



# REPORT TO PLANNING COMMISSION City of Sacramento

# 7

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING  
May 12, 2011

To: Members of the Planning Commission

**Subject: 800 Block Project (P11-009)** A request to develop the 800 K Street block with mixed use developments, including rehabilitation of a landmark structure on 1.21+/- acres in the Central Business District (C-3) zone and located in the Central Business District Special Planning District. The proposal includes 200 rental apartments, 22,577 square feet of retail including restaurants and commercial uses, and 58,703 square feet of structured parking.

- A. Environmental Determination:** Exempt (per CEQA Guidelines Section 15332, Infill Development);
- B. Special Permit** for a Major Project over 75,000 square feet in the C-3 zone;
- C. Special Permit** to reduce required on-site parking for residential;
- D. Variance** to reduce parking maneuvering from 26' to 24';

#### Location/Council District:

The 800 Block project is located on the east side of 8<sup>th</sup> Street between K and L Streets. Assessor's Parcel Numbers: 006-0098-003,-004,-006,-007,-008,-014,-021,-022, -024

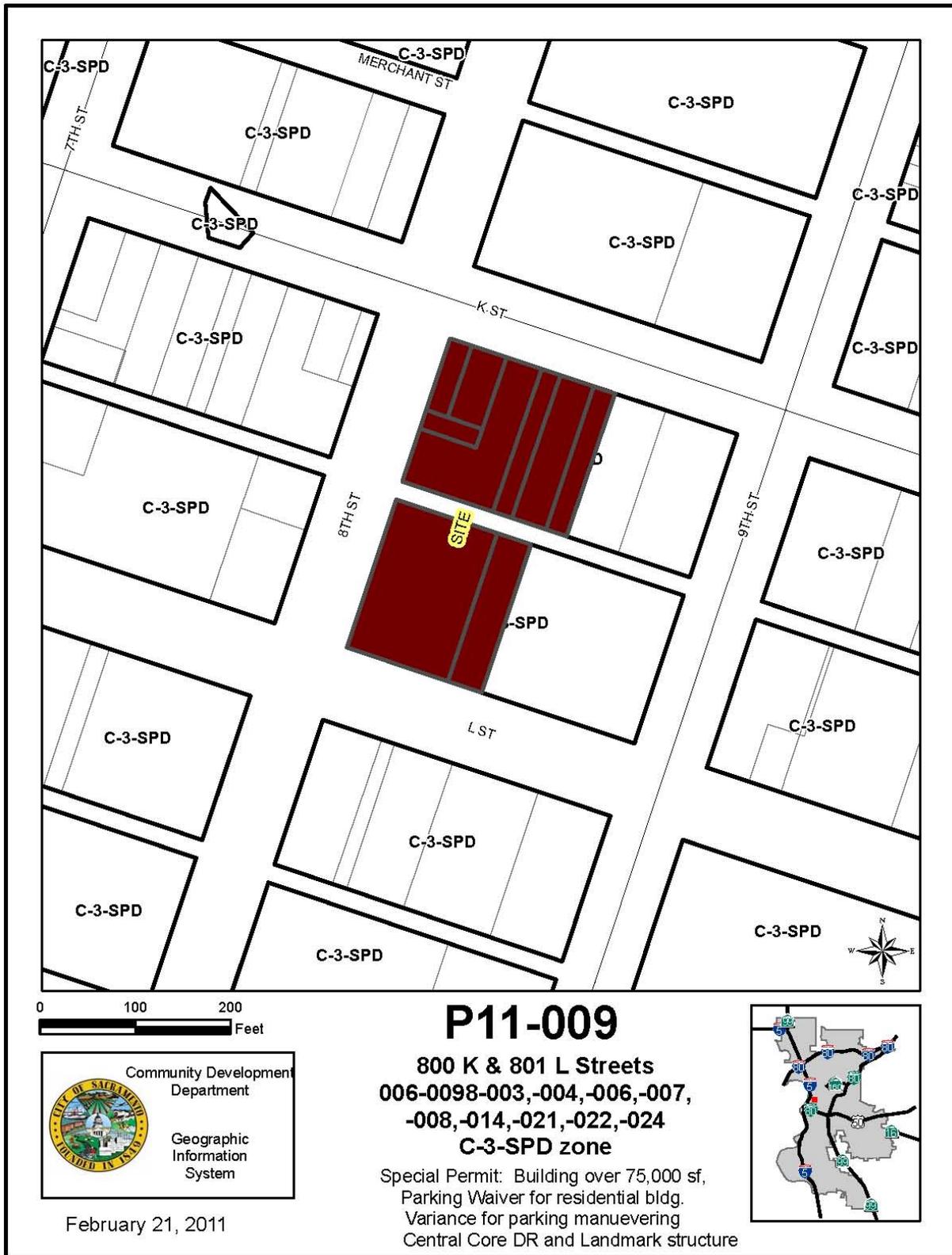
Council District 1

**Recommendation:** Staff recommends the Planning Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. **The project is non-controversial at the time of writing this report. Staff continues to work with the applicant on design-related issues in preparation for the Preservation Commission hearing on May 19, 2011.** The Commission has final approval authority over items A-D above, and its decision is appealable to City Council.

**Contact:** Matthew Sites, Associate AIA, LEED AP, Urban Design Staff (916) 808-7646  
Stacia Cosgrove, Senior Planner, (916) 808-7110

**Applicant:** Ellen Warner, 880 K Street LLC, 1201 K Street, Suite 1840, Sacramento, CA 95814.

**Owner:** Redevelopment Agency, City of Sacramento, 801 12<sup>th</sup> Street, Sacramento, CA 95814. (Attention: Leslie Fritzsche)



**Summary:** The proposed project is a collaborative partnership between David Taylor Interests, Domus Development, and the Sacramento Housing and Redevelopment Agency (SHRA), to continue the revitalization of K and L Streets within the Central Business District. Two separate, but related, buildings comprise the 800 Block project. The applicant is proposing to construct a new 192,921 square foot mixed-use building at the southeast corner of 8<sup>th</sup> & K Streets (800 K Street), including 144 apartment units, 11,865 square feet of ground floor retail space, and 138-144 parking spaces. This site is currently vacant.

At the northeast corner of 8<sup>th</sup> & L Streets, the applicant proposed to renovate the landmark Bel Vue Building and construct an addition to it along the south side and to L Street (801 L Street). The renovated building and the addition will be approximately 79,505 square feet, including 56 apartment units, approximately 10,712 square feet of ground floor retail, and 30 parking spaces. Within the 800 Block project as a whole, a number of the units will be restricted as affordable units.

<b>Table 1: Project Information for 800 Block Project</b>
<b>General Plan designation:</b> Central Business District (FAR 3-15)
<b>Existing zoning of site:</b> Central Business District Special Planning District (C-3-SPD)
<b>Existing use of site:</b> 800 K Street- Vacant, 801 L Street- Bel Vue Building, commercial
<b>Property area:</b> Approximately 1.21 +/- acres or 52,708 square feet
<b>Density:</b> 165± dwelling units/net acre (overall)
<b>FAR:</b> 4.2 (Calculated as 274,426-58,703=215,723/51,200)*

\*Floor Area Ratio Calculations include the gross building area over the net lot area. Structured parking is excluded from the calculation.

**Background Information:** In December 2009, the City’s Economic Development Department, on behalf of the Redevelopment Agency, issued a Request for Qualifications (RFQ) soliciting qualifications and project concepts from development teams for the development of mixed use projects for the 700 and 800 blocks of K and L Streets. The RFQ sought development teams with experience in urban infill, mixed-use, retail, redevelopment, and adaptive re-use/historic preservation. The objective was to create a transformative, high-quality development project to bring significant retail, housing and commercial uses to the 700 and 800 blocks of K and L Streets. Teams were asked to submit their qualifications and propose project concepts for the Agency-owned properties.

In July 2010, the Sacramento City Council passed a motion approving the recommendation to select 800 K Street, LCC, and 8<sup>th</sup> & L Partners LP, as the preferred developer for the 800 Block of K and L Streets and directing staff to negotiate the terms of an Exclusive Right to Negotiate (ERN). The ERNs were executed on October 22, 2010.

**Public/Neighborhood Outreach and Comments:** The 800 Block Project was submitted for entitlements in January 2011. The proposal was routed for early review to the Alkali/Mansion Flats Neighborhood Association, Downtown Sacramento Partnership, and Sacramento Old City Association. The site was posted and staff notified the following groups about the final public hearings: property owners within 500 feet of the subject site, neighborhood groups &

business associations in the area. At the time of writing this report, no additional comments had been received.

**Prior Review and Comment Hearings:** The Preservation Commission conducted a Review and Comment hearing on March 2, 2011 and the Planning Commission conducted a Review and Comment hearing on March 10, 2011. Both the Preservation Commission and Planning Commission were supportive of the project and comments received have been added to this report as Attachment 5.

**Environmental Considerations:** The City's Community Development Department staff determined that this project is exempt from the provisions of CEQA per Section 15332 (Infill Development Projects) of the CEQA Guidelines. The project meets all of the conditions for the exemption. **15332(a):** The project is consistent with the General Plan designation, General Plan policies, and zoning designations and regulations. The project does not require a General Plan Amendment or rezone. **15332(b):** The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The project site is located within the Central City Community Plan Area of the City on a site of 1.21 acres surrounded on all sides by urban uses. **15332(c):** the project site has not value as habitat for rare, endangered, or threatened species. According to the California Department of Fish and Game Natural Diversity Database (CNDD), there are protected animal and plant species in the area of the proposed project; however, the protected species are not anticipated to occur on or near the project site because the necessary habitats are not present. **15332(d):** approval of the project would not result in significant effects related to traffic, noise, air quality, or water quality. A traffic impact study was prepared for the proposed project that determined the traffic generated by the proposed project would be less than significant. The exterior/interior noise levels in the project vicinity do not exceed the limits established in the City's General Plan. The project scope and size do not exceed the air emission screening levels established by the Sacramento Air Quality Management District for construction and operation of the project. There are several federal, State, and local regulatory mechanisms that control construction activities to minimize, to the maximum extent practical, the degradation of water quality. **15332(e):** All utilities are available to the site. The project would not create the need for new or expanded police, fire, or school facilities beyond what was anticipated in the General Plan.

**Policy Considerations:** The subject site is designated as Central Business District on the General Plan Land Use and Urban Form Diagram. The Central Business District (CBD) is Sacramento's most intensely developed area. The CBD includes a mixture of retail, office, governmental, entertainment and visitor-serving uses built on a formal framework of streets and park spaces laid out for the original Sutter Land Grant in the 1840s. The vision for the CBD is a vibrant downtown core that will continue to serve as the business, governmental, retail, and entertainment center for the city and the region. A significant element in the future CBD includes new residential uses. Increasing the residential population will add vitality to the CBD by extending the hours of activity and the built-in market for retail, services, and entertainment.

#### 2030 General Plan Development Standards

Density: 61 units/net acre minimum to 450 units/net acre maximum.

Floor Area Ratio (FAR): Minimum 3.00 FAR to maximum 15.00 FAR.

Residential development that is a part of a mixed use building shall comply with the FAR range and is not subject to the density requirement. Stand alone residential development shall comply with the density range. Staff has confirmed the project as currently proposed meets all FAR requirements with a floor area ratio of 4.2.

2030 General Plan Policies

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

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

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

**LU 5.6.1 Downtown Center Development.** *The City shall encourage development that expands the role of the CBD as the regional center for commerce, arts, culture, entertainment, and government.*

**LU 5.6.3 Mixed Use Downtown Development.** *The City shall support a mixed use, vibrant Central Business District by encouraging innovative mixed use development resulting in development consistent with Sacramento's commitment to environmental sustainability.*

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

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

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

Central City Community Plan Policies

**CC.LU 1.7 Central Business District.** *The City shall improve the physical and social conditions, urban aesthetics, and general safety of the Central Business District.*

**CC.HCR 1.1 Preservation.** *The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City.*

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

2008-2013 Housing Element:

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

**Land Use**

800 K- The site at 800 K Street has been vacant for several years. The proposed new building would include a basement level and six levels above-grade, for a total building size of 192,921 gross square feet. A total of 144 apartment units are proposed within the 800 K building, located on floors two through six. Each of the residential floors surrounds an interior courtyard that is approximately 40' x 100'. The residential units range in size from 460 square feet for the smallest studio unit to two-bedroom units as large as 1,480 square feet. The building will contain a maximum of 144 parking spaces on the basement, ground, and mezzanine levels, for the use of the residential units. No onsite parking will be provided for the 11,865 square feet of ground floor retail provided in the base of the building.

801 L- The site at 801 L Street is currently occupied by the historic Bel Vue Building and various commercial structures. The Bel Vue will be restored and apartment units reconstructed on the interior. The commercial buildings will be demolished and replaced with an addition to the Bel Vue, for an overall unit count of 56 apartment units. The alley façade of the Bel Vue Building will be preserved and enhanced with the removal of exterior duct work and existing fire escapes.

The renovated building and addition will be a single structure with a parking level, a potential 2,000 square foot office mezzanine and three levels above grade, for a total building size of 81,505 square feet. The residential units range in size from 630 square feet for the smallest one bedroom unit to two-bedroom units as large as 950 square feet, and also surround an interior courtyard. The primary entrance to the upper levels will be on 8<sup>th</sup> Street. There is an existing basement in the Bel Vue that will be used for building storage and utility rooms. The building will contain 30 parking spaces on the ground level for use by the residential units. There will be approximately 10,712 square feet of ground floor retail along 8<sup>th</sup> Street and L Street.

**Setbacks, Height, and Ground Floor Retail Requirements:** In the Central Business District, the setbacks may be zero feet on all elevations. There are also no height restrictions except as noted in the Capitol View Protection Ordinance which states that both sites have a height limit of 300 feet. The height of the 800 K building will be approximately 76'-6" feet from grade and the height of the 801 L building at its highest point will be 50'-9" feet from grade.

The sites also have a 75% ground floor retail requirement along 8<sup>th</sup> Street, K Street, and L Street. Each commercial tenant space must have a minimum interior space depth of sixty

feet measured from the inside wall abutting the front property line or have a minimum area of 1,000 square feet along the building frontage, whichever is less. Staff finds the 800 Block proposal meets the ground floor retail requirement, and depth/size for each tenant space for 8<sup>th</sup> Street, K Street, and L Street.

<b>Table 2: Height and area standards</b>			
<b>Standard</b>	<b>Required</b>	<b>Proposed</b>	<b>Deviation?</b>
Height	300 Feet	81'-4" (800 K Street)	no
		53'-9" (801 L Street)	no
Front setback (K Street)	0 feet	0 feet	no
Streetside setback (7 <sup>th</sup> Street)	0 feet	0 feet	no
Street side setback (8 <sup>th</sup> Street)	0 feet	0 feet	no
Rear setback (Alley)	0 feet	0 feet	no
Density	61 to 450 dwelling units per net acre	165 dwelling units per net acre	no
Floor Area Ratio	3.0 to 15.0	4.2	no

**Access, Circulation, and Parking:** The project site is bounded by public streets on three sides: K Street to the north, 8<sup>th</sup> Street to the west, and L Street to the south. A 20-foot wide public alley runs between the two sites and is proposed to be used for parking garage access. The alley will be signed for one-way traffic from east to west only.

This segment of K Street currently does not allow vehicular traffic, but in the near future K Street will be reconfigured to two-way traffic. 8<sup>th</sup> Street is a one-way with traffic traveling north. L Street is one-way traveling west. Light rail tracks run on the north and west sides of the subject site.

The parking garage for the 800 Block building will be accessed via the public alley and then ramp internally for access to several levels of parking. The garage will include 138 spaces for tenant parking with the option of an additional 7 tenant parking spaces, some building storage, and other building support rooms.

The ground level of the 801 L Street building will contain 30 parking spaces, accessed via the alley, immediately adjacent (to the east) to the Bel Vue building.

The proposed project seeks to waive a maximum of 46 parking spaces out of the 224 total required parking spaces. Of the 46 parking spaces to be waived, 32 spaces are for residents and the remaining 14 spaces would have been designated for guests. The 800 K Building has an option that will reduce the number of waived parking spaces from 46 to 40. As shown on the attached plans, approximately 84% of the residential units will have an onsite parking space. The remaining 16% of the residents will either choose to adopt a lifestyle that is not dependent on an automobile and will rely on public transportation, or they may seek out a monthly parking pass at a nearby parking garage. Staff supports the request to waive the parking because a) the project site is adjacent to light rail stations, bus stops, and public parking garages; b) the General Plan supports the reduction of parking areas to encourage the use of public transportation and allow development of communities to be more pedestrian-oriented; and c) the surrounding area has a mix of uses to allow residents to live, work, shop, and play without the need for an automobile.

A summary of the parking within the project is as follows:

<b>Table 3: Parking Requirements for the 800 Block Project</b>			
<b>Land Uses</b>	<b>Required Spaces</b>	<b>Spaces Provided</b>	<b>Difference?</b>
Ground floor retail/restaurants/commercial services	0 spaces	0 spaces	No
800 K Residential Units  Residential Guests	144 spaces (1 space per residential unit) ----- 10 spaces (1 space per 15 residential units) TOTAL: 154 spaces	138 spaces	Yes -16 spaces
801 L Residential Units  Residential Guests	56 spaces (1 space per residential unit) ----- 4 spaces (1 space per 15 residential units) TOTAL: 60 spaces	30 spaces	Yes -30 spaces
<b>Total Parking</b>	<b>224 total parking</b>	<b>168 parking spaces, or  174 parking spaces optional</b>	<b>- 46 spaces, or  - 40 spaces option</b>

\*For retail, restaurant, and commercial services in the Central Business District, onsite parking is not required. Only residential, hotels, motels, and office uses require parking.

<b>Total parking required</b>	<b>Required bicycle parking</b>	<b>Provided bicycle parking</b>	<b>Difference</b>
224 parking spaces**	22 facilities minimum	52 facilities (800K) 12 facilities (801 L)	Yes +42 spaces

\*\*One bicycle facility is required for every 10 parking spaces required. Fifty percent of the required bicycle parking has to be Class I facilities and the remaining facilities may be Class I, II, or III. A Class I bicycle parking is an enclosed box or designated room with a secured entry and stationary racks. Class II facilities include a stationary rack that secures both the frame and both wheels of the bicycle and the user supplies only a padlock. Class III facilities include a stationary rack that secures only the front wheel of the bicycle and the user supplies both a padlock and cable.

As indicated above, bicycle parking has been provided for in the proposed plans. The additional bicycle parking will support those units that do not have access to vehicular parking per the parking waiver. Staff feels that if additional bicycle parking is provided for the ground level commercial uses, bicycle parking within the street planting area will allow an additional layer of activity along the streets.

**Preservation Review:** City Staff believes the project generally meets the principles and guidelines of the Central Core Design Review District, and the historic rehabilitation of the Bel Vue structure will comply with the Secretary of Interior's Rehabilitation Standards. The applicant and their design team have had several meetings with Design and Preservation Staff for assistance in understanding and implementing the updated Central City Urban Design Plan and Guidelines and the historic Rehabilitation Standards. These early meetings have refined the original proposal to better complement and integrate the project into the existing urban fabric. The Preservation Commission generally supported the proposed project with some minor refinements. The Preservation Commission comments have been attached to this report as Attachment 5. The Preservation Commission will take a final action on the Design Review and Preservation aspects of the project at the May 19, 2011 public hearing.

### **Overview of Residential Units**

The proposed 200 units would include 50 studios, 128 one bedroom units and 22 two bedroom units ranging in size from 460 square feet to 1,480 square feet.

<b>Type of Unit</b>	<b>800 K</b>	<b>801 L</b>	<b>Total Number of Units</b>
Studio apartment	50	0	50
1 bedroom	82	46	128
2 bedroom	10	10	20
2 bedroom townhomes	2	0	2
<b>Overall Total Units</b>	<b>144 units</b>	<b>56 units</b>	<b>200 units</b>

## **Project Amenities**

Both buildings will include interior landscaped courtyards for residential use. The courtyard for the 800 K building can be accessed at the second level through the main lobby or community room. An additional terrace is also provided at the sixth floor along 8<sup>th</sup> Street on the 800K building. Community rooms have been provided in the 800 K and 801 L Buildings.

## **Zoning Code**

Apartments are permitted by right in the Central Business District (C-3) zone subject to meeting minimum noise requirements. These requirements have been included as conditions of approval in Attachment 1.

Restaurants, retail, bakeries, beauty salons/barbers are allowed by right in the C-3 zone.

No Special Permit for Alcoholic Beverage Control (ABC) License has been included as the proposed tenant mix does not include the need for such a license. Restaurants are not required to obtain a Special Permit. In the future, if any establishment chooses to change their ABC license for a bar only, a Special Permit would be required.

## **Demolition of Structures**

The commercial structure currently surrounding the Bel Vue would be demolished as part of the proposed project. The Bel Vue will remain intact as it is a landmark structure, but will require internal demolition related to the seismic retrofitting, abatement, and updating of the tenant space layouts, which will meet the Secretary of Interiors Standards for Rehabilitation of Historic Structures.

## **Trash Enclosures**

The Zoning Code (Title 17.72) regulates the location, size, and design of trash enclosures to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development.

### *Recycling Volume Requirements*

For multifamily development, 1 cubic yard recycling volume capacity is required for every 16 units. Restaurant/bars require 1 cubic yard for every 5,000 square feet. Retail sales require 1 cubic yard for every 8,000 square feet and retail services require 1 cubic yard for every 10,000 square feet. (All these commercial uses require a minimum of 90 gallon container regardless of the above calculation.)

### *Overhead Clearance*

The recycling and trash enclosure shall be designed to allow 18 feet of overhead clearance whenever crane-lifted dome recycling receptacles will be used.

### *Signs*

Signs shall be permanently posted or painted on each receptacle listing which material shall be disposed of in that receptacle. General instructions about how to recycle shall be posted within the recycling and trash enclosure or near the receptacle area and shall be visible to the enclosure/receptacle users. The name and phone number of the person responsible for maintenance of the enclosure or receptacle shall be posted. Any sign visible from outside the enclosure shall be no larger than four square feet.

#### *Convenient Access for Multifamily Residents*

Each recycling and trash enclosure within a multifamily residential development shall be no greater than 250 feet from the nearest point of each unit. Each recycling and trash enclosure or receptacle within a multifamily residential development shall be designed to allow the convenient disposal of recyclable materials and trash by residents without having to open the main enclosure gates.

The applicant has reviewed all the trash enclosure requirements as stated above and agreed to meet the standards.

#### **Signage in the Central Business District Special Planning District**

The Central Business District (C-3 SPD) zone allows a maximum of two attached signs per occupant. The maximum area allowed is three square feet per front foot of building occupancy, not to exceed 45 square feet or more than three feet in height. Signage may include the following types of signs:

##### *Projecting Signs*

One projecting sign is allowed per occupant not to exceed 20 square feet per side. The maximum height of the sign is 10 feet and the maximum distance from the building face to the outer edge of the sign is four feet. The minimum height from the sidewalk to the bottom of the sign is eight feet.

##### *Suspended Signs*

One suspended sign is allowed per occupant. The maximum area of each face is nine square feet. The maximum height is 1.5 feet and the minimum height from the bottom of the sign to the sidewalk is 8 feet.

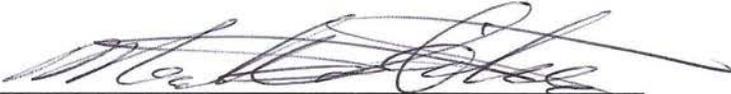
##### *Awning/Canopy Signage*

The maximum height of awning/canopy signage is 12 inches. Logos may not exceed 25 percent of the surface area.

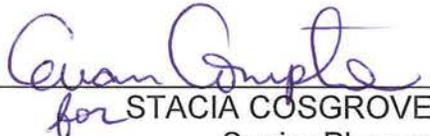
No signage has been proposed as part of this approval. A sign program will be required to be reviewed and approved by the Planning Director and Preservation/Design Review staff before sign permits may be issued. This has been included as Condition #B5 in Attachment 1.

**Other approvals:** A revocable permit from the Department of Transportation will be required for outdoor seating, and projections over the right of way such as the bay window and awnings.

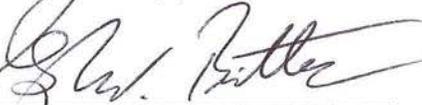
**Conclusion:** Staff recommends approval of the project since the proposal: a) provides a mixed use project on a prominent parcel in the downtown area that has adjacent light rail stations and bus stops, b) allows for the additional activation and rehabilitation of 8<sup>th</sup>, K and L Streets, c) adds residential units to the Central Business District to increase the number of housing options, d) maintains large commercial storefront windows and adds residential units with windows to provide "eyes on the street" which enhances security, e) provides onsite amenities for residents including interior courtyards, a rooftop terrace, laundry facilities, bicycle parking, and community room, f) satisfies the zoning code requirements such as the ground floor retail requirements and maximum height restrictions in the Capitol View Protection Ordinance area, and g) is consistent with General Plan policies including screening parking from street views by providing a parking structure that is accessed from the alley thereby maintaining pedestrian friendly street frontages.

Respectfully submitted by:   
MATTHEW SITES, ASSOCIATE AIA, LEED AP  
Urban Design/Planning Staff

Approved by:

  
for STACIA COSGROVE  
Senior Planner

Recommendation Approved:

  
GREGORY BITTER, AICP  
Principal Planner

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**Attachment 1  
Proposed Findings of Fact and Conditions of Approval  
800 Block Project and P11-009**

**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&C.** The **Special Permits** for a Major Project over 75,000 square feet in the Central Business District (C-3 SPD) zone and to partially waive parking for new residential development are **approved** subject to the following Findings of Fact:

1. The project is based upon sound principles of land use in that:
  - a. the restaurant, retail, and residential uses are allowed by right in the Central Business District (C-3) zone;
  - b. the future owners of units without onsite parking are adopting a lifestyle that will not depend on automobiles in their daily life but instead will rely on public transportation;
  - c. the project will increase ridership of the lightrail and bus system and will contribute to the availability of housing options in the Central Business District.
2. The proposed use would not be detrimental to the public health, safety and welfare, nor result in a public nuisance in that:
  - a. the commercial storefronts and residential apartments will provide "eyes on the street," and will activate the streets increasing safety in the central core area;
  - b. the project includes the rehabilitation of the Landmark Bel Vue Structure, and infill development will be provided at the 8<sup>th</sup> and K Street vacant lot;
  - c. the project will not significantly impact the neighborhood parking situation since there is both on-street parking and public parking garages in the nearby vicinity;

d. the parking structure is accessed from the alley and there are no proposed vehicular curb cuts along 8th, K, or L Streets that would negatively impact a pedestrian friendly environment.

3. The proposed project is consistent with the General Plan designation of Central Business District because the development: will meet the FAR (floor area ratio) requirements for a new mixed use project, will act as a catalyst for further infill development in the area, and will locate new commercial and residential uses adjacent to existing light rail stations.

**D. The Variance to reduce maneuvering distance is approved** subject to the following Findings of Fact:

1. No special privilege is being extended and the variance would be appropriate for any property owner, whom wished to provide parking access off of the alley and remove driveways along the main streets. The project meets the Central Business District Special Planning District which requires that parking be integrated into the proposed building and accessed from the alley; however due to the density and requirement for 75% ground level retail/commercial space to be provided along street frontages; maneuvering distances within the structure need to be reduced to allow for a balance in residential space, parking and retail spaces within the building;
2. 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;
3. The variance will not be injurious to public welfare, nor to property in the vicinity of the applicant, in that the reduction will allow additional parking onsite and maintains adequate room for vehicle maneuvering. This reduction also provides for deeper retail spaces at the ground level which adds potential longevity and viability of the tenant spaces, and potential office mezzanine space.
4. 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 within the buildings, as well as reducing the amount of vehicular and pedestrian interaction and limiting the number of curb cuts along arterial streets with shared alley access to parking and service functions.

### **Conditions Of Approval**

### **B. Special Permit for a Major Project over 75,000 square feet in the C-3 Zone:**

## Planning

- B1. This approval is for the construction of a six story mid-rise building, rehabilitation of the Landmark Bel Vue building, and four story low-rise building as show on the 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 and Preservation staff for final review and approval prior to building permit submittal.
- B2. 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.
- B3. The 800 K mid-rise highest finished floor line shall not exceed 75 feet in height from grade per the report and exhibits. The building and mechanical parapet shall not exceed the height as provided in the report and exhibits.
- B4. Trash Enclosures: The applicant shall comply with the City's Recycling Ordinance (Section 17.72) and all Department of Solid Waste conditions below.
- B5. Any proposed signage shall comply with the Sign Ordinance, City Code Section 15.148, and the Preservation Commission Conditions of Approval. A sign program shall be submitted for the building prior to submittal of sign permits. Sign permits shall be obtained prior to construction of any sign.
- B6. 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.
- B7. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.
- B8. 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).

- B9. The applicant/owner shall reasonably maintain the buildings and landscaping.
- B10. The community amenities shall be used by tenants and their guests only.
- B11. The residential uses shall comply with the noise standards of Chapter 17.24.050 footnote 76a.
- B12. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted for residents of the building as a Good Neighbor Policy. The contact person shall be responsible for coordinating between the residential and K Street commercial uses to ensure there is no detrimental noise, light, or other issues that would affect the peace and welfare of the residents.
- B13. The project shall meet all of the Preservation conditions of P11-009 as approved by the Preservation Commission.

### **Building**

- B14. At all locations where wall openings are proposed in locations not allowed by 2010 CBC Table 705.8, parcels shall be merged in order to allow the openings.
- B15. At any locations where buildings are bisected by a property line, parcels shall be merged.
- B16. If any part of the structure has occupiable floor space more than 75 feet above the lowest floor level having building access, the structure shall comply with CBC Section 403.
- B17. This project shall comply with all applicable requirements of the 2010 California Code of Regulations Title 24 parts 2, 3, 4, 5, 6, 9, 11, and 12.

### **Department of Transportation**

- B18. Construct standard improvements as noted in these conditions pursuant to chapter 18 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the properties along 8<sup>th</sup> street and L street per City standards and to the satisfaction of the Department of Transportation;
- B19. The applicant shall construct full frontage improvements along K Street per the newly approved K Street plan that allows cars along this segment of K Street. The applicant shall coordinate the timing of these improvements with the Department of Transportation, the K street plan Project Manager to ensure compliance with the plan;

- B20. The applicant shall repair any deteriorated portions of the existing alley per City standards (in Concrete) from 8<sup>th</sup> Street to the project's boundary along the alley to the satisfaction of the Department of Transportation;
- B21. The applicant shall remove any existing driveways that are not in use with this proposal along any of the frontages. The applicant shall reconstruct the curb, gutter and reclaim the planter area where those driveways exist per City standards and to the satisfaction of the Department of Transportation;
- B22. Per City Code, all gates shall be a minimum of 20-feet behind the edge of right-of-way along the alley. Any proposed gates shall be equipped with an automatic opener or a card reader system to facilitate access. Vehicle stacking distances at the entrance should be increased to the maximum extent possible so the operations of the alley do not get affected;
- B23. With the proposed entrances to the garages off the alley, and no setback proposed at the entrances, the applicant shall provide for a visual and audio pedestrian warning devices to protect pedestrians from cars exiting the garages to the satisfaction of the Department of Transportation;
- B24. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards along the project's frontages;
- B25. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);

**Department of Utilities**

- B26. The building pad elevation shall be approved by the DOU and shall be a minimum of 1.5 feet above the local controlling overland release elevation or a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation, whichever is higher, unless otherwise approved by the Department of Utilities.
- B27. 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.
- B28. Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.
- B29. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to recording the final map. The impact to the CSS is estimated to be 155

ESD's. The Combined Sewer System fee is estimated to be \$370,284.55 plus any increases to the fee due to inflation.

**Fire**

- B30. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.
- B31. 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
- B32. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4
- B33. Provide appropriate Knox access for site. CFC Section 506
- B34. 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.
- B35. 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.
- B36. 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.
- B37. Provide a secondary access. The chief is authorized to require two means of access for sites serving 40 or more dwelling units and/or when it is determined by the chief that access by a single road might be impaired by vehicle congestion... CFC 503.1.2.1
- B38. If there is any occupiable floor space that is located more than 75' above the lowest level of fire department access, the structure shall meet the City of Sacramento's Highrise Code 15.100.
- B39. Vehicle gates shall be provided with Key override switch Knox and Radio operated controller Click2Enter.

**Department of Solid Waste**

- B40. Project must meet the requirements outlined in Sacramento City Code Chapter 17.72.
- B41. Trash rooms in both properties face the K St. - L St. Alley, which means that a solid waste front-loader can likely safely collect the garbage and recycling from both

properties. Solid waste trucks must be able to safely move about both properties, with minimum backing, and be able to empty the bins and cans safely. When a solid waste truck has to make a turn, such as in and out of an alley, the truck must be able to make the turn safely around obstacles, such as trees. Please see the file "Truck, bin, can dimensions.xlsx" for the dimensions of a City solid waste truck, including turning radius, to confirm the truck can safely make all necessary turns.

- B42. Solid waste driver must not have to move front-loader bins more than 15 ft. for collection. This does not appear to be a problem with either property, according to the site plans submitted.
- B43. All residences in this project are apartment units. As a result, a franchised commercial hauler, or the City of Sacramento, may service these two properties. If these were condominium units, the condominiums would be required to be serviced by the City of Sacramento, but the commercial spaces could still be served by another hauler if desired.
- B44. All apartment unit must be within 250 of the closest trash enclosure, per Sacramento City Code Chapter 17.72.040 F. This could be covered by placing a trash chute and recycling chute on each floor, within 250 ft. of each apartment unit. There must be access to both trash and recycling.
- B45. Statement of Recycling must be completed, including a description of trash and recycling operations after the building is built and occupied.
- B46. Trash room capacities must have this much weekly capacity:
- 800 K Street: 10 cubic yards of trash, and another 10 cubic yards for recycling.
  - 801 L Street: 4 cubic yards of trash, and another 4 cubic yards for recycling.

### **Sacramento Regional Transit District**

- B47. Project construction shall not disrupt transit service or pedestrian access to transit stops or light rail stations.
- B48. Transit information shall be displayed in a prominent location in the residential sales/rental office, through a homeowner's association, or with real estate transactions. Please use the Request Form available on [www.sacrt.com](http://www.sacrt.com) to order transit information materials.
- B49. Transit information shall be displayed in prominent locations within the business for both patrons and employees. Please use the Request Form available on [www.sacrt.com](http://www.sacrt.com) to order transit information materials.
- B50. Project shall provide clear and easy accessibility and connectivity for all transit users, including those with disabilities.

- B51. RT is participating in the planning efforts to develop a streetcar starter line in the downtown Sacramento area. Local developer fees are anticipated to be an important part of the financing strategy for the construction and operation of the streetcar system. The developer should anticipate a request for financial participation in the streetcar system.
- B52. Provide bicycle parking facilities per City of Sacramento requirements at store entrances and in parking garage.
- B53. The property owner shall join the Sacramento Transportation Management Association.

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

- C1. If there are any changes to the residential spaces additional entitlements may be required for the parking entitlements.
- C2. 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.
- C3. Vehicular parking shall be provided per section 17.64.030 of the Zoning Ordinance. A minimum of one hundred and sixty eight (168) residential parking spaces shall be provided per the report and exhibits. An optional additional seven (7) residential parking spaces may be added to the 800 K Street Building.
- C4. Bicycle parking facilities shall be provided per section 17.64.050 of the Zoning Ordinance. A total of twenty two (22) bicycle facilities shall be provided for this project. If additional bicycle facilities are provided staff recommends placement in the hardscaped areas of the street planters.

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

- D1. Maneuvering distances within the parking structures shall be reduced to no less twenty-four (24) feet.
- D2. One way alley access shall be retained and shall not be significantly impeded when accessing garages.

**Advisory Notes:**

**Building**

- ADV1 Note that regardless of the type of sprinkler system used, per 2010 CBC 504.2, a type VA building shall be limited in height to 4 stories and 60 feet as measured from grade plane.

- ADV2 Note the restrictions for encroachments into the public right of way (doors, windows, awnings, etc) by 2010 CBC Chapter 32.
- ADV3 Note that if CBC 509.2 is used for the horizontal building separation allowance, the total building height from grade plane shall be based on the least type of construction in the building (509.2.4.7).
- ADV4 Please note that the above comments are based on a cursory review of the material provided. Further comments may be generated upon formal review of the construction documents.

### **Department of Utilities**

- ADV5 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.
- ADV6 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.

### **Park Planning and Development Services**

- ADV7 As per City Code, the applicant will be responsible to meet his/her obligations regarding: a) Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$288,838.09. This is based on 200 multi-family units at the Specified Infill Rate of \$1,425 per unit; and 22,577 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.

### **Police**

- ADV8 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.
- ADV9 Air conditioning units in this part of town are favorite targets for thieves seeking to steal the recyclable material used in the condensers. Special care should be taken to prevent this type of theft.
- ADV10 Renting individual rooms in multi-room apartments shall not be allowed.
- ADV11 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.

- ADV12 Benches, trash cans, and bicycle racks should be placed in highly visible locations.
- ADV13 Exterior benches should be designed to discourage loitering and sleeping by utilizing partitions or circular designs that wrap around trees or poles. Wrought iron benches are desirable because they provide a fireproof design that is difficult to damage and is easily secured to the ground.
- ADV14 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. Incorporating these principles early in the design process is highly recommended.
- ADV15 **Sound attenuation for residential units is a paramount concern for the police department.**
- ADV16 Any child play areas should be located in areas that have the maximum observation from adjacent units. Short fences around tot-lots are recommended.
- ADV17 Community laundry rooms are frequent locations for violent crimes. If community laundry rooms are part of the design for this project, video cameras shall be positioned to record who enters and exits the laundry room.
- ADV18 A viewing device or peephole shall be installed in each individual unit entrance door and shall allow for 180-degree vision.
- ADV19 Any rear door used to admit employees or deliveries shall be equipped with a 180 degree viewing device to screen persons before allowing entry.
- ADV20 Parking lots shall have a minimum illumination intensity of 1.0 foot-candles per square foot at 36 inches above ground.
- ADV21 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.
- ADV22 Assigned parking spaces shall not be numbered to coincide with dwelling unit numbers.
- ADV23 Any exterior planters shall be designed with uneven or textured walls/edges in order to prevent skateboarders from grinding, riding or sliding on or along the planter.
- ADV24 In order to prevent mail theft, mail/postal boxes shall be placed in a high traffic area.
- ADV25 There shall be no video/arcade machines maintained upon the premises at any time.
- ADV26 Dumpster enclosures shall be kept locked.

ADV27 Trash receptacles shall be bolted or affixed to the ground or other permanent structure.

ADV28 Trash receptacles shall be constructed of materials that cannot be broken into smaller pieces that can be used as weapons.

ADV29 Closed-circuit color video cameras shall be employed to monitor:

- The primary points of entry for vehicles into parking areas.
- The primary points of entry for pedestrians into the building.
- Main hallways.
- Community laundry room entrances, if any.
- Mail boxes.

ADV30 The recording device shall be:

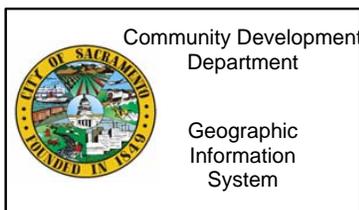
- Located in the building control room, when applicable.
- A digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. A DVR capable of storing 30 days worth of activity is greatly preferred.
- Signs that say the property is monitored by video surveillance are recommended at the primary points of entry for vehicles and pedestrians.

ADV31 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.

### **Sacramento Regional Transit District**

ADV32 Develop a program to offer transit passes at a 50% or greater discount to new homeowners for a period of six months or more. Program shall be reviewed and approved by RT prior to approval of any special permit for the project.

ADV33 Employers should offer employees subsidized transit passes at 50% or greater discount.



February 21, 2011

# P11-009

**800 K & 801 L Streets**  
**006-0098-003,-004,-006,-007,**  
**-008,-014,-021,-022,-024**  
**C-3-SPD zone**

Special Permit: Building over 75,000 sf,  
 Parking Waiver for residential bldg.  
 Variance for parking maneuvering  
 Central Core DR and





**Statement of Intent:  
800 K Street and 801 L Street Apartments  
January 28, 2011**

**Project Location**

The Project site is located in the Central Business District of the City of Sacramento, at the western half of the City block bounded by K Street, L Street, 8<sup>th</sup> Street and 9<sup>th</sup> Street; 0.66 acre in the portion of the site north of the alley (“800 Block of K Street”) and 0.55 acre in the portion of the site south of the alley (“800 Block of L Street”). This site is owned by the Redevelopment Agency of the City of Sacramento (“Agency”), and the Agency intends to transfer title of the 800 Block of K Street site to the developer 800 K Street, LLC just prior to the start of construction in the second half of 2011 and to transfer title of the 800 Block of L Street site to the developer 8<sup>th</sup> & L Partners, LP just prior to the start of construction in the second half of 2011. The Project consists of the construction of a new building on the 800 Block of K Street and the renovation of the historic Bel Vue Building on the 800 Block of L Street combined with the construction of a new building addition to the Bel Vue on the 800 Block of L Street. The assessor’s parcel numbers for the 800 Block of K Street are 006-0098-003,004,006, 007,008,022,024. The assessor’s parcel numbers for the 800 Block of L Street are 006-0098-014, 021. The Westfield Downtown Plaza is located 1 block to the west, Cesar Chavez Plaza is located 1 block to the northeast, and the California State Capitol is located 2 blocks southeast. The Sacramento River is approximately 7 blocks to the west.

Adjacent to the 800 K site on the east is the Kress Building and across the street to the north is the Sacramento Renaissance Tower. The site slopes down at the center of the block approximately 8’ from K Street to the alley and it is approximately level from the alley to L Street. The low point in the alley is approximately 19’ above mean sea level.

Regional access is provided to the project area via Interstate 5 (I-5) west of the site and US Highway 50 south of the site. Access point to the project vicinity from I-5 is located at the I Street/J Street interchange exit. Access point to the project vicinity from US Highway 50 is located at the 10<sup>th</sup> Street interchange exits. Regional access is also provided from the Capitol City freeway (Business 80) east of the site at E, H, and N Streets. State Highway 160 (15<sup>th</sup> and 16<sup>th</sup> Streets in the project area) is located east of the site and provides primarily cross-town access. Direct access to the proposed project site is provided from 8<sup>th</sup> Street northbound. K Street is closed to public vehicular traffic in the immediate project vicinity.

**Project Background**

The project site is considered by the Redevelopment Agency as key to downtown redevelopment for several reasons:

- It includes mixed-use, mixed-income housing that will provide for a range of housing opportunities
- It provides uses that will attract investment in the surrounding area.
- It includes uses that are considered to have a regional draw and will broaden the appeal of the Downtown area.
- It leverages the limited local agency resources to attract a considerable amount of private funding and additional state and federal public funding resources.

In December 2009, the Economic Development Department, on behalf of the Agency, issued a Request for Qualifications (RFQ) soliciting qualifications and project concepts from development teams for the development of mixed-use projects for the 700 and 800 blocks of K and L Streets. Development teams were encouraged to submit RFQ responses for any combination of the development areas.

In February 2010, four proposals were submitted. Three of the proposals included both the 700 and 800 blocks of K and L Streets and one proposal focused on the 700 block of K Street.

In July 2010, the Sacramento City Council passed a motion approving the recommendation to select 800 K Street, LCC and 8<sup>th</sup> & L Partners, LP as the preferred developers for the 800 Block of K and L Streets and directing staff to negotiate terms of an exclusive right to negotiate. The Exclusive Right to Negotiate Agreements were executed on October 22, 2010.

Since the site was vacated by its last tenant, the Agency reviewed a variety of development proposals for the site, but none of the development proposals reached the construction phase.

### **Project Objectives**

The project is located within the Merged Downtown Redevelopment Project Area. The overall goal of the Agency, based on the Community Redevelopment Law, is to undertake a program for the clearance and reconstruction or rehabilitation of blighted areas in the City. Agency objectives of the proposed project are generally based on public-oriented needs and benefits as articulated in goals and policies of plans adopted by the Agency and the City. The Agency, the property owner, has identified the following objectives for the project:

- Provide a combination of cultural, entertainment, and retail destination-oriented uses.
- Provide a pedestrian and destination oriented project that will draw a large number of people during both day and evening hours.
- Represent first rate architectural design using high quality materials
- Serve as a catalyst redevelopment project, assisting in attracting additional quality developments to the area and the continued implementation of the JKL Corridor Strategic Direction.

Objectives identified by the developer are:

- The project team needs to be stakeholders with vested interests in the success of the subject blocks
- Provide a variety of cultural and commercial uses
- Provide high quality places to live in downtown
- Provide pedestrian and destination oriented projects that draw people during both day and evening hours
- Provide buildings that demonstrate superior architectural design and high quality construction
- Serve as a catalyst redevelopment project, assisting in attracting additional quality developments to the area and the continued implementation of the City's JKL Strategic Direction.

### **800 K Street Scope**

(all sizes and quantities noted in this section are approximate)

The new building at the 800 Block of K Street will include a basement level and six levels above grade, for a total building size of 190,738 gross square feet and a total building height of approximately 80' above grade plane. The building will contain 137 parking spaces on basement, ground and mezzanine levels, 11,837 square feet of retail space on ground level, and 134 residential units on levels two through six.

The basement level covers the entire site and is 26,996 gross square feet with parking and general storage spaces for tenant. The parking garage will be accessible via a single entry from the alley and then ramp internally with multiple levels from basement to ground level to ground level mezzanine. This parking garage will include spaces for 137 vehicles for building tenants, some building storage, and other building support rooms. The ground floor covers the entire site and will include a primary entrance to the upper levels above via an entry on 8<sup>th</sup> Street, 9,891 gross square feet of retail facing K Street, 1,972 gross square feet of retail facing 8<sup>th</sup> Street, and a continuation of the parking garage on the interior. Each one of the four upper levels above the ground floor level includes 23,845 gross square feet for residential units surrounding an interior courtyard that is approximately 40' by 100'. The residential units range in size from studios as small as 450 square feet to two-bedroom units as large as 1,100 square feet. The total number of units is 134. Most utility services will enter the building from the alley.

### **801 L Street Scope**

(All sizes and quantities noted in this section are approximate)

The historic Bel Vue Building will be renovated and a new addition to it will be constructed on the adjacent property just south of the Bel Vue, at the northeast corner of L and 8<sup>th</sup> Streets. The renovated building and the addition will be a

single structure with a partial mezzanine parking floor and five levels above grade, for a total building size of 98,108 gross square feet and a total building height of 60' above grade plane. The primary entrance to the upper levels will be on 8<sup>th</sup> Street. There is an existing basement in the Bel Vue that will be used for building storage and utility rooms. The building will contain 47 parking spaces on mezzanine and ground levels, 10,066 square feet of retail space on ground level, and 66 residential units on levels two through five.

The mezzanine parking level under the new addition is 10,380 square feet. It will be accessible to occupants' vehicles via an entry ramp from the alley, immediately east of the Bel Vue Building. The mezzanine level will include parking for 25 vehicles. The ground level is 23,325 square feet and will be accessible to occupants' vehicles via an entry driveway on L Street, at the southeast corner of the site. The ground level of 801 L will contain 8,000 square feet of retail facing 8<sup>th</sup> Street, 2,066 square feet of retail facing L Street and parking for 22 vehicles. The second and third levels above the ground floor are each 19,366 square feet and include 46 one and two bedroom units (23 per level). The fourth and fifth levels occur in the addition and are each 8,483 square feet and include 20 one and two bedroom units (10 per level). Most utility services will enter the building from the alley.

### **Requested Entitlements**

#### Planning and Zoning:

- Special permit for buildings over 75,000 SF
- Parking variance for a reduction of aisle width to 22'-0"

#### Preservation Commission:

- Design review for the renovation of the historic Bel Vue Apartment Building and adjacent new addition

# 800 K STREET AND 801 L STREET PROJECT

## Sacramento, California PROJECT APPLICATION APRIL 15, 2011

### 800 K STREET BUILDING PROGRAM

Gross Floor Area **189,480 sf**  
Residential **144 units**  
Commercial **11,865 sf**  
Parking Provided **144 spaces**

#### Building Area Summary

Level	Residential	Circulation	Building Services	Commercial	Parking and Driveways	Sub-Total
6	18,983 SF	3,085 SF	182 SF	-	-	22,250 SF
5	20,693 SF	3,036 SF	182 SF	-	-	23,911 SF
4	20,857 SF	3,036 SF	182 SF	-	-	24,075 SF
3	20,857 SF	3,036 SF	182 SF	-	-	24,075 SF
2	19,091 SF	3,065 SF	1,961 SF	-	-	24,117 SF
Mezz	-	751 SF	308 SF	-	14,779 SF	15,838 SF
Ground	-	1,762 SF	2,352 SF	11,865 SF	12,239 SF	28,218 SF
Basement	-	1,446 SF	3,455 SF	-	22,095 SF	26,996 SF
<b>Sub-Totals</b>	<b>100,481 SF</b>	<b>19,217 SF</b>	<b>8,804 SF</b>	<b>11,865 SF</b>	<b>49,113 SF</b>	<b>189,480 SF</b>

With Optional Sub-Basement Parking (3,441 SF) **192,921 SF**

### 800 K STREET UNIT COUNT

FLOOR	STUDIO	1 BR	2BR	2BR W/DEN	
2	10	16	2	-	
3	10	18	2	-	
4	10	18	2	-	
5	10	18	2	-	
6	10	12	2	2	
<b>TOTAL</b>	<b>50 (35%)</b>	<b>82 (57%)</b>	<b>10 (7%)</b>	<b>2 (1%)</b>	<b>= 144 DU</b>

### 800 K STREET PARKING

LEVEL	STANDARD	ACCESSIBLE	COMPACT	SUB-TOTAL
Mezz	19	-	20	39
Ground	12	2	20	34
Basement	48	3	14	65
<b>Sub-Totals</b>	<b>79</b>	<b>5</b>	<b>54</b>	<b>138</b>

With Optional Sub-basement (6 Additional Standard Spaces) **144**

### 801 L STREET BUILDING PROGRAM

Gross Floor Area **79,505 SF**  
Residential **56 Units**  
Commercial **10,712 SF**  
Parking Provided **30 Spaces**

#### Building Area Summary

Level	Residential	Circulation	Building Services	Commercial	Parking and Driveways	Sub-Total
4	6,584 SF	1,822 SF	77 SF	-	-	8,483 SF
3	15,590 SF	3,259 SF	683 SF	-	-	19,532 SF
2	15,590 SF	3,259 SF	683 SF	-	-	19,532 SF
Ground	-	1,746 SF	1,205 SF	10,712 SF	9,590 SF	23,253 SF
Basement	-	-	8,705 SF	-	-	8,705 SF
<b>Sub-Totals</b>	<b>37,764 SF</b>	<b>10,086 SF</b>	<b>11,353 SF</b>	<b>10,712 SF</b>	<b>9,590 SF</b>	<b>79,505 SF</b>

With Potential Mezzanine Level (2,000 SF) **81,505 SF**

### 801 L STREET UNIT COUNT

FLOOR	STUDIO	1 BR	2BR	
2	-	19	4	
3	-	19	4	
4	-	8	2	
<b>TOTAL</b>	<b>0 (0%)</b>	<b>46 (82%)</b>	<b>10 (18%)</b>	<b>= 56 DU</b>

### 801 L STREET PARKING

LEVEL	STANDARD	ACCESSIBLE	COMPACT	SUB-TOTAL
Ground	18	2	10	30
<b>Sub-totals</b>	<b>18</b>	<b>2</b>	<b>10</b>	<b>30</b>

### TOTAL 800 K AND 801 L STREETS

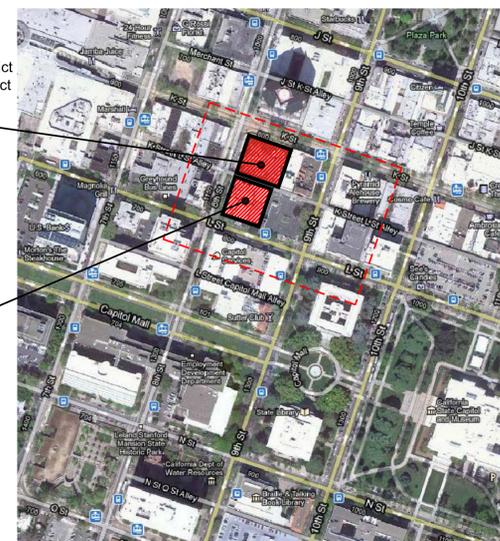
AREA	268,985 SF
RESIDENTIAL UNITS	200
PARKING	168

### VICINITY MAP + APN

**ZONING**  
C-3  
Central Business District  
Special Planning District

**800 K STREET**  
006-0098-003  
006-0098-004  
006-0098-006  
006-0098-007  
006-0098-008  
006-0098-022  
006-0098-024

**801 L STREET**  
006-0098-014  
006-0098-021



NOT TO SCALE

### PROJECT TEAM

#### OWNER

Redevelopment Agency of the City of Sacramento - Leslie Fritzsche  
801 12th Street  
Sacramento, CA 95814

#### DEVELOPER

800 K Street, LLC c/o David S. Taylor Interests, Inc. - Ellen Warner  
120 K Street, Suite 1840  
Sacramento, CA 95814

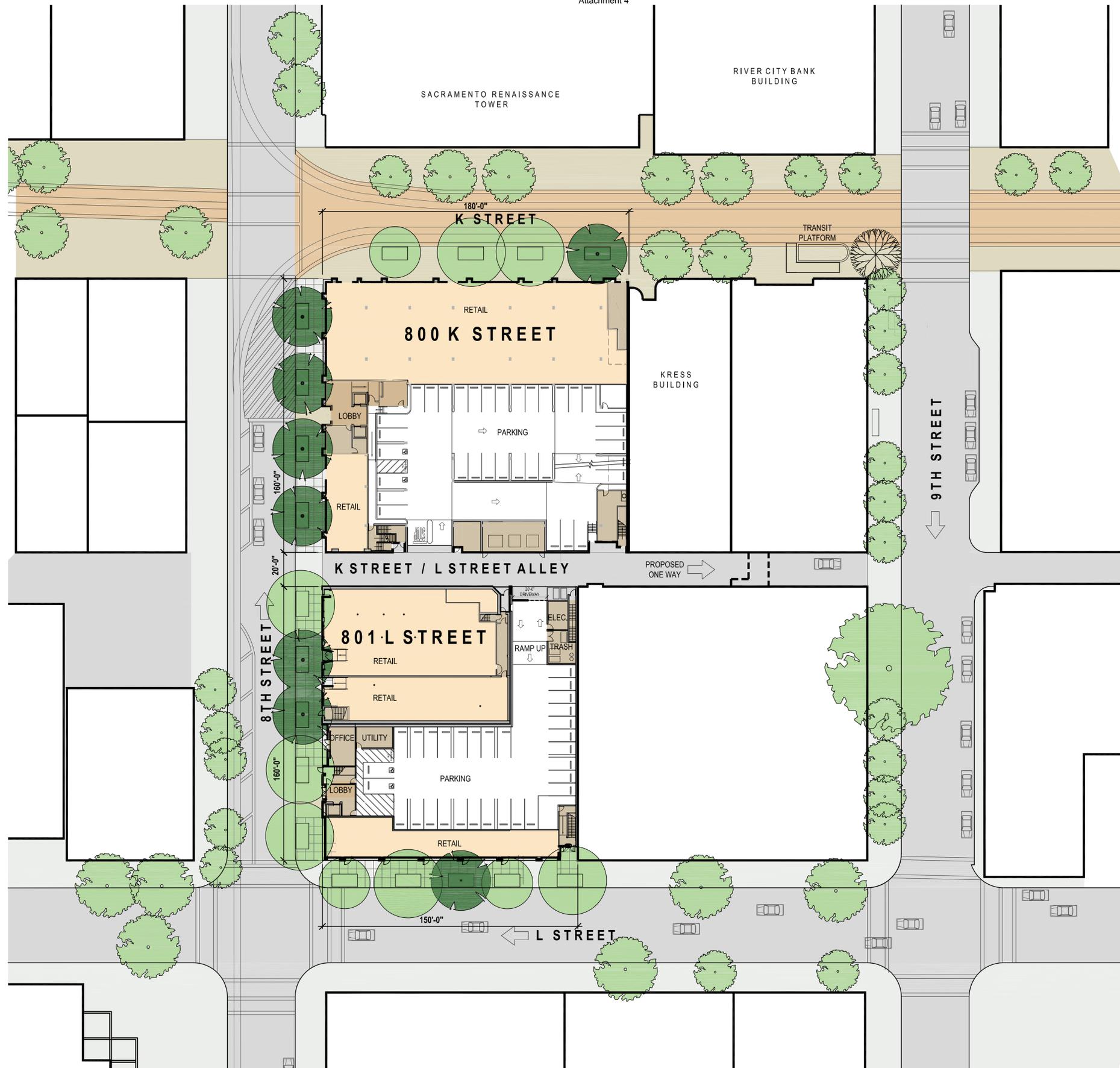
#### ARCHITECTS

YHLA Architects - Robert Lindley  
1617 Clay St  
Oakland, CA 94612  
(510) 836-6688 x102

LKDA - Louis Kaufman  
1812 J Street, No. 21  
Sacramento, CA 95811  
(916) 447-2476

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**LEGEND**

- NEW TREES
- EXISTING TREES

SEE LANDSCAPE DRAWING SHEET L1





1 BUILDING FACING L STREET OPPOSITE THE 801 L STREET SITE



2 BUILDING FACING L STREET OPPOSITE THE 801 L STREET SITE



3 BUILDING FACING L STREET ON THE 801 L STREET SITE



4 BUILDING FACING L STREET ON THE 801 L STREET SITE



5 BUILDING FACING L STREET AND 8TH STREET ON THE 801 L STREET SITE



6 BUILDING FACING L STREET AND 8TH STREET ON THE 801 L STREET SITE



7 800 K STREET SITE WITH 801 L STREET SITE IN THE BACKGROUND FACING 8TH STREET



8 800 K STREET AND 801 L STREET SITES FACING 8TH STREET WITH K / L STREET ALLEY



9 801 L STREET SITE FACING 8TH STREET



10 801 L STREET SITE FACING 8TH STREET



11 801 L STREET SITE FACING 8TH STREET



12 BUILDING FACING 8TH STREET OPPOSITE THE 801 L STREET SITE



13 BUILDING FACING 8TH STREET OPPOSITE THE 800 K STREET SITE



14 BUILDING FACING 8TH STREET OPPOSITE THE 800 K STREET SITE



15 BUILDING FACING 8TH STREET AND K STREET OPPOSITE THE 800 K STREET SITE



16 BUILDING FACING K STREET OPPOSITE THE 800 K STREET SITE



17 BUILDING FACING K STREET OPPOSITE THE 800 K STREET SITE



18 BUILDING FACING K STREET ADJACENT TO THE 800 K STREET SITE



19 THE 800 K STREET SITE FACING K STREET



20 THE 800 K STREET SITE FACING K STREET



21 K / L STREET ALLEY FACING THE 801 L STREET SITE



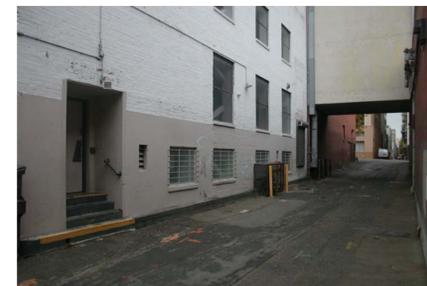
22 K / L STREET ALLEY FACING THE 801 L STREET SITE



23 K / L STREET ALLEY FACING THE 800 K STREET SITE



24 K / L STREET ALLEY FACING THE 800 K STREET AND 800 L STREET SITES



25 K / L STREET ALLEY ADJACENT TO THE 800 K STREET SITE

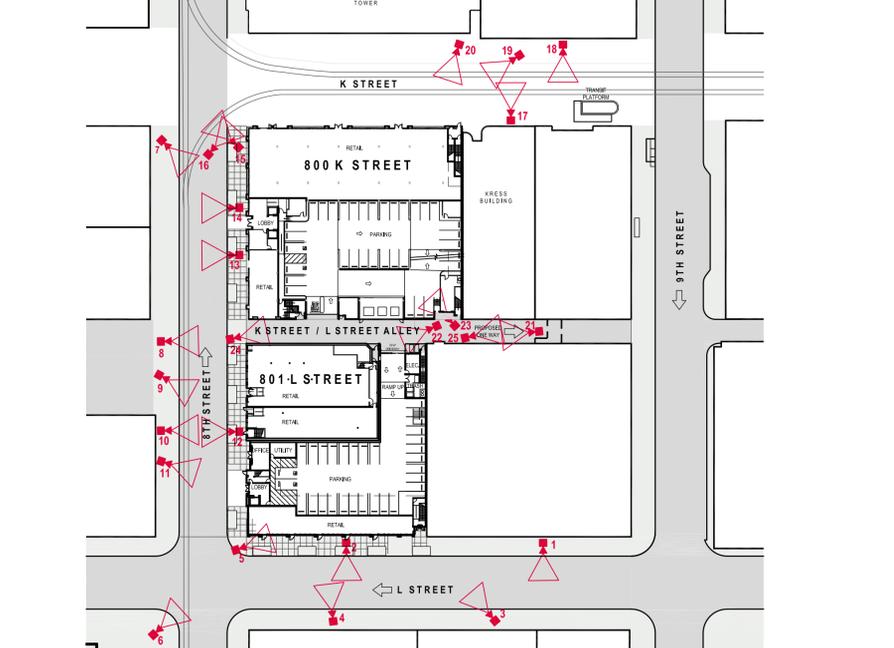


PHOTO KEY MAP



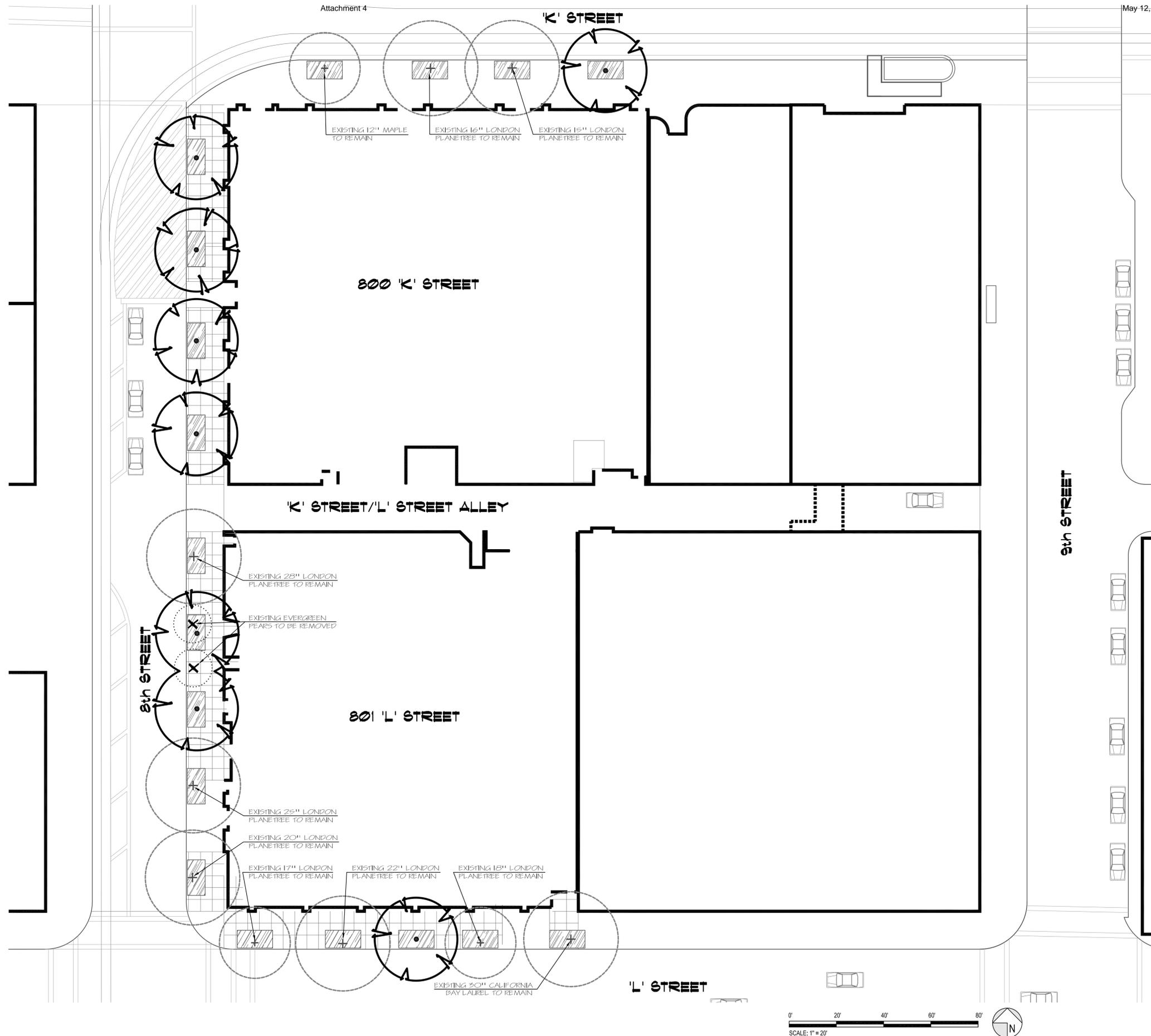
**PLANT LIST & LEGEND**

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE	QUANTITY
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	FRAXINUS PENNSYLVANICA 'OCONEE' / GEORGIA GEM ASH	15 GALLON	8
	EXISTING TREE TO REMAIN (SEE PLAN FOR TYPE & D.B.H.)		
	EXISTING TREE TO BE REMOVED		
	PROPOSED 7.5'x15' TREE PLANTER		

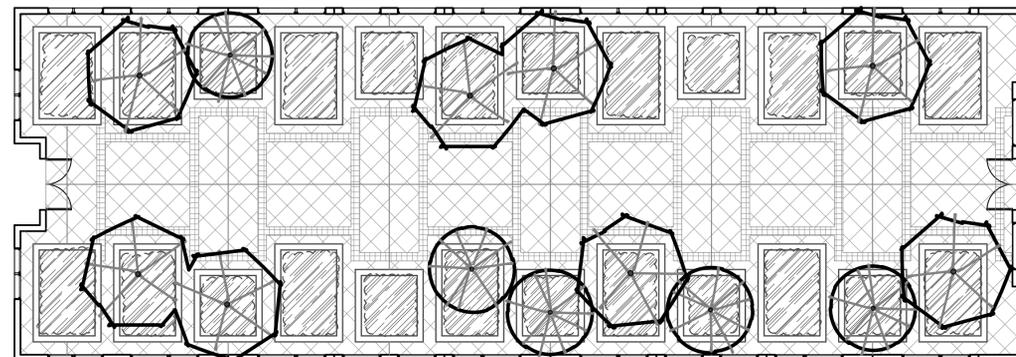
**PLANTING NOTES**

- ALL TREES WILL BE PLANTED ON A GRADUAL MOUND AT 2'-3' HEIGHT. THE ENTIRE PLANTER WILL BE TOP-DRESSED WITH MEDIUM WALK-ON BARK TO A DEPTH OF 3 INCHES.
- NO SHRUBS, GROUNDCOVER OR TURF WILL BE PLANTED WITHIN 4' OF EXISTING OR PROPOSED TREES.
- NO EXISTING TREES WILL BE PRUNED OR REMOVED WITHOUT A PERMIT FROM THE CITY'S URBAN FORESTRY SERVICE.



**PLANT LIST: 800 K STREET**

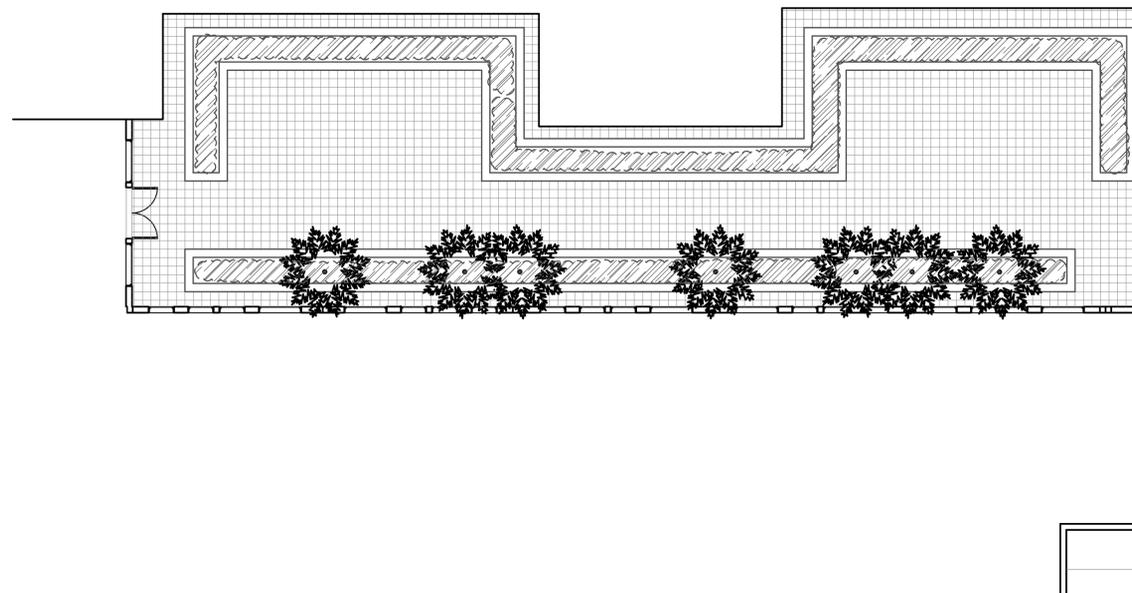
SYMBOL	BOTANIC NAME/Common Name	SIZE	QUANTITY
	ACER PALMATUM 'SEIRYU' / THREADLEAF JAPANESE MAPLE	15 GALLON	8
	CAMELLIA JAPONICA (MIXED VARIETIES) / CAMELLIA	15 GALLON	5
	<b>SHRUB &amp; GROUNDCOVER AREA:</b>		
	AGAPANTHUS O. "RANCHO WHITE" / WHITE LILY OF THE NILE	5 GALLON	
	ASPARAGUS D. "SPRENGERI" / SPRENGER ASPARAGUS	1 GALLON	
	AZALEA (S. INDICA) "PHOENICIA" / VIOLET AZALEA	2 GALLON	
	BERGENIA CRASSIFOLIA/ WINTER BERGENIA	4" POTS	
	CAMELLIA JAPONICA (RED) / RED JAPANESE CAMELLIA	5 GALLON	
	CAMELLIA SASANQUA (WHITE) / WHITE SASANQUA CAMELLIA	5 GALLON	
	CYCLAMEN HEDERIFOLIUM/ CYCLAMEN	TUBERS	
	FRAGARIA CHILOENSIS/ WILD STRAWBERRY	FLATS	
	HELICHERA SANGUINEA (RED) / CORAL BELLS	1 GALLON	
	IRIS DOUGLASSIANA/ DOUGLAS IRIS	1 GALLON	
	JUNCLUS PATENS "CARMAN GRAY" / GRAY RUSH	1 GALLON	
	KNIPHOFIA LIVARIA "FLAMENCO" / RED HOT POKER	1 GALLON	
	LAGERSTROEMIA X. "ZUNI" / DWF. PURPLE CRAPE MYRTLE	5 GALLON	
	LIRIOPE MUSCARI/ LILY TURF	1 GALLON	
	MAHONIA A. "COMPACTA" / COMPACT OREGON GRAPE	5 GALLON	
	MAHONIA REPENS/ CREEPING OREGON GRAPE	1 GALLON	
	NANDINA DOMESTICA/ HEAVENLY BAMBOO	5 GALLON	
	POLYSTICHUM SETOSUM/ JAPANESE LACE FERN	1 GALLON	
	VIBURNUM DAVIDII/ DAVID VIBURNUM	1 GALLON	
	VINCA MINOR/ DWARF PERIWINKLE	1 GALLON	



**800 K STREET COURTYARD**  
DRAWING 2.1

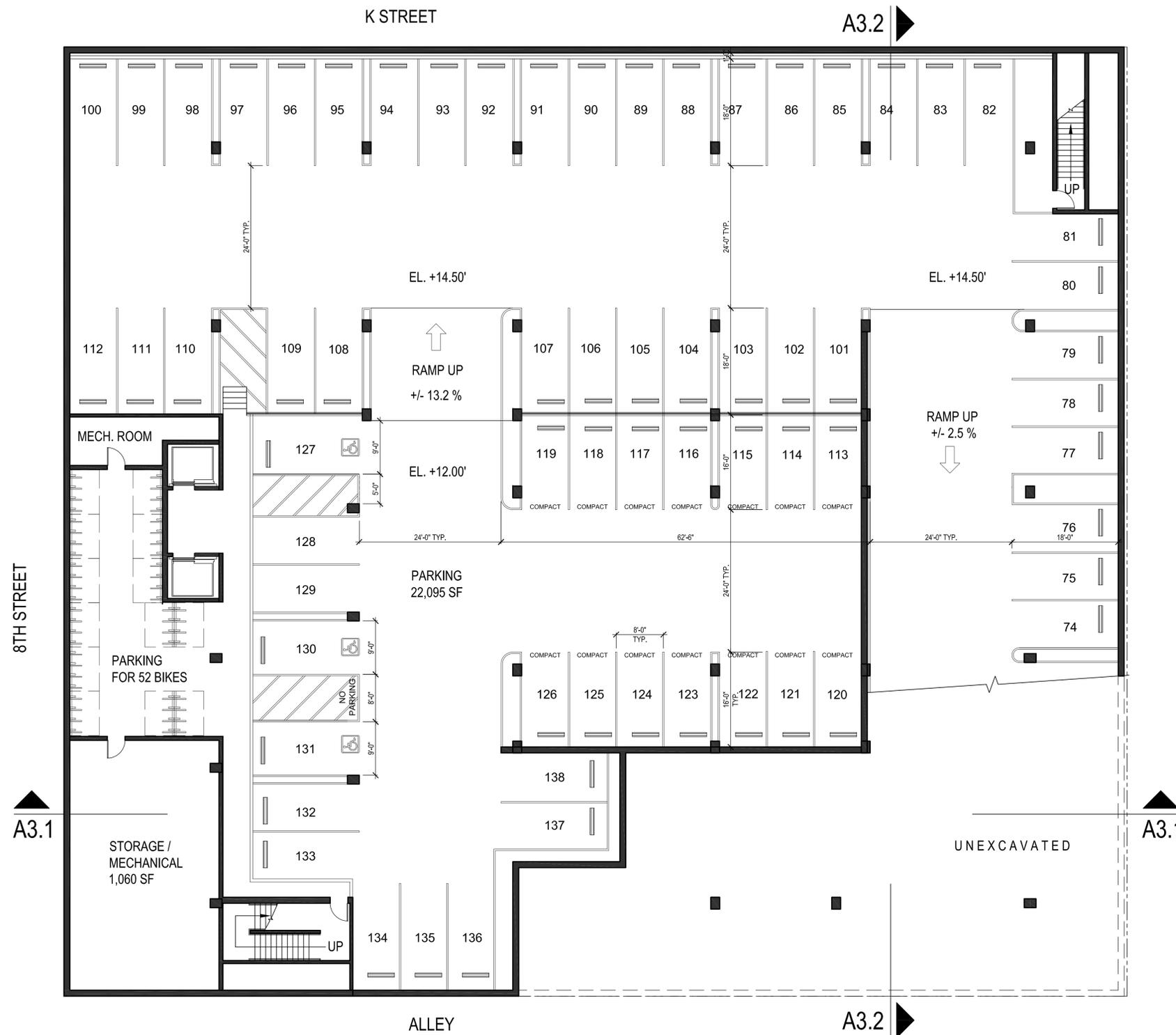
**PLANT LIST: 801 L STREET**

SYMBOL	BOTANIC NAME/Common Name	SIZE	QUANTITY
	DICKSONIA ANTARCTICA/ TASMANIAN TREE FERN	15 GALLON	7
	<b>SHRUB &amp; GROUNDCOVER AREA:</b>		
	AGAPANTHUS ORIENTALIS/ LILY-OF-THE-NILE	1 GALLON	
	ASPARAGUS D. "MYERS" / MYERS ASPARAGUS	1 GALLON	
	CYCAS REVOLUTA/ SAGO PALM	24" BOX	
	DIETES BICOLOR	1 GALLON	
	ERIGERON KARVINSKIANUS/ FLEABANE	1 GALLON	
	FATSIA JAPONICA/ JAPANESE ARALIA	5 GALLON	
	HEMEROCALLIS (MIXED EVERGREEN HYBRIDS) / DAYLILY	1 GALLON	
	JUNCLUS PATENS "CARMAN GRAY" / GRAY RUSH	1 GALLON	
	KNIPHOFIA LIVARIA "FLAMENCO" / RED HOT POKER	1 GALLON	
	LIRIOPE MUSCARI/ LILY TURF	1 GALLON	
	NANDINA DOMESTICA/ HEAVENLY BAMBOO	5 GALLON	
	PHORMIUM TENAX "TOM THUMB" / DWF. NEW ZEALAND FLAX	5 GALLON	
	PHYLLOSTACHYS AUREA/ GOLDEN BAMBOO	5 GALLON	
	ROSA X. "FLOWER CARPET RED" / LANDSCAPE ROSE	2 GALLON	
	TRACHELOSPERMUM ASIATICUM/ ASIAN JASMINE	1 GALLON	



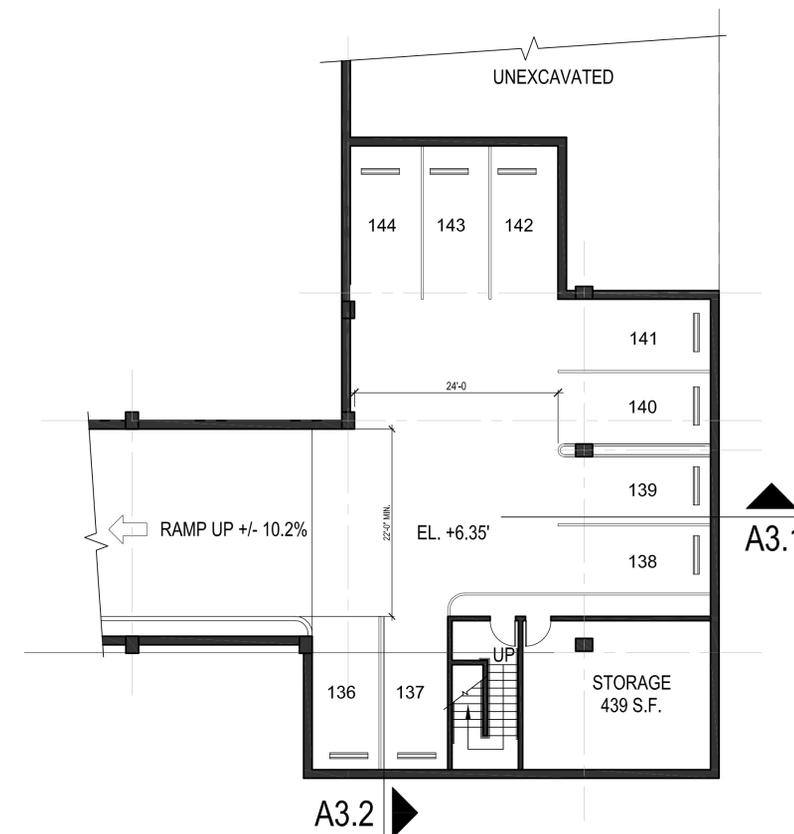
**801 L STREET COURTYARD**  
DRAWING 2.2





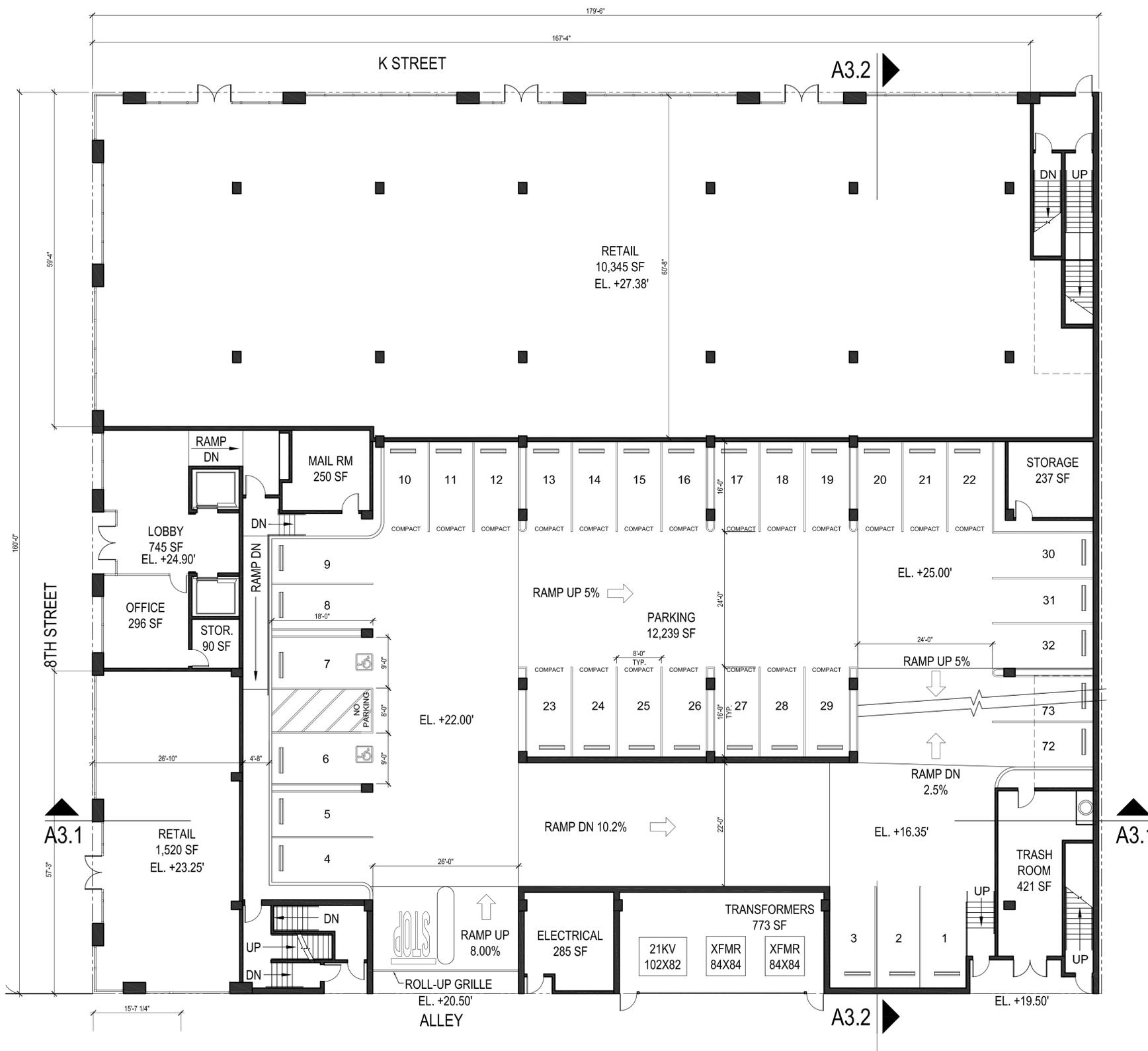
**BASEMENT FLOOR DATA**

TOTAL FLOOR AREA	26,996 SF			
PARKING COUNT	STANDARD	ACCESSIBLE	COMPACT	TOTAL
	48	3	14	65
BICYCLE PARKING	52			



**OPTIONAL SUB-BASEMENT LEVEL**  
(ADD 6 STANDARD PARKING SPACES FOR TOTAL OF 144)



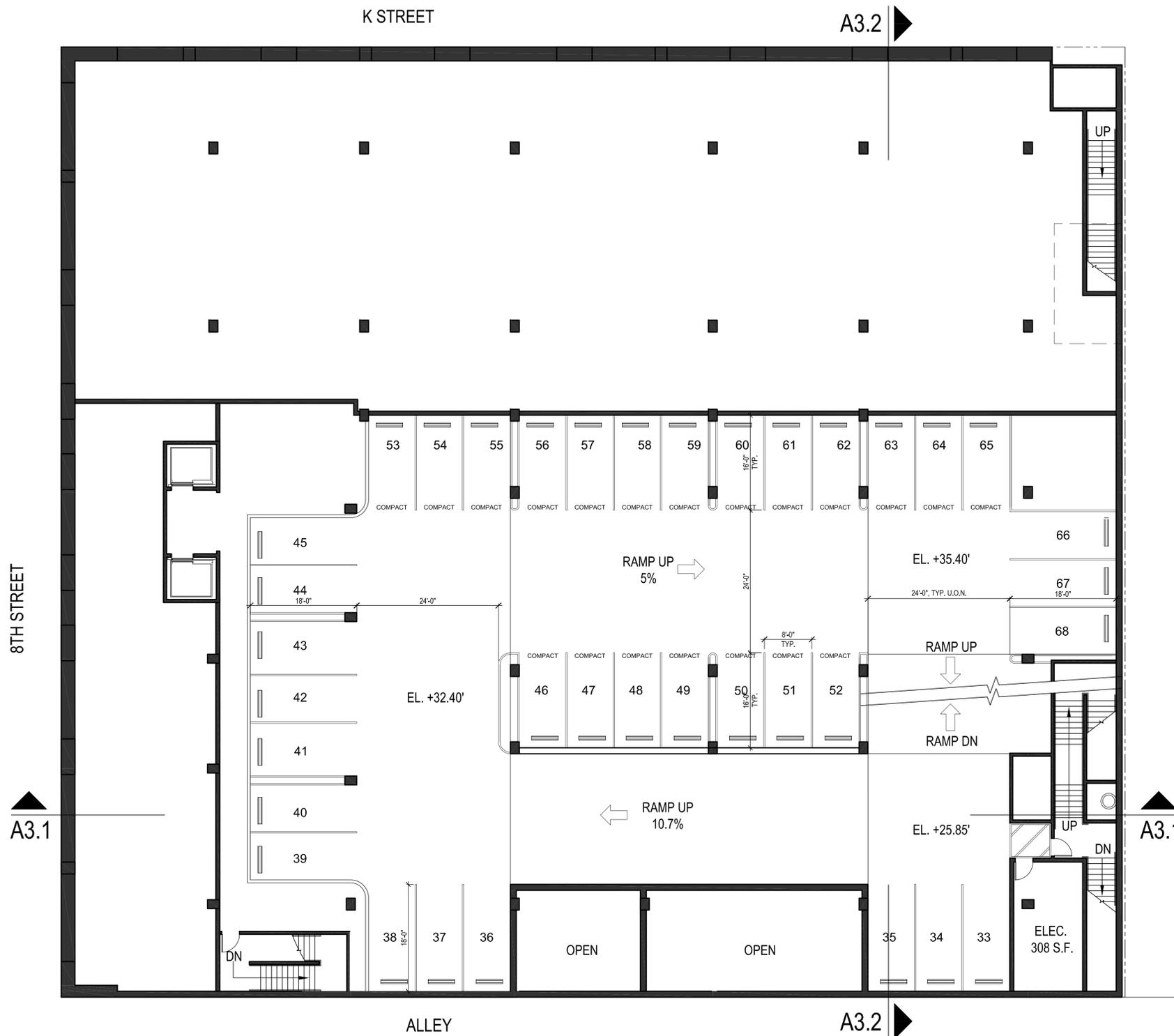


GROUND FLOOR DATA

TOTAL FLOOR AREA 28,218 SF  
 COMMERCIAL FLOOR AREA 11,865 SF

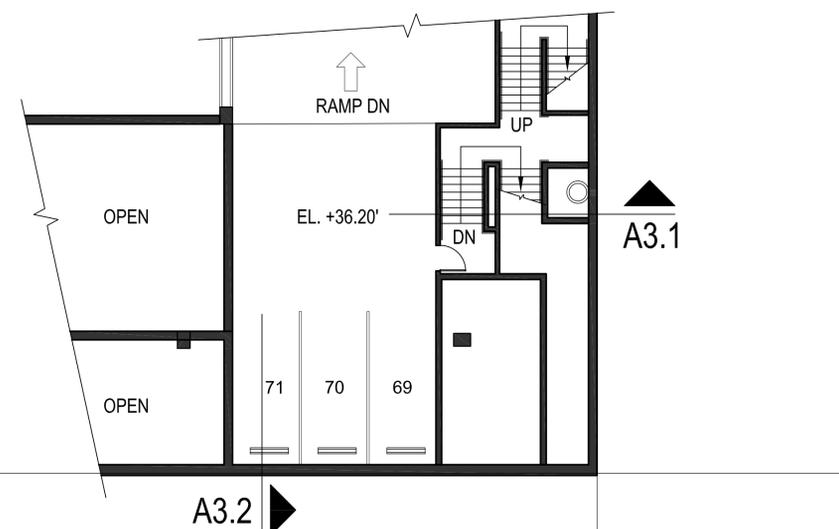
PARKING COUNT  
 STANDARD 12 ACCESSIBLE 2 COMPACT 20 TOTAL 34

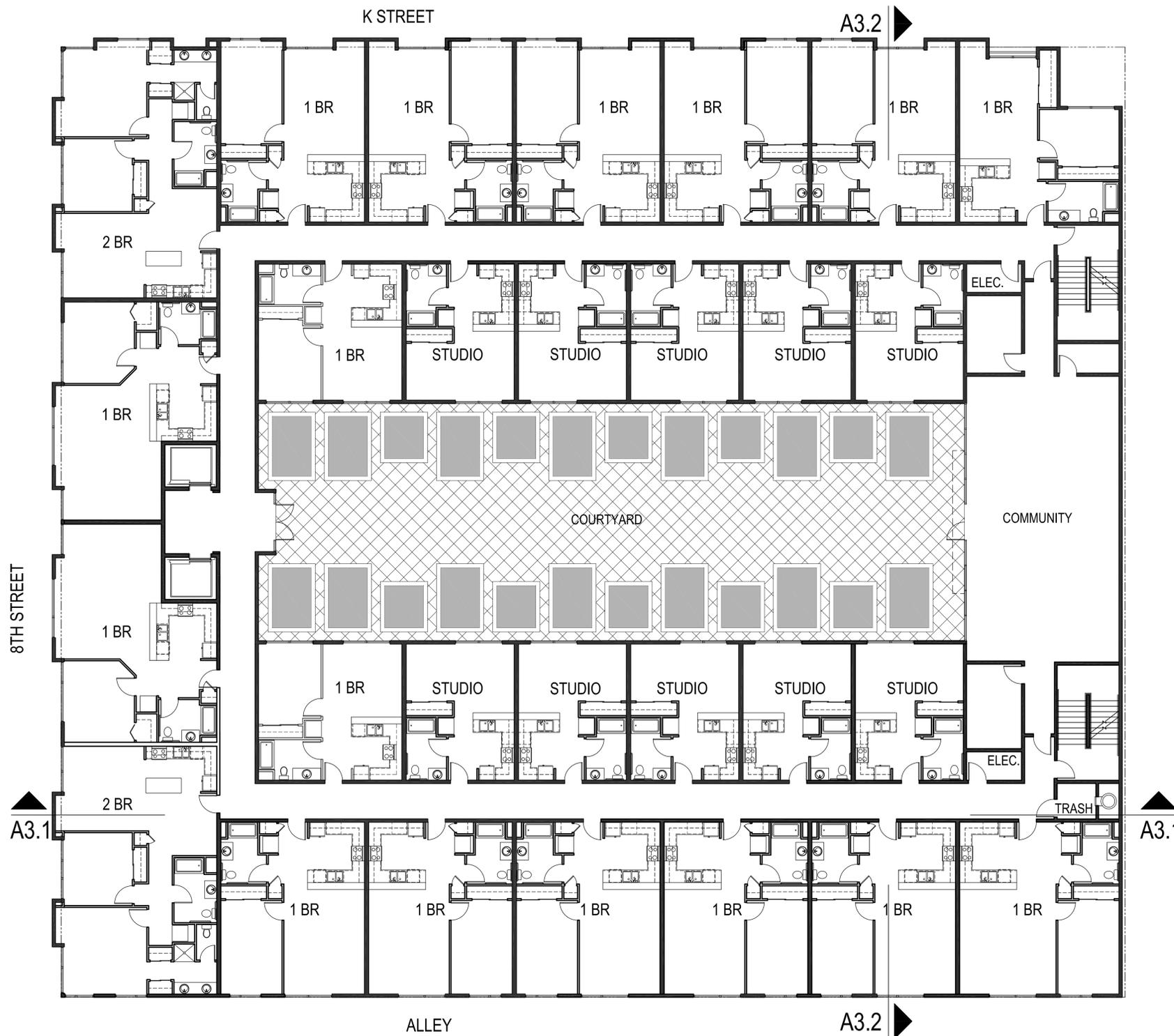




MEZZANINE FLOOR DATA

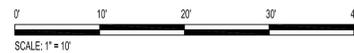
TOTAL FLOOR AREA				15,838 SF			
PARKING COUNT							
STANDARD	19	ACCESSIBLE	0	COMPACT	20	TOTAL	39

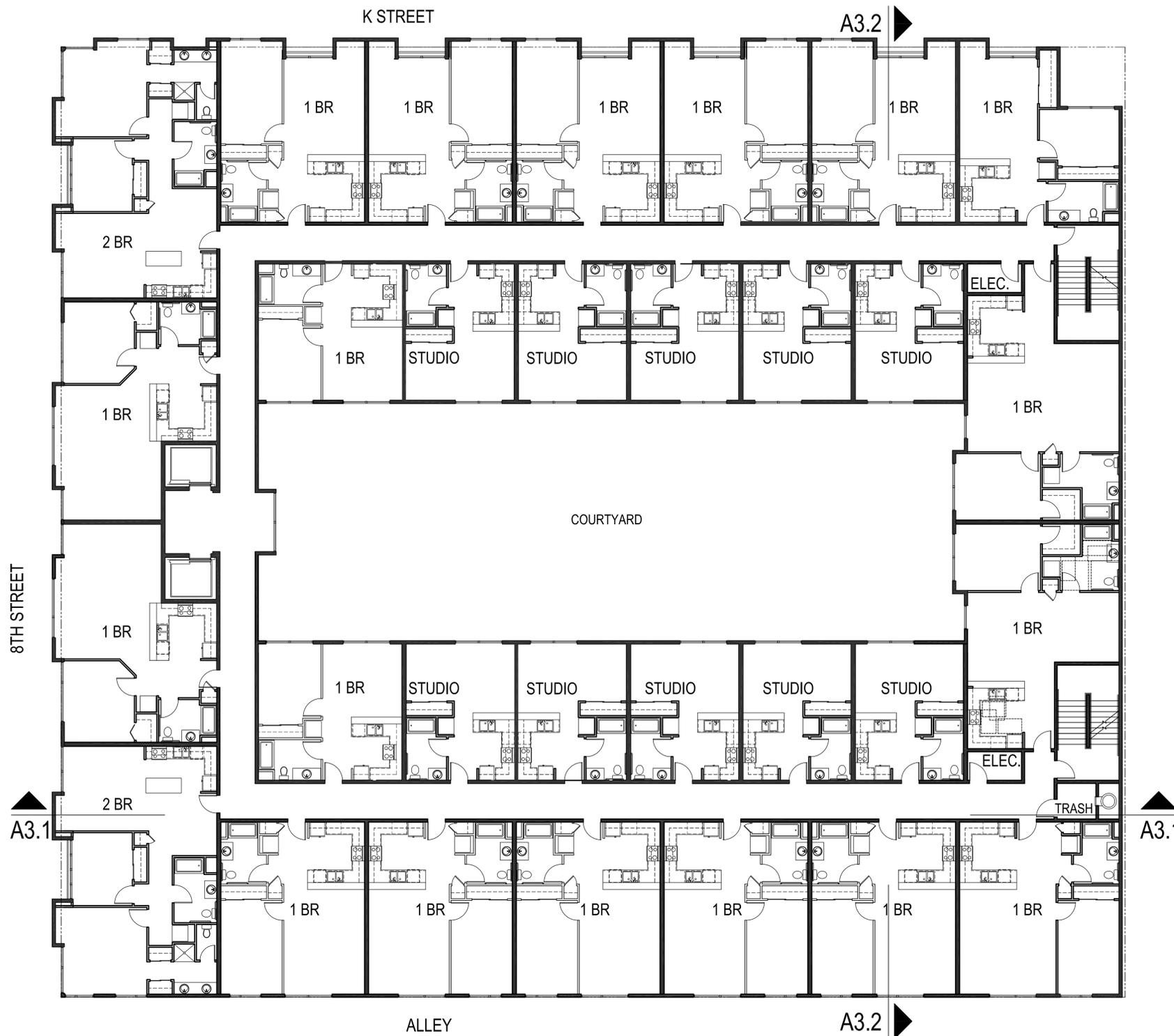




2ND FLOOR DATA

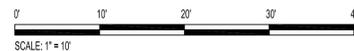
TOTAL FLOOR AREA					24,117 SF
UNIT COUNT					
STUDIO	1 BR	2 BR	2BR W/ DEN	TOTAL	
10	16	2	0	28	

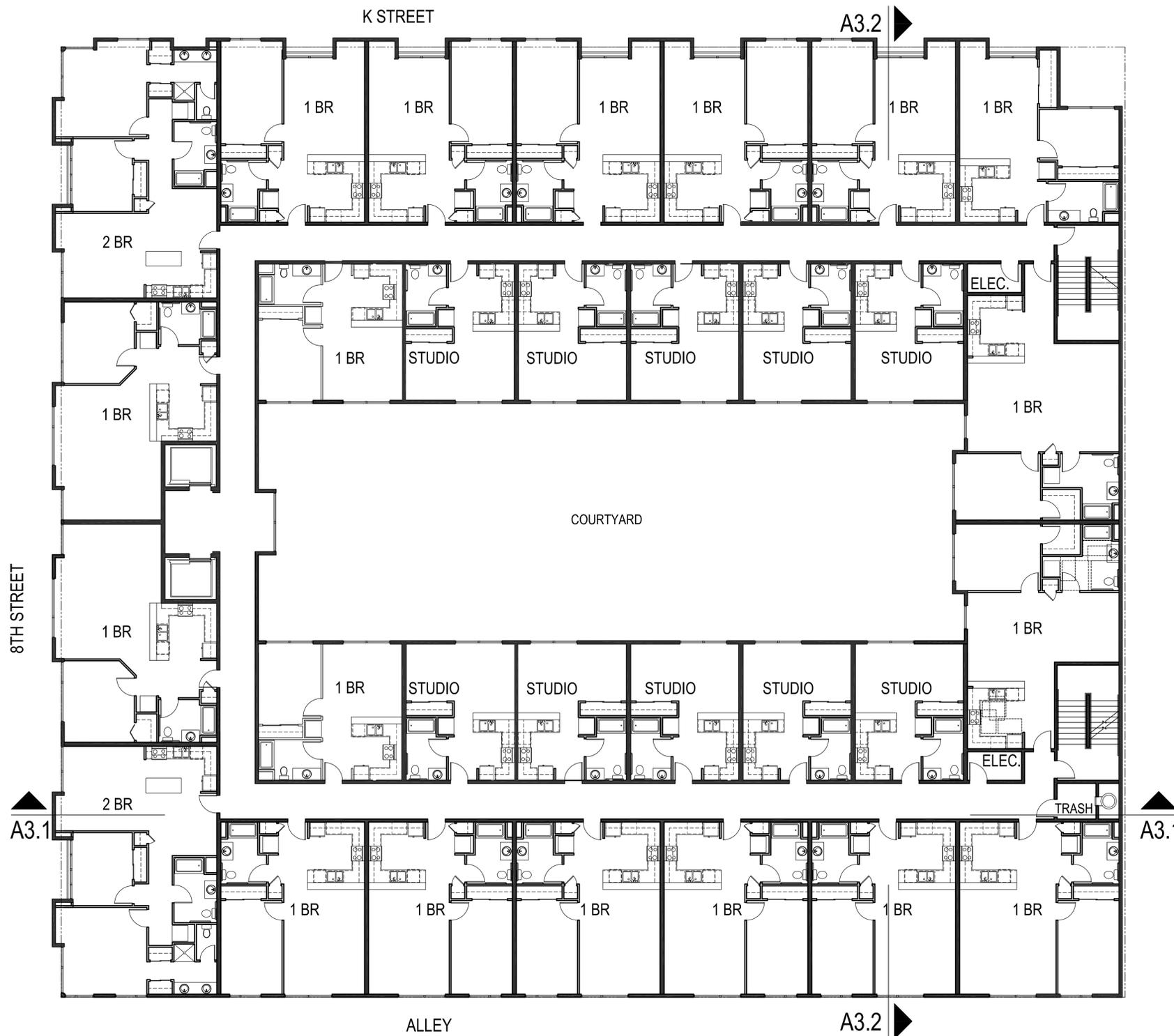




3RD FLOOR DATA

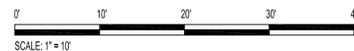
TOTAL FLOOR AREA					24,075 SF
UNIT COUNT					
STUDIO	1 BR	2 BR	2BR W/ DEN	TOTAL	
10	18	2	0	30	

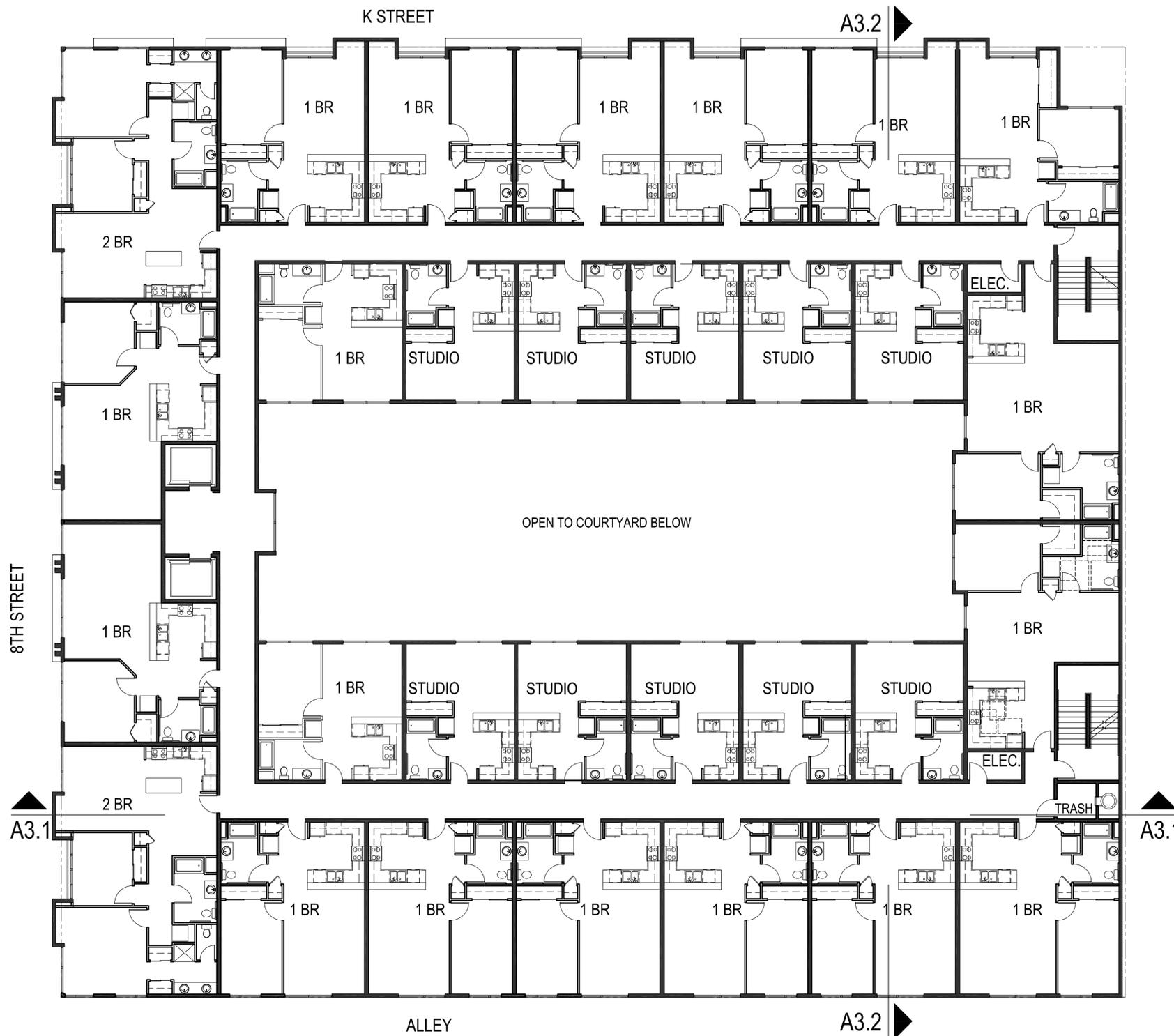




4TH FLOOR DATA

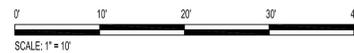
TOTAL FLOOR AREA					24,075 SF
UNIT COUNT					
STUDIO	1 BR	2 BR	2BR W/ DEN	TOTAL	
10	18	2	0	30	

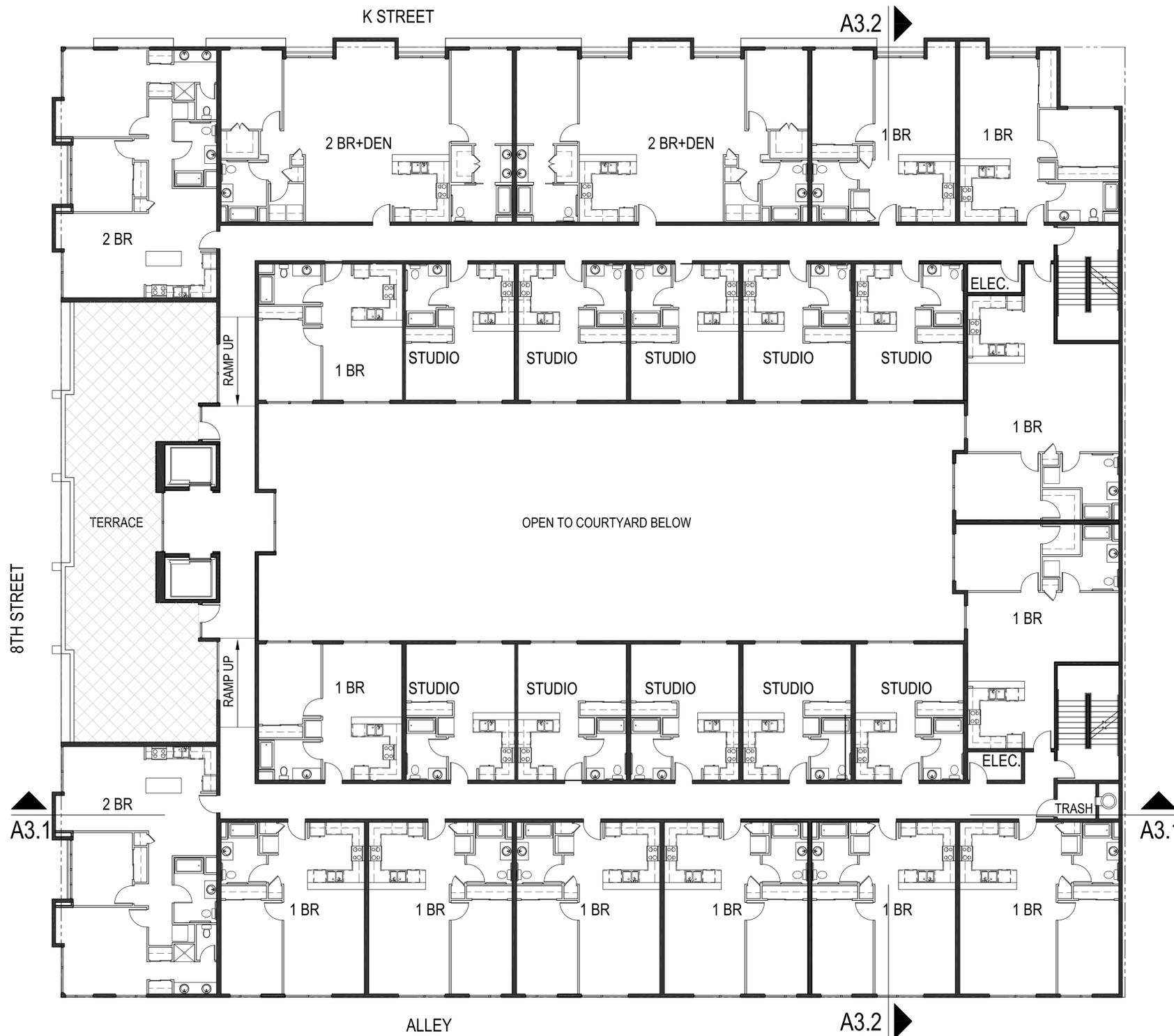




5TH FLOOR DATA

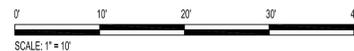
TOTAL FLOOR AREA					23,911 SF
UNIT COUNT					
STUDIO	1 BR	2 BR	2BR W/ DEN	TOTAL	
10	18	2	0	30	

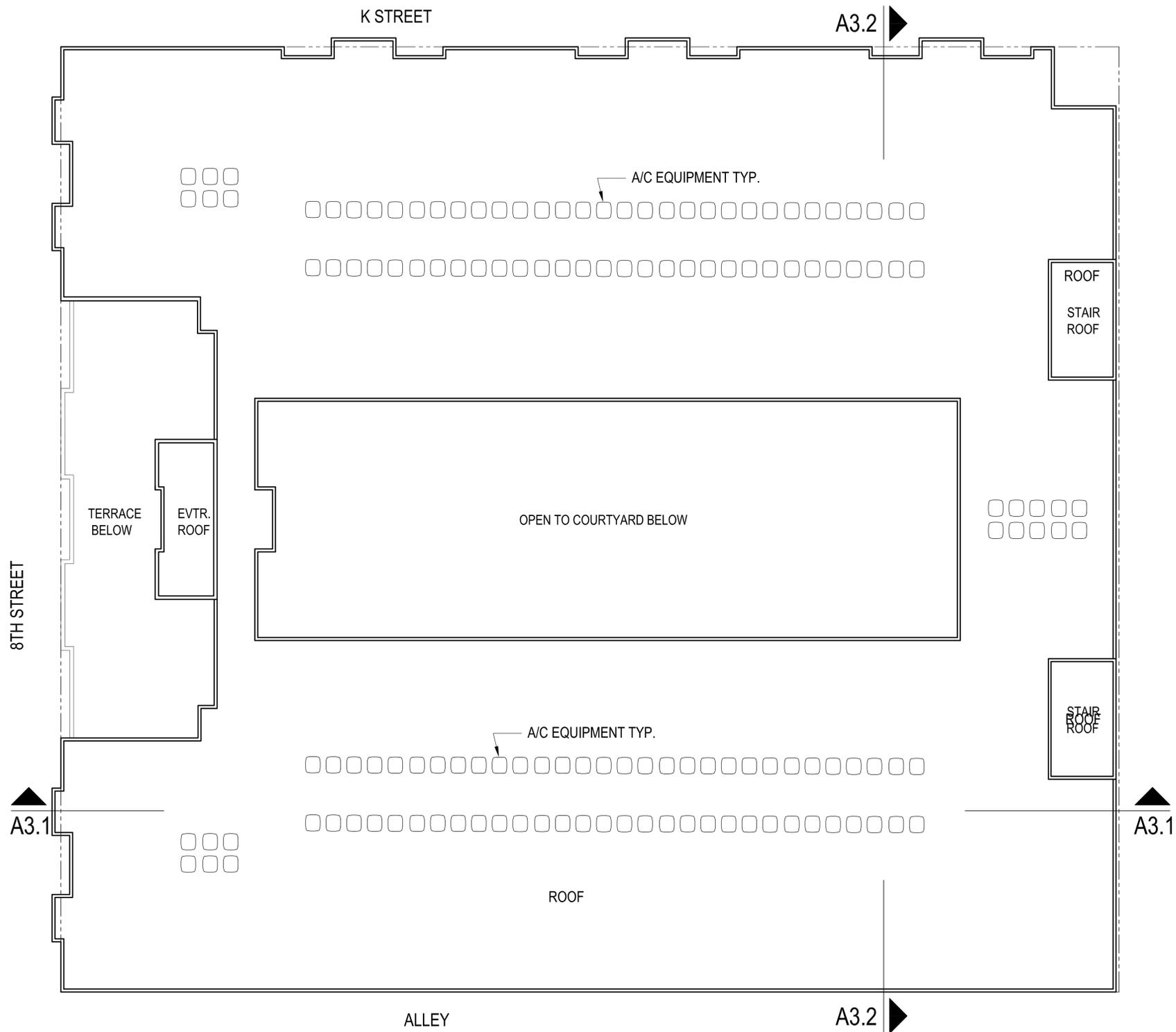


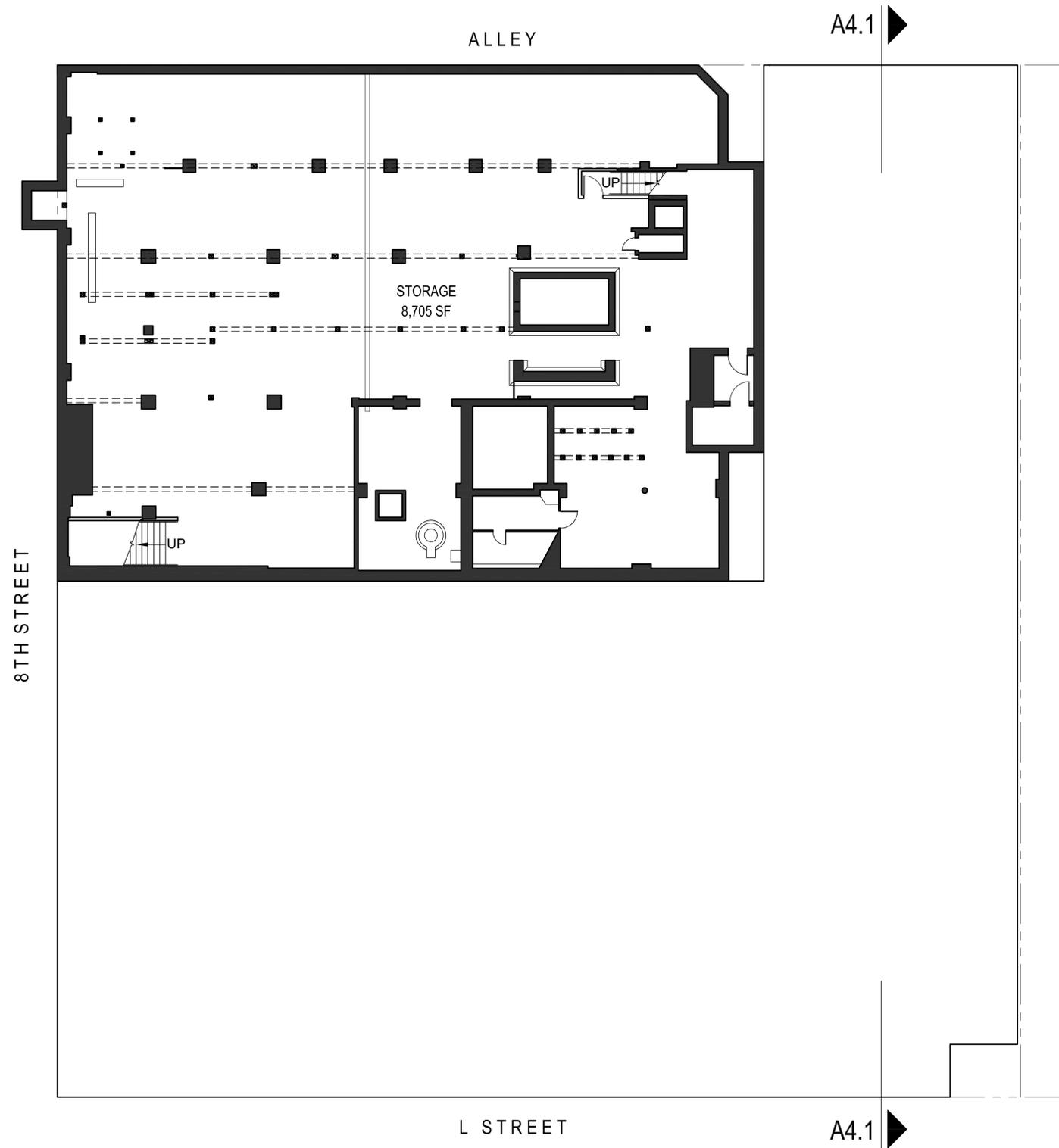


6TH FLOOR DATA

TOTAL FLOOR AREA					22,250 SF
OUTDOOR TERRACE					1,596 SF
UNIT COUNT					
STUDIO	1 BR	2 BR	2BR W/ DEN	TOTAL	
10	12	2	2	26	

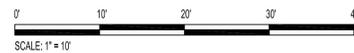


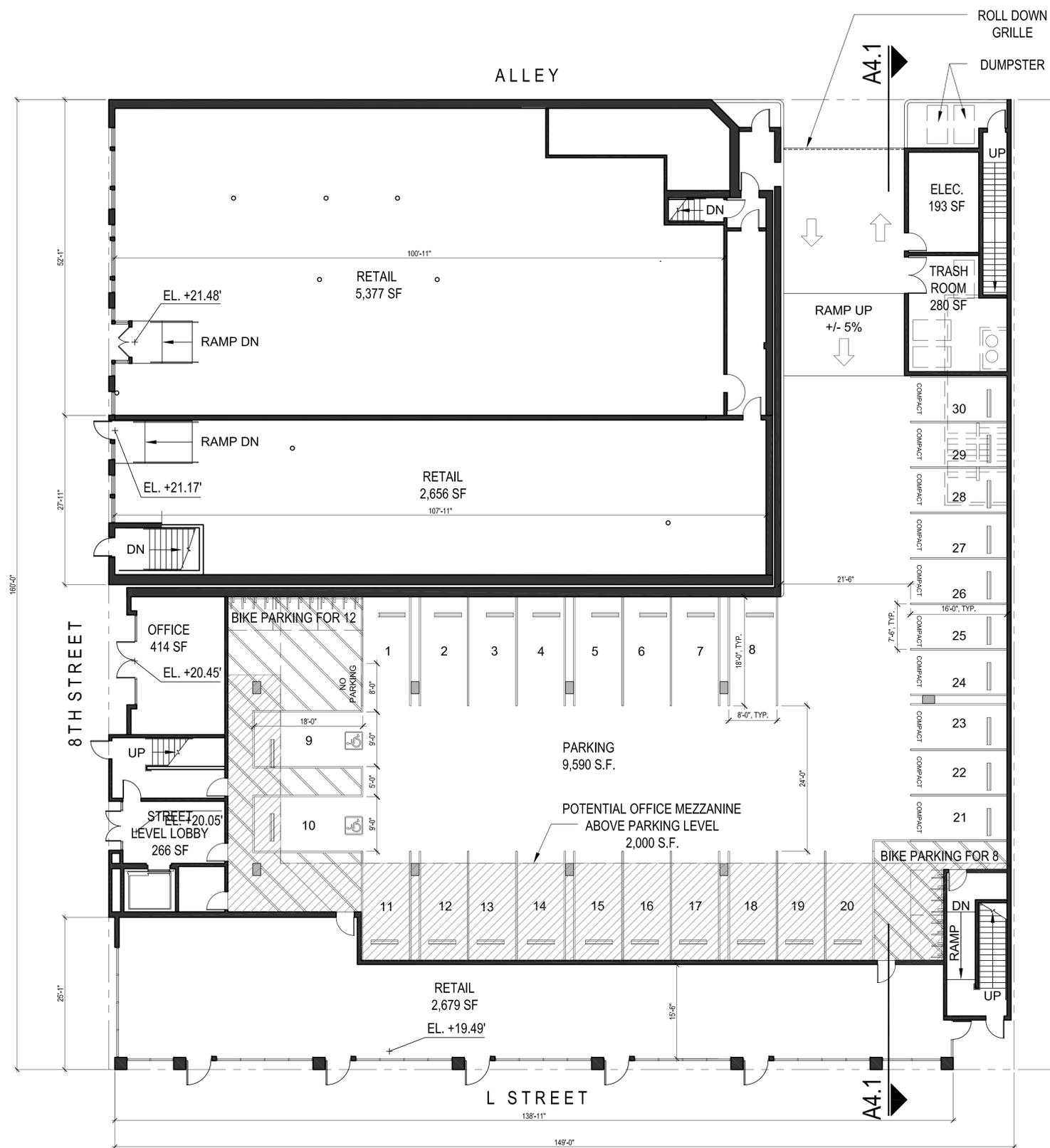




BASEMENT FLOOR DATA

TOTAL FLOOR AREA	8,705 SF
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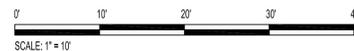


GROUND FLOOR DATA

TOTAL FLOOR AREA 23,253 SF  
 COMMERCIAL FLOOR AREA 10,712 SF

PARKING COUNT				TOTAL
STANDARD	ACCESSIBLE	COMPACT		
18	2	10	30	

BICYCLE PARKING  
 20

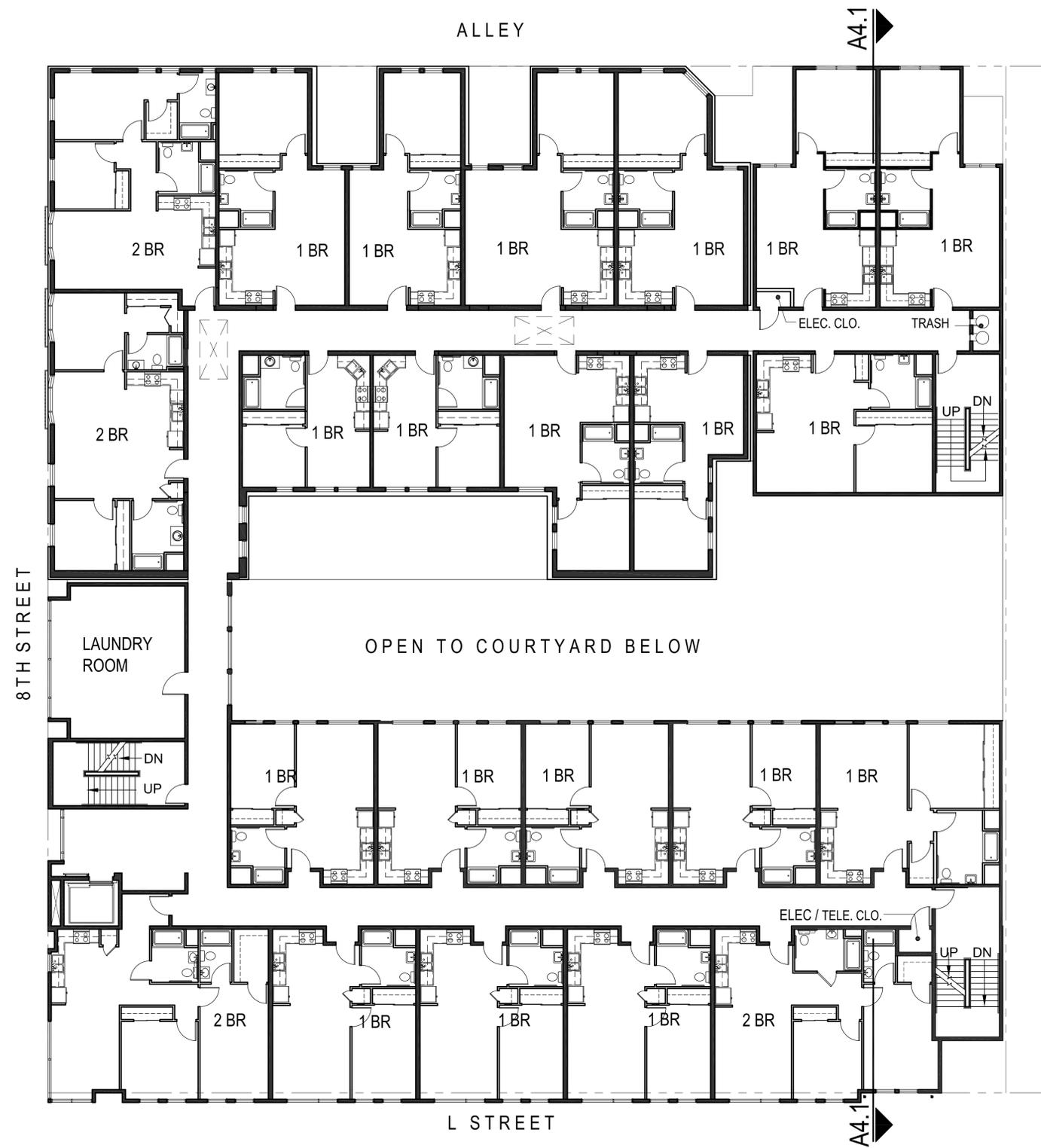




2ND FLOOR DATA

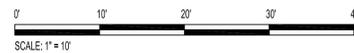
TOTAL FLOOR AREA				19,532 SF
UNIT COUNT				
STUDIO	1 BR	2 BR		TOTAL
-	19	4		23

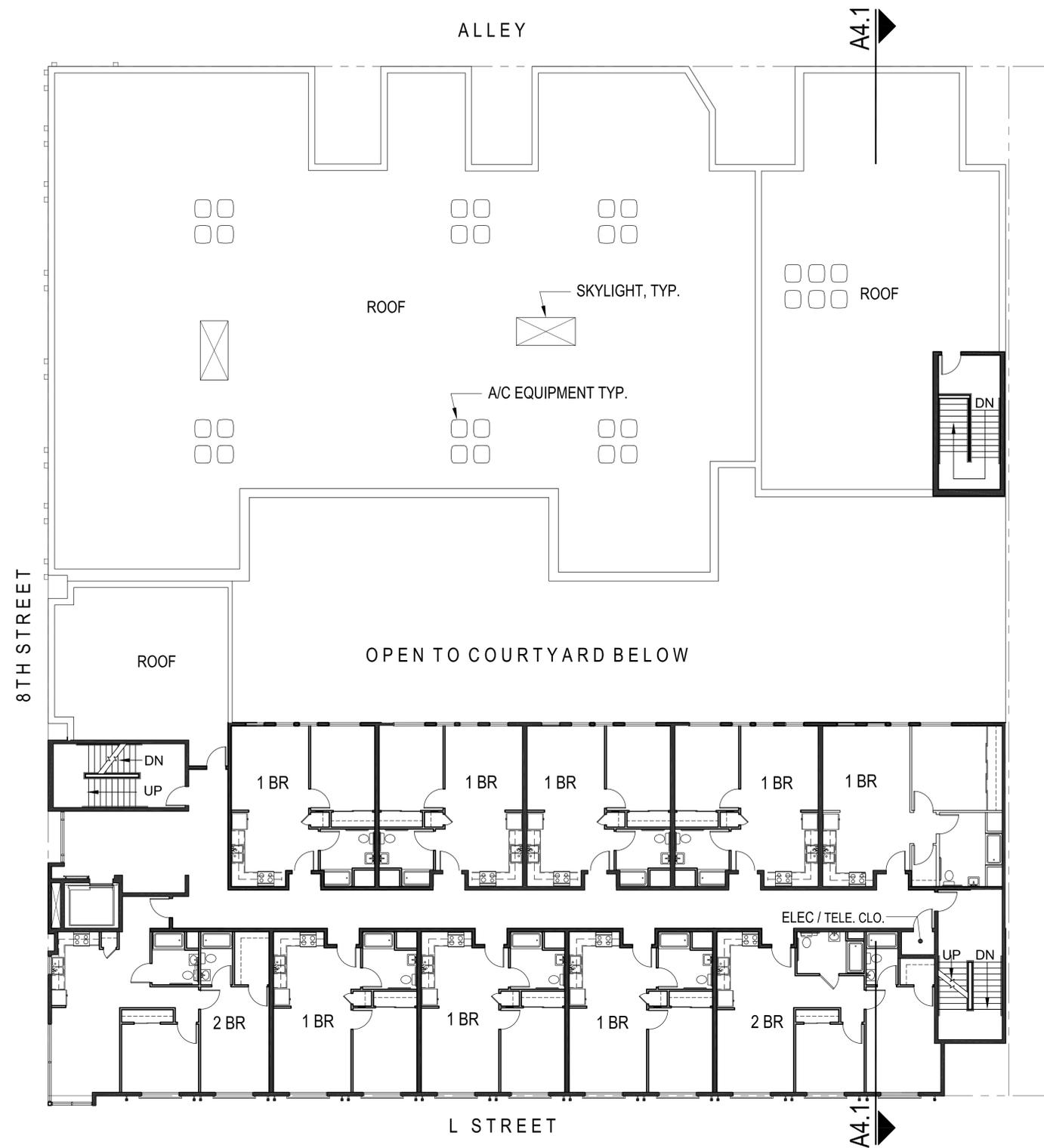




3RD FLOOR DATA

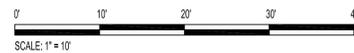
TOTAL FLOOR AREA				19,532 SF
UNIT COUNT				
STUDIO	1 BR	2 BR		TOTAL
-	19	4		23

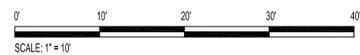
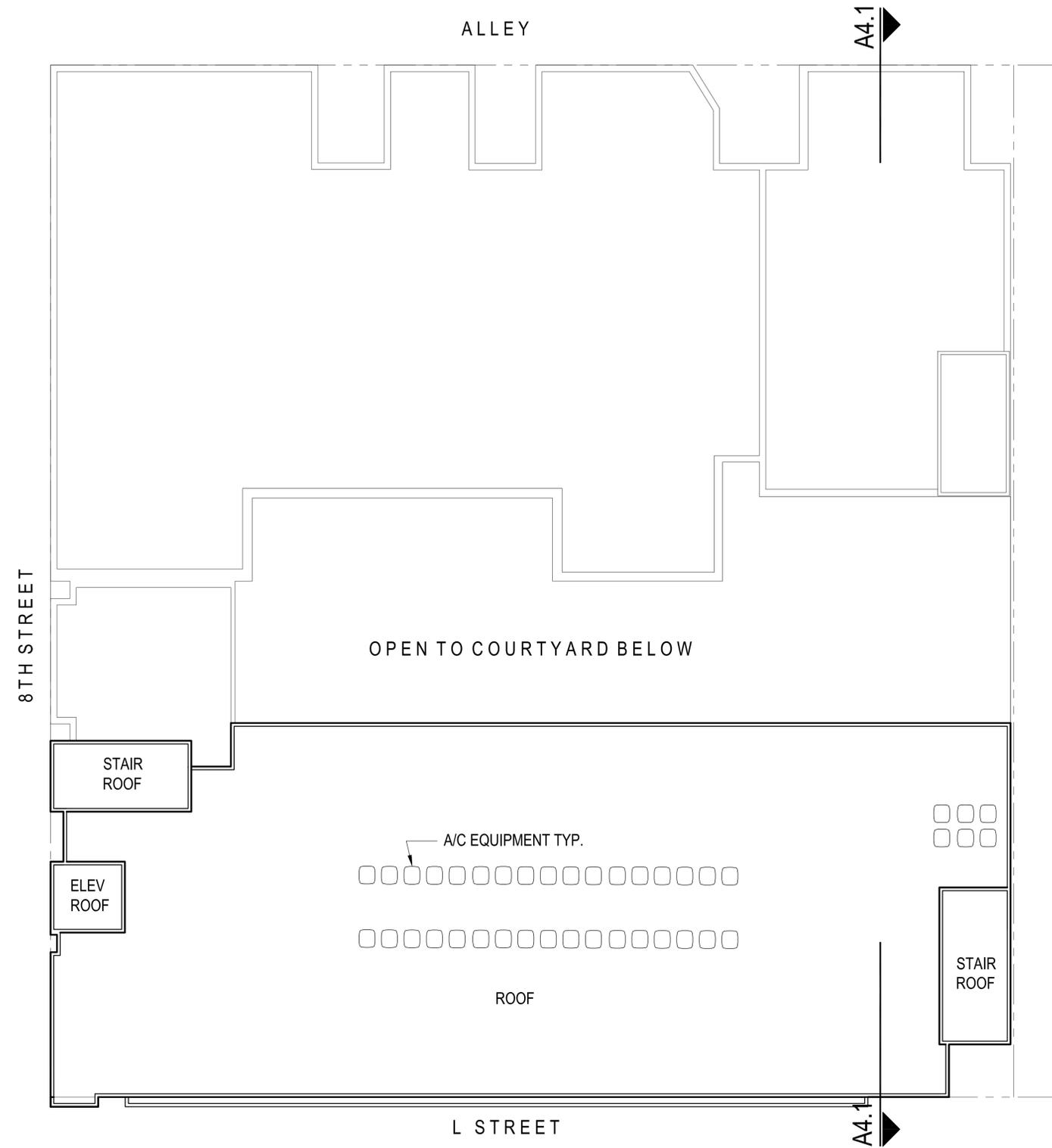


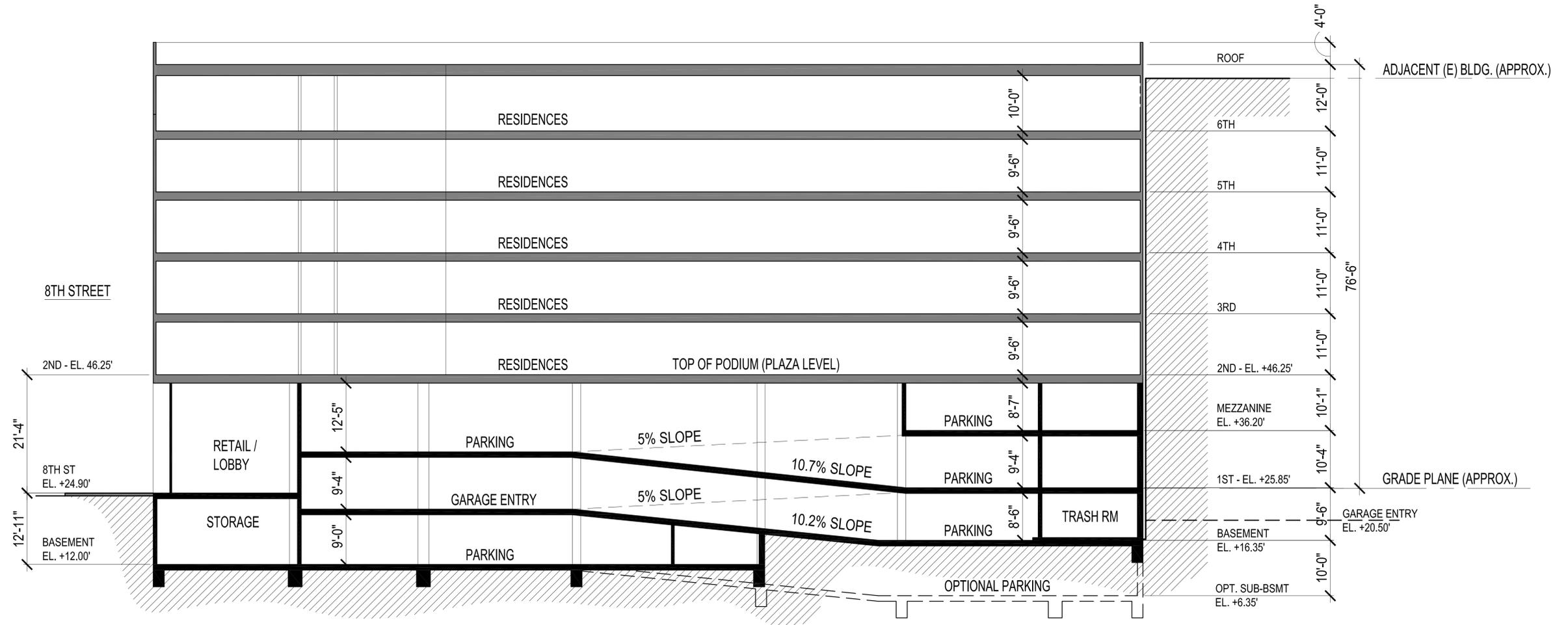


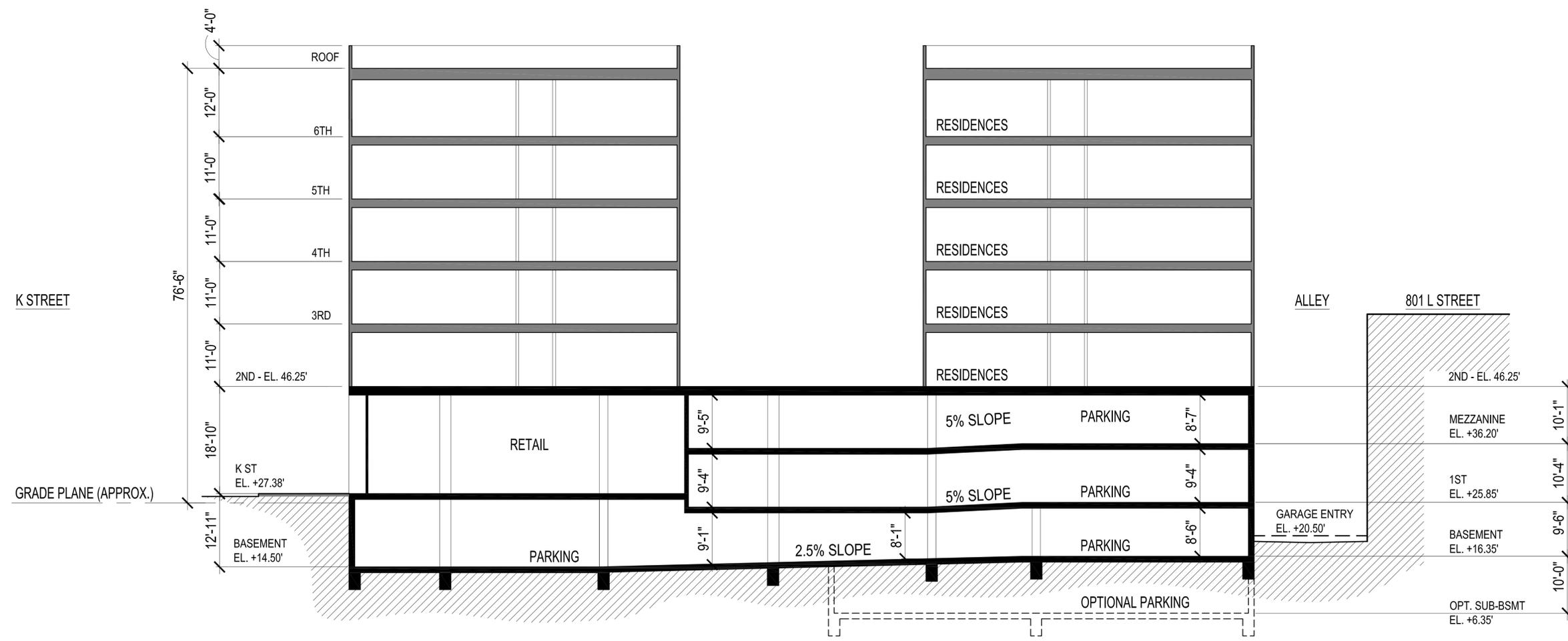
4TH FLOOR DATA

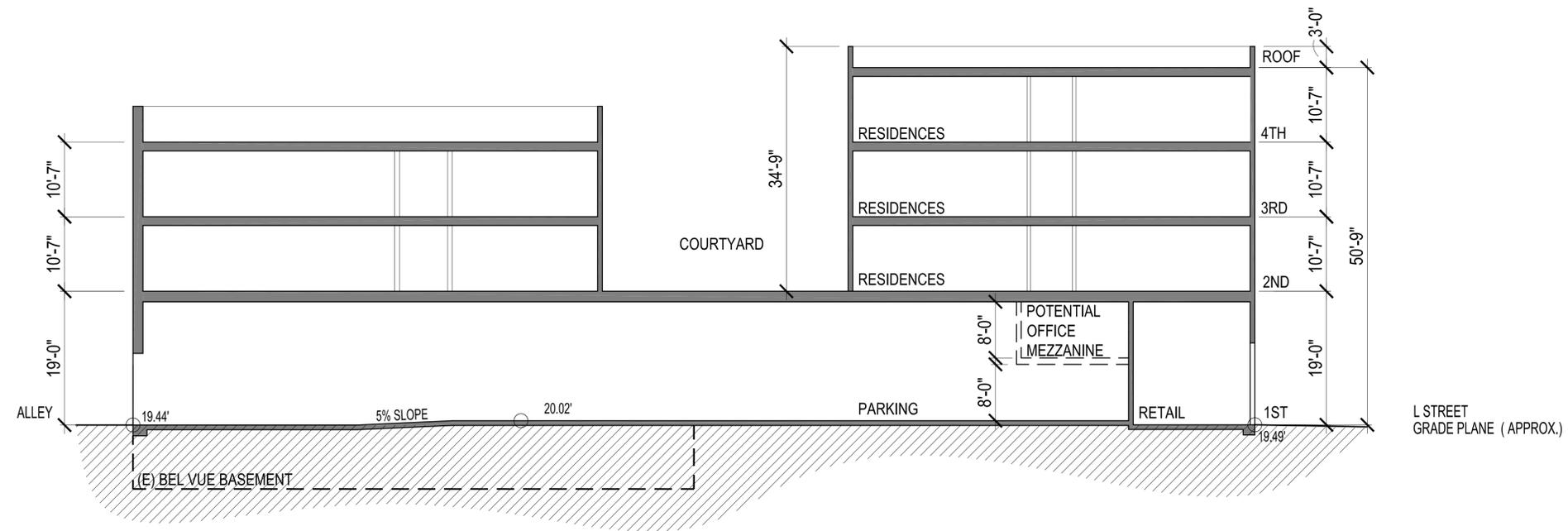
TOTAL FLOOR AREA				8,483 SF
UNIT COUNT				
STUDIO	1 BR	2 BR		TOTAL
-	8	2		10













WEST ELEVATION  
1" = 10'-0"



NORTH ELEVATION  
1" = 10'-0"

- A**  
3-COAT EXTERIOR CEMENT PLASTER  
FINE SAND FINISH  
ELASTOMERIC COATING
- B**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
DUSTY ROSE BY HC MUDDOX
- C**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
TUMBLEWECK BY HC MUDDOX
- D**  
INSULATED LOW-E GLAZING  
SOLARBAN 60 STARPHIRE BY PPG
- E**  
ANODIZED ALUMINUM  
LIGHT SATIN FINISH BY KAWNEER
- F**  
CAST IN PLACE CONCRETE  
MEDIUM SANDBLAST FINISH  
MATTE SEALANT



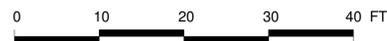


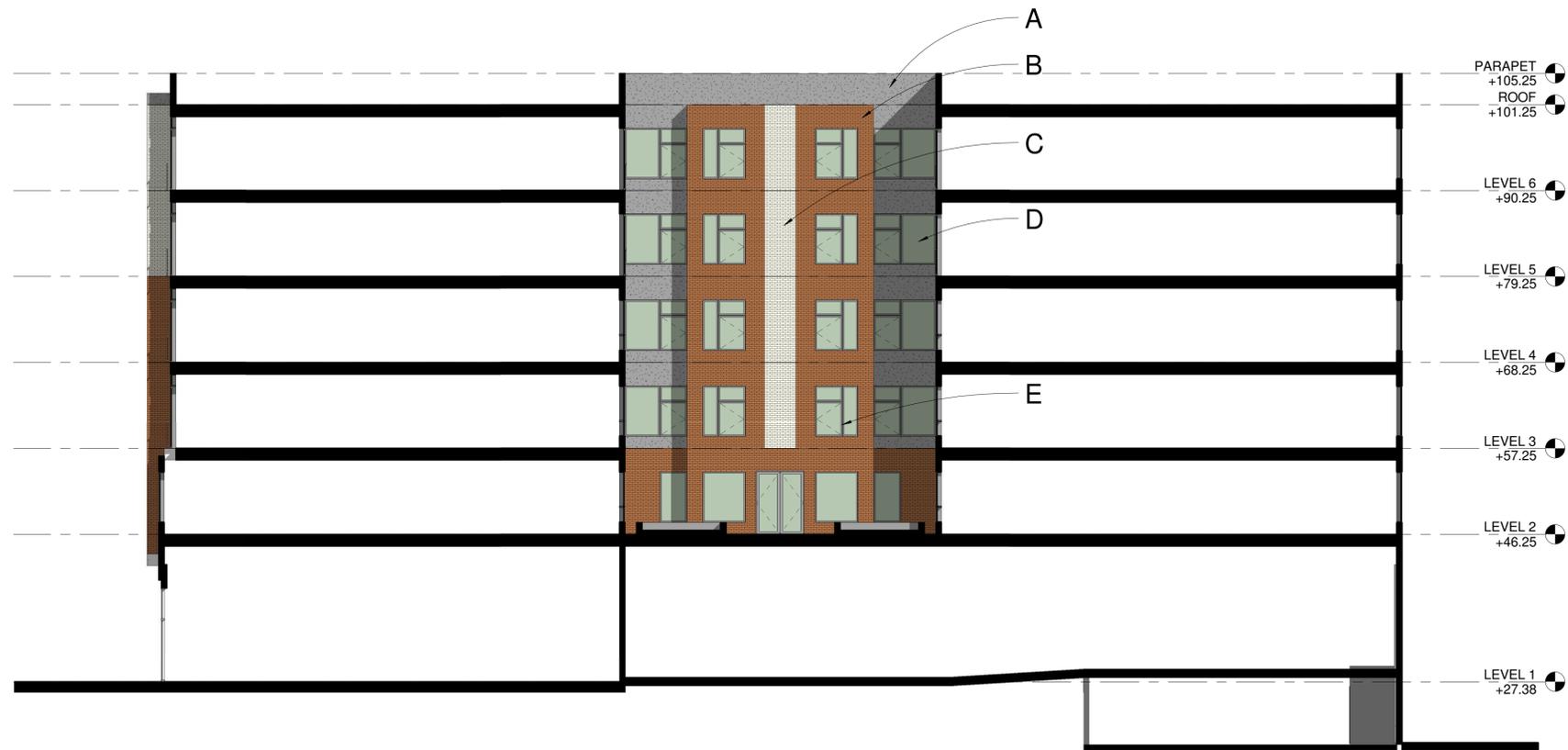
SOUTH ELEVATION  
1" = 10'-0"



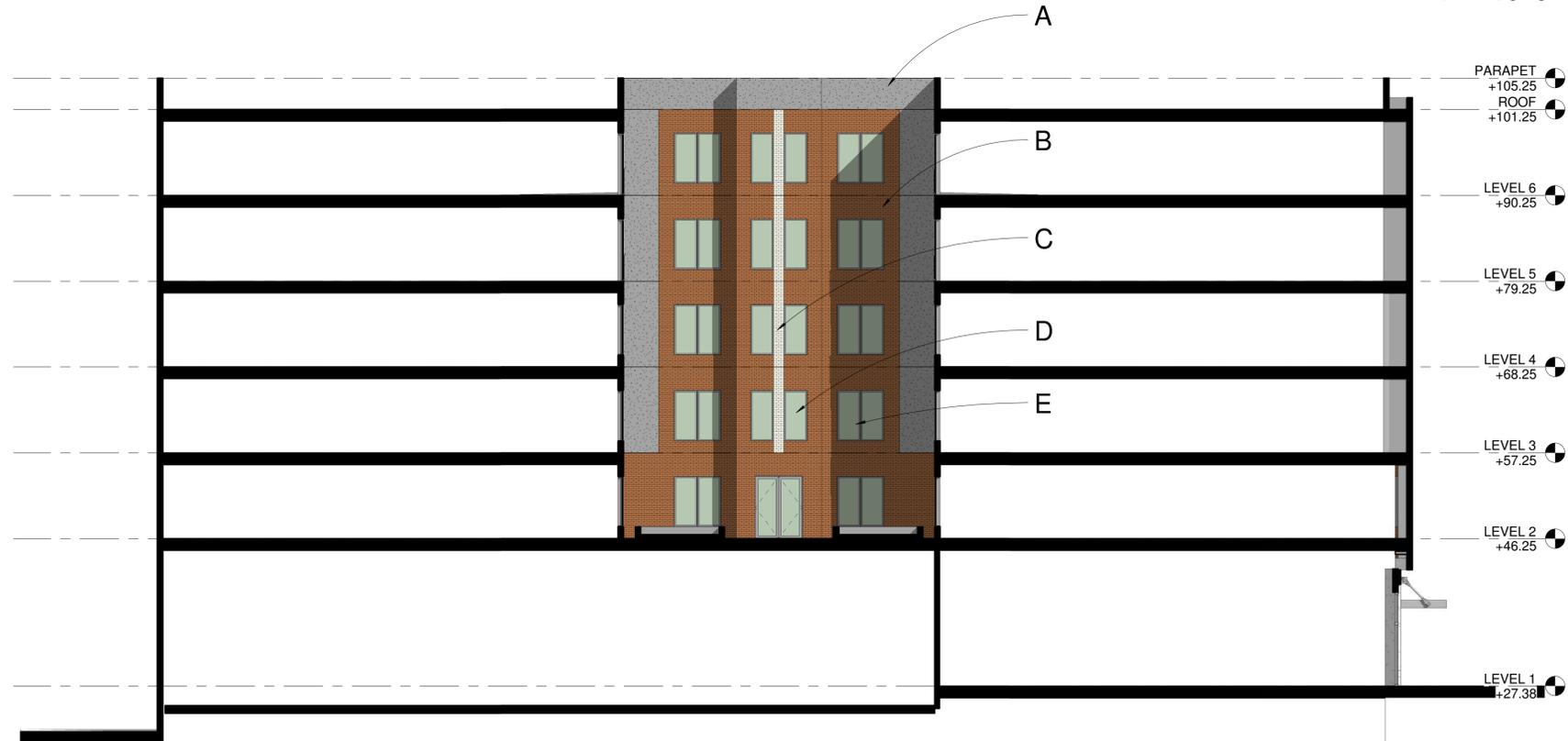
COURTYARD - NORTH ELEVATION  
1" = 10'-0"

- A**  
3-COAT EXTERIOR CEMENT PLASTER  
FINE SAND FINISH  
ELASTOMERIC COATING
- B**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
DUSTY ROSE BY HC MUDDOX
- C**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
TUMBLEWEED BY HC MUDDOX
- D**  
INSULATED LOW-E GLAZING  
SOLARBAN 60 STARPHIRE BY PPG
- E**  
ANODIZED ALUMINUM  
LIGHT SATIN FINISH BY KAWNEER
- F**  
CAST IN PLACE CONCRETE  
MEDIUM SANDBLAST FINISH  
MATTE SEALANT



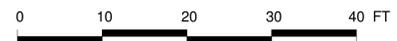


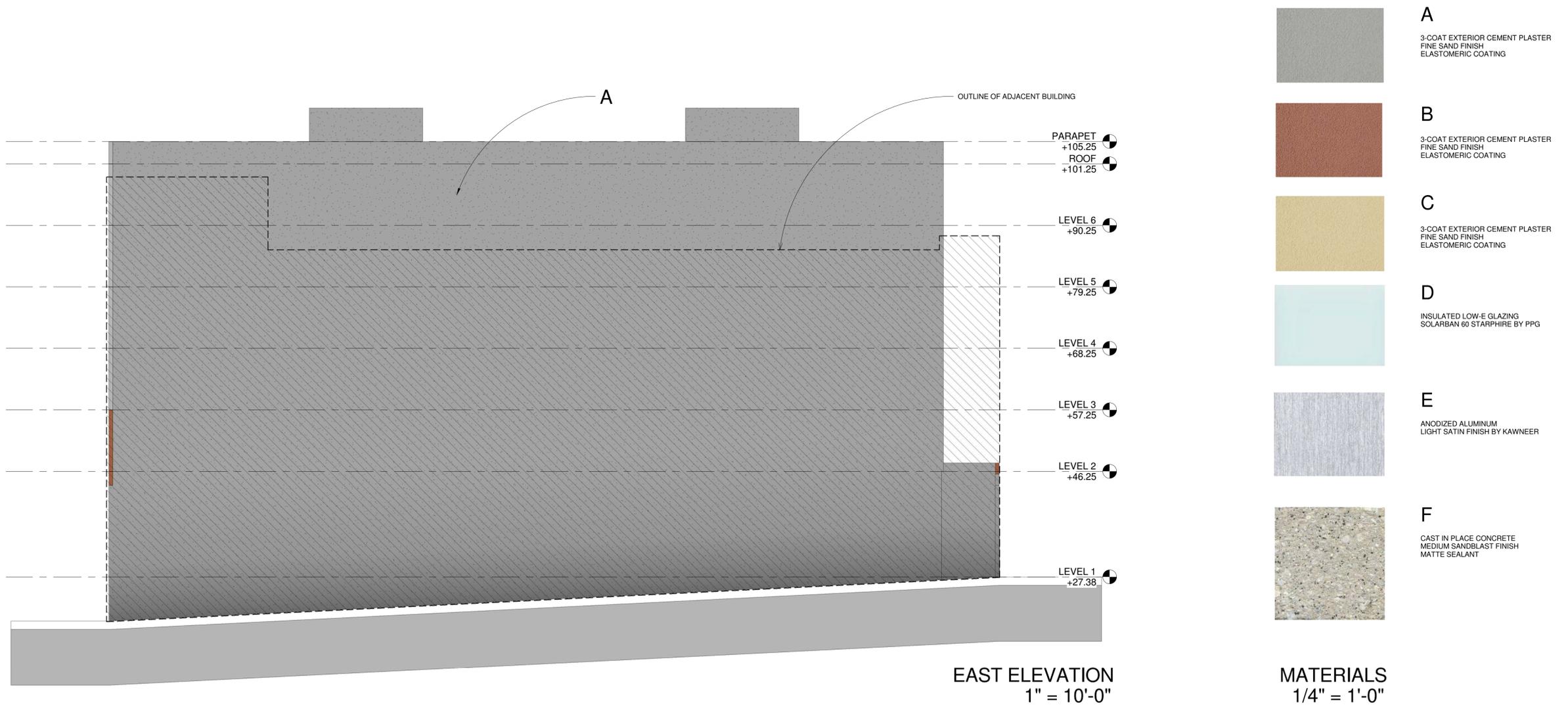
COURTYARD - EAST ELEVATION  
1" = 10'-0"



COURTYARD - WEST ELEVATION  
1" = 10'-0"

- A**  
3-COAT EXTERIOR CEMENT PLASTER  
FINE SAND FINISH  
ELASTOMERIC COATING
- B**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
DUSTY ROSE BY HC MUDDOX
- C**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
TUMBLEWEED BY HC MUDDOX
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SOLARBAN 60 STARPHIRE BY PPG
- E**  
ANODIZED ALUMINUM  
LIGHT SATIN FINISH BY KAWNEER
- F**  
CAST IN PLACE CONCRETE  
MEDIUM SANDBLAST FINISH  
MATTE SEALANT



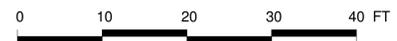




0 10 20 30 40 FT



0 10 20 30 40 FT





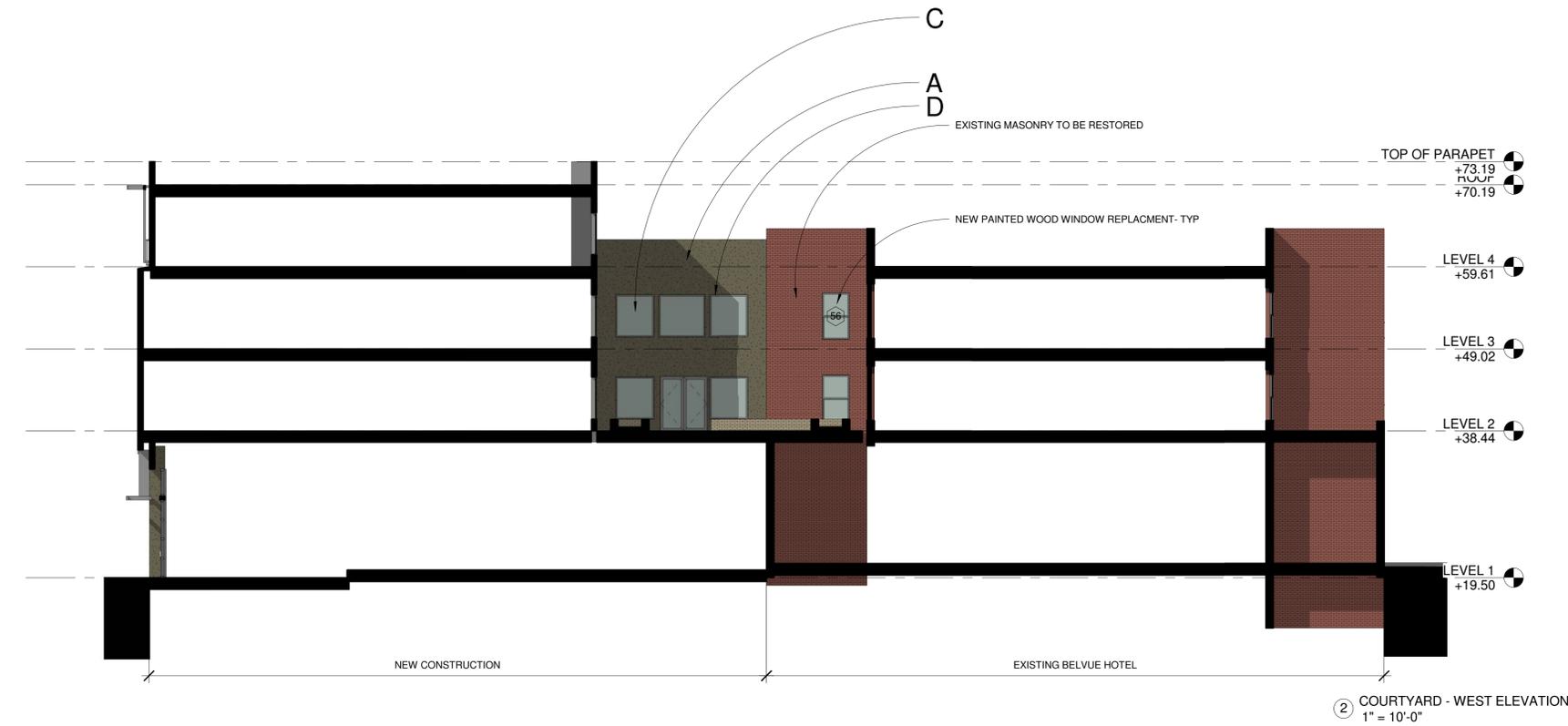
② WEST ELEVATION  
1" = 10'-0"



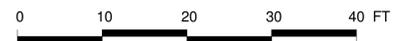
① SOUTH ELEVATION  
1" = 10'-0"

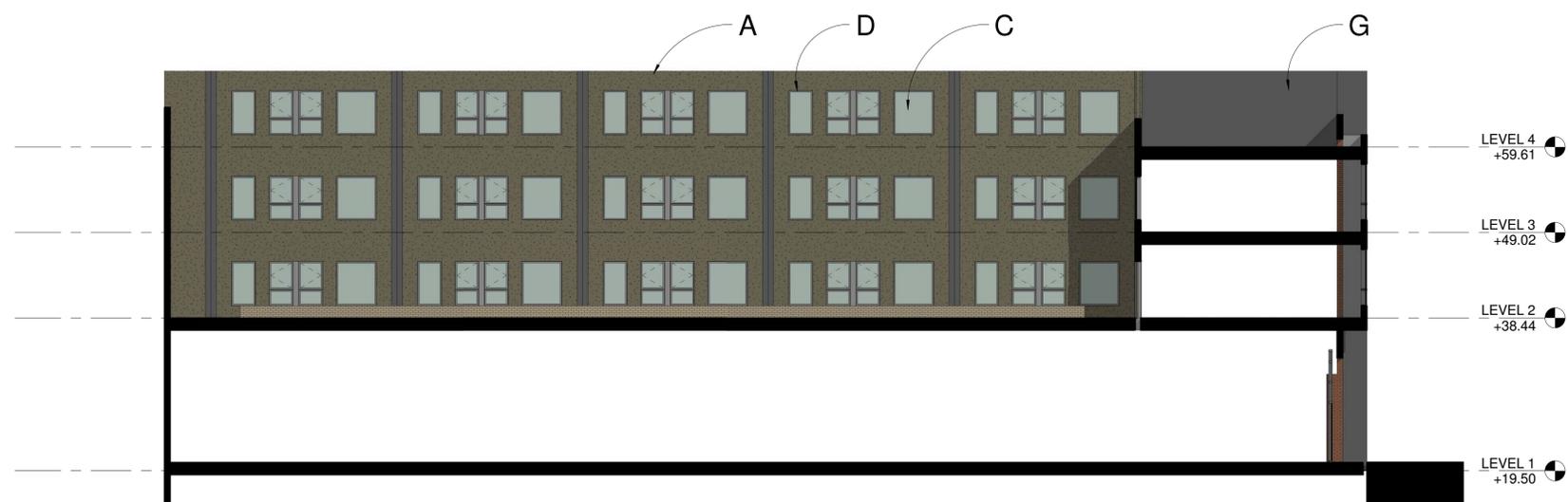
- A**  
3-COAT EXTERIOR CEMENT PLASTER  
FINE SAND FINISH  
ELASTOMERIC COATING
- B**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
SPANISH MOSS BY HC MUDDOX
- C**  
INSULATED LOW-E GLAZING  
SOLARBAN 60 STARPHIRE BY PPG
- D**  
ANODIZED ALUMINUM  
STERLING GREY PERMADIZE FINISH BY KAWNEER
- E**  
PAINTED JAMES HARDIE ARTISAN PANEL  
KELLY MOORE 3781-2 NOVEMBER RAIN
- F**  
PAINTED WOOD STOREFRONT AND WINDOWS  
KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW
- G**  
PAINTED 3 COAT EXTERIOR CEMENT PLASTER  
KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW



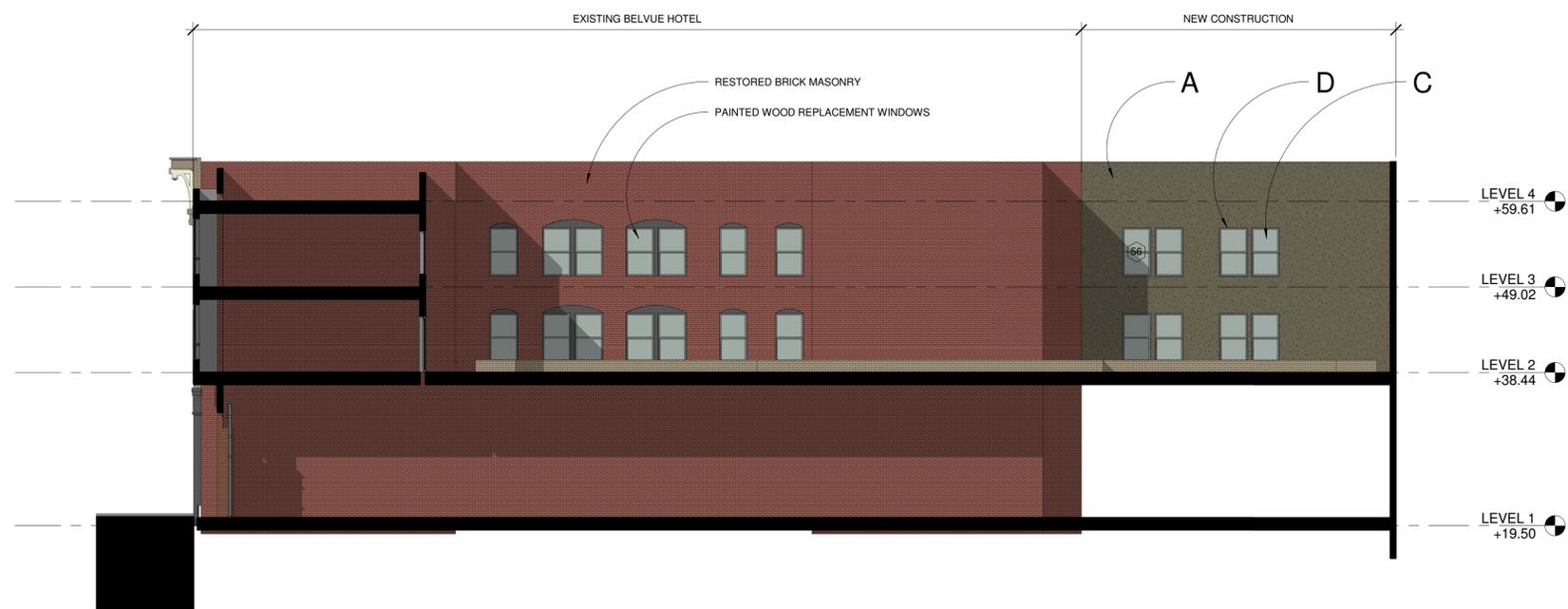


- A**  
3-COAT EXTERIOR CEMENT PLASTER  
FINE SAND FINISH  
ELASTOMERIC COATING
- B**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
SPANISH MOSS BY HC MUDDOX
- C**  
INSULATED LOW-E GLAZING  
SOLARBAN 60 STARPHIRE BY PPG
- D**  
ANODIZED ALUMINUM  
STERLING GREY PERMADIZE FINISH BY KAWNEER
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KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW
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KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW



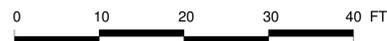


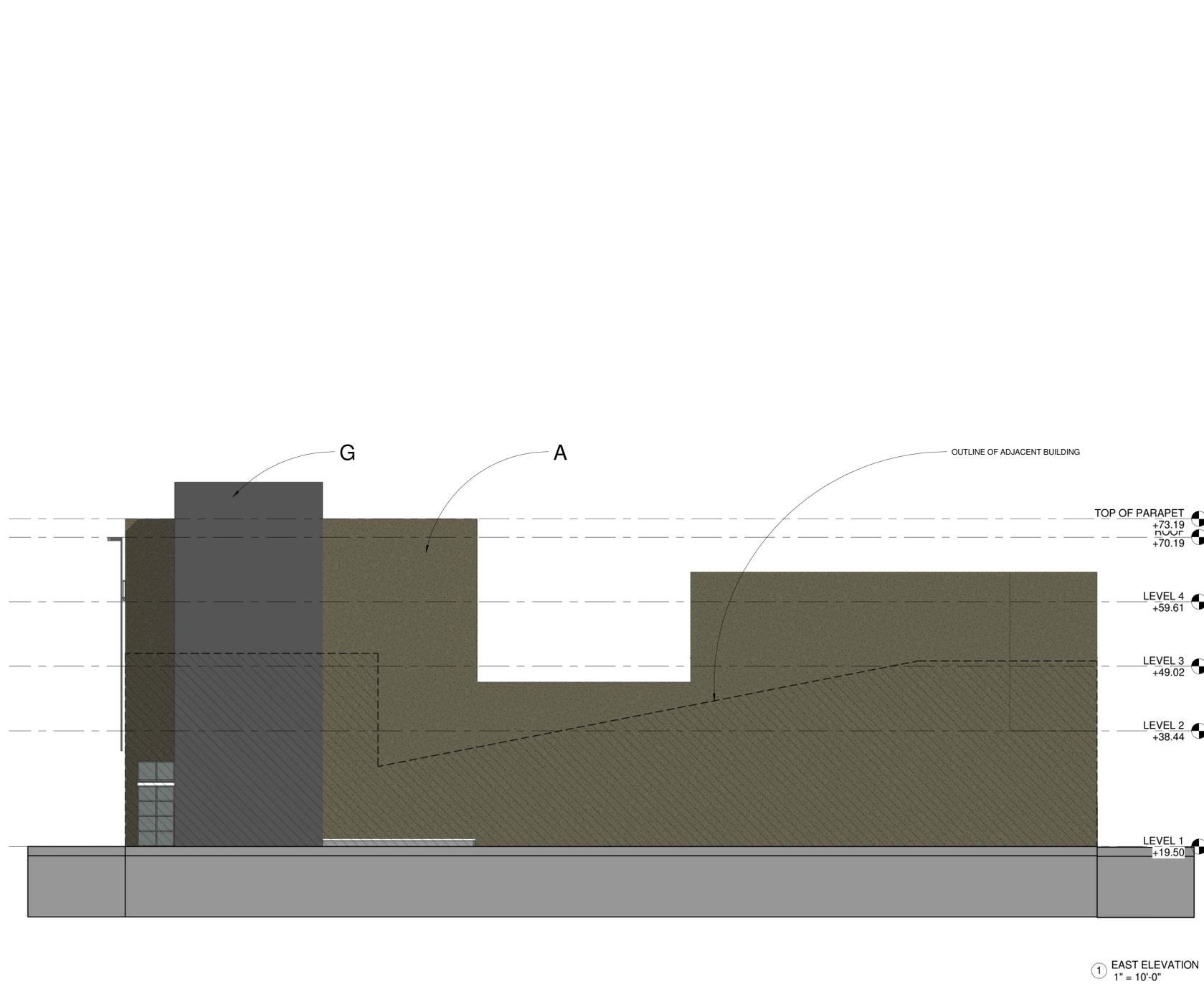
② COURTYARD - SOUTH ELEVATION  
1" = 10'-0"



① COURTYARD - NORTH ELEVATION  
1" = 10'-0"

- A**  
3-COAT EXTERIOR CEMENT PLASTER  
FINE SAND FINISH  
ELASTOMERIC COATING
- B**  
THIN BRICK VENEER  
NORMAN RUNNING BOND  
SPANISH MOSS BY HC MUDDOX
- C**  
INSULATED LOW-E GLAZING  
SOLARBAN 60 STARPHIRE BY PPG
- D**  
ANODIZED ALUMINUM  
STERLING GREY PERMADIZE FINISH BY KAWNEER
- E**  
PAINTED JAMES HARDIE ARTISAN PANEL  
KELLY MOORE 3781-2 NOVEMBER RAIN
- F**  
PAINTED WOOD STOREFRONT AND WINDOWS  
KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW
- G**  
PAINTED 3 COAT EXTERIOR CEMENT PLASTER  
KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW

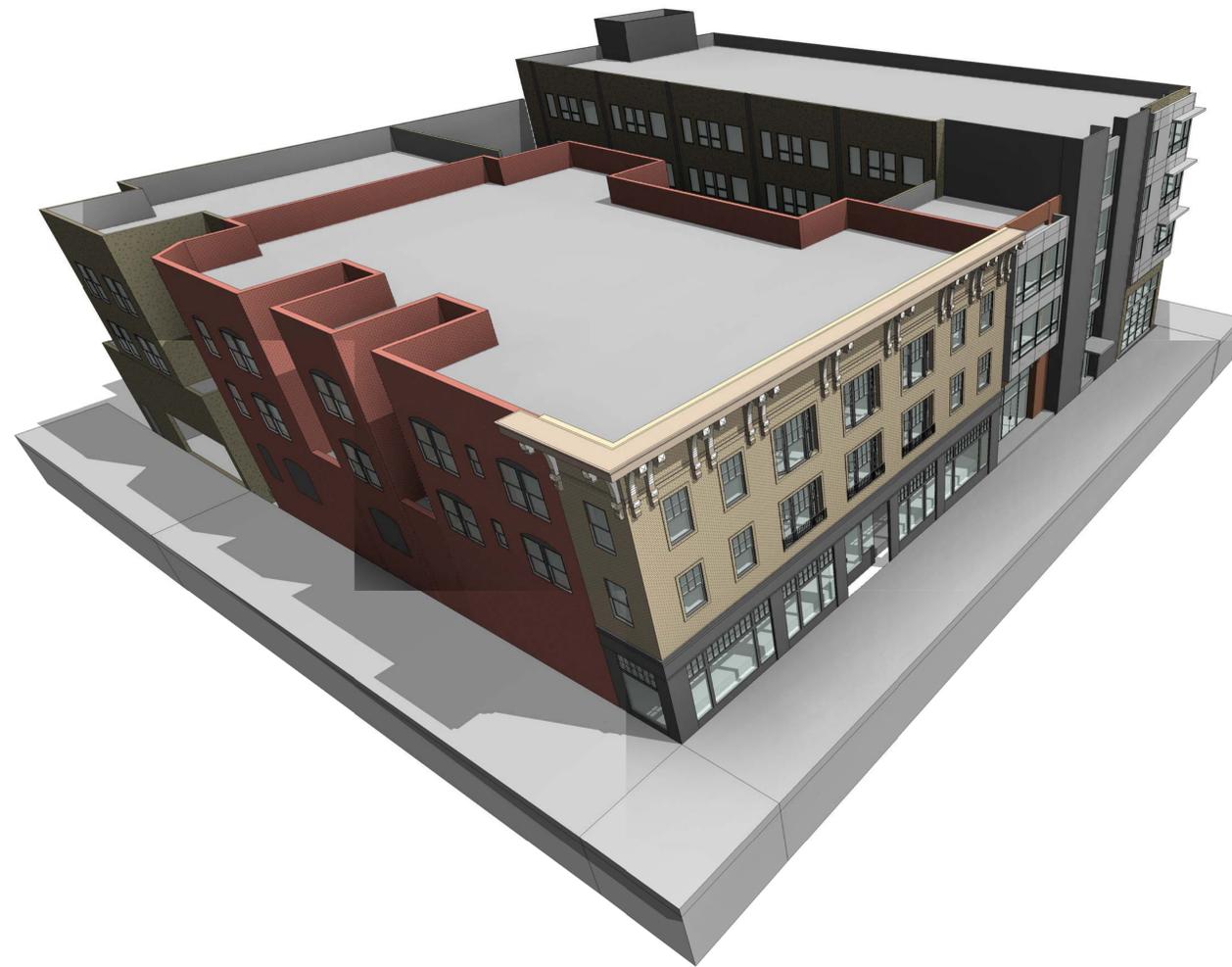
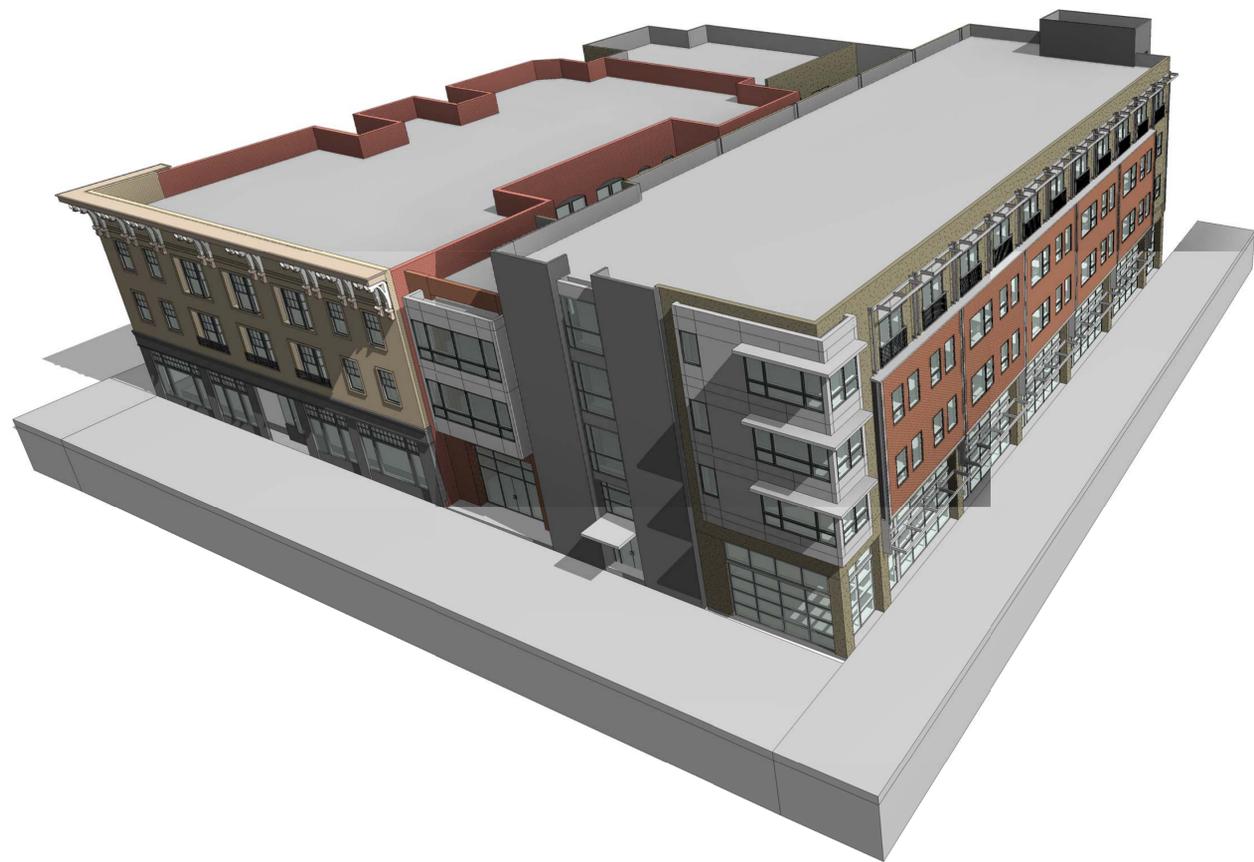




	<b>A</b> 3-COAT EXTERIOR CEMENT PLASTER FINE SAND FINISH ELASTOMERIC COATING
	<b>B</b> THIN BRICK VENEER NORMAN RUNNING BOND SPANISH MOSS BY HC MUDDOX
	<b>C</b> INSULATED LOW-E GLAZING SOLARBAN 60 STARPHIRE BY PPG
	<b>D</b> ANODIZED ALUMINUM STERLING GREY PERMADIZE FINISH BY KAWNEER
	<b>E</b> PAINTED JAMES HARDIE ARTISAN PANEL KELLY MOORE 3781-2 NOVEMBER RAIN
	<b>F</b> PAINTED WOOD STOREFRONT AND WINDOWS KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW
	<b>G</b> PAINTED 3 COAT EXTERIOR CEMENT PLASTER KELLY MOORE 3783-2 FIVE O'CLOCK SHADOW
	<b>H</b> PAINTED STEEL KELLY MOORE 3781-2 NOVEMBER RAIN
	<b>J</b> HARDIE PLANK LAP SIDING- SMOOTH FINISH CHESTNUT BROWN COLORPLUS INTEGRATED COLOR
	<b>MATERIAL LEGEND</b> 1/4" = 1'-0"







0 10 20 30 40 FT



COMMUNITY DEVELOPMENT  
DEPARTMENT

CITY OF SACRAMENTO  
CALIFORNIA

300 Richards Blvd, 3<sup>rd</sup> floor  
SACRAMENTO, CA  
95811

### PRESERVATION AND PLANNING COMMISSION COMMENTS

Project Name        800 Block Project  
File Number:        P11-009  
Applicant:            Ellen Warner  
Date of Notice:      March 30, 2011  
Staff Contact:        Matthew Sites, 808-7646

**At the Preservation Commission and Planning Commission meetings a preliminary review of the project was conducted and made the following comments regarding the proposed project:**

#### Preservation

1. Removal of existing Fire Escapes was okay.
2. Both the 800 and 700 block projects should return at the same time.
3. Resolve design at corner of 8<sup>th</sup> and K.
4. Transitional building should be more contemporary in style.
5. Additional study removing the vehicular entry along L Street, so all vehicular access off of alley.
6. Further study needed on L Street fenestration.
7. Further study need of 8<sup>th</sup> and L Street corner.
8. A warmer color and materials should be provided at the 801 L Street building.

#### Planning

9. Remove driveway along L Street.
10. Narrow depth of retail on L Street is encouraging and should proceed forward.
11. Residential Entry along K Street should be studied for additional K Street activation.
12. Depth of retail along K Street may be problematic; worried that retail may not survive with adjacent 700 block retail.
13. Provide a general sign program for the project.

**Matthew Sites, Associate AIA, LEED AP**  
Urban Design/Planning Staff