8" x 12" on the roof or exterior walls should be secured to prevent unlawful entry from the roof.
- F24. Special care should be taken to prevent theft of air conditioning units. If exterior roof access ladders are required by code, then special measures should be taken to ensure a thief cannot climb up them.
- F25. Renting individual rooms in multi-room apartments is prohibited.
- F26. The lease / rental agreement shall contain an addendum that lists specific consequences for prohibited activities and criminal behavior. An addendum that states the policy for towing vehicles from the premises is also recommended.
- F27. Exterior benches and bicycle racks should be constructed in a manner consistent with crime prevention strategies and placed in highly visible locations. Exterior benches should be designed to discourage loitering and sleeping by utilizing partitions or circular designs that wrap around trees or poles. Wrought iron is desirable because it provides a fireproof design that is difficult to damage and is easily secured to the ground.
- F28. Masonry walls and tall shrub lines are inconsistent with crime prevention by environmental design strategies. However, if they are essential and cannot be avoided, masonry walls should incorporate graffiti reducing art. Tall shrubs should be a hostile variety to reduce habitation by transients.
- F29. Sound attenuation for residential units is a paramount concern for the police department. As more and more truly mixed use developments come into use in the city, we are seeing a dramatic increase in calls to police from residential occupants that stem from conflicts relating to noise.
- F30. Any child play areas should be located in areas that have the maximum observation from adjacent units.
- F31. A viewing device or peephole shall be installed in each residential unit entrance door and shall allow for 180-degree vision.
- F32. Any rear door used to admit employees or deliveries on the commercial units shall be equipped with a 180 degree viewing device to screen persons before allowing entry.
- F33. Any assigned parking spaces shall not be numbered to coincide with dwelling unit numbers.

- F34. Pay telephones have a history of contributing to crime issues. The police department recommends against installing public telephones on the premises.
- F35. Any exterior planters shall be designed with walls/edges that prevent skateboarders from grinding, riding or sliding on or along the planter.
- F36. If exterior planters design shall be coordinated with Police staff to prevent transients from turning them into living space.
- F37. In order to prevent mail theft, mail/postal boxes shall be placed in a high traffic area.
- F38. There shall be no video/arcade machines maintained upon the premises at any time.
- F39. Dumpster enclosures shall be kept locked.
- F40. Exterior trash cans should be visibly open to discourage unlawful use. As with benches, trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.
- F41. Closed-circuit color video cameras are encouraged but not required. The police department encourages the applicant to consider video cameras that monitor:
- Points of entry for vehicles into the parking lot and pedestrians into the building.
  - Mail boxes
- F42. The police department encourages the applicant to consider ways to utilize the alley for things other than storing trash cans. Uses that attract legitimate patrons to the alley will have a crime reducing effect on the whole development.

## **Fire**

- F43. 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. CFC 501.4;
- F44. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4
- F45. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as

measured by an unobstructed route around the exterior of the building. (CFC 503.1.1);

- F46. Provide appropriate Knox access for site. CFC Section 506;
- F47. 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.
- F48. Per the 2010 California Residential Code, all new 1 and 2 family group R occupancies shall be provided with an approved NFPA 13 D sprinkler system regardless of size.
- F49. 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.
- F50. 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

### **Solid Waste**

- F51. Project must meet the requirements outlined in Sacramento City Code Chapter 17.72
- F52. Solid waste trucks must be able to safely move about the properties, with minimum backing, and be able to empty the bins and cans safely.
- F53. Properties must accommodate trucks, as well as cans or bins, that are roughly the dimensions outlined in the attached file, "Truck, Bin, Can Dimensions".
- F54. All residences in this project are single family or condominium units, which are required by City Code Chapter 13.10 to be served by City of Sacramento Solid Waste Services. This includes the residences of a mixed-use property
- F55. All commercial properties in this project (i.e, all businesses) must have solid waste services, but are not required to use City of Sacramento Solid Waste Services. This means a mixed use property can have the commercial businesses served by a franchised hauler, while the residences must still be served by the City.
- F56. If the property owner chooses to use front-loader bins (dumpsters), solid waste driver must not have to move front-loader bins more than 15 ft. for collection.
- F57. The trash enclosures for each commercial property must have enough weekly

capacity of both trash and recycling to meet the requirements are outlined in 17.72.030.

- F58. All residential properties facing a public street must have enough room to place three cans (trash, recycling, and yard waste) at the curb, with three feet of space between each can, as well as three feet away from any nearby object (i.e., street lights).
- F59. Yard waste service is required for all residences facing a public street. If facing an alley, and/or there is no green space at the property, the property owner can apply to have yard waste service waived. This can be done at project completion.
- F60. Statement of Recycling must be completed, including a description of trash and recycling operations after the building is built and occupied. More detail is required for the location of all five trash enclosures.
- F61. All residences must be within 250 of the closest trash enclosure, per Sacramento City Code Chapter 17.72.040 F.

**Advisory Notes for the Project:**

**Police**

- F62. Ground lights that illuminate the pedestrian zone around the building are highly recommended because they provide great light in the area where it is most needed and they are resistant to vandalism.

**Building**

- F63. Provide exterior wall protection as needed per 2010 CBC Table 602;
- F64. Provide opening protection as needed per 2010 CBC Table 705.8;
- F65. Provide dwelling unit separation as needed per 2010 CBC 420.2 and 420.3;
- F66. At mixed use occupancies, provide details to verify compliance with 2010 CBC Section 508;
- F67. Provide fire sprinklers throughout all buildings with a group R fire area per 2010 CBC 903.2.8;
- F68. This project shall comply with the 2010 California Green Building Standards Code for both residential and non-residential mandatory measures.

**G. Special Permit to reduce required parking**

- G1. If there are any changes to the commercial retail or restaurant spaces additional

entitlements may be required for the parking entitlements.

- G2. Prior to issuance of a Building Permit the applicant will submit a Transportation Management Plan for review and approval by the City's Alternate Modes Coordinator and Planning Director or show compliance with an existing AQTMP.
- G3. Vehicular parking shall be provided per section 17.64.030 of the Zoning Ordinance. A total of thirty-one (31) residential parking spaces shall be provided per the report and exhibits.
- G4. Bicycle parking facilities shall be provided per section 17.64.050 of the Zoning Ordinance. A total of sixteen (16) bicycle facilities shall be provided for this project. Eight (8) of the bicycle facilities shall be provided at the Northwest corner of Triangle West and eight (8) of the bicycle facilities shall be provided at the Southwest corner of Triangle East. If additional bicycle facilities are provided staff recommends placement in the hardscaped areas of the street planters.
- G5. Auto repairs are not permitted at any time, except in emergencies, such as flat tire or dead battery.
- G6. Visitor parking shall be strictly enforced.

**H. Variance to reduce the maneuvering distance for driveways**

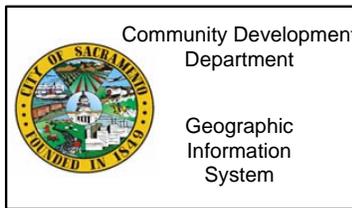
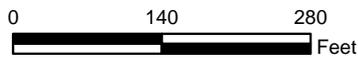
- H1. Maneuvering distances shall be reduced along the alley at Triangle Center & West from twenty-six (26) feet to twenty-four (24) feet garage access.
- H2. Two way alley access shall be retained and shall not be significantly impeded when accessing garages.

**I. Variance to reduce the courtyard requirements**

- I1. The building locations shall be constructed as shown on approved exhibits and plans. Any deviation shall be subject to additional Planning review and approval.

**J. Variance to increase the height of the live/work units**

- J1. A maximum stair height of thirty-nine (39) feet shall be provided and shall not be exceeded for the live/work unit at Triangle West, and the western-most live/work unit at Triangle East. Any change that increases the height variance will be subject to additional review and subsequent entitlements.

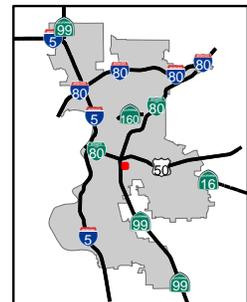


January 5, 2011

# P10-085

## Land Use Map

**Broadway Triangle**  
**010-0375-001,-002,-003,-004,-008**  
**010-0381-012,-013,-014,-015,-016,**  
**-017,-018**  
**C-2 zone**



## Statement of Intent

**The Broadway Triangle Development**

This mixed-use development is comprised of residential and retail buildings on three distinct parcels made up of multiple lots, which we propose to subdivide into additional lots for home ownership sites, along with parcels for small commercial buildings with condominium units on their upper floors. The project is to be carried out in partnership with the Sacramento Housing and Redevelopment Agency (SHRA), who owns two of the three sites, which we have named *Triangle West* and *Triangle Center*. The site shown as *Triangle East* is privately owned by the development entity. Together the three sites make up *the Broadway Triangle Development* project.

Consistent with the *Broadway Stockton Special Planning District* and the intentions of SHRA, we have conceived a project that reflects the scale, use, and architectural heritage of the Oak Park Historic District. The project has 5 distinct major street frontages, and the design and proposed uses respond differently to each frontage. These frontages are the following:

- **Broadway:** the commercial emphasis, with ground floor retail & restaurants fronting the entire length, and residential units on the second and third floors.
- **2<sup>nd</sup> Avenue:** a combination of live/work at the corner of 34<sup>th</sup> Street, and modern loft rowhouses fronting 2<sup>nd</sup> Avenue with front stoops. Also, an entry to the parking area, including detached garages.
- **35<sup>th</sup> Street, east facing:** the Broadway 3-story mixed-use building turns the corner onto 35<sup>th</sup> Street, and adjacent are three brick rowhouses.
- **35<sup>th</sup> Street, west facing:** at the corner of 35<sup>th</sup> Street/ 3<sup>rd</sup> Avenue/ and Broadway, the existing historic brick commercial building will be rehabilitated, and adjacent are three proposed brick rowhouses.
- **3<sup>rd</sup> Avenue:** the existing historic brick commercial building is adjacent to an existing historic house; both will be rehabilitated, and east of the historic house two new bungalow style homes are proposed to be constructed. The land to the rear of the properties will provide an open green space along with four additional homes internal to the site, and garages.

Statement of Intent (page 2)

The entitlements requested, in addition to the tentative map, are setback reductions to better accommodate the new infill development; a small variance in maximum height to accommodate architectural design; and a reduction in parking to accommodate restaurants. We have provided one parking space per residential unit, most in garages, and propose street parking for the commercial uses, as is consistent with other commercial uses in the historic district. We will propose under separate application the addition of diagonal parking on 35<sup>th</sup> Street and 2<sup>nd</sup> Avenue, which will add to the parking supply in front of the development.

As is the case in the central city of Sacramento, current zoning requirements for parking are difficult, if not impossible to meet while maintaining the higher density, mixed-use, pedestrian oriented character of the historic commercial districts. We believe the Oak Park Historic District has special circumstances that warrant a different parking strategy than other parts of the city for its commercial uses.

The architectural design of the various buildings will draw upon the tradition of the use of brick in the historic district. There will be stylistic variety among the new buildings, each intended to respond to its particular street frontage and context. Some buildings will utilize modern materials, some will emphasize traditional materials, and all buildings will approximate a scale and attention to detail found in the best blocks of the district. The architecture of the new buildings will both harmonize and draw contrast to the existing buildings, with the intent of supporting the character of the district while at the same time representing the era of origin of the new buildings- 2010.

Ron Vrilakas  
Vrilakas Architects

11. 18. 2010

# The BROADWAY Triangle Development

## Planning Application Submittal



**Sheet Index:**

- Cover Sheet
- Overall Site Plan
- Overall Perspectives
- Triangle West Site Plan
- Triangle West Elevations
- Triangle West Floor Plans
- Triangle West Floor Plans
- Triangle Center Site Plan
- Triangle Center Elevations
- Triangle Center Floor Plans
- Triangle East Site Plan
- Triangle East Elevations
- Triangle East Floor Plans
- Triangle East Floor Plans
- Triangle East Floor Plans
- Material Palette A & B
- Material Palette C, D & E
- Site & Context Photographs
- Site & Context Photographs

**Project Data:**

Broadway Triangle SF Summary				
	Triangle West	Triangle Center	Triangle East	Project Totals
Site Area:	24,141	10,961	29,927	65,029 sf
Building Area:	19,007	11,704	16,851	47,565 sf
Retail Area:	3768	2622	2577	8,967 sf
Residential Units	11	7	11	29 units
Apartments Units	6	4	-	10 apartments
Live/Work	1	x	3	4 Live/Work
Rowhouse	4	3	3	10 Rowhouse
Single Family	*	*	3	3 Single Family
Cottages	*	*	2	2 Cottages
Private Garages:	11	5	10	26 garages
Parking Stalls:	5	*	*	5 stalls

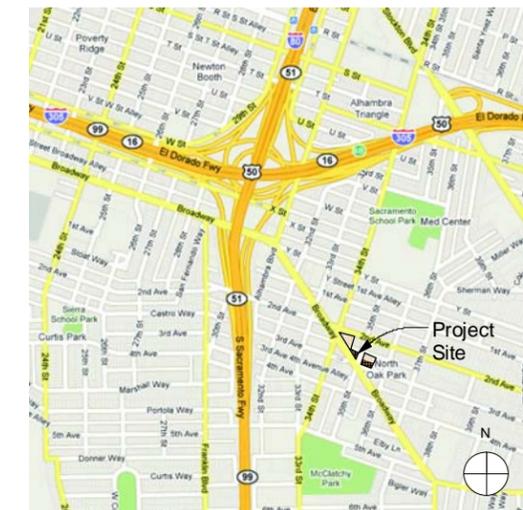
Summary	
Total Site Area:	65,029 sf 1.40 ac
Total Bldg. SF:	47,565 sf
Total Retail:	8,967 sf
Total Residential Units:	29 ea
Total Garages:	26 ea
Total Parking:	5 ca

**Project Map:**



INDICATES PROJECT SITES      INDICATES EXISTING BLDG. TO BE DEMOLISHED

**Vicinity Map:**





TRIANGLE CENTER - STOREFRONT



TRIANGLE WEST - BROADWAY



TRIANGLE CENTER - PLAZA



	Triangle West	Triangle Center	Triangle East	Project Totals
Site Area:	24,14'	10,66'	29,927	65,029 sf
Building Area:	19,007	11,774	16,664	47,445 sf
Retail Area:	3/68	2622	2577	8,967 sf
Residential Units	11	7	11	29 units
Apartments Units	6	4	1	10 apartments
Live/Work	1	1	3	4 Live/Work
Rowhouse	4	5	3	10 Rowhouse
Single Family Cottages	0	0	2	2 Cottages
Private Garages:	11	5	10	26 garages
Parking Spots:	5	0	0	5 spots

Total Site Area:	65,029 sf	1.49 ac
Total Bldg. SF:	47,445 sf	
Total Retail:	8,967 sf	
Total Residential Units:	29 units	
Total Garages:	26 units	
Total Parking:	5 spots	

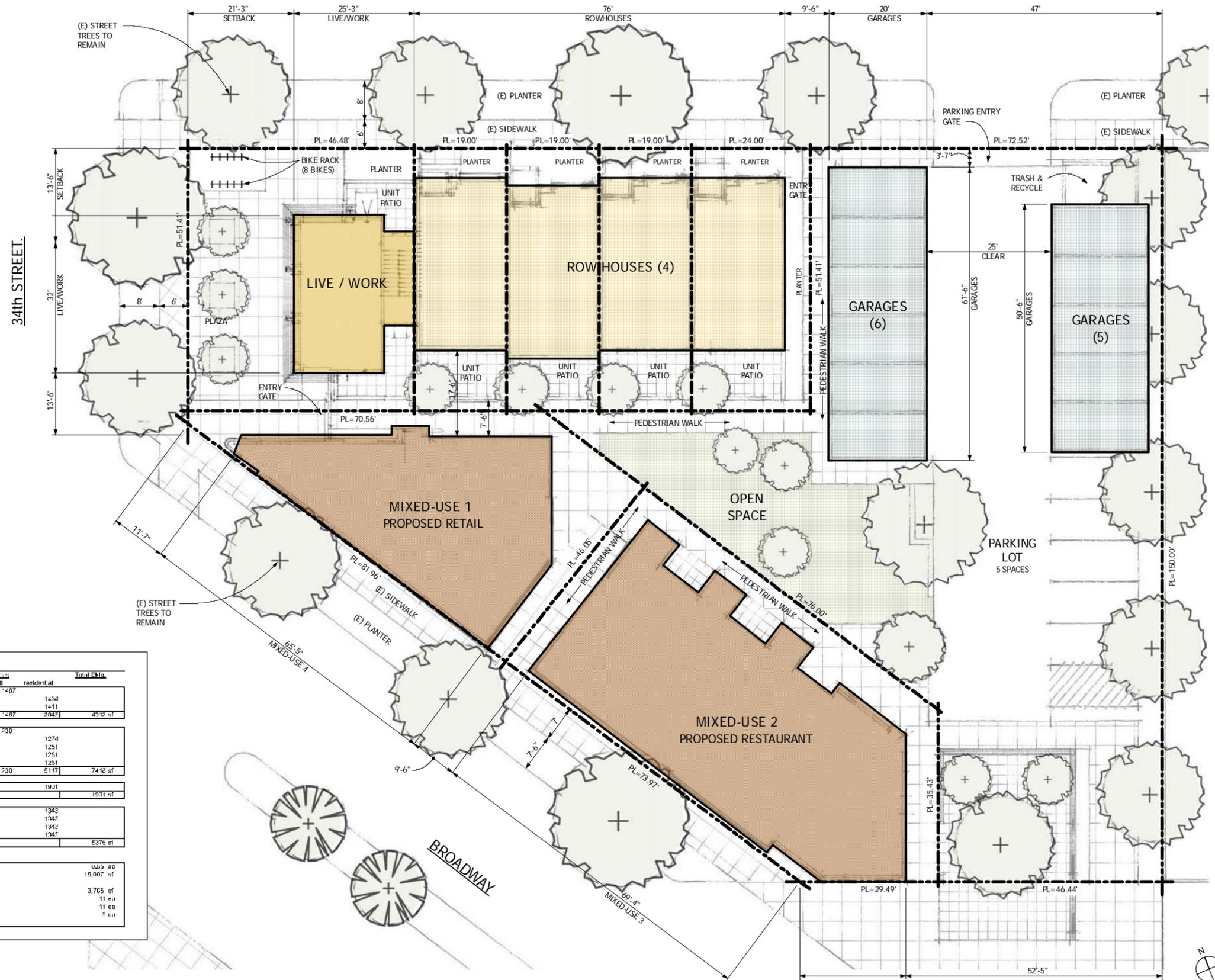
1 OVERALL SITE PLAN  
SCALE 1" = 30'-0"



V:\1007 CP 3501\1007 Site\4501\007 DwgRev P101 3.dwg

VRI LAKAS architects  
1221 18TH STREET SACRAMENTO, CA 95814 T 916 441 4885 F 916 447 4885  
the BROADWAY TRIANGLE development  
DATE 11/19/2010

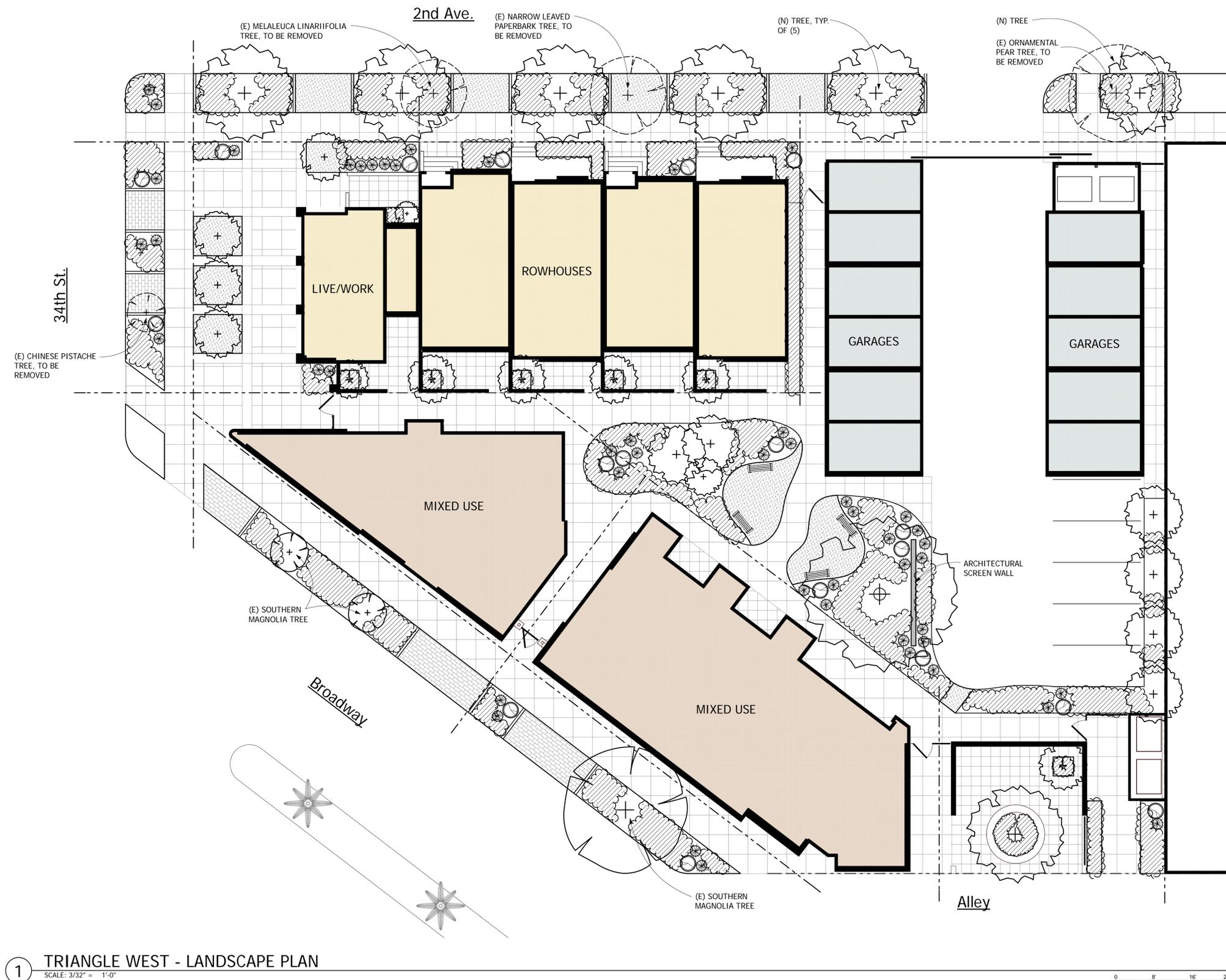
2nd AVENUE



Triangle West				Sub-totals	
	1st Floor (SF)	2nd Floor (SF)	3rd Floor (SF)	retail	residential
Mixed Use 1					
Porch	487			487	
Unit 1		717	717		1434
Unit 2		715	596		1411
				487	2845
					4312 sf
Mixed Use 2					
Porch	230			230	
Unit 1		223	451		1274
Unit 2		536	570		1251
Unit 3		536	545		1251
Unit 4		536	570		1251
				230	5117
					7412 sf
Live/Work West	59	083	527		1911
					1951 sf
Rowhouse West					
Unit 1	634	700			1343
Unit 2	647	698			1345
Unit 3	651	709			1342
Unit 4	647	698			1345
					5376 sf
Total Site Area:				27,141 sf	0.62 ac
Total Building Square Footage:					19,007 sf
Total Retail:					3,705 sf
Total Residential Units:					11 ea
Total Garages:				203 sf ea	11 ea
Total Parking Stalls:					5 ea

1 TRIANGLE WEST - SITE PLAN  
SCALE: 3/32" = 1'-0"





**PRELIMINARY PLANT LIST:**

<b>SHADE/STREET TREES</b>
CINNAMOMUM CAMPHORA PISTACIA CHINENSIS PLATANUS X. ACERIFOLIA QUERCUS LOBATA QUERCUS SHUMARDII QUERCUS WISLIZENII
<b>ACCENT TREES</b>
ARBUTUS UNEDO CERCIS CANADENSIS CORNUS FLORIDA ELEAOCARPUS DECIPENS MELALEUCA LINARIIFOLIA
<b>SHRUBS</b>
DIANELLA TASMANICA DODONEA V. PURPUREA GARDENIA 'VEITCHII' LAVANDULA STOECHAS MUHLENBERGIA CAPILLARIS MUHLENBERGIA RIGENS MYRSINE AFRICANA PITTOSPORUM TENUIFOLIUM PODOCARPUS M. 'MAKI' PRUNUS CAROLINIANA RIBES VIBURNIFOLIUM ROSMARINUS X SALVIA SPP
<b>GROUNDCOVERS</b>
FESTUCA O. GLAUCA LIRIOPE MUSCARI MYOPORUM P. 'PROSTRATUM' ROSMARINUS O. 'PROSTRATUS' TRACHELOSPERMUM ASIATICUM
<b>VINES</b>
FICUS PUMILA HARDENBERGIA VIOLACEA PASSIFLORA X ALATOCAERULEA

**LEGEND:**

	NEW TREE
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED
	TURF
	PAVERS
	DECOMPOSED GRANITE
	PLANTER BED

**1 TRIANGLE WEST - LANDSCAPE PLAN**  
SCALE: 3/32" = 1'-0"

V:\1007 Broadway Triangle\1007 Shared\CD\1007 Triangle Landscape.rvt



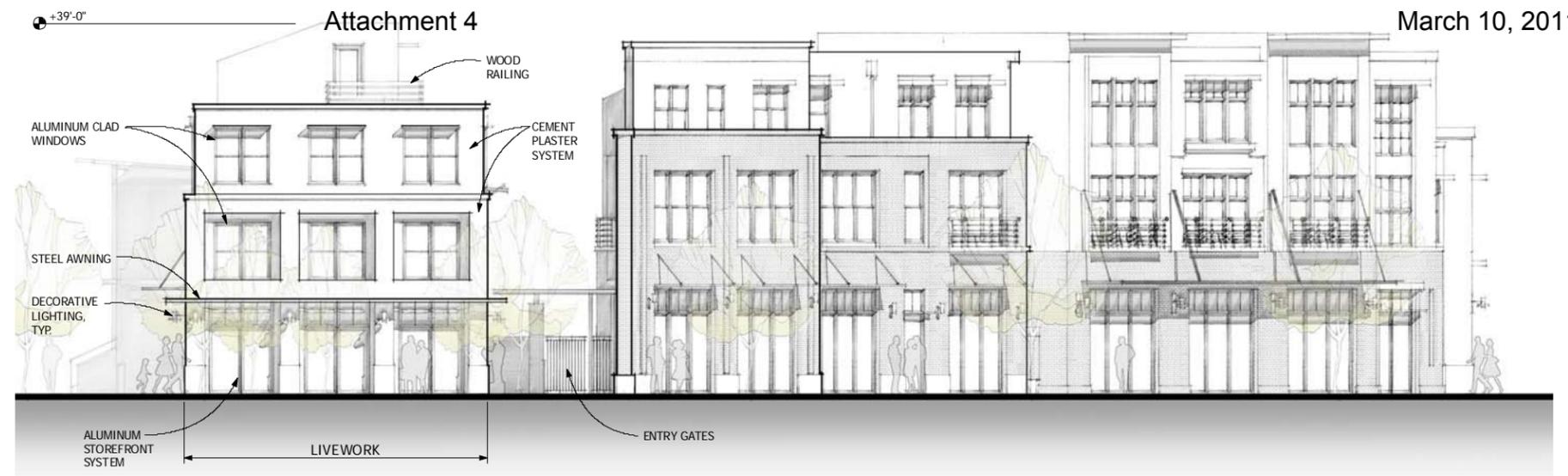
1 TRIANGLE EAST - OFF-STREET PARKING PLAN

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the BROADWAY TRIANGLE development

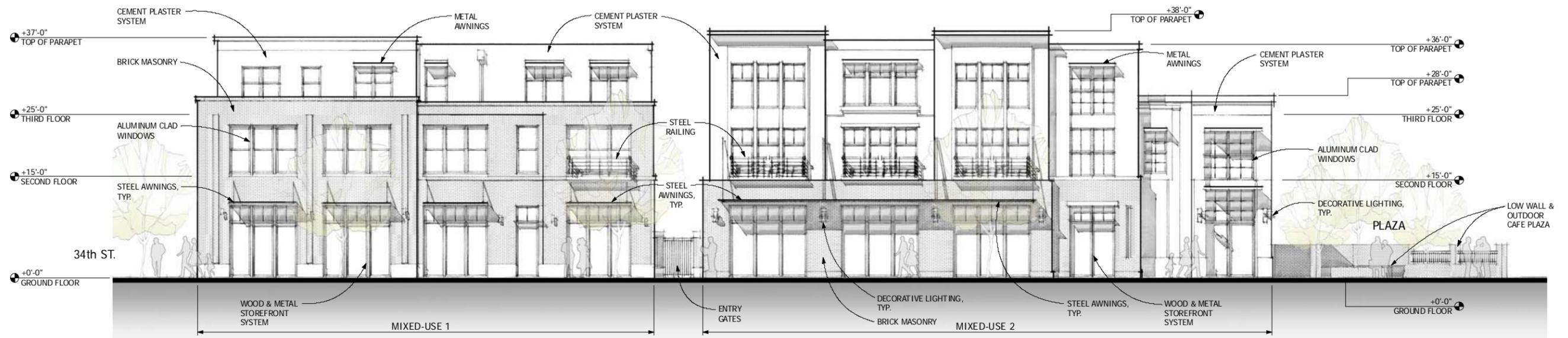
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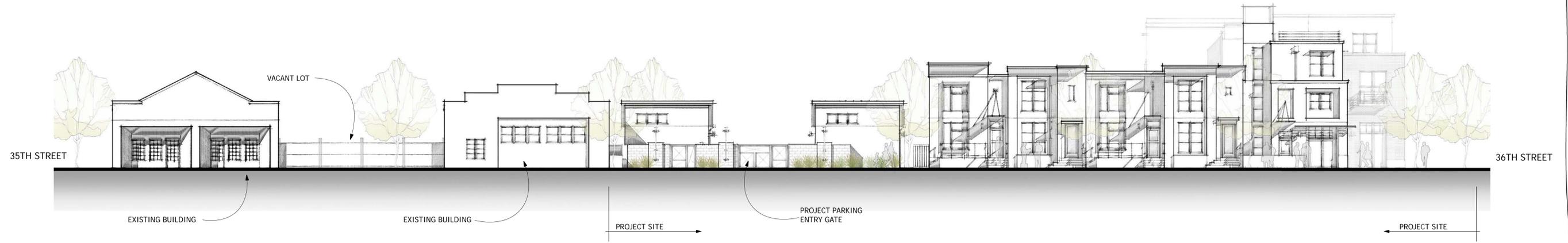
1 TRIANGLE WEST - 34th STREET (WEST ELEVATION)  
SCALE: 1/8" = 1'-0"



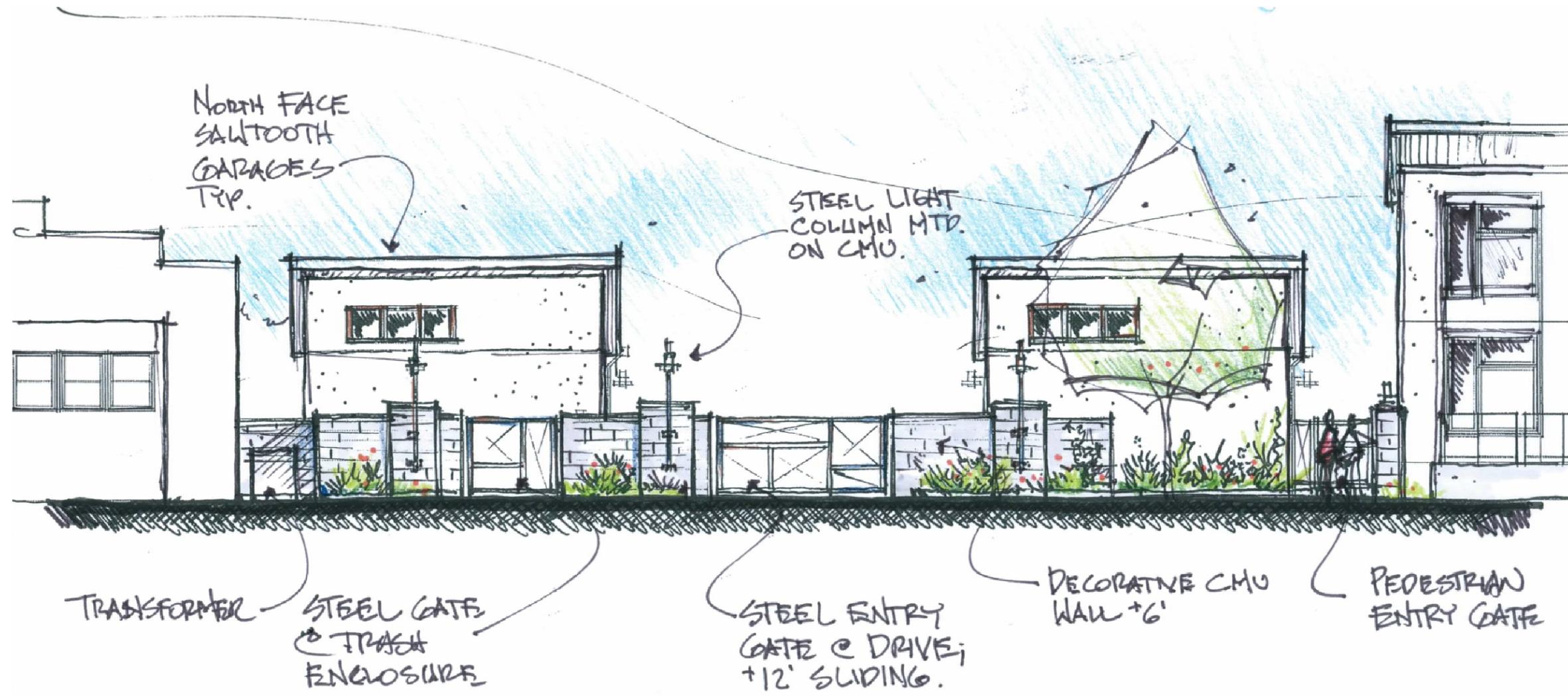
2 TRIANGLE WEST - 2nd AVENUE (NORTH ELEVATION)  
SCALE: 1/8" = 1'-0"



3 TRIANGLE WEST - BROADWAY (SOUTH ELEVATION)  
SCALE: 1/8" = 1'-0"



**1** TRIANGLE WEST - 2nd AVENUE (BLOCK ELEVATION)  
SCALE: 1:0.81



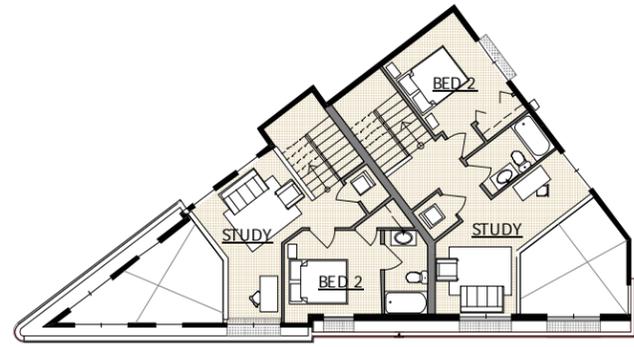
TRIANGLE WEST - SKETCH STUDY OF 2nd AVE PARKING ENTRY

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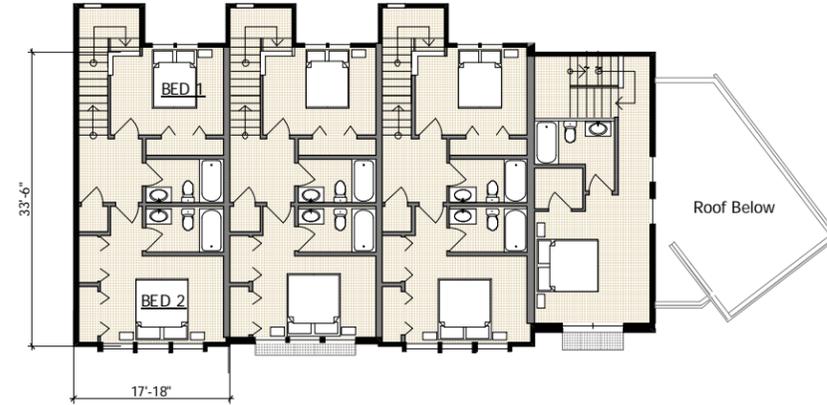
VRILAKAS architects  
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the BROADWAY TRIANGLE development

DATE  
2/23/2011



THIRD FLOOR  
1413 SF



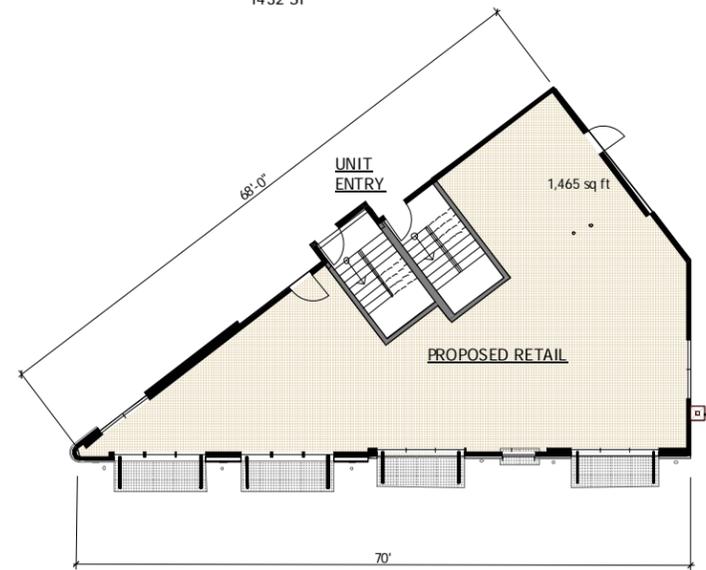
THIRD FLOOR  
2366 SF



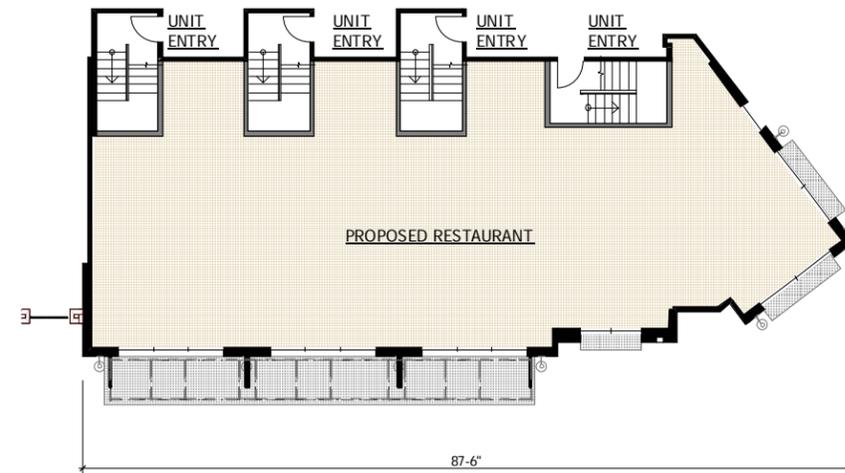
SECOND FLOOR  
1432 SF



SECOND FLOOR  
2620 SF



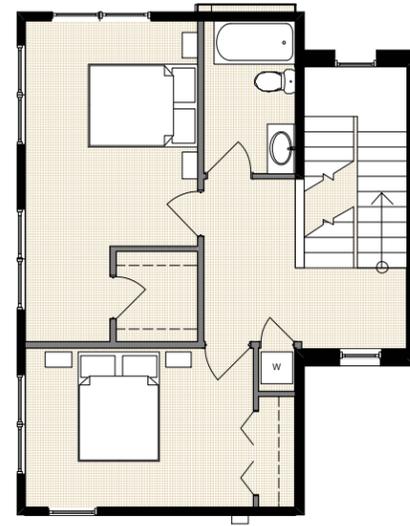
GROUND FLOOR - MIXED USE 1  
1467 SF



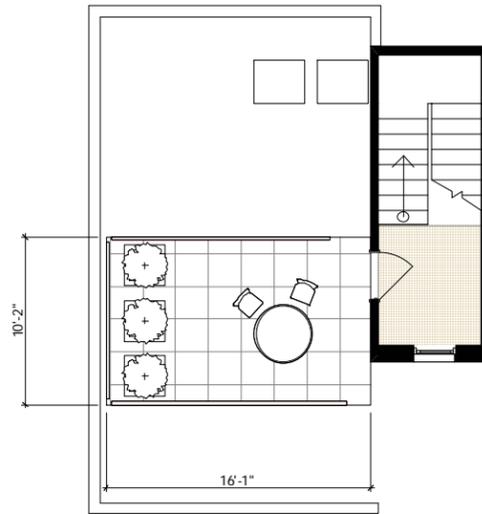
GROUND FLOOR - MIXED USE 2  
2301 SF

2 TRIANGLE WEST - MIXED-USE 1  
SCALE: 1" = 10'

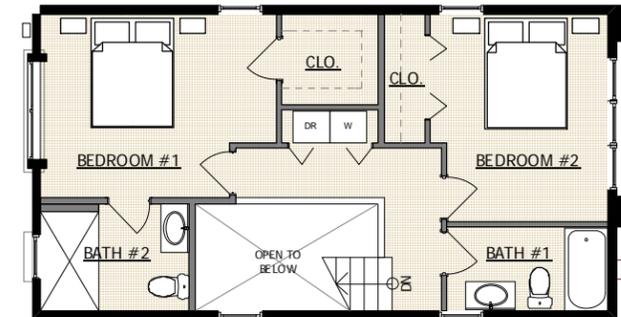
1 TRIANGLE WEST - MIXED-USE 2  
SCALE: 1" = 10'



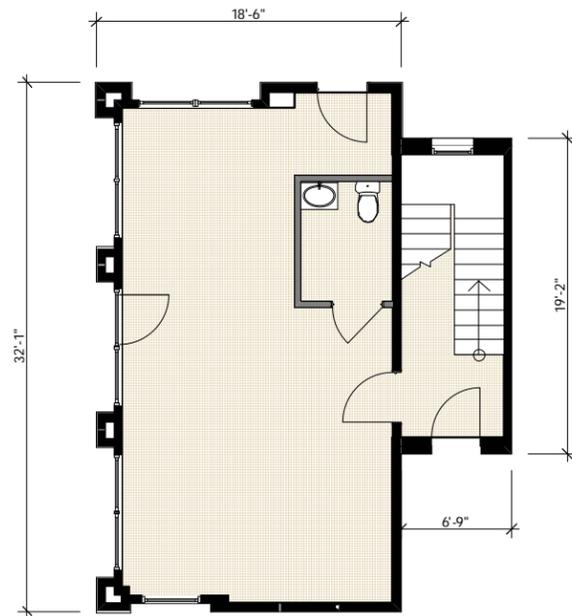
THIRD FLOOR  
563 SF



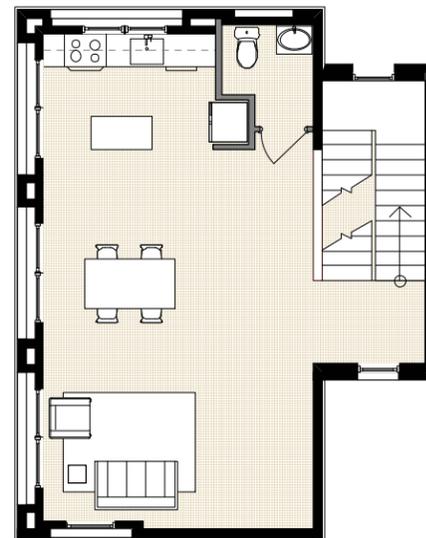
ROOF GARDEN  
210 SF



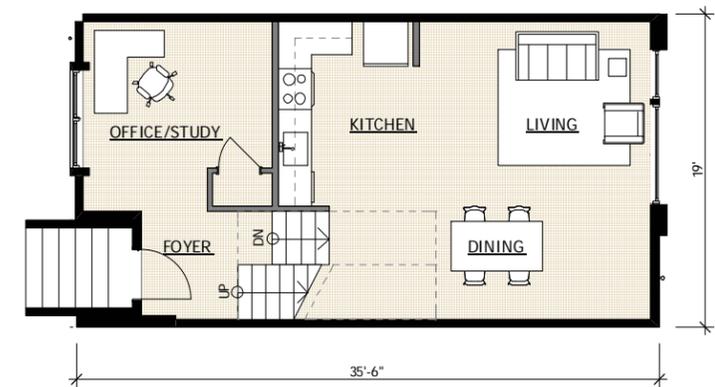
SECOND FLOOR 674 SF



GROUND FLOOR  
506 SF



SECOND FLOOR  
630 SF



GROUND FLOOR 566 SF

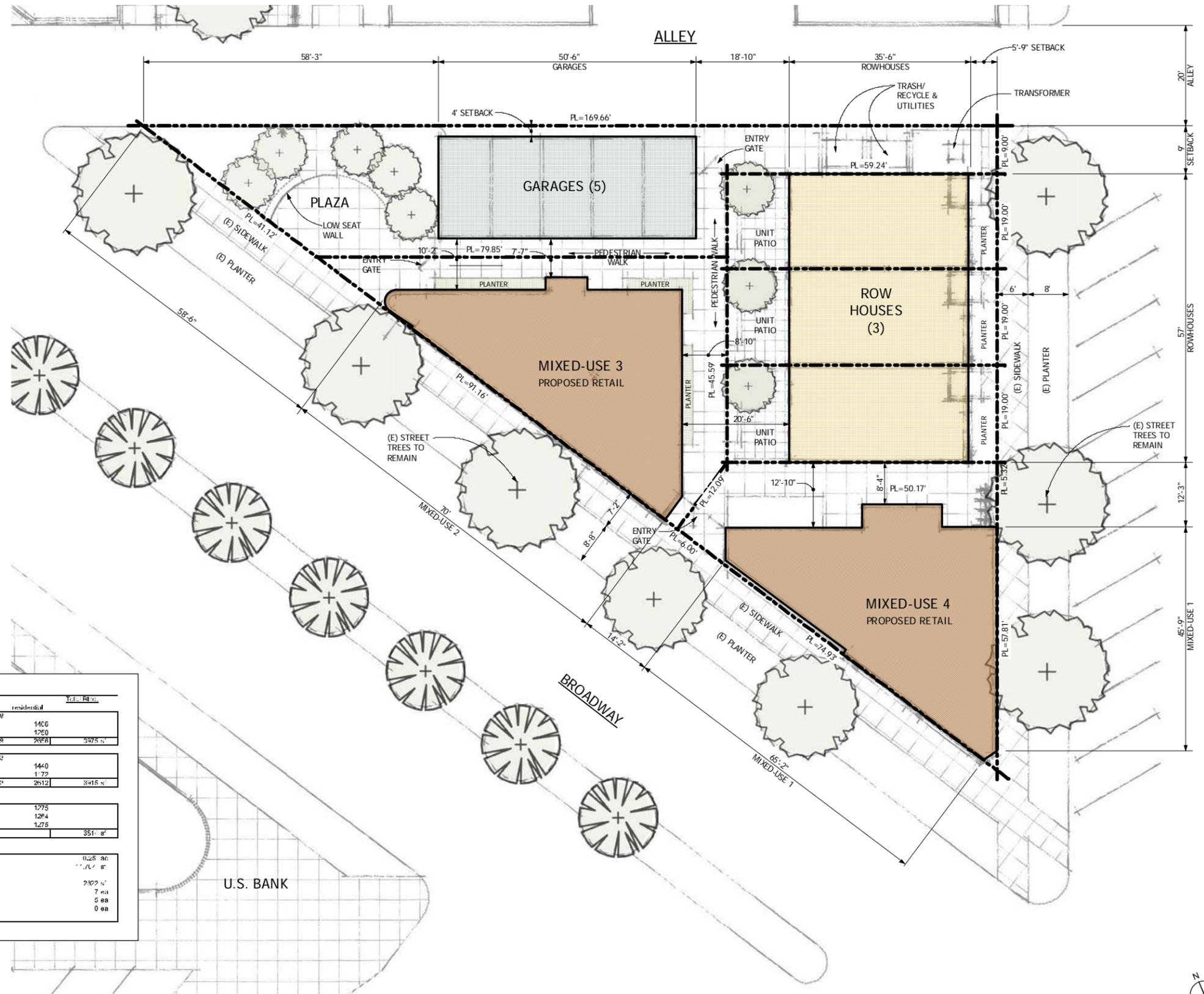
2 TRIANGLE WEST - LIVE/WORK

SCALE: 3/16" = 1'-0"

1 TRIANGLE WEST - ROWHOUSE

SCALE: 3/16" = 1'-0"





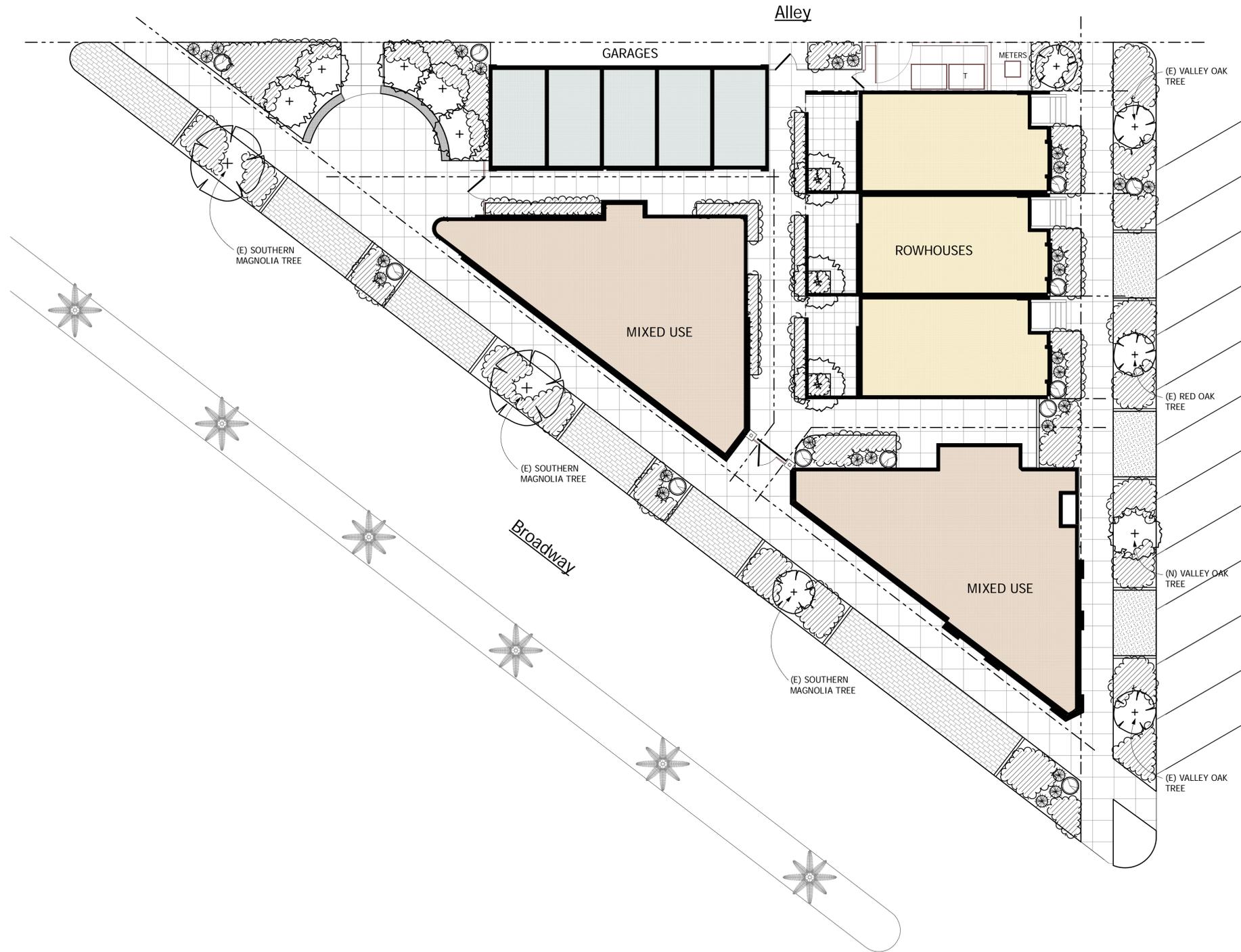
Triangle Center				Subtotal:		Tot. Bldg.	
	1st Flr (sq)	2nd Flr (sq)	3rd Flr (sq)	residential	retail	sq ft	sq ft
<b>Mixed Use 3</b>				13'8"		1406	
Units	319	528	0/5		1260		
Unit 1	*	721	620	15'8"	2636	3975	
<b>Mixed Use 4</b>				13'0"	1440		7'00
Units	303	946	594	13'0"	2612	3415	
Unit 1	*	361	511				
<b>Rowhouse Center</b>					1275		
Unit 1	568	709	*		1264		
Unit 2	566	709	*		1275		
Unit 3	566	709	*			351	
<b>Total Site Area</b>				10,987	sq ft	0.25	ac
<b>Total Building Square Footage</b>						11,171	sq ft
<b>Total Retail</b>						2637	sq ft
<b>Total Residential Units</b>						7	ea
<b>Total Garages</b>				200	of ea	5	ea
<b>Total Parking Stalls</b>						0	ea

1 TRIANGLE CENTER - SITE PLAN  
SCALE: 3/32" = 1'-0"



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VRI LAKAS architects  
 1221 18TH STREET SACRAMENTO, CA 95814 T 916 441 4685 F 916 447 4685  
 the BROADWAY TRIANGLE development  
 DATE 11/19/2010



**PRELIMINARY PLANT LIST:**

<b>SHADE/STREET TREES</b>
CINNAMOMUM CAMPHORA PISTACIA CHINENSIS PLATANUS X. ACERIFOLIA QUERCUS LOBATA QUERCUS SHUMARDII QUERCUS WISLIZENII
<b>ACCENT TREES</b>
ARBUTUS UNEDO CERCIS CANADENSIS CORNUS FLORIDA ELEAOCARPUS DECIPENS MELALEUCA LINARIIFOLIA
<b>SHRUBS</b>
DIANELLA TASMANICA DODONEA V. PURPUREA GARDENIA 'VEITCHII' LAVANDULA STOECHAS MUHLENBERGIA CAPILLARIS MUHLENBERGIA RIGENS MYRSINE AFRICANA PITTOSPORUM TENUIFOLIUM PODOCARPUS M. 'MAKI' PRUNUS CAROLINIANA RIBES VIBURNIFOLIUM ROSMARINUS X SALVIA SPP
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<b>VINES</b>
FICUS PUMILA HARDENBERGIA VIOLACEA PASSIFLORA X ALATOCAERULEA

**LEGEND:**

	NEW TREE
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED
	TURF
	PAVERS
	DECOMPOSED GRANITE
	PLANTER BED

**1 TRIANGLE CENTER - LANDSCAPE PLAN**  
SCALE: 3/32" = 1'-0"

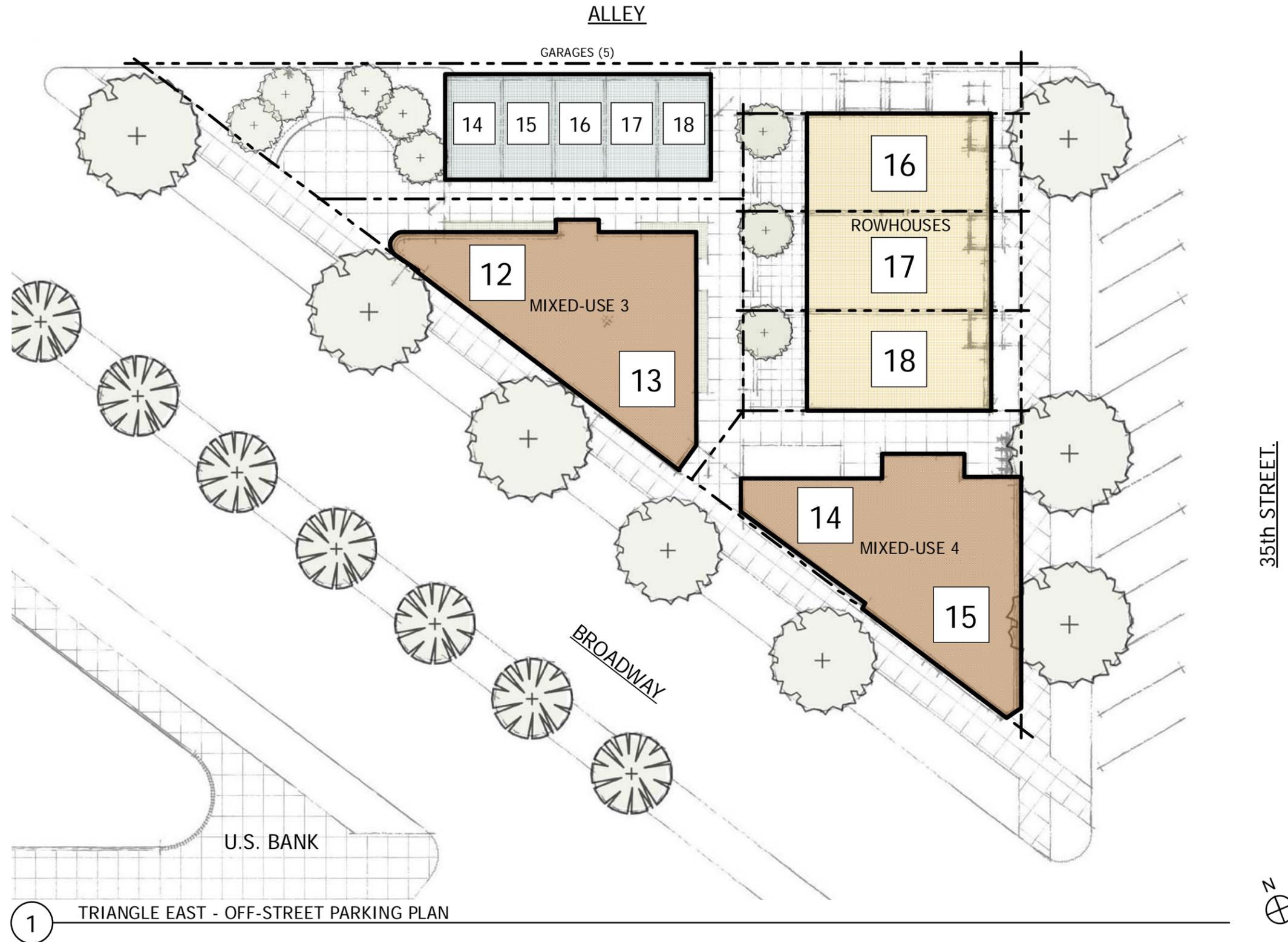


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VRIKAKAS architects  
1221 18th STREET SACRAMENTO, CA 95814 T 916.441.6685 F 916.447.4865

the BROADWAY TRIANGLE development

DATE  
1/13/2011

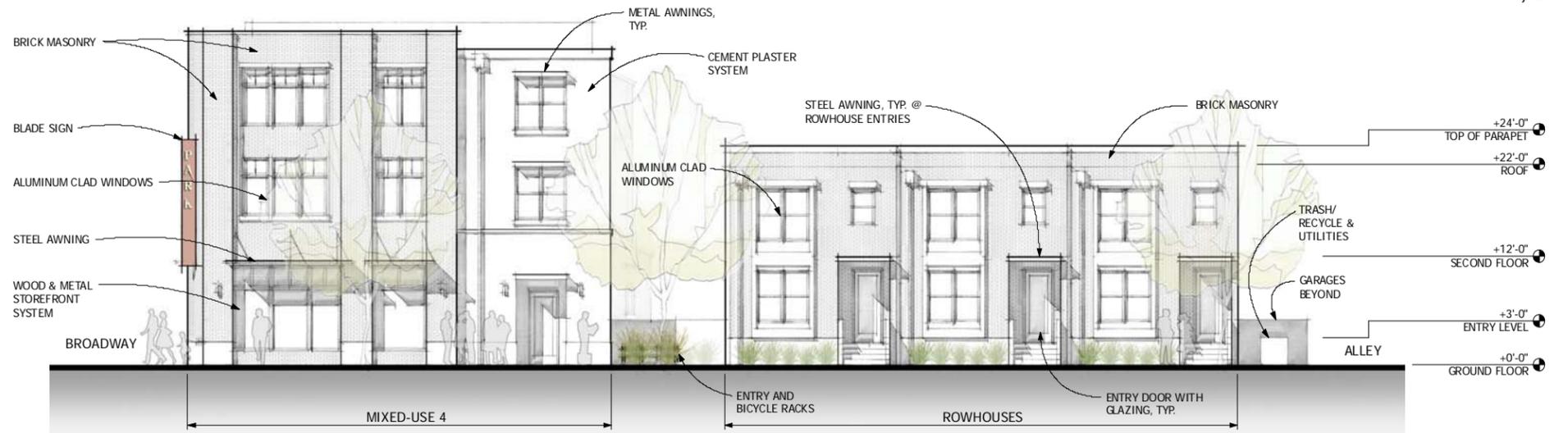


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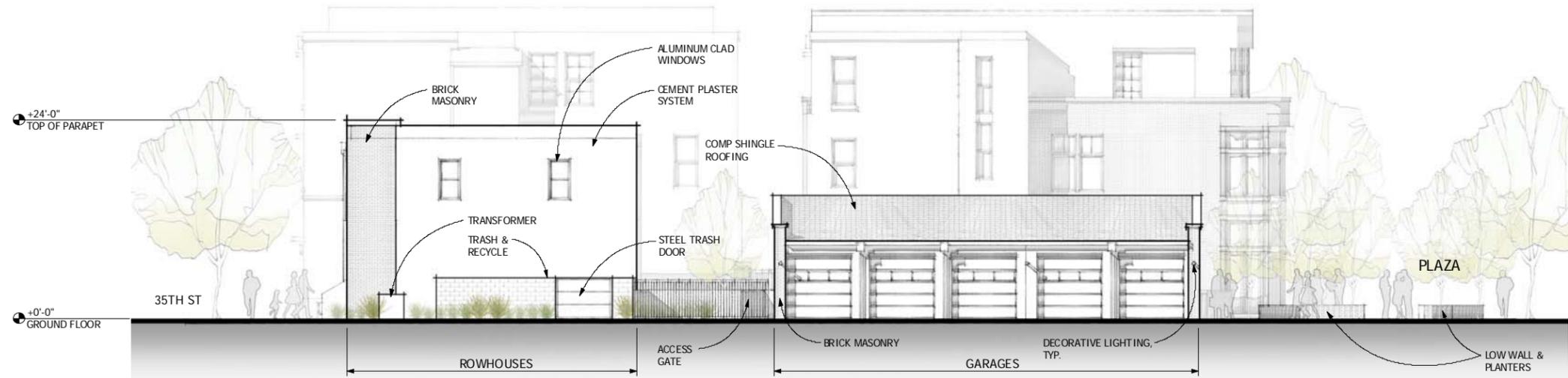
VRILAKAS architects  
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the BROADWAY TRIANGLE development

DATE  
2/22/2011



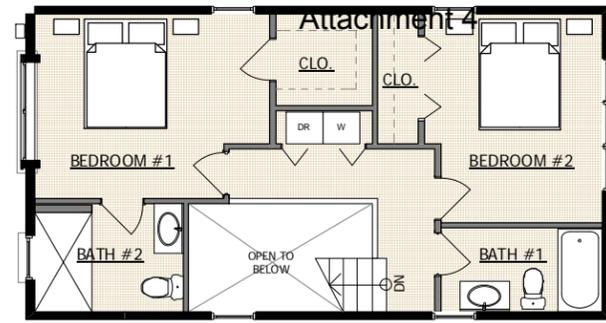
1 TRIANGLE CENTER - 35th STREET (EAST ELEVATION)  
SCALE: 1/8" = 1'-0"



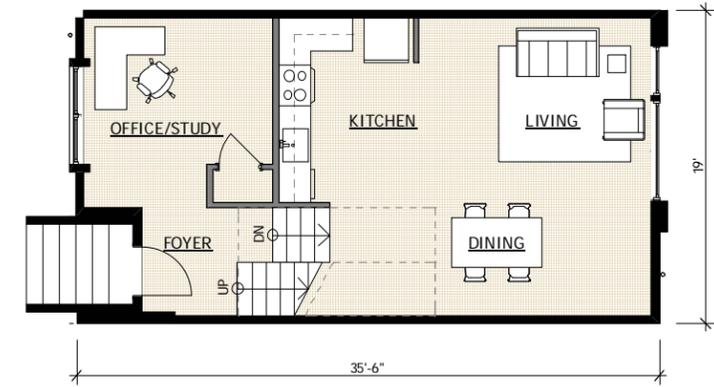
2 TRIANGLE CENTER - ALLEY (NORTH ELEVATION)  
SCALE: 1/8" = 1'-0"



3 TRIANGLE CENTER - BROADWAY (SOUTH ELEVATION)  
SCALE: 1/8" = 1'-0"

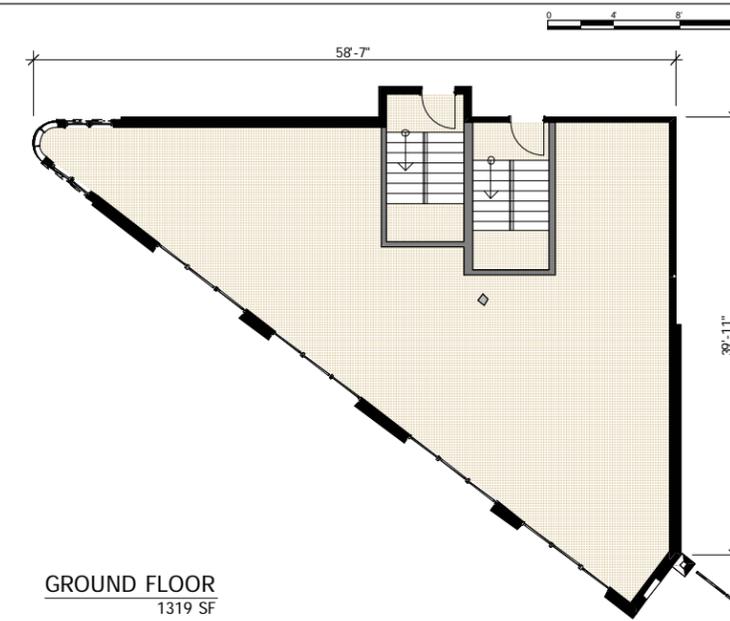
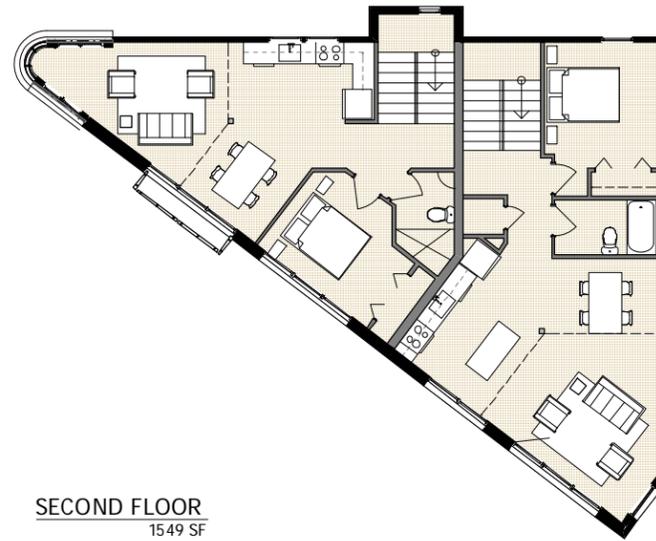


SECOND FLOOR 674 SF

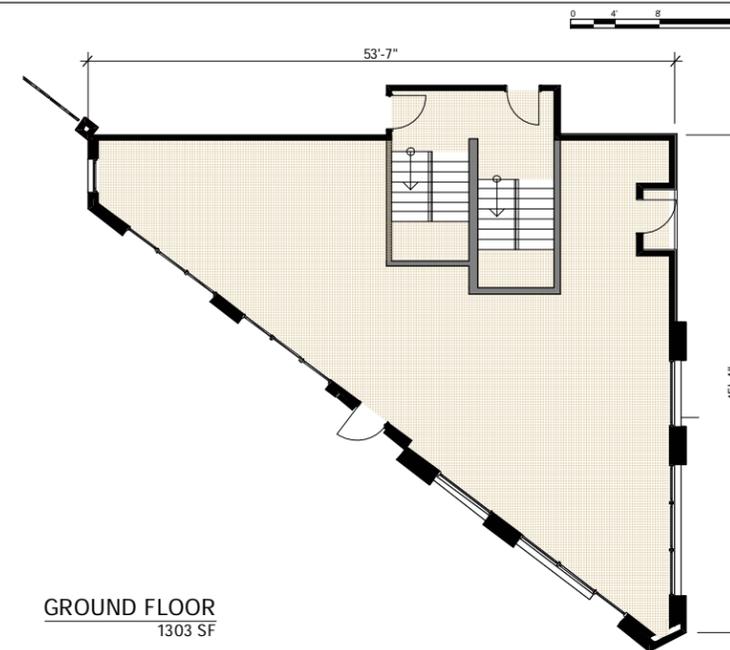
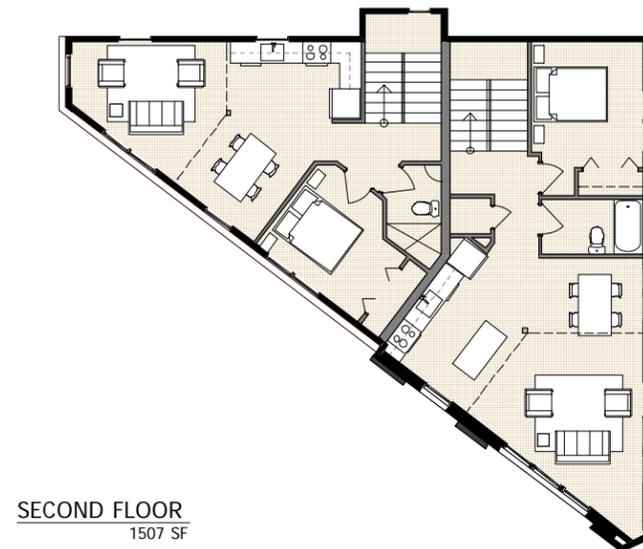
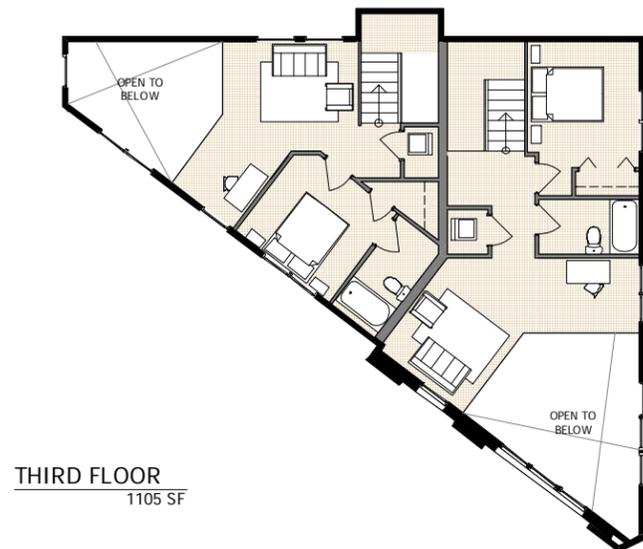


GROUND FLOOR 566 SF

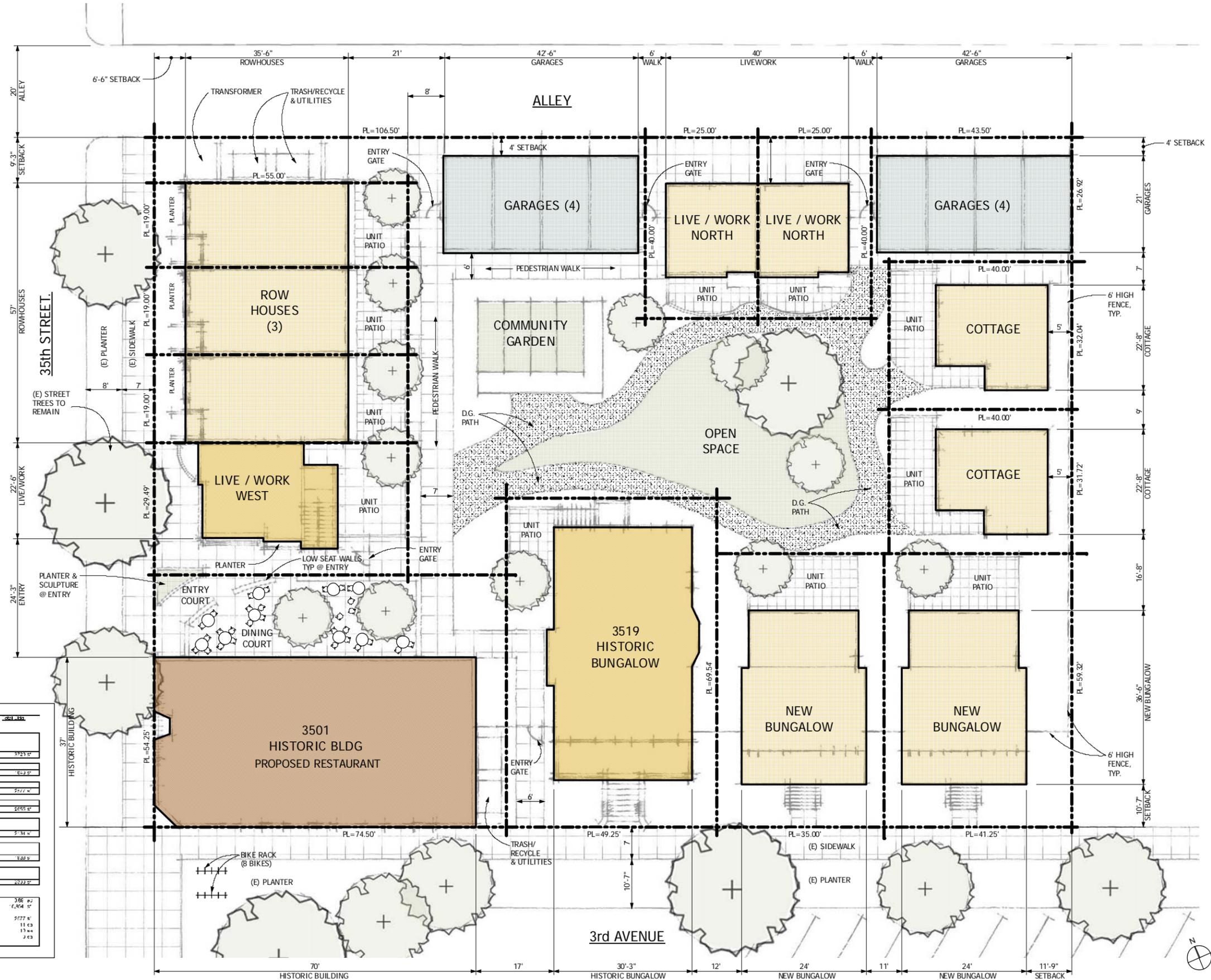
1 TRIANGLE CENTER - ROWHOUSE  
 SCALE: 3/16" = 1'-0"



3 TRIANGLE CENTER - MIXED-USE 3  
 SCALE: 1/8" = 1'-0"



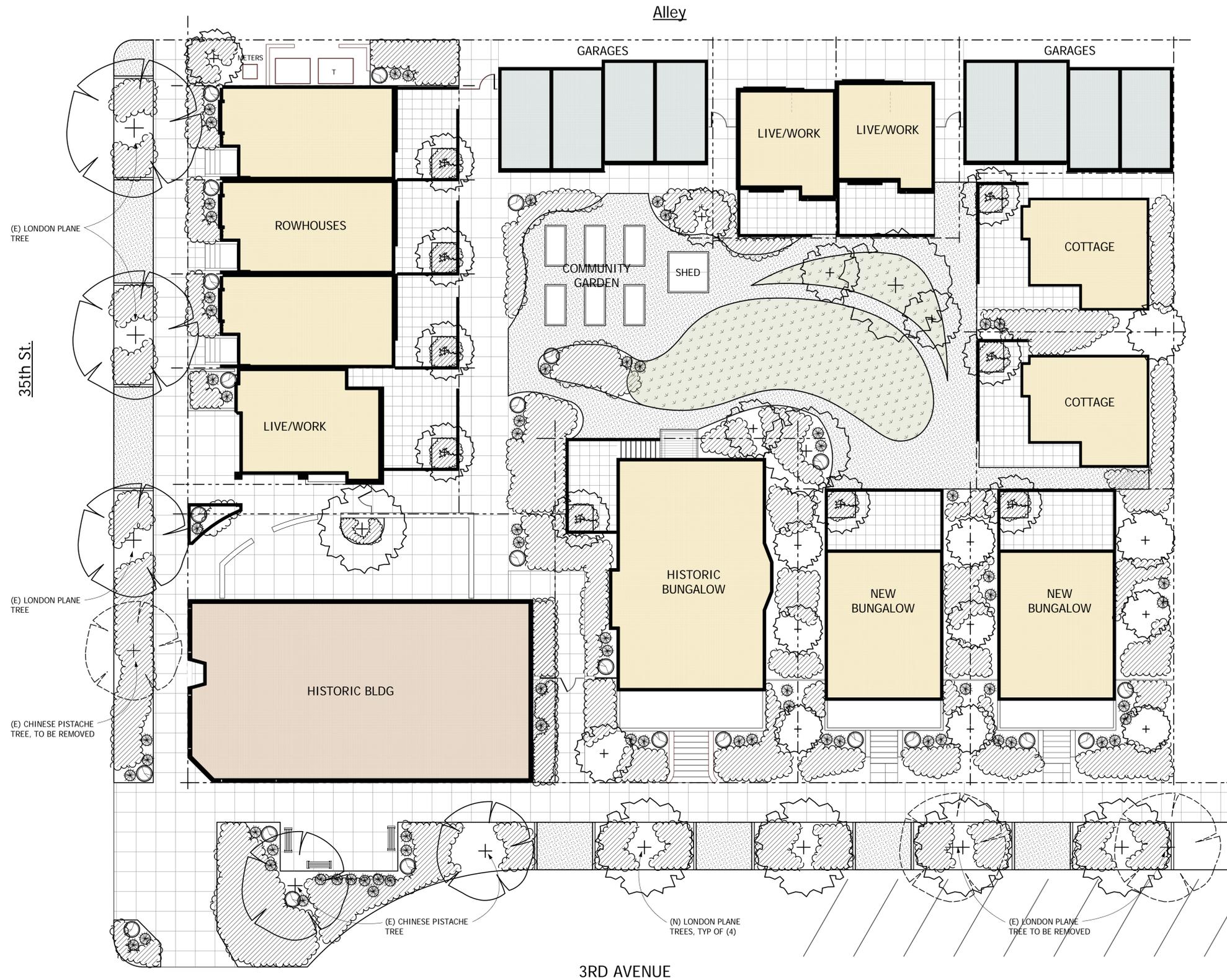
2 TRIANGLE CENTER - MIXED-USE 4  
 SCALE: 1/8" = 1'-0"



Triangle East	Area (sq ft)	Volume (cu ft)	Notes
Row House East	536	574	
Unit 1	536	574	
Unit 2	536	574	
Live/Work West	551	578	
3519 Historic Bungalow (existing)	2577		
3519 Historic Bungalow (proposed)	300		
New Bungalow (existing)	830	517	
House 1	330	331	
House 2	500	186	
Cottage 1	449	515	
Cottage 2	449	515	
Also (Live/Work (new) garage)	308	308	
Unit 1	314	374	
Unit 2	374	374	
<b>Total Site Area</b>	<b>28,871 sq ft</b>	<b>3,986 cu ft</b>	
<b>Total Building Volume</b>	<b>16,504 cu ft</b>	<b>2,277 cu ft</b>	
<b>Total Historical Units</b>	<b>11 units</b>	<b>13,000 sq ft</b>	
<b>Total Cottages</b>	<b>2 units</b>	<b>1,000 sq ft</b>	
<b>Total Parking</b>	<b>30 spaces</b>	<b>3,000 sq ft</b>	

1 TRIANGLE EAST - SITE PLAN  
SCALE: 3/32" = 1'-0"





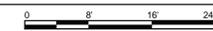
**PRELIMINARY PLANT LIST:**

<b>SHADE/STREET TREES</b>
CINNAMOMUM CAMPHORA PISTACIA CHINENSIS PLATANUS X. ACERIFOLIA QUERCUS LOBATA QUERCUS SHUMARDII QUERCUS WISLIZENII
<b>ACCENT TREES</b>
ARBUTUS UNEDO CERCIS CANADENSIS CORNUS FLORIDA ELEAOCARPUS DECIPENS MELALEUCA LINARIIFOLIA
<b>SHRUBS</b>
DIANELLA TASMANICA DODONAEA V. PURPUREA GARDENIA 'VEITCHII' LAVANDULA STOECHIAS MUHLENBERGIA CAPILLARIS MUHLENBERGIA RIGENS MYRSINE AFRICANA PITTOSPORUM TENUIFOLIUM PODOCARPUS M. 'MAKI' PRUNUS CAROLINIANA RIBES VIBURNIFOLIUM ROSMARINUS X SALVIA SPP
<b>GROUNDCOVERS</b>
FESTUCA O. GLAUCA LIRIOPE MUSCARI MYOPORUM P. 'PROSTRATUM' ROSMARINUS O. 'PROSTRATUS' TRACHELOSPERMUM ASIATICUM
<b>VINES</b>
FICUS PUMILA HARDENBERGIA VIOLACEA PASSIFLORA X ALATOCAERULEA

**LEGEND:**

	NEW TREE
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED
	TURF
	PAVERS
	DECOMPOSED GRANITE
	PLANTER BED

1 TRIANGLE EAST - LANDSCAPE PLAN  
SCALE: 3/32" = 1'-0"

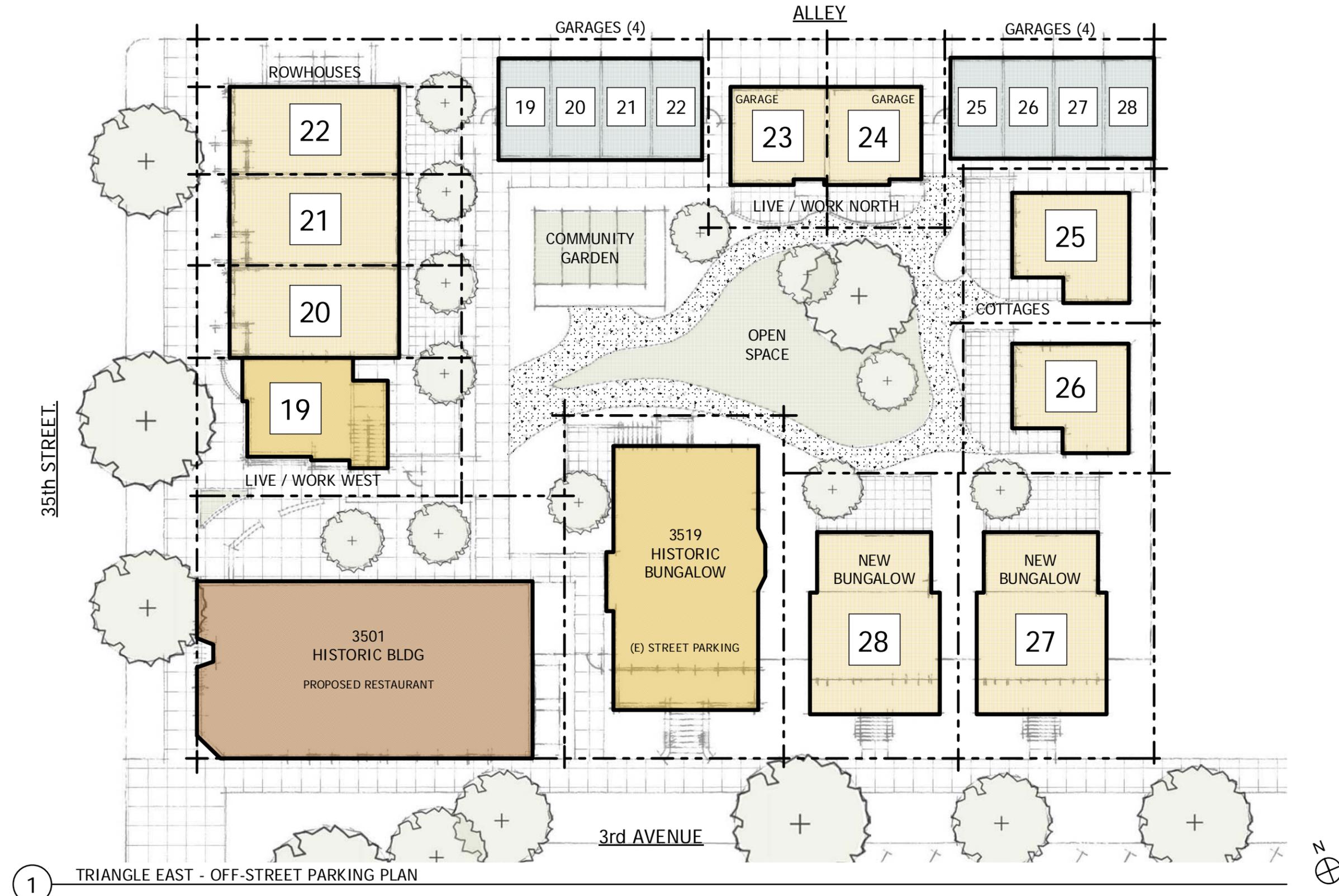


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1221 18th STREET, SACRAMENTO, CA 95814 T. 916.441.6485 F. 916.447.4865

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DATE  
1/13/2011



1 TRIANGLE EAST - OFF-STREET PARKING PLAN

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1221 18th STREET SACRAMENTO, CA 95814 T 916 441 4685 F 916 447 4685

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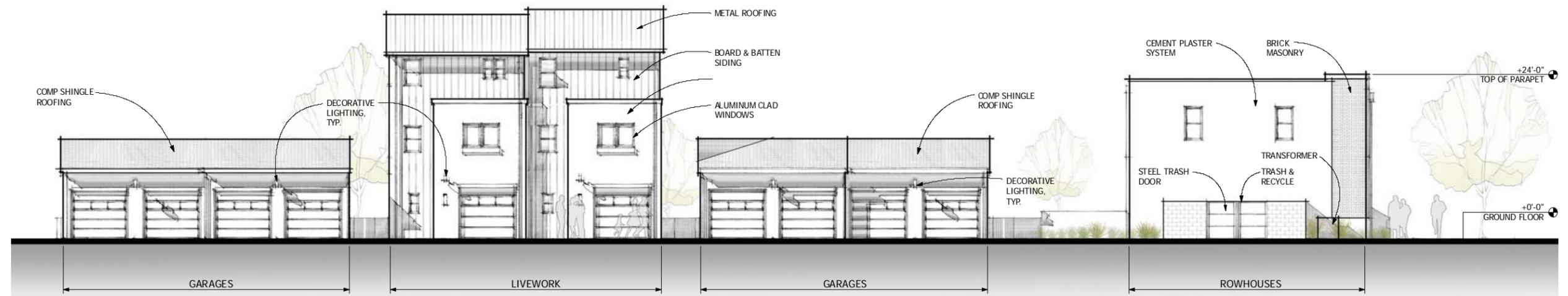
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2/22/2011



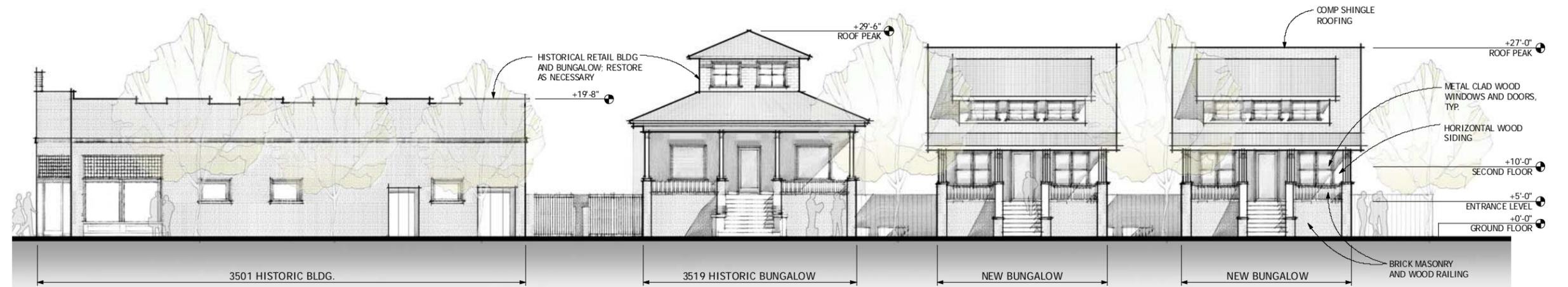
2 TRIANGLE EAST - COTTAGE ELEVATIONS (WEST)  
SCALE: 1/8" = 1'-0"



1 TRIANGLE EAST - 35th STREET (WEST ELEVATION)  
SCALE: 1/8" = 1'-0"

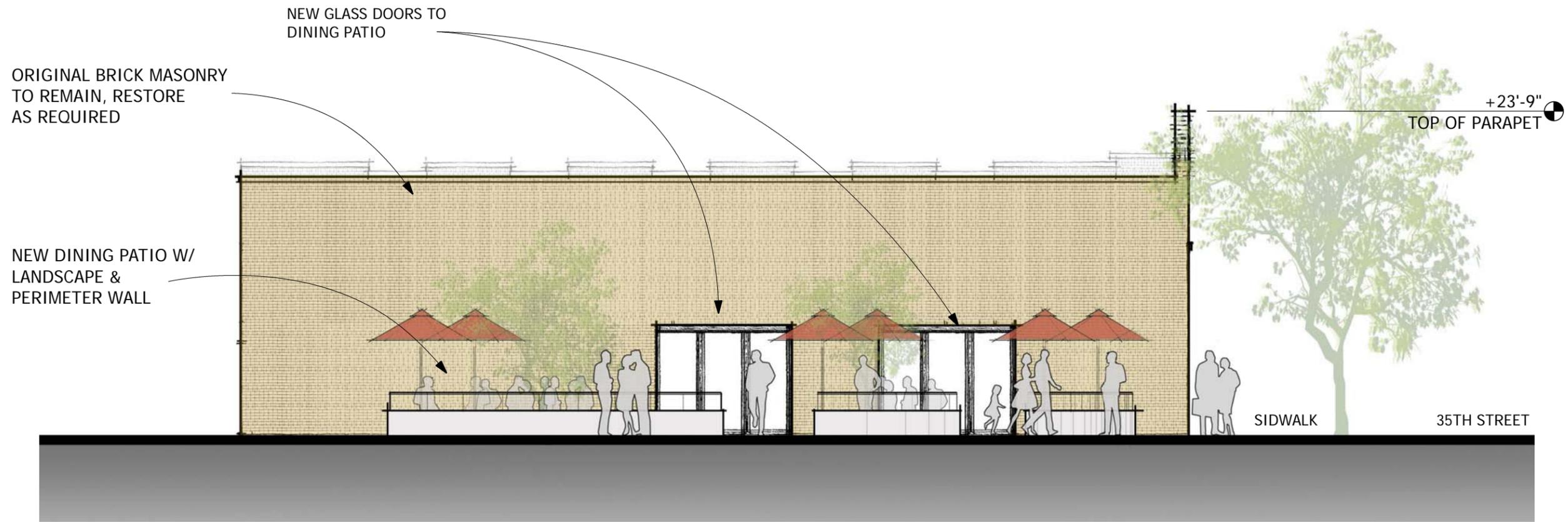


3 TRIANGLE EAST - ALLEY (NORTH ELEVATION)  
SCALE: 1/8" = 1'-0"



4 TRIANGLE EAST - 3RD AVENUE (SOUTH ELEVATION)  
SCALE: 1/8" = 1'-0"

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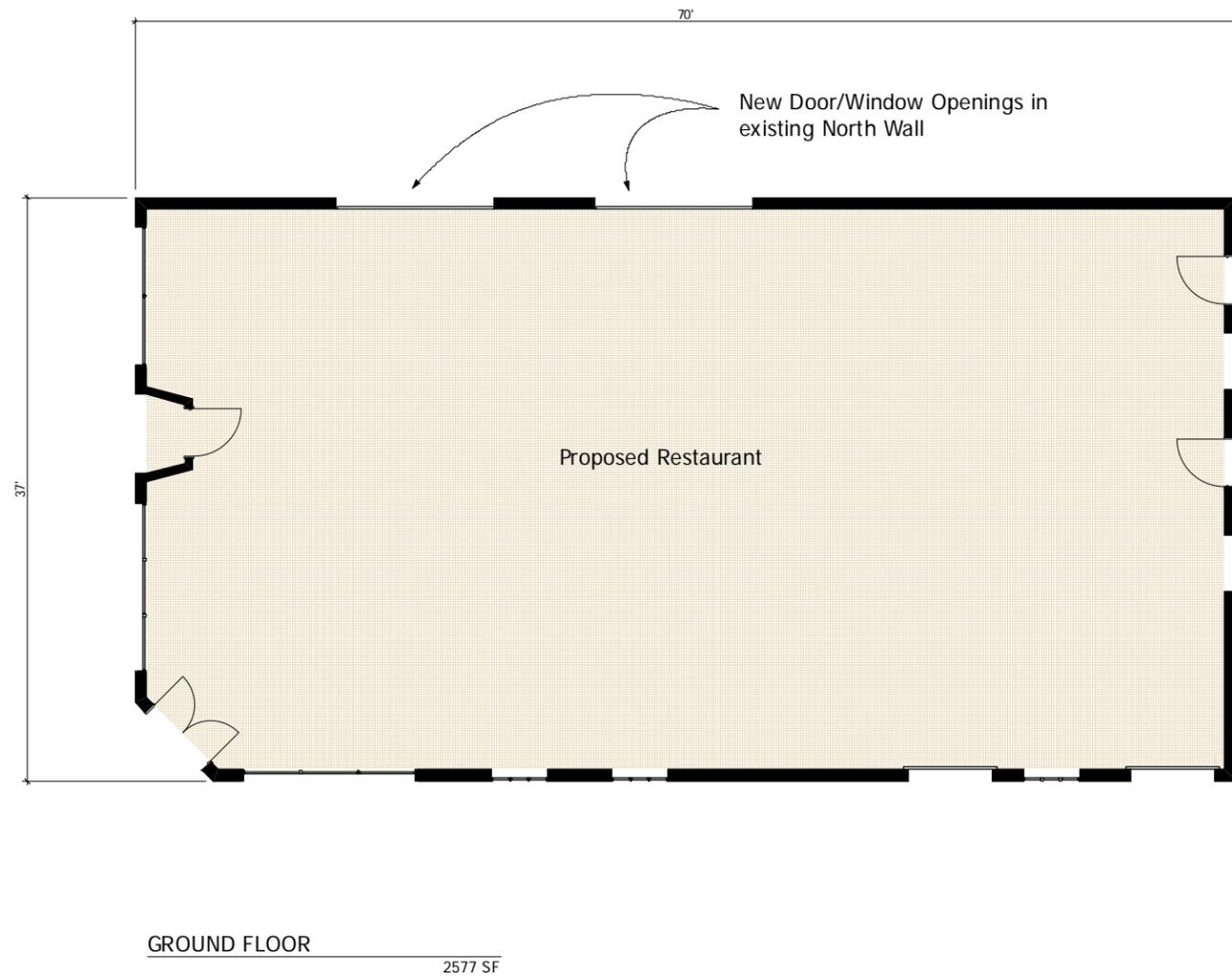
1 TRIANGLE EAST - HISTORIC GOSTICK BLDG (NORTH ELEVATION)  
 SCALE: 1/8" = 1'-0"



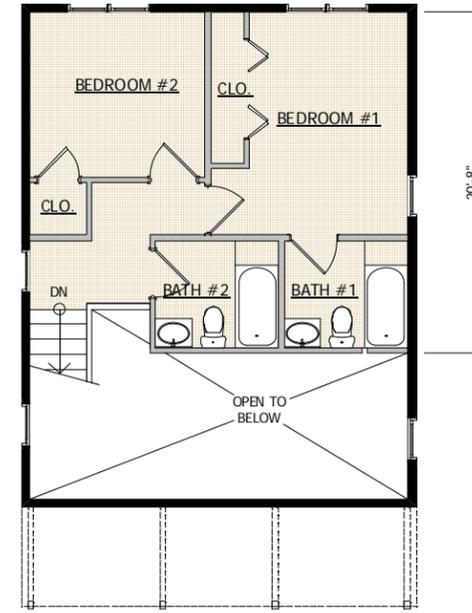
VRILAKAS architects  
 1221 18th STREET SACRAMENTO, CA 95814 T 916 441 4685 F 916 447 4685

the BROADWAY TRIANGLE development

DATE  
 2/23/2011



2 TRIANGLE EAST: 3501 3RD AVENUE - HISTORIC GOSTICK BLDG  
SCALE: 3/16" = 1'-0"



SECOND FLOOR  
537 SF



GROUND FLOOR  
680 SF

1 TRIANGLE EAST - NEW BUNGALOW  
SCALE: 3/16" = 1'-0"

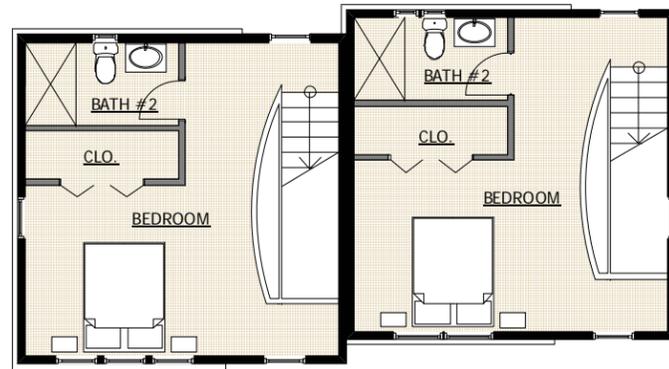


SECOND FLOOR  
515 SF



GROUND FLOOR  
449 SF

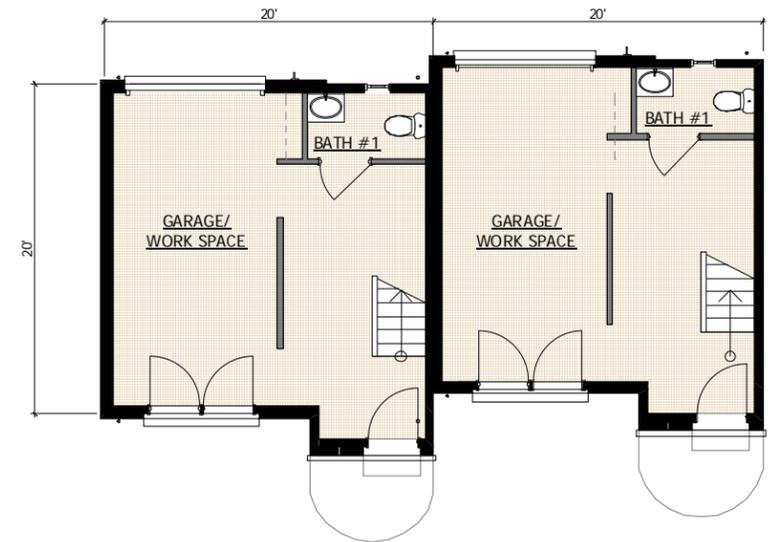
2 TRIANGLE EAST - COTTAGE  
SCALE: 3/16" = 1'-0"



THIRD FLOOR  
388 SF (EA UNIT)



SECOND FLOOR  
388 SF (EA UNIT)

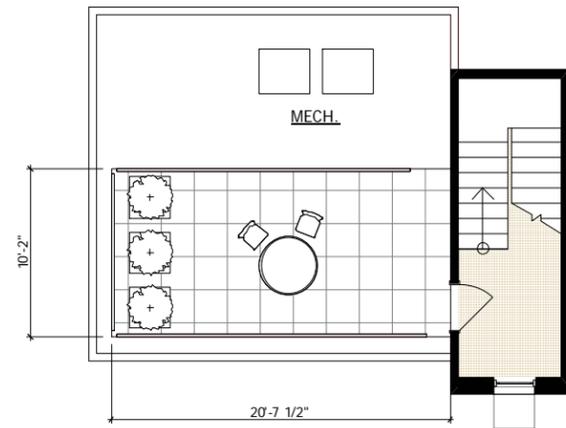


GROUND FLOOR  
381 SF (EA UNIT)

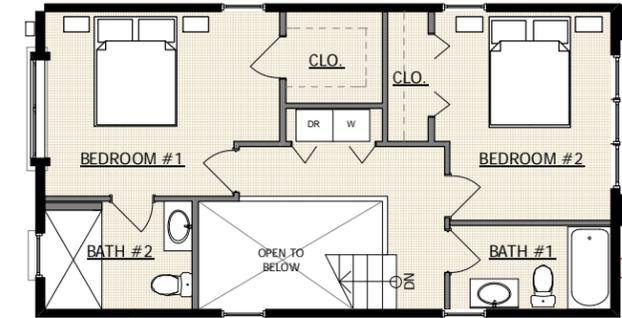
1 TRIANGLE EAST - LIVE/WORK ALLEY  
SCALE: 3/16" = 1'-0"



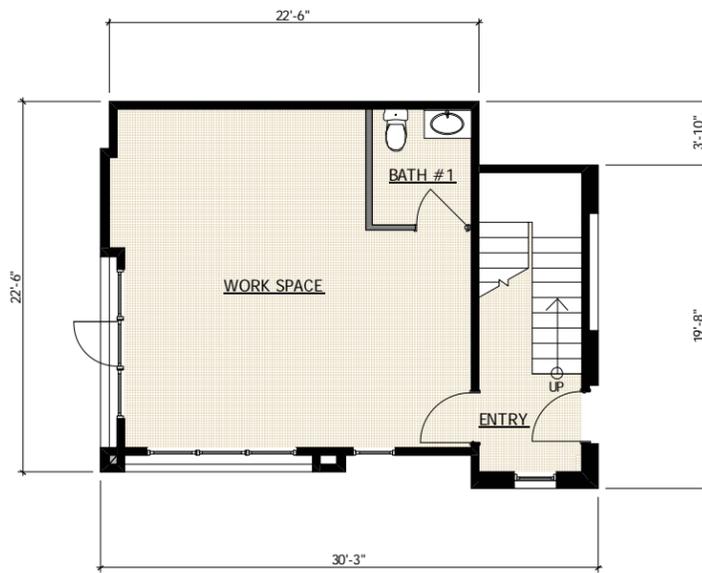
THIRD FLOOR 563 SF



ROOF GARDEN 210 SF



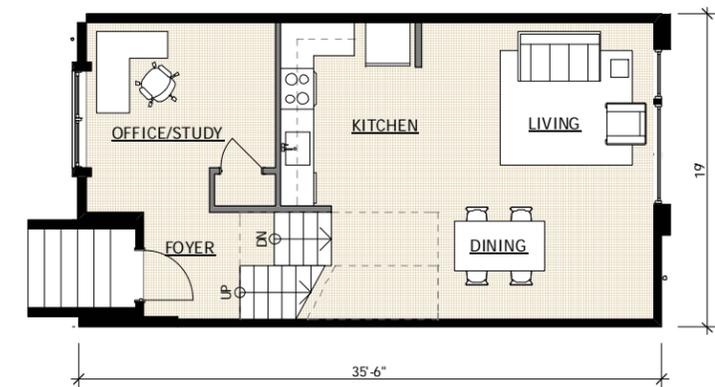
SECOND FLOOR 674 SF



GROUND FLOOR 506 SF



SECOND FLOOR 630 SF



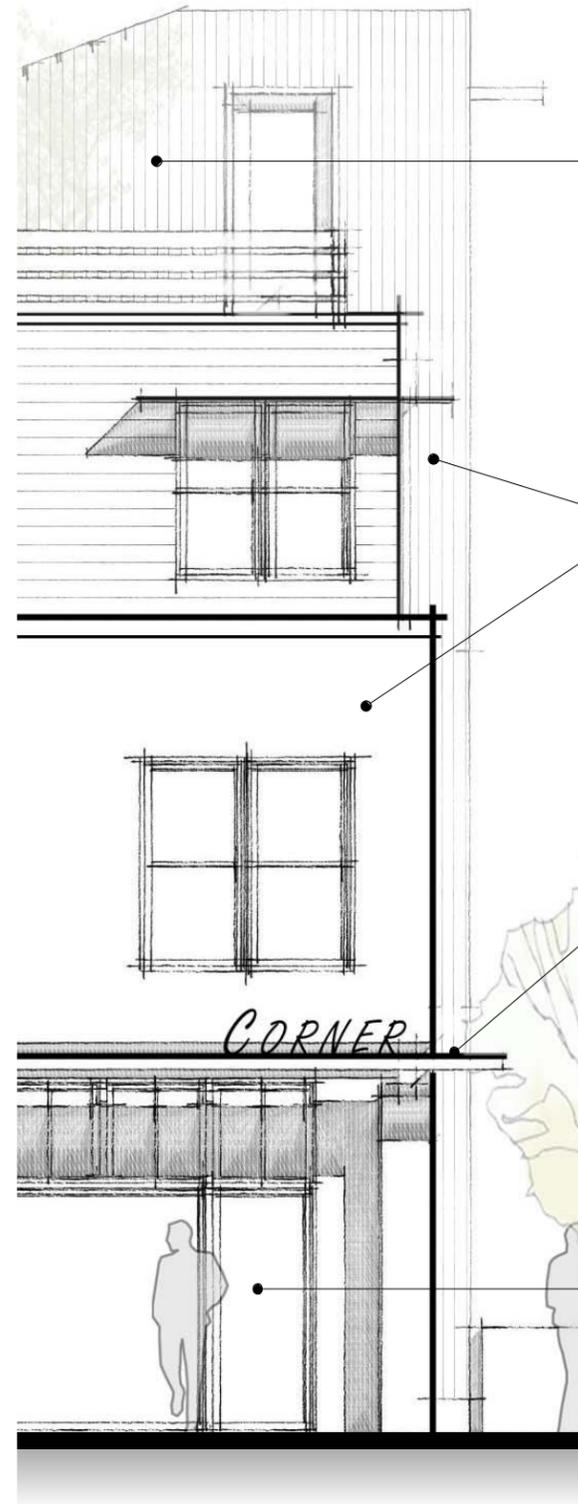
GROUND FLOOR 566 SF

2 TRIANGLE EAST - LIVE/WORK 35TH ST.  
SCALE: 3/16" = 1'-0"



1 TRIANGLE EAST - ROWHOUSE  
SCALE: 3/16" = 1'-0"





MATERIAL PALETTE A  
LIVE / WORK + ROWHOUSE



ROOFTOP PATIO



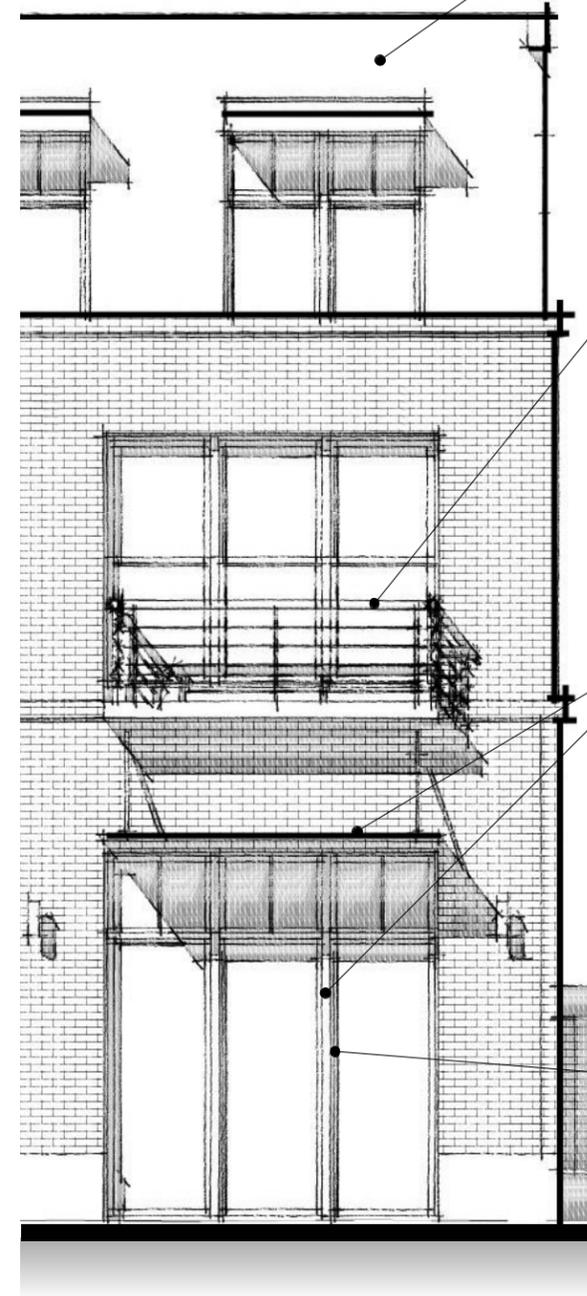
CORRUGATED METAL / PLASTER



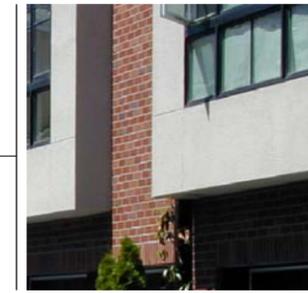
DECORATIVE AWNING / SIGNAGE



STOREFRONT GLAZING SYSTEM



MATERIAL PALETTE B  
MIXED-USE BROADWAY



CEMENT PLASTER - SMOOTH FINISH



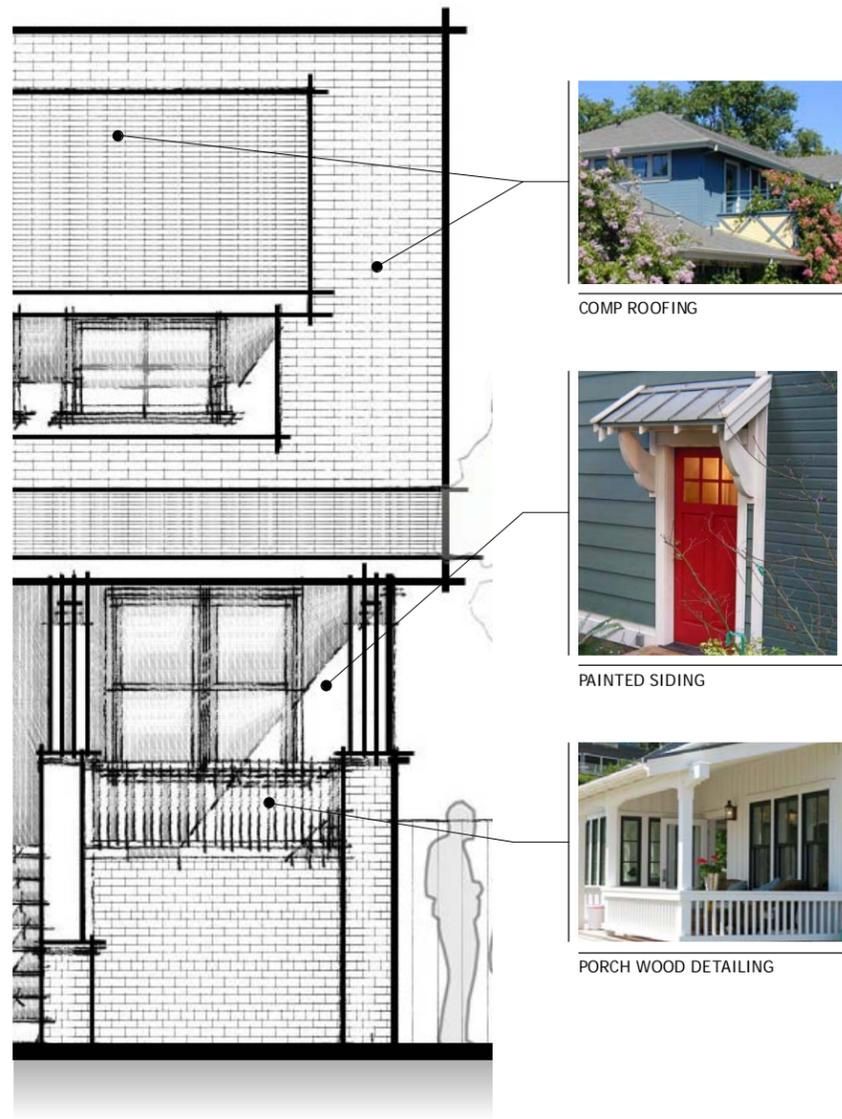
STEEL RAILING



STEEL WINDOW STOREFRONT & AWNING (ALTERNATIVE A)



WOOD WINDOW STOREFRONT (ALTERNATIVE B)



COMP ROOFING

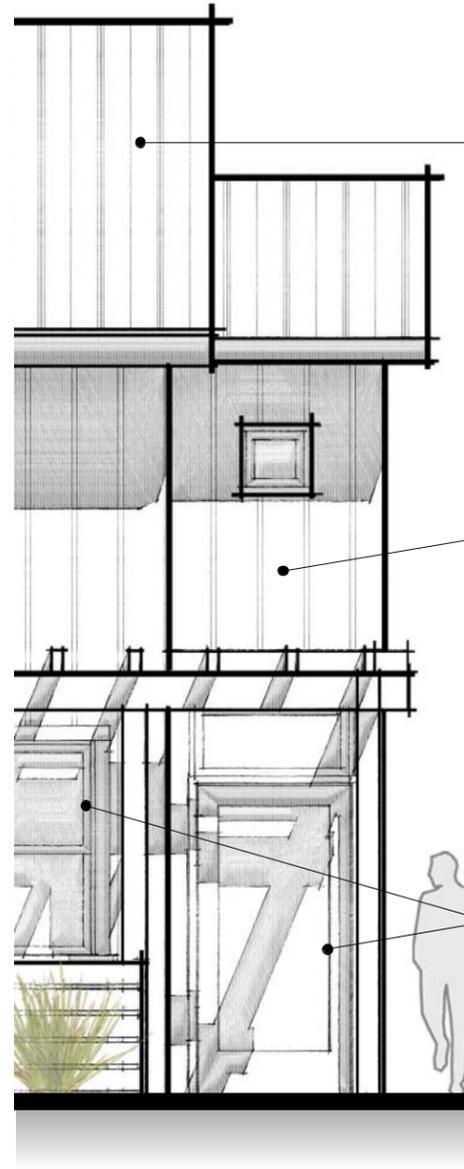


PAINTED SIDING



PORCH WOOD DETAILING

MATERIAL PALETTE C  
NEW BUNGALOW



METAL ROOFING + PAINTED WOOD WINDOWS

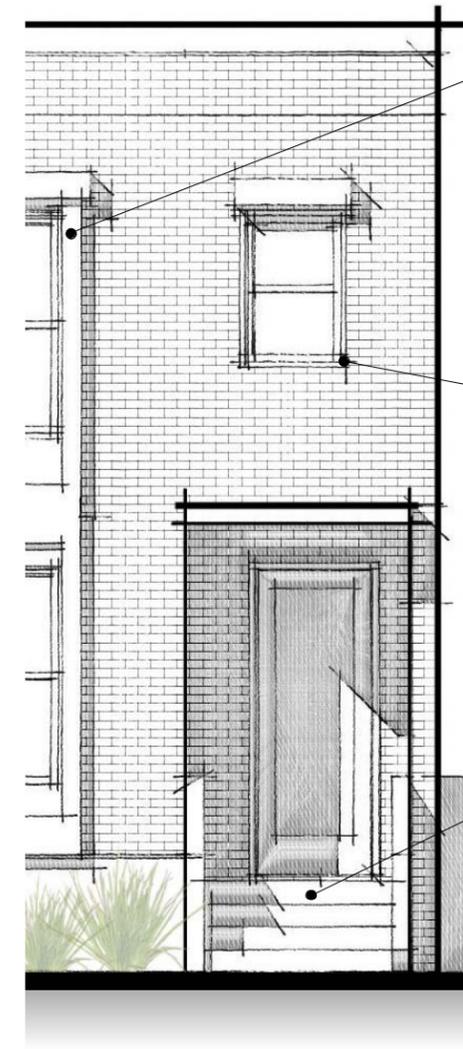


PAINTED BOARD & BATTEN SIDING



PAINTED DOORS & WINDOWS

MATERIAL PALETTE D  
COTTAGE



PAINTED WOOD BAY WINDOW



BRICK & WINDOW + CONCRETE SILL



ENTRY STOOP

MATERIAL PALETTE E  
35th STREET ROWHOUSE



1 3RD AVENUE, LOOKING NORTH AT SITE



2 3RD AVENUE, LOOKING SOUTH



3 BROADWAY AVENUE, LOOKING NORTH AT SITE



4 BROADWAY AVENUE, LOOKING SOUTH



5 2ND/3RD AVENUE ALLEY, LOOKING NORTH



6 34TH STREET, LOOKING WEST



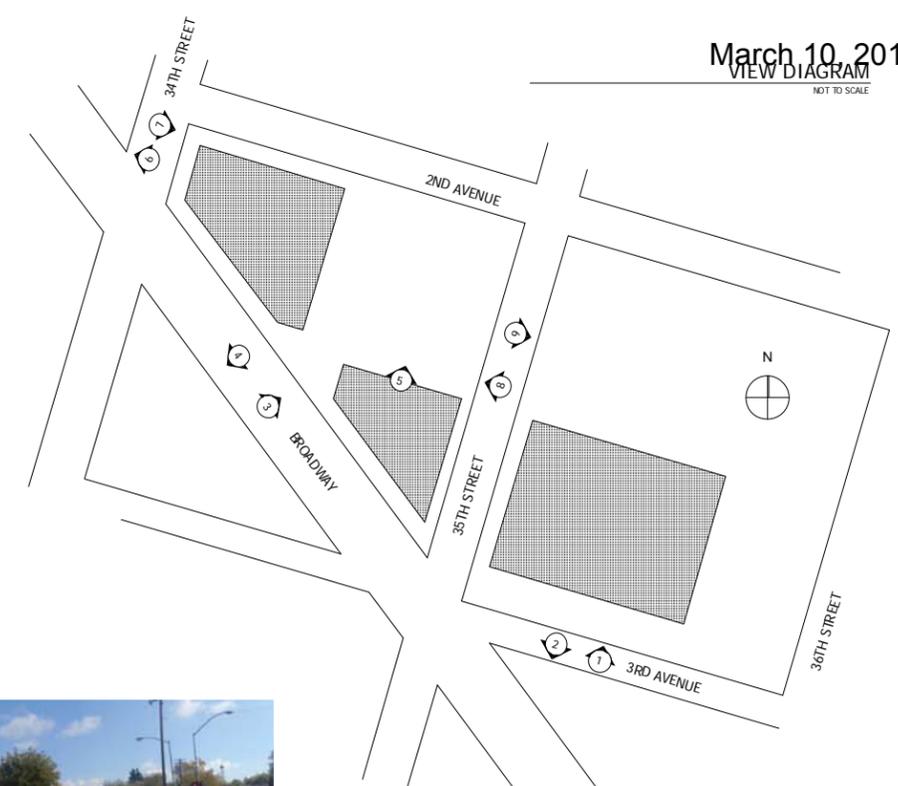
7 34TH STREET, LOOKING EAST



8 35TH STREET, LOOKING WEST



9 35TH STREET, LOOKING EAST





10 2ND AVENUE WEST, LOOKING NORTH



11 2ND AVENUE WEST, LOOKING SOUTH



12 2ND AVENUE EAST, LOOKING NORTH



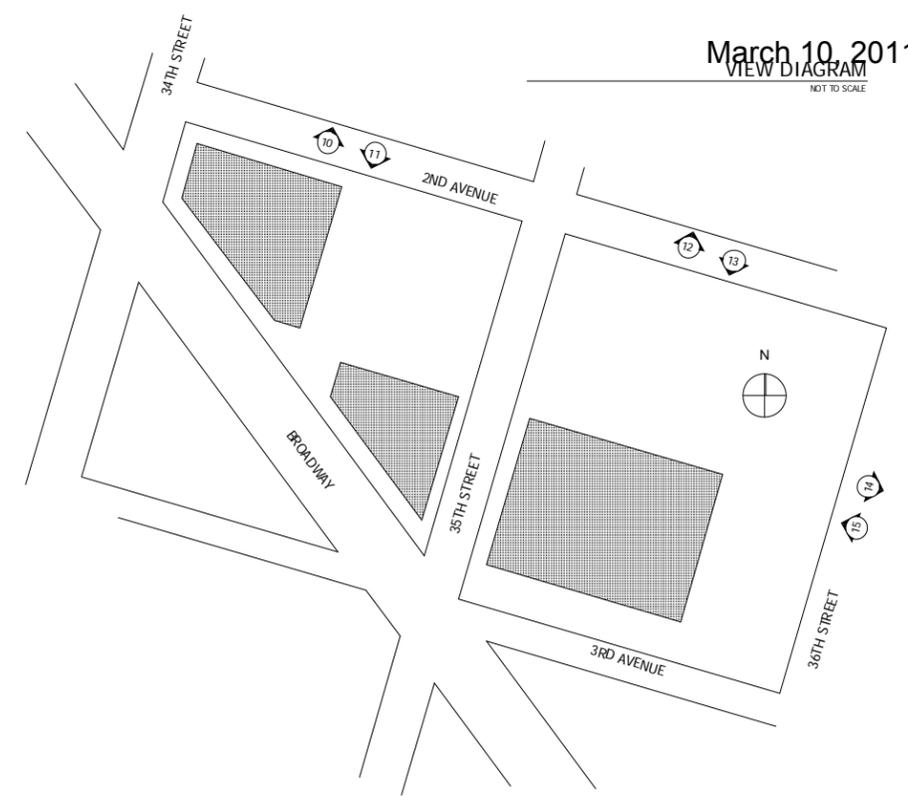
13 2ND AVENUE EAST, LOOKING SOUTH



14 36TH STREET, LOOKING EAST



15 36TH STREET, LOOKING WEST





PARKING STUDY

SCALE: 1" = 100'-0"

INDICATES PROJECT SITES 

AREA DESIGNATION	CAPACITY		TUESDAY				THURSDAY				SATURDAY				SUNDAY			
	24' (REG)	16' (COM)	7 AM	12 PM	4 PM	7 PM	7 AM	12 PM	4 PM	7 PM	7 AM	12 PM	4 PM	7 PM	7 AM	12 PM	4 PM	7 PM
SECOND AVENUE (SECTION 1)	15	5	3	13	11	13	5	10	10	12	0	7	2	1	0	6	4	2
SECOND AVENUE (SECTION 2)	20	1	6	10	7	14	7	11	6	15	8	6	5	9	8	6	6	10
35TH STREET	21	3	9	10	1	8	8	9	0	8	2	2	3	1	2	0	1	1
36TH STREET	19	*	5	7	3	5	4	5	3	5	3	1	3	1	2	2	3	3
THIRD AVENUE	24	3	5	9	3	4	7	12	5	2	1	0	0	1	1	2	2	1
<b>TOTALS</b>	<b>99</b>	<b>12</b>	<b>28</b>	<b>49</b>	<b>25</b>	<b>44</b>	<b>31</b>	<b>47</b>	<b>24</b>	<b>42</b>	<b>14</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>16</b>	<b>16</b>	<b>17</b>	

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