



## REPORT TO PLANNING COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING  
January 24, 2008

Members of the Planning Commission

**Subject: 3030 Urban Living (P06-211):** The applicant is requesting to construct 12 residential condominiums on .15± acres in the General Commercial (C-2 SPD) zone and located in the Alhambra Corridor Special Planning District.

- A. Environmental Determination: Categorical Exemption pursuant to CEQA Section 15332 (In-fill Development)
- B. Tentative Map to subdivide one (1) parcel into one (1) parcel for condominium purposes.
- C. Special Permit to allow alternative ownership housing (condominiums) in the C-2 SPD zone.
- D. Variance to allow a new structure to exceed the height requirements of 35 feet for a property located within 300 feet of a residential zone.

**Location/Council District:**

3030 T Street  
Assessor's Parcel Numbers: 010-0131-008  
Council District 4

**Recommendation:** Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A-D above, and its decision is appealable to City Council. This recommendation is based on the project's consistency with the Central City Housing Strategy which encourages the development of residential in the Central City as well as General Plan policies promoting infill development. **There were no outstanding concerns at the time of writing this report.**

**Contact:** Evan Compton, Associate Planner (916) 808-5260  
Stacia Cosgrove, Senior Planner (916) 808-7110.

**Applicant:** D&S Development: Bay Miry, (916) 288-2104, 1329 H Street, Sacramento, CA 95814

**Owner:** Same as above.

**Summary:** The applicant proposes to relocate an existing landmark service station and to construct a 4 story residential project on .15 acres in the General Commercial (C-2) zone and located in the Alhambra Corridor Special Planning District. The new building will have podium parking and a lobby area on the ground floor. The second and third levels will have 5 residential condominiums each and the fourth level will have 2 residential condominiums.

Table 1: Project Information for 3030 T Urban Living
<b>General Plan designation:</b> Community/Neighborhood Commercial and Offices
<b>Central City Community Plan designation:</b> General Commercial
<b>Existing zoning of site:</b> C-2
<b>Existing use of site:</b> Vacant Landmark Building – Previously service station/auto repair
<b>SPD Designation:</b> Alhambra Corridor Special Planning District
<b>Density:</b> Proposed 80 dwelling units per net acre

**Background Information:** The rehabilitation of the existing landmark structure as a service station was reviewed and approved by the Preservation Director on November 22, 2005. The Zoning Administrator approved a Special Permit to re-establish the service station use of an abandoned gas station on December 1, 2005. A neighbor filed an appeal of the project on December 12, 2005. The reason for the appeal included concerns about onsite vehicular circulation, safety issues with vehicles entering and exiting T Street, and the affect of the use on nearby residential owners. The appeal was denied by the Planning Commission on January 26, 2006. The project was then called up by Councilmember Fong on February 6, 2006 to review safety and traffic concerns. The project was heard by City Council on August 15, 2006 and the proposal to rehabilitate the structure and re-establish a service station use was denied. The current proposal for residential condominiums was submitted for review on November 29, 2006. The Preservation Commission approved the building move for the existing service station to be relocated to the Towe Auto Museum located at 2200 Front Road on August 1, 2007. (Interest Letter is Attachment 4). A copy of the Preservation Record of Decision and staff report have been attached as Attachment 5. The current residential proposal requires approval from the Planning Commission and Design Director.

**Previous Review and Comment:** The Planning Commission reviewed this project on September 27, 2007 as a Review and Comment. At that meeting, the applicant expressed their concern about the limitations of the site and requested that the Planning Commission provide a preliminary vote to determine the amount of support regarding the proposed use, massing, and height for the proposal. The feedback provided by the Planning Commission regarding whether the project could be supported in the future: Givens (Yes), Samuels (Yes), Wasserman (Yes), Banes (Yes), Contreras (Undecided but leaning no), Yee (Yes, but only if the massing is located on the back of the site and not along the street frontage). At the previous hearing, there were concerns raised about the layout of the parking, the massing of the top floor, and providing information about the context of the proposal with the surrounding neighborhood. The applicant has revised the parking layout and setback the 4<sup>th</sup> floor from the public streets.

**Public/Neighborhood Outreach and Comments:** The applicant presented the project to the Newton Booth Neighborhood Association (NBNA) on November 16, 2006. There was also an informal meeting with the owner of the adjacent properties to the south and west of the subject site. The applicant held a neighborhood meeting on February 16, 2007 at the Sacramento Natural Foods Co-Op Learning Center, 1914 Alhambra Boulevard. There were 20-25 people who attended the meeting. Many complained the current site is blighted and that development is needed to improve the corner. Several attendees were concerned about the massing of the proposed 4 story structure. One neighbor was concerned about the line of sight at the intersection and the safety of the crosswalk by Camelia Color if the reduced setbacks were approved. Some people commented that the applicant should incorporate more windows and glass into the street facing façade and on the corner element. It was stated that the proposal did not provide enough parking and that it would impact the neighborhood which already has a parking shortage.

Since these neighborhood meetings, the applicant has incorporated the feedback received into the current proposal. The project was redesigned to meet the standard parking requirements, three units were eliminated from the proposal to stepback the fourth floor from the public streets, the overall height has been decreased, and the design of the building has been changed to deemphasize the height. A line of sight drawing was submitted (Attachment 6) to address the neighborhood concern about the setbacks of the building and the visibility of the adjacent crosswalk.

**Project Design:** The project site is located in the Alhambra Corridor Special Planning District and has been reviewed by the Design Commission. The comments from the Review and Comment hearing has been attached as Attachment 7. The final project design is under the purview of the Design Director and the applicant will work to incorporate the final Design Commission's concerns into the project design after the planning entitlements have been approved. The applicant has requested that the Planning Commission approve the planning entitlements before they modify Submittal 4 to incorporate all the feedback into a final design for approval from the Design Director.

The subject site is a .15± acre corner lot on Alhambra and T Street. The applicant has submitted four versions of the proposal to date. The original proposal is labeled as Submittal 1 and the current proposal under consideration is Submittal 4. A brief discussion of each proposal is outlined below:

- *Submittal 1 (Original Proposal):* The original proposal requested a total of 15 residential condominium units. The tower element was 23'11" which amounted to a total height of 75'11". The proposal provided only 12 parking spaces where 16 spaces were required and therefore the proposal required an entitlement to waive required parking for the residential units.
- *Submittal 2 (Modified Proposal):* The modified proposal altered the total height of the building to the top of the tower element from 75'11" to 62'4".
- *Submittal 3 (Modified Proposal):* The proposal eliminated three residential units for a total of 12 proposed units. The first level provided 13 parking spaces for the residents and the parking waiver request was withdrawn.

- *Submittal 4 (Final Proposal)*: The proposed structure was modified to further decrease the plate height to 49 feet. The tower element is 7'2" for a total height of 56'2". The ground floor parking spaces have been reconfigured to provide improved maneuverability. The fourth floor steps back from Alhambra and T Streets and places more of the mass on the interior and rear sides. The Art Deco design was eliminated because it reinforced the height of the building and a more traditional design was selected with horizontal emphasis to visually lessen the impact of the height.

**Environmental Considerations:** The proposed project is exempt from environmental review pursuant to CEQA Guidelines (CEQA Section 15332). Section 15332 consists of projects characterized as in-fill development.

### Land Use

The applicant proposes to develop 12 residential condominiums on approximately 0.15 acres in the General Commercial (C-2) zone. Section 17.24.050(8) of the zoning code permits alternative ownership housing types with the issuance of a special permit. In evaluating special permit proposals of this type, the Commission is required to make the following findings:

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

In this case, staff finds that the residential condominium development is compatible with the surrounding area of commercial, office, and single family homes and adds to the balance of housing types in the midtown neighborhood. The density of the proposed development is in keeping with the goals and policies of the Central City Housing Strategy to increase housing, will contribute to a better jobs/housing balance, and provide a more active and vibrant Central City beyond the hours of 9 to 5.

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

The proposed residential units are oriented to provide eyes on the street and the development has adequate parking. Staff finds that the proposed development will protect access to light and air for adjacent properties.

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

The proposed project is consistent with the residential land use policies and density requirements of the Central City Community Plan, Alhambra Corridor Special Planning District, Central City Housing Strategy, and General Plan.

**Tentative Map:** The tentative map will allow individual ownership of the 12 residential units. The project was heard by the Subdivision Review Committee on July 18, 2007

and the committee made a recommendation to approve the tentative map subject to the conditions listed in this report.

**Parking:** As indicated below, the project will meet the minimum parking standards for new residential development. The project site is located within ¼ mile of the 29<sup>th</sup> Street light rail station. Bus routes 67 and 68 provide 15 minute weekday service and 30 minute weekend service; route 38 provides 30 minute weekday service and 60 minute weekend service; and route 50E provides enhanced 15-20 minute weekday service to the site.

<b>Table 2: Parking</b>			
	<b>Required Parking</b>	<b>Proposed Parking</b>	<b>Difference</b>
Residential Condos	12 spaces	13 spaces	no
Guest spaces*	0 spaces	0 spaces	no

\*In the Central City, guest parking spaces are only required for projects with more than 15 residential units.

#### **Setbacks, height and bulk**

Under the Special Permit for Alternative Ownership Housing, the Planning Commission has the authority to vary the setbacks and lot coverage. Staff supports the request to vary from the required setbacks because the proposed structure is consistent with the adjacent commercial building with a zero lot line.

<b>Table 3: Height and area standards</b>			
<b>Standard</b>	<b>Required</b>	<b>Proposed</b>	<b>Deviation?</b>
Height	35'	49' to the plate line and 56'2" to the top of the tower element*	14'
Front setback (Alhambra Blvd)	Average of neighboring properties (Approximately 0')	0'	no
Interior side setback (South property line)	5'	0'	5'
Street side setback (T Street)	5'	5'	no



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Rear setback (West property line)	15'	5'	10'
Lot Coverage	No requirement for C-2 zone	88%	n/a


\*The Zoning Code allows 20% additional height for architectural projections if the projection does not exceed 50% of roof area. Therefore, the proposed tower element will not require an entitlement if a Variance is approved by the Planning Commission to allow the structure a 49 foot height to the plate line.

As indicated above, the project will require a Variance to allow the project to exceed the 35 foot height requirement. In the Alhambra Corridor Special Planning District, any development in any zone that is located within 300 feet of a residential zone shall not exceed 35 feet in height. The intent of this restriction is to establish a buffer zone to protect residential neighborhoods from visual intrusion by new development that is out of scale with the adjacent residential neighborhood. The applicant has redesigned the project to stepback the top floor from the public streets and has incorporated horizontal design elements into the building to deemphasize the height of the proposed building and therefore, staff supports the request to exceed the height requirement.

Respectfully submitted by:

  
EVAN COMPTON  
Associate Planner

Approved by:

  
STACIA COSGROVE  
Senior Planner

Recommendation Approved:

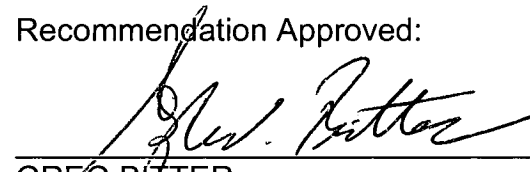
  
GREG BITTER  
Principal Planner

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**Attachment 1**  
**Recommended Findings of Fact and Conditions of Approval**  
**3030 Urban Living (P06-211)**  
**3030 T Street**

**Recommended Findings of Fact:**

**A.** The Planning Commission finds as follows:

1. The City of Sacramento's Environmental Planning Services Division has reviewed the 3030 Urban Living project (hereafter referred to as the "Project") and determined that the Project is exempt from review under the California Environmental Quality Act (CEQA) as follows:
  - a. The Project is exempt pursuant to Section 15332 of the CEQA Guidelines (In-fill Development Projects); and
  - b. The factual basis for the finding of exemption is as follows: The Project is consistent with the General Plan, is located entirely within the City limits, is located at a site with no habitat value, and can be adequately served by utilities and public services. In addition, the Project would not have significant effects relating to traffic, noise, air quality or water quality.
2. The Planning Commission has reviewed and considered the Environmental Planning Services Division's determination of exemption and the comments received at the hearing on the Project, and has determined that the Project is exempt from review under CEQA for the reasons stated above.

**B.** The **Tentative Map** to subdivide one parcel into one parcel for condominium purposes in the General Commercial (C-2 SPD) zone and located in the Alhambra Corridor Special Planning District is hereby approved based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;
  - a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the Central City Community Plan, and Chapter 16 of the City Code, which itself is a Specific Plan of the City of Sacramento.
  - b. The site is physically suitable for the type of development proposed and suited for the proposed density;



- c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
    - d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems; and
    - e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
  - 2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, the Central City Community Plan and Title 16 of the City Code, which is a specific plan of the City (Gov. Code Section 66473.5);
  - 3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in the violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the subdivision (Gov. Code Section 66474.6);
  - 4. The design of the proposed subdivision provides, to the extent feasible, for future passive and/or natural heating and cooling opportunities (Gov. Code Section 66473.1); and
  - 5. The Planning Commission has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code Section 66412.3).
- C. The **Special Permit** to allow alternative ownership housing in the General Commercial (C-2 SPD) zone and located in the Alhambra Corridor Special Planning District is hereby approved based on the following findings of fact:
- 1. Granting the Special Permit is based upon sound principles of land use in that the proposed project is compatible with the surrounding area of commercial and residential and adds to the balance of housing types in the urban core neighborhood. The proposed development promotes the goals and policies of the Central City Housing Strategy to increase housing and contribute to a better jobs/housing balance.
  - 2. Granting the Special Permit will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project develops

residential units that are oriented to provide eyes on the street and provides balconies and terraces for outdoor space, and;

3. The proposed project is consistent with the Central City Community Plan designation of General Commercial and the General Commercial (C-2 SPD) zone. The project is also consistent with the General Plan policies which encourage infill development and will promote alternative modes of transportation such as bus, bike, lightrail, and walking which helps air quality and reduces urban sprawl.

**D.** The **Variance** to allow a new structure to exceed the height requirements of 35 feet for a property located within 300 feet of a residential zone in the General Commercial (C-2 SPD) zone and located in the Alhambra Corridor Special Planning District is hereby approved based on the following findings of fact:

1. The variance is not a special privilege extended to one individual property owner in that the variance would be appropriate for other property owners proposing podium parking to meet the onsite parking requirements.
2. The variance is not a "use" variance because the proposed residential is permitted by right within the C-2 SPD zone.
3. The variance is not injurious to the public welfare, nor to property in the vicinity of the subject site in that the fourth floor and mechanical tower are setback from the public street which places the majority of the mass on the rear and interior property lines.
4. The variance is consistent with the policies of the General Plan which promotes higher density land uses near light rail stations.

**Recommended Conditions of Approval:**

**B.** The **Tentative Map** to subdivide one (1) parcel into one (1) parcel for condominium purposes is **approved** subject to the following conditions:

**CONDITIONS:** Tentative Map

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P06-211). The design of any improvement not covered by these conditions shall be to City standard.**

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

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

**GENERAL:** All Projects

1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Development Engineering Division after consultation with the U.S. Postal Service;
3. Show all continuing and proposed/required easements on the Parcel Map;
4. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;

**DEF:** Streets

5. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division;
6. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;

7. Construct A.D.A. compliant ramps at the south-west corner of the intersection of \_ and Alhambra Boulevard and T street per City standards and to the satisfaction of the Development Engineering Division;;

#### CITY UTILITIES

8. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall have only one (1) metered domestic water service. Excess water services shall be abandoned to the satisfaction of the Department of Utilities;
9. Common area landscaping shall have a separate street tap for a metered irrigation service;
10. An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance of and payment of fees for sanitary sewer, water and storm drainage facilities within the condominium project. The onsite water, sewer and storm drain systems shall be private systems maintained by the association;
11. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association;

#### PPDD: Parks

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

#### MISCELLANEOUS

14. Form a Homeowner's Association. CC&R's shall be approved by the City and

recorded assuring maintenance of private drives. The Homeowner's Association shall maintain all private drives, lights, common landscaping and common areas.

C. The **Special Permit** to allow alternative ownership housing (condominiums) in the C-2 SPD zone is **approved** subject to the following conditions:

15. Each residential unit shall have a minimum of one balcony.
16. A six foot tall masonry wall shall be required along the west property line adjacent to the residential use.
17. Each residential unit shall have a minimum of one designated parking space.
18. Applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.
19. The project shall meet the conditions of DR06-313 and PB06-145.

#### **Fire**

20. Provide a minimum unobstructed clearance of 5 feet for second story bedroom egress windows and 8 feet for third story bedroom egress windows for emergency fire department rescue ladder access. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department.

#### **Regional Transit**

21. 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.
22. Project construction shall not impact transit service or pedestrian access to transit stops.

#### **Utilities**

23. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall have only one (1) metered domestic water service. Excess water services shall be abandoned to the satisfaction of the Department of Utilities.
24. Common area landscaping shall have a separate street tap for a metered irrigation service.



25. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association.
  26. 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 the issuance of any building permit. The impact to the CSS due to the conversion to condominiums is estimated to be 10 ESD. The Combined System fee at time of building permit is estimated to be \$1050.
  27. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, the owner(s) and ownership association shall enter into a Utility Service Agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the condominium project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if required to do so by any law or regulation, and shall be in a form approved by the City Attorney.
- D. The **Variance** to allow a new structure to exceed the height requirements of 35 feet for a property located within 300 feet of a residential zone is **approved** subject to the following conditions:
28. The height of the structure shall be limited to a maximum of 50 feet to the plate. An additional 20% is allowed for mechanical equipment and elevator towers. All mechanical equipment shall be screened from street views.
  29. The project shall substantially conform to the attached plans or the project shall be subject to additional review and approval by Planning.

**Utilities**

30. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall have only one (1) metered domestic water service. Excess water services shall be abandoned to the satisfaction of the Department of Utilities.
31. Common area landscaping shall have a separate street tap for a metered irrigation service.
32. Per City Code, the point of service for water, sewer and storm drain service is

located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association.

33. 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 the issuance of any building permit. The impact to the CSS due to the conversion to condominiums is estimated to be 10 ESD. The Combined System fee at time of building permit is estimated to be \$1050.
34. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, the owner(s) and ownership association shall enter into a Utility Service Agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the condominium project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if required to do so by any law or regulation, and shall be in a form approved by the City Attorney.

#### ADVISORY NOTES:

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

- A. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
  1. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at \$31,680. This is based on 12 multi-family residential units and an average land value of \$250,000 per acre for the Central City Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
  2. Title 18, 18.44 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$15,948. This is based on fifteen (12) multi-family residential units at the Central City infill rate of \$1,329 per unit. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
  3. Community Facilities District 2002-02, Neighborhood Park Maintenance

CFD Annexation.

- B. Developing this property may require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information;
- C. 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 the issuance of any building permit. The impact to the CSS due to the conversion to condominiums is estimated to be 10 ESD. The Combined System fee at time of building permit is estimated to be \$1050;
- D. Many projects in the City of Sacramento require on site booster pumps for fire suppression and domestic water systems. Prior to design of the fire suppression system, 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 on-site fire suppression system. If a fire suppression system is required for this project a separate fire service will be required;
- E. The proposed project is located in the Flood zone designated as a 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;
- F. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, the owner(s) and ownership association shall enter into a Utility Service Agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the condominium project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if required to do so by any law or regulation, and shall be in a form approved by the City Attorney.

**Police Department (Advisory Only)**

- G. The perimeter of the site shall be adequately fenced with a chain link fence containing necessary construction gates to be locked after normal construction hours while project is under construction.
- H. A security person shall be provided to patrol the project after normal working

hours during all phases of construction as necessary.

- I. Security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be at a level to allow adequate visibility of the presence of any person on or about the site during hours of darkness.
- J. Landscaping should not create blind spots or hiding spots and should be situated in locations that maximize observation while still providing the desired degree of aesthetics.
- K. Landscaped areas should be planned for maximum growth while at the same time providing unobstructed observation of buildings, parking areas, and walkways, day and night. The following guidelines are recommended:
  - 1. Groundcover plants, including perennial and annual wildflowers, should be used within five feet (5') of the edge of walkways and areas requiring visual surveillance.
  - 2. Groundcover plants should not exceed a height of two feet (2') at maturity in order to allow for adequate natural surveillance.
  - 3. Shrubs should be placed five feet (5') from the edge of walkways requiring natural surveillance and should not be placed within five feet (5') of any fire hydrant or cluster-type postal receptacle.
  - 4. The height of shrubs should not exceed three (3) feet at maturity. Shrubs that exceed a height of three feet (3') due to natural growth are not recommended with the exception of security-planting materials utilized as barrier plants.
  - 5. Security-planting materials are recommended along property lines and under vulnerable windows throughout landscaped areas. Security-planting materials containing thorns or needles, or those dense in structure may exceed three feet (3') and should be used adjacent to perimeter walls, fences and other walls where pedestrian cut-through-traffic is undesired.
  - 6. Landscaping rock such as river rock and other masonry material such as brick, etc. that are normally used for landscaping accents or borders, frequently lend themselves for use as weapons and/or tools for the commission of crimes. When river-rock and other masonry materials are used, the material should be grouted to prevent removal by hand. River rock should be grouted so that only one-third (1/3) of the rock is exposed above ground
  - 7. Landscaping should not cover any exterior doors or windows; block or screen the visibility of building address numbers from a public or internal street; block or screen the view of any seated driver from oncoming

vehicles or pedestrians at driveways.

8. Trees of an appropriate number, size and species are encouraged throughout landscaped areas and shall be maintained at a minimum distance of eight feet (8') from the lowest branch to the ground.
9. The use of trees, maintained at a minimum distance of eight feet (8') from the lowest branch to the ground, may also be used in such areas to provide shade for pedestrians.
10. Trees shall be placed as not to inhibit the light pattern of electroliers. A minimum distance of fifteen (15) feet from the fixture shall be maintained when planting trees in order to meet required illumination levels.
- L. Entrances to the apartment community parking areas and other highly visible locations on-site shall be posted with appropriate signs per 22658 (a) CVC to assist in removing vehicles at the property owner/manager's request.
- M. Parking spaces shall not be numbered to coincide with dwelling unit numbers. Guest spaces shall be clearly marked and assigned open resident parking shall be clearly designated. Handicapped spaces shall be clearly marked and properly sign posted.
- N. Tire stops shall be installed in all parking spaces that do not overhang a 6-foot wide landscape or sidewalk area.
- O. Ground level patio fences should be low profile to allow observation while still providing a sense of privacy.
- P. The Police Department is concerned about the lack of proposed on-site parking. All apartments should provide enough spaces for the residents to park at least one vehicle on site. Walking to and from street parking (unknown distance away) with packages, groceries and etc. is not recommended. In addition, the increased impact to on street parking would lead to more parking violations and calls for service regarding blocked driveways and illegal parking. Experience has shown that vehicles which are parked along public streets rather than private parking lots are more susceptible to car burglaries and other crime.
- Q. Signage indicating hours of use and disallowed activities for play areas, picnic areas, and open space should be posted at the entrances.
- R. Recreational areas should be located so that they can be observed from nearby homes/apartments.
- S. Child play areas are encouraged in locations with maximum observation from adjacent units.



- T. Lighting should be provided around the perimeter and interior (where appropriate) of recreational areas in accordance with minimum IES lighting standards.
- U. Pedestrian walkways and bicycle paths should be clearly marked and should not be isolated to encourage use and discourage criminal activity.
- V. Vertical wrought-iron fencing material is recommended for use on all fences between private lots and open space, parks, right-of-ways, or other public access land. This is to allow visibility to those areas; encourage residents to view activities in those areas; and make those areas less attractive to loiters and others seeking to use those locations for criminal or mischievous purposes.
- W. All ground level fencing should be low profile to allow observation while still providing a sense of privacy.
- X. Each entry, patio, and balcony shall be equipped with its own light source.
- Y. Stairwells and enclosed parking area lights shall remain on at all times.
- Z. All lighting fixtures should be of a type and kind to resist breakage and other vandalism.
- AA. Parking areas and driveways shall be illuminated with high intensity discharge lighting with sufficient lumens to provide adequate illumination to:
  - 1. Provide a safe, secure environment for persons, property, and vehicles.
  - 2. Such lighting shall be equipped with vandal-resistant covers and photocell control.
  - 3. A minimum illumination intensity of 1.0 foot-candles per square foot at 6-18 inches above the surface is recommended.
- BB. Pedestrian scale street lighting should be used in high pedestrian traffic areas.
- CC. A minimum illumination intensity of 1.5 foot-candles per square foot at 6-18 inches above the surface is shall be maintained along walkways, hallways, and stairwells.
- DD. Each entry, patio, balcony, and pedestrian garage door shall be equipped with its own light source.
- EE. All exterior doors shall be solid core with a minimum thickness of 1-3/4 inches.
- FF. Main entrance doors shall be well lit.

- GG. Main entrance doors into individual family units and the recreation building shall be secured with single cylinder deadbolt locks with a minimum throw of one inch, in addition to door latches with a one-half inch minimum throw. The locks should be so constructed that both deadbolt and deadlatch can be retracted by a single action of the inside doorknob. Door locks should be located a minimum of forty inches (40") from adjacent window, and vision panels in exterior doors (if used) or within reach of the inside activating device. Vision panels and adjacent windows should be of burglary-resistant glazing or equivalent.
- HH. A viewing device or peephole shall be installed in each individual unit entrance door and shall allow for 180 degree vision.
- II. Doors swinging outward shall have non-removable hinge pins or hinge studs to prevent removal of the door.
- JJ. Single sliding glass doors shall have the movable section of the door adjusted in such a manner that the up and down play is taken up to prevent lifting with a pry tool to defeat the locking mechanism.
- KK. Secondary dead locks shall be installed on all single sliding glass doors accessible from ground level or adjacent balconies. Lock bolts shall be of hardened material or shall have hardened steel inserts.
- LL. Windows should be provided on all sides of the buildings to provide full visibility of property. Jalousie, casement, or awning style windows are not recommended. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame. The vertical play shall be taken up to prevent lifting of the moveable section to defeat the locking mechanism.
- MM. The sliding portion of a sliding glass window shall be on the inside track.
- NN. Window locking devices shall be capable of withstanding a force of 300 pounds in any direction.
- OO. Primary living areas and windows of individual units should be focused for observation of common use areas, adjacent units, recreational areas, child play areas, and outside vehicle parking, to provide for the self-policing and a sense of community.
- PP. All residential buildings shall display a street number in a prominent location on all approachable sides of the building. Numbers shall be placed in such a position that the number is easily visible to approaching pedestrian and vehicular traffic. Numbering of all residential buildings shall be done in a clockwise manner. The numerals shall be no less than five (6) inches in height and shall be of a contrasting color to the background to which they are attached. The numerals shall be illuminated at night.

- QQ. Each individual unit within the complex shall display a prominent identification number not less than four (4) inches in height, which is easily visible to approaching pedestrian traffic. The numerals shall be of contrasting color to the background to which they are attached.
- RR. There shall be positioned at each vehicular entrance into the multiple-family complex an illustrated diagrammatic representation of the complex, which shows location of the viewer and the unit designations within the complex. The illuminated diagrammatic representation shall be protected by the use of vandal resistant covers and shall be maintained in good order.
- SS. Directional signs shall be installed where appropriate on site to facilitate location of individual units within the complex.
- TT. Postal receptacles/boxes should be placed in locations with unobstructed view by pedestrian and vehicular traffic and shall be well lit with their own light source.
- UU. Public entrances should be clearly defined by walkways and signage and should be observable by as many people as possible.
- VV. Restrooms should be observable from nearby offices.
- WW. All hallways, external doors, parking areas, and walkways should be well lit. Walkways should be illuminated at a minimum intensity of 1.5 foot-candles per square foot at 6 to 18 inches above the surface. Parking areas should be illuminated at a minimum intensity of 1.0 foot-candle per square foot at 6 to 18 inches above the surface and should be observable by as many people as possible.
- XX. Windows and exterior doors should be visible from the street or by neighbors. The jamb on all aluminum-framed, swinging doors shall be so constructed or protected to withstand 1600 pounds of pressure in both a vertical distance of three inches and a horizontal distance of one inch each side of the strike.
- YY. Glass doors shall be secured with a deadbolt lock with a minimum throw of one inch. The outside ring should be free moving and case hardened.
- ZZ. Doors with glass panels and doors with glass panels adjacent to the door's frame shall be secured with burglary-resistant glazing or the equivalent, if double-cylinder deadbolt locks are not installed.
- AAA. On pairs of doors, the active leaf shall be secured with the type of lock required for single doors in this section. The inactive leaf shall be equipped with automatic flush extension bolts protected by hardened material with a minimum throw of three-fourths inch at head and foot and shall have no doorknob or surface-mounted hardware. Multiple point locks, cylinder activated from the

active leaf and satisfying the requirements, may be used in lieu of flush-bolts.

BBB. Any single or pair of doors requiring locking at the bottom or top rail shall have locks with a minimum of one throw bolt at both the top and bottom rails.

CCC. Doors with panic bars will have vertical rod panic hardware with top and bottom latch bolts.

DDD. Outside hinges on all exterior doors shall be provided with non-removable pins when pin type hinges are used or shall be provided with hinge studs, to prevent removal of the door.

EEE. All hatchway openings on the roof of any building shall be secured as follows:

1. If the hatchway is of wooden material, it shall be covered on the outside with at least 16 gauge sheet steel or its equivalent attached with screws.
2. The hatchway shall be secured from the inside with a slide bar or slide bolts. The use of crossbar or padlock must be approved by the fire department.
3. Outside hinges on all hatchway openings shall be provided with non-removable pins when using pin-type hinges.

FFF. All air duct or air vent openings exceeding 8" x 12" on the roof or exterior walls of any building shall be secured by covering the same with either of the following: Iron bars of at least ½" round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened. A steel grill of at least 1/8" material or two inch mesh and securely fastened. If the barrier is on the outside, it shall be secured with galvanized rounded head flush bolts of at least 3/8" diameter on the outside.

GGG. Trash dumpsters and enclosures should not create blind spots or hiding places and should be clearly visible and well lit.

HHH. A thorough applicant screening process shall be utilized to discourage dishonest applicants from applying for housing.

1. Often, a thorough background check will reveal poor references, an inconsistent credit rating, or falsehoods on the application.
2. The property shall be posted for "No Trespassing" and sign an agreement with the Police Department to prosecute all violators. This agreement shall be kept on file on the premises and in the Police Department.

III. The Community Building shall be protected by at least a central station intrusion alarm system.

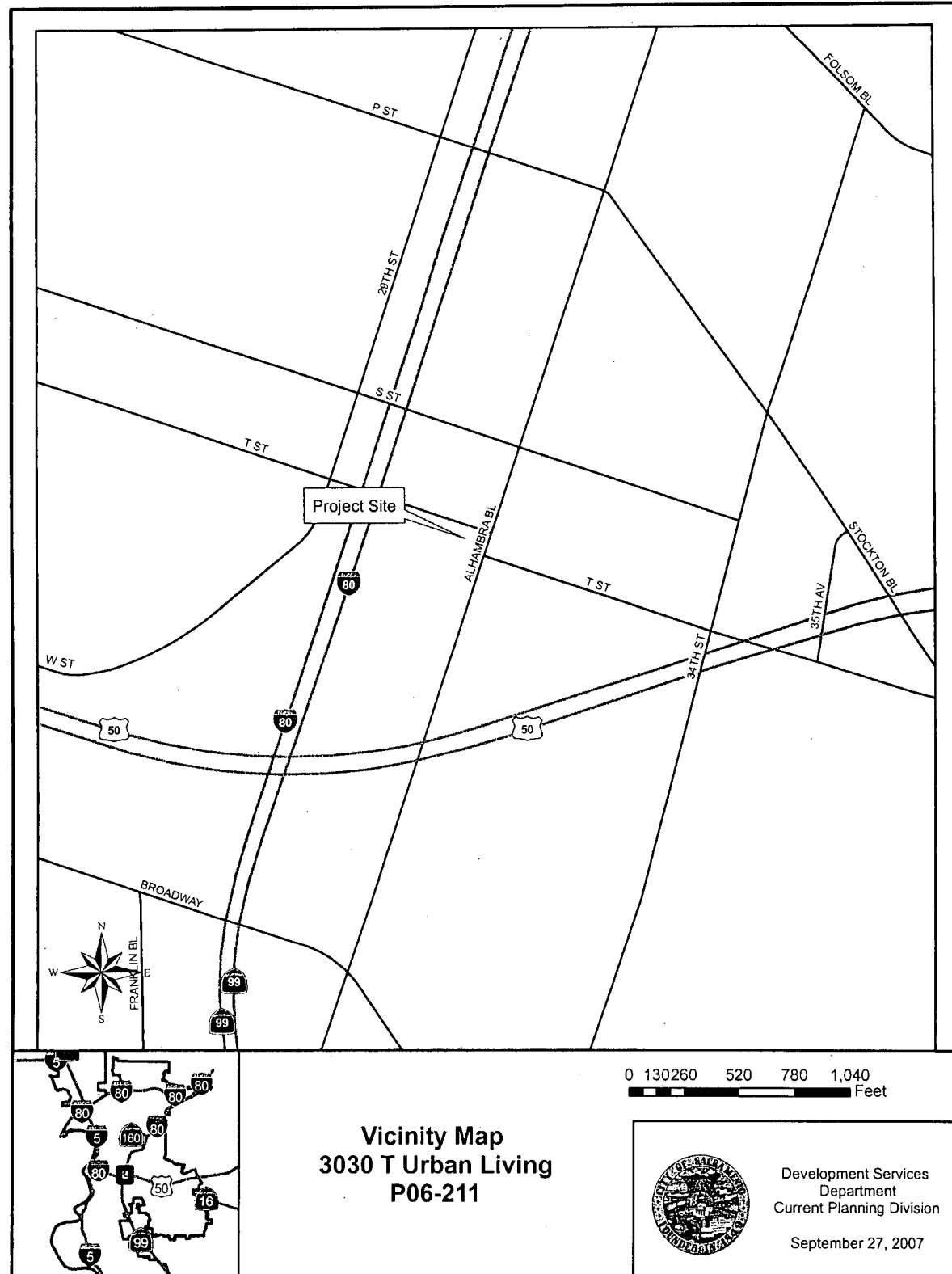
Subject: 3030 T Urban Living (P06-211)

January 24, 2008

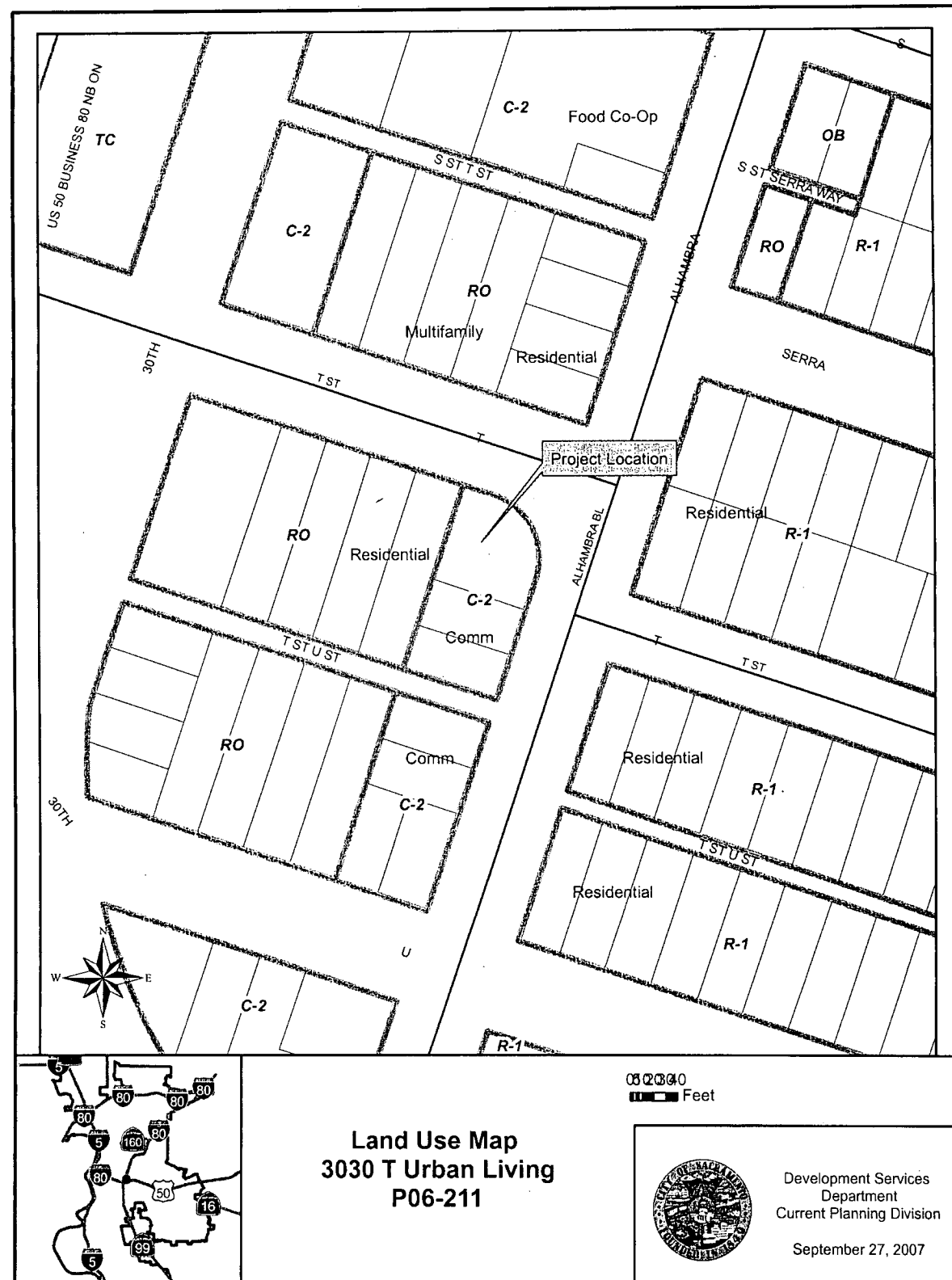
JJJ. The Police Department reserves the right to impose additional security and safety conditions on this site in order to limit the potential for this site to become an attractive location for loitering and other inappropriate or illegal behavior.



Attachment 2: Vicinity Map



Attachment 3: Land Use and Zoning Map



January 24, 2008

# METRODECO

## 3030 URBAN LIVING

3030 T

CONCEPT SKETCH  
11.12.2007 (MORTON) IN TAKE

CONCEPT SKETCH (NOT TO SCALE)

3030 T Urban Living

3030 T Street, Sacramento CA

APPLIED  
ARCHITECTURE  
INCORPORATED

LOGO: CLIENT  
2000 T Street  
SACRAMENTO, CA 95819  
916-664-2000

DATE: 11/12/07  
SCALE: AS NOTED  
2D: GCP  
3D: PTH  
TEXT: PTH  
40.1  
SHEET

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## SUBMITTAL 4

January 24, 2008

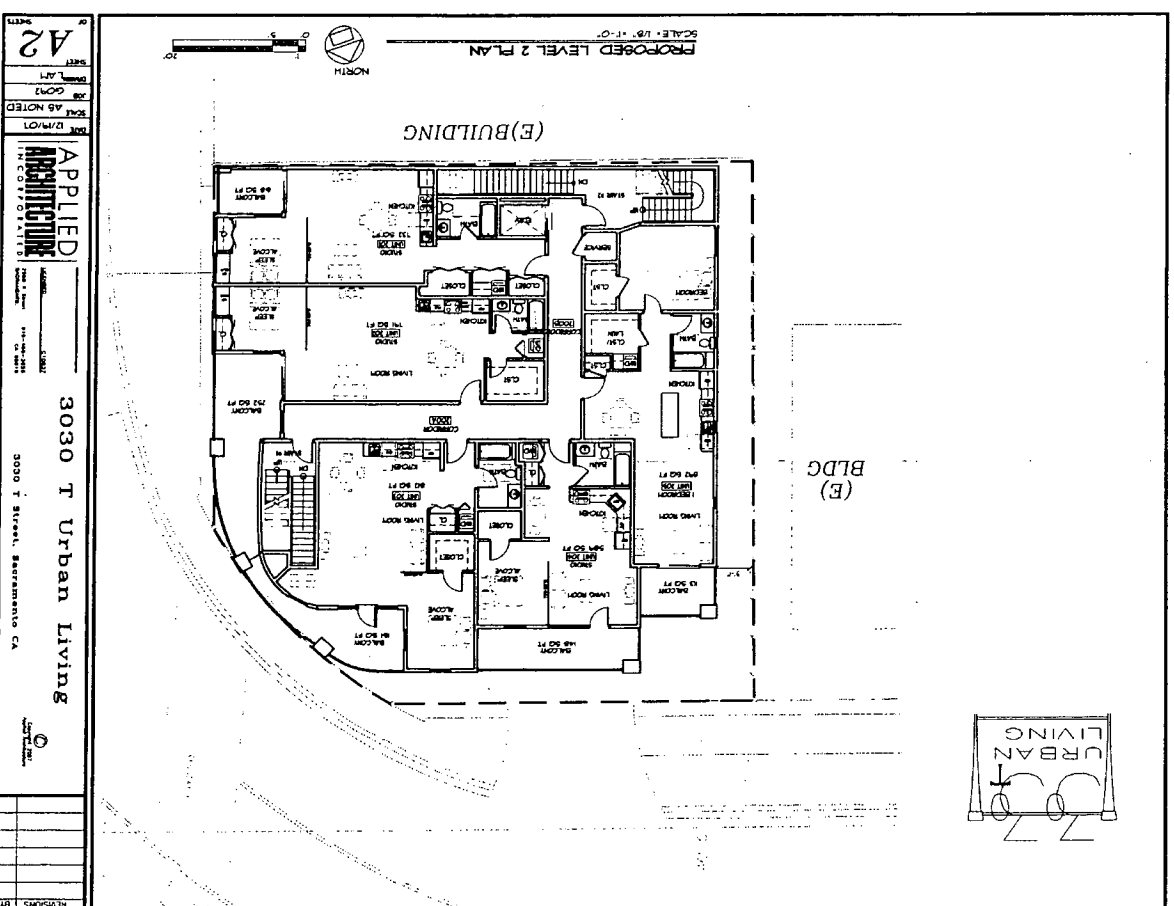
[illegible]

## SUBMITTAL 4

Subject: 3030 T Urban Living (P06-211)

January 24, 2008

Exhibit C: Second Floor





January 24, 2008

**707 URBAN LIVING**

**PROPOSED LEVEL 3 PLAN**  
SCALE: 1/8" = 1'-0"

NORTH

3030 T Urban Living  
3030 T Street, Sacramento CA

APPLIED ARCHITECTURE INC. © 2010  
916-955-2956  
2500 S Street, Suite 100, Sacramento, CA 95811

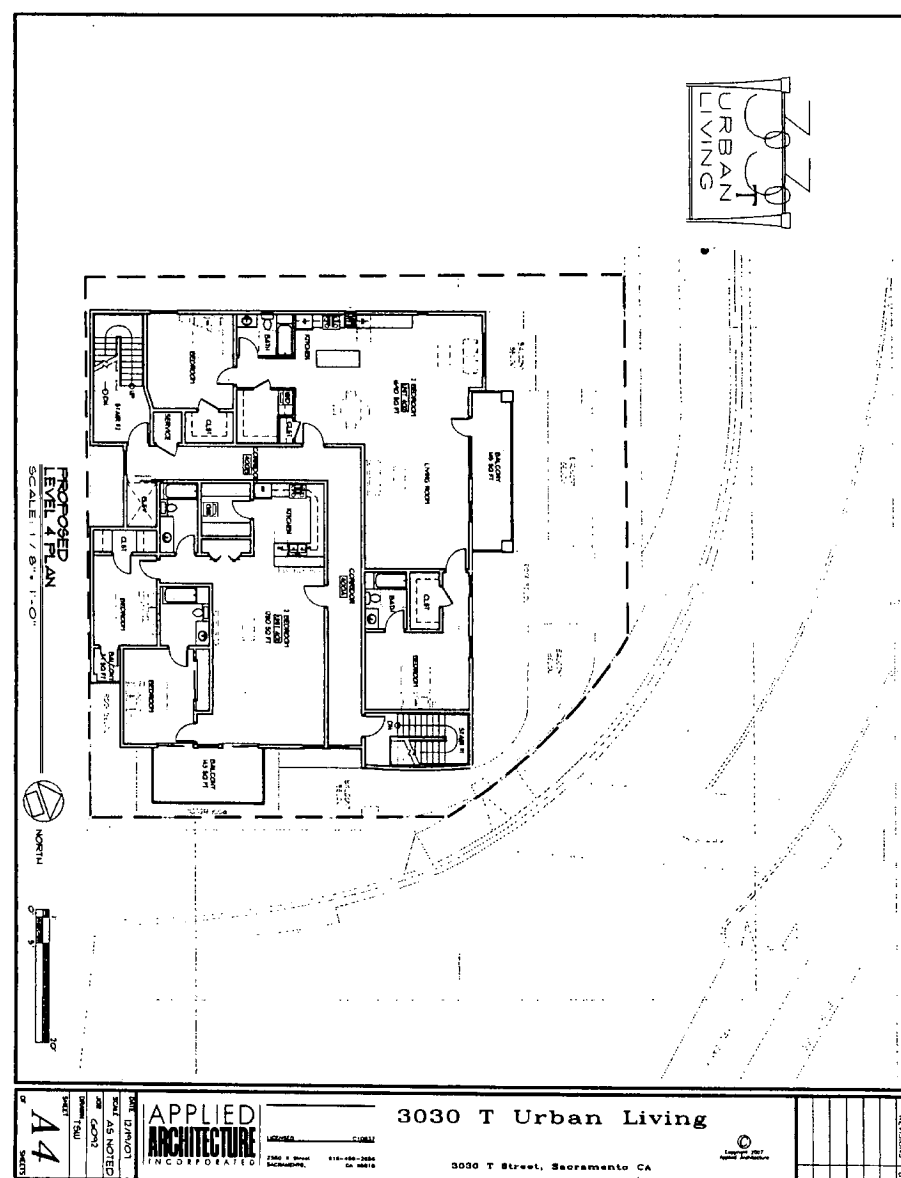
DATE: 1/11/11  
DRAWN BY: JMT  
CHECKED BY: JMT  
NOTED BY: JMT  
SCALE: 1/8" = 1'-0"

A3

## SUBMITTAL 4

January 24, 2008

Exhibit E: Fourth Floor



## SUBMITTAL 4

January 24, 2008

**PROPOSED NORTH ELEVATION (T STREET SIDE)**

SCALE: 1/8" = 1'-0"

**APPLIED ARCHITECTURE**  
INCORPORATED  
2930 T Street  
SACRAMENTO, CA 95816  
TEL: 916-444-1000  
FAX: 916-444-1010

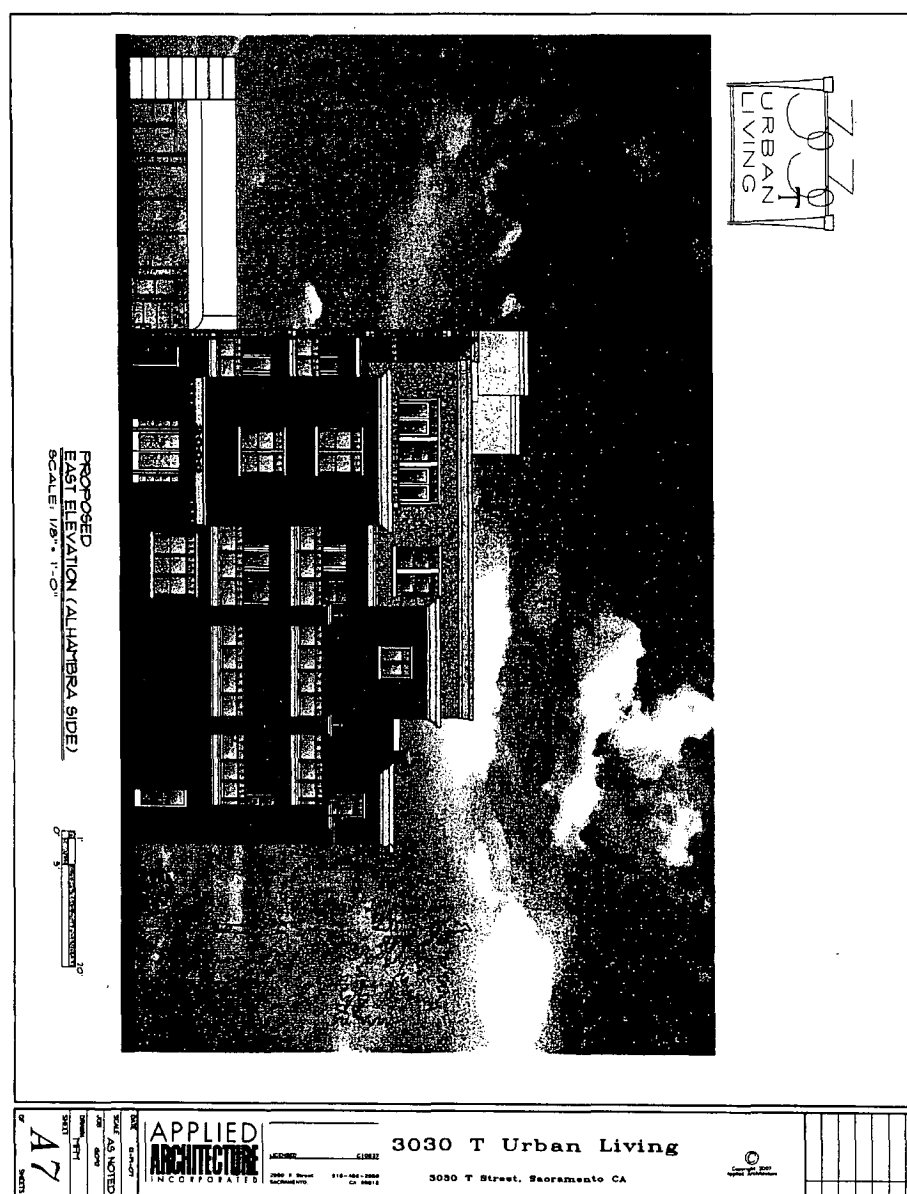
**3030 T Urban Living**  
3030 T Street, Sacramento CA

Copyright © 2007  
Applied Architecture

## SUBMITTAL 4

January 24, 2008

Exhibit G: East Elevation



## SUBMITTAL 4

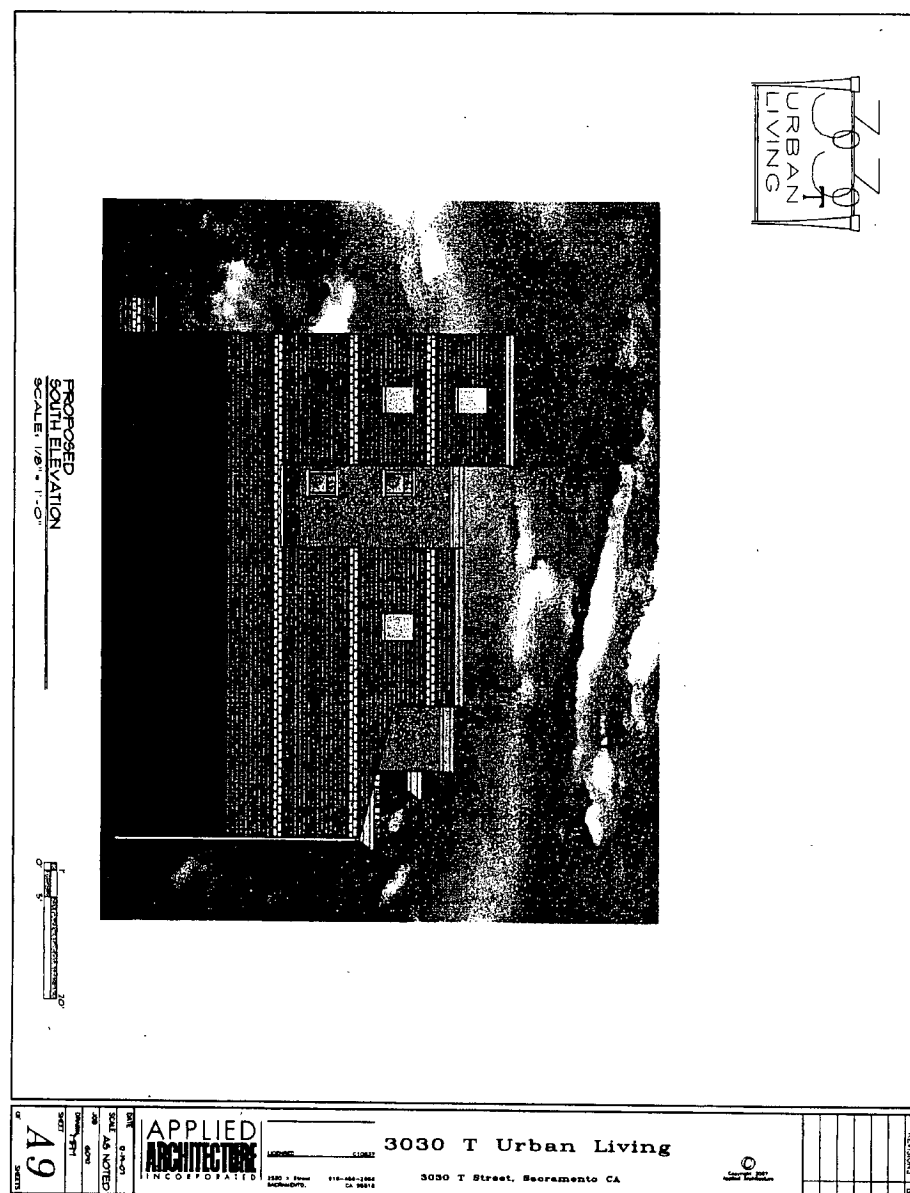
January 24, 2008

Exhibit H: West Elevation



January 24, 2008

### Exhibit I: South Elevation



## SUBMITTAL 4



Subject: 3030 T Urban Living (P06-211)

January 24, 2008

Attachment 4: Letter of Interest from Towe Museum



2200 Front Street, Sacramento, CA 95818-1107  
916-442-6802 Fax 916-442-2646  
[www.toweautomuseum.org](http://www.toweautomuseum.org)

April, 17 2007

Mr. Bay Miry  
D & S Development, Inc.  
1329 H Street  
Sacramento, CA 95814

Re: Historic Gas Station at 3030 T Street, Sacramento

Dear Bay,

This letter is to confirm our interest in obtaining and preserving the historic Art Deco Gas Station that currently sits on your development site at 3030 T Street.

Simply stated, the Gas Station is a great fit for what we provide to the community. The Towe Auto Museum is much more than a collection of old cars. Our mission focuses on preserving and presenting historic automobilia in ways that illustrate the physical, cultural, and human elements of the times. This historic gas station is a natural complement to displays such as our early Highway 66 roadside café, our 19<sup>th</sup> Century wheelwright and blacksmith shop, or our 1930's Raley's store and parking lot.

Our understanding is that it will be eighteen months or so until you will be ready to start work at the T Street site. That should give us ample time to plan where and how the Gas Station would be integrated into the whole museum experience.

Bay, we're eager to see this important piece of history preserved. I hope this letter will assist in your application and the approval process, allowing you to move ahead with the development planned for the T Street site.

Sincerely,

A handwritten signature in dark ink, appearing to read "Al Buescher".

Al Buescher  
Board President

## Attachment 5: Preservation Commission Record of Decision



**CITY OF SACRAMENTO PRESERVATION COMMISSION  
RECORD OF DECISION**

New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814

Project Name:	3030 T Street Landmark Building Move
Project Number:	PB06-145
Project Location:	3030 T ST (existing location), 2200 Front Street (receiving location)
Assessor's Parcel No.:	010-0131-008-0000
Applicant:	Bay Miry 1329 H Street, Sacramento, Ca 95814

**PROJECT DESCRIPTION:** Moving landmark structure from existing site for new development on site.  
Receiving site to be determined with Towe Auto Museum.

**ACTION TAKEN:** On August 01, 2007, the Preservation Commission took the following actions based on

the attached findings of fact and subject to the attached conditions of approval:

Requested Entitlement(s)	Action
Environmental Exemption per CEQA Section 15331	Approved
Miscellaneous-Building Move from 3030 T Street to 2200 Front Street	Approved

Action certified by:   
William Crouch, AIA, Preservation Director

Sent to Applicant: 08/03/2007

By:   
Staff Signature

**NOTICE OF PROTEST RIGHTS**

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exaction imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exceptions within 90 days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90 days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC 18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC 18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (SCC 18.44.140).

**EXPIRATION**

**TENTATIVE MAP:** Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

**SPECIAL PERMIT:** A use for which a Special Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Special Permit shall be deemed to have expired.

**VARIANCE:** Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

**PLAN REVIEW:** Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

**NOTE:** Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, special permits and variances.

**APPEALS**

Appeals of the Preservation Commission decision of this item must be filed at 915 I Street, New City Hall, 3rd Floor, within 10 calendar days of this meeting, on or before 08/13/2007. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

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Report to  
**PRESERVATION COMMISSION**  
City of Sacramento  
915 I Street, Sacramento, CA 95814-2671  
www.CityofSacramento.org

HEARING  
**August 1, 2007**

Members of the Preservation Commission:

**Subject:** 3030 T Street Gas Station, Landmark Building Move (PB06-145)

- A. Environmental Determination: Exempt per 15331 Historical Resource Restoration/Rehabilitation
- B. Request for the move and/or potential storage of a Landmark building from 3030 T Street to the Towe Auto Museum located at 2200 Front Street.

**Location/Council District:**

Existing Site 3030 T Street; Receiving Site 2200 Front Street

Assessor's Parcel Numbers: Existing 010-0131-008; Receiving 009-0012-005

Council District: 4

**Recommendation:** Staff recommends the Preservation Commission (Commission) approve the building move based on the findings and subject to the conditions listed below. The Commission has final approval authority over items A and B above. Its decision may be appealed to the City Council.

**Contact:** Kathleen Forrest, Associate Planner, 916-808-5896

**Applicant:** Bay Miry, D & S Development, 1329 H St., Sacramento, CA

**Property Owner:** D & S Development, 1329 H St., Sacramento, CA

**Summary:** The applicant proposes to move the Sacramento Landmark currently located at 3030 T Street to the Towe Auto Museum property located at 2200 Front Street. The final move plan and final specific location of the Landmark at the Towe Museum property have not yet been decided.

**Issues:** The Landmark move is desired in order to develop the current site following City Council denial of the rehabilitation of the structure for the gas station use on this site. While the Towe Auto Museum is the final receiving site, the specific arrangements regarding method of the move, storage, funding, siting and restoration or rehabilitation

Subject: Project Name (PB06-145)

Meeting Date: August 1, 2007

have not yet been decided. Options include moving the building whole or in pieces; moving to an interim storage site; eventual restoration or rehabilitation; and relocation with the Towe Auto Museum to that organization's future site. The entitlements for the proposed new project on the 3030 T Street site cannot be approved without arrangements, as much as possible, being made relative to the conditions that would need to be considered to move the Landmark off the site. Staff has tried to develop conditions that would address all aspects of the move and possible storage to ensure compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

**Background Information:** D&S development is proposing to move the building and donate it to the Towe Auto Museum to facilitate the development of the existing site. D&S submitted a proposal to rehabilitate the building and return it to its original use as a gas station in November 2004. The Preservation Director approved the rehabilitation of the building on November 22, 2005 (PB04-053), and the Zoning Administrator approved the special permit for the non-conforming use as a gas station on December 1, 2005 (ZA04-391). The Zoning Administrator's approval was appealed by a neighbor, and the project was heard and approved by the Planning Commission on January 26, 2006. The item was called up by the City Council and heard on August 15, 2006, at which time the project was denied due to problems involving the use on this site. The applicant has now proposed to move the Landmark in order to develop the site. The gas station was offered to the Towe Auto Museum, who is willing to take it and rehabilitate or restore the building for use on their site.

The Towe Auto Museum is located on the site of the future Docks project, and it is expected that the Towe Auto Museum will move off site once that project gets underway. It is the intent of this proposal that the Landmark Gas Station would move with the Towe Auto Museum at that time.

**Environmental Considerations:** The proposed Conditions require that the project meet the Secretary of the Interior's Standards for the Treatment of Historic Properties, therefore the project is exempt.

Note: Relative to the proposed Docks Project, this Landmark shall be moved, along with the existing Towe Auto Museum, to their future site.

**Policy Considerations:** This proposed action is consistent with the City's Strategic Plan Focus Area of "sustainability and livability", as well as the Preservation Element of the General Plan and the City's Historic Preservation Chapter of the City Code.

It has been determined by the City Council that the Landmark cannot be rehabilitated as a gas station on the existing site. A compatible site had to be found to preserve the Landmark. The Towe Auto Museum provides a compatible site in regards to historic auto-related uses. The siting of the building on its new site is not yet known, and the attached Conditions are intended to address this.

Subject: Project Name (PB06-145)

Meeting Date: August 1, 2007

**Property's Character-Defining Features:**

Character defining features include:

- Symmetrical form
- Steel panels, noting that a portion of the rear was originally an open work bay.
- Moderne-inspired canopy extending over the drive-through area supported by two posts located in the pump island
- Pump island, with inappropriate concrete removed between original island and station.
- Circular metal discs at upper ends of posts, interior and exterior; at island the top two connect the posts.
- Round-cornered central blade projecting vertically from the roof of the canopy, then stepping up along and extending to the main portion of the building's roofline.
- Cornice with horizontally grooved metal bands at canopy and around entire structure.
- Projecting bay with steel sash multi-lite windows and central entry.
- Original color scheme per Atlantic Richfield plans.

These original features and characteristics will be restored, preserved and rehabilitated in the restoration or rehabilitation of the building; note signage and pumps and other fixtures would not be required to be restored, though their designs, placement and materials would need to respect the originals.

**Project Design & Staff Evaluation:**

**Site Design and Building Design**

Unknown at this time. The owner or owner's representative will submit a complete Preservation application along with all the required components to the City of Sacramento's Preservation Office for review and approval of the rehabilitation or restoration of the building and its new site design. The proposed project will meet the Secretary of the Interior's Standards for the Treatment of Historic Properties, using either the Standards for Rehabilitation or Restoration depending on the building program. Preservation Brief 46: The Preservation and Reuse of Historic Gas Stations can be reference for information regarding appropriate signage, site and canopies, and Preservation Tech Notes Doors Number 1, Historic Garage and Carriage Doors: Rehabilitation Solutions, can be referenced for information regarding the roll-up garage doors, if applicable.

**Proposed Findings and Conditions**

**Findings Of Fact**

- A. Categorical Exemption:** The City's Current Planning Division has determined that the proposed project is exempt from environmental review pursuant to Section Exempt per 15331 Historical Resource Restoration/Rehabilitation of the CEQA Guidelines.



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- B. This project would promote the health, safety and welfare of the citizens of the city, including the elimination of blight and nuisance
- C. The project, as conditioned, conforms to the goals and policies of the Historic Preservation Chapter, 17.134, of the City Code.
- D. The project, as conditioned, conforms to the Secretary of Interior's Standards for the Treatment of Historic Properties – Rehabilitation or Restoration Standards
- E. The project, as conditioned, has a less than significant impact on the integrity of the Landmark.

**Conditions Of Approval**

The project is hereby approved subject to the following conditions:

The proposed project will remain exempt from further review under the California Environmental Quality Act and will not have a significant impact on a historic resource provided the following conditions are met:

1. All aspects of the project, including the proposed moving method; route; interim storage location, method and condition; final site design, location and orientation; and the rehabilitation or restoration of the historic structure will be reviewed and approved by the Preservation Commission and/or Preservation Staff, pursuant to Chapter 17.134 of the City Code, and will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
2. The City's building move application will not be finalized until the Landmark is moved off the existing site and Preservation staff has successfully completed an inspection at the interim storage site, if the building is stored, or the final building site, if the building is moved directly to the Towe Auto Museum site.
3. No permits shall be issued for a new project on the site prior to the Landmark being moved off the site and Preservation approves the new location. The applicant's \$2000.00 deposit required by the Building Move Application will be refunded at this time. If the building is stored whole, a \$2000.00 deposit shall be required from the new owner of the building at this time.
4. *Consistent with the City's policy discouraging vacant lots, the applicant is requested to delay moving the building until the foundation permits for the proposed new project have been issued. This condition may be waived if the receiving owner submits and receives approval for a complete Building Move/Storage and Preservation application.*

Subject: Project Name (PB06-145)

Meeting Date: August 1, 2007

5. The rehabilitation or restoration of the Landmark and its site improvements will be reviewed and approved per Chapter 17.134 of the City Code and noting the property's character defining features:

- Symmetrical form
- Steel panels, noting that a portion of the rear was originally an open work bay.
- Moderne-inspired canopy extending over the drive-through area supported by two posts located in the pump island
- Pump island, with inappropriate concrete removed between original island and station.
- Circular metal discs at upper ends of posts, interior and exterior; at island the top two connect the posts.
- Round-cornered central blade projecting vertically from the roof of the canopy, then stepping up along and extending to the main portion of the building's roofline.
- Cornice with horizontally grooved metal bands at canopy and around entire structure.
- Projecting bay with steel sash multi-lite windows and central entry.
- Original color scheme per Atlantic Richfield plans.

These original features and characteristics will be restored, preserved and rehabilitated in the restoration or rehabilitation of the building; note signage and pumps and other fixtures would not be required to be restored, though their designs, placement and materials would need to respect the originals.

6. If moving process will involve dismantling the building, then prior to moving the building, it will be documented using HABS Level 1 documentation standards (<http://www.nps.gov/history/hdp/standards/standards.pdf>), see attached standards and guidelines. The HABS requirement for measured drawings may be waived at the discretion of Preservation staff if the original Atlantic Richfield drawings can be provided by the applicant. ***Video of the building showing the assembly details will be taken, to inform the reassembly process and ensure that the building is reassembled properly.***

If the building is to be moved intact or possibly in two parts, then drawings per the City's building move application will be sufficient, along with photographs meeting a HABS Level II standard.

7. Building Move

a) The building will be measured and the submitted drawings verified by the Building Department prior to the building being moved off site, per the Building Move process.

b) If the building is to be moved in pieces, detailed drawings will be prepared to show how the building will be disassembled and to guide reassembly. The applicant will work with Preservation Staff to determine the most appropriate method of disassembly. If the original Atlantic

Subject: Project Name (PB06-145)

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Richfield drawings are available, the disassembly and reassembly will be based, as closely as feasible, on the original plans.

c) *If the building is moved intact*, the applicant will use contractor with at least 5 years of **extensive** experience in moving buildings, whether the building is moved intact or disassembled.

d) The proposed building move will be subject to the City's Building Move Process, and all associated application and permit requirements and fees. The proposed move route requires coordination with and approval of arborist and transportation department.

**8. Interim Storage**

The building may be stored on an interim basis until the Towe Auto Museum has raised sufficient funds to begin the restoration or rehabilitation of the building. The storage location and method is subject to the review and approval of Preservation staff.

a) If the building is moved intact, it will be stored in a secured site to protect it from vandals and further deterioration. The building will be made weather tight and protected from moisture penetration; structurally stabilized to prevent further deterioration; adequately secured and ventilated; and be regularly monitored for damage and/or deterioration. Please see Preservation Brief 31: Mothballing Historic Buildings for further guidance.

b) If the building is disassembled prior to moving and storage, the disassembly method will be subject to the review and approval of Preservation staff. The disassembly will retain, as closely as feasible, the original assembly elements. The pieces will be stored in a weather-tight enclosure and protected from moisture penetration; adequately secured and ventilated; and be regularly monitored to prevent damage and/or deterioration.

**9.** If it is placed in interim storage, the building shall be moved from the interim storage site to the final Towe Auto Museum site, based upon these conditions.

**10. Final Site**

The owner or owner's representative will submit a complete Preservation application along with all the required components to the City of Sacramento's Preservation Office for review and approval of the rehabilitation or restoration of the building and its new site designs.

**11.** The proposed project will meet the Secretary of the Interior's Standards for the Treatment of Historic Properties, using either the Standards for Rehabilitation or Restoration depending on the building program.

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12. It is understood that the Towe Auto Museum facility may move in the future as a result of development projects in the current location. The gas station shall be included in that potential future move, and will be sited appropriately on the new site. A process similar to the one outlined here will apply, and the move process and review of the new site shall be subject to the review and approval of the Preservation Commission. Note: for the Environmental Review of the proposed Docks Project, this Landmark shall be moved from the existing Towe Auto Museum site to their future site, and will not remain at the current Towe Museum site once the Towe moves.

13. Any modifications to these conditions shall be subject to review and approval by either the Preservation Commission or Preservation staff prior to the issuance of building permits.

14. The project shall be developed and constructed in full compliance with the Zoning Ordinance.

15. Applicant shall obtain all necessary building and/or encroachment permits for the building move prior to commencing moving and/or construction.


16. Final occupancy of the moved building shall be subject to approval by Preservation staff and may involve an onsite inspection.

17. This approval shall be deemed automatically revoked unless required permits have been issued and a storage site approved within three years of the date of approval. Prior to expiration, a two-year time extension may be granted by the Commission upon written request of the applicant.

Respectfully submitted by:

  
KATHLEEN FORREST  
Associate Planner

Reviewed by:

  
ROBERTA DEERING  
Senior Planner, Historic Preservation

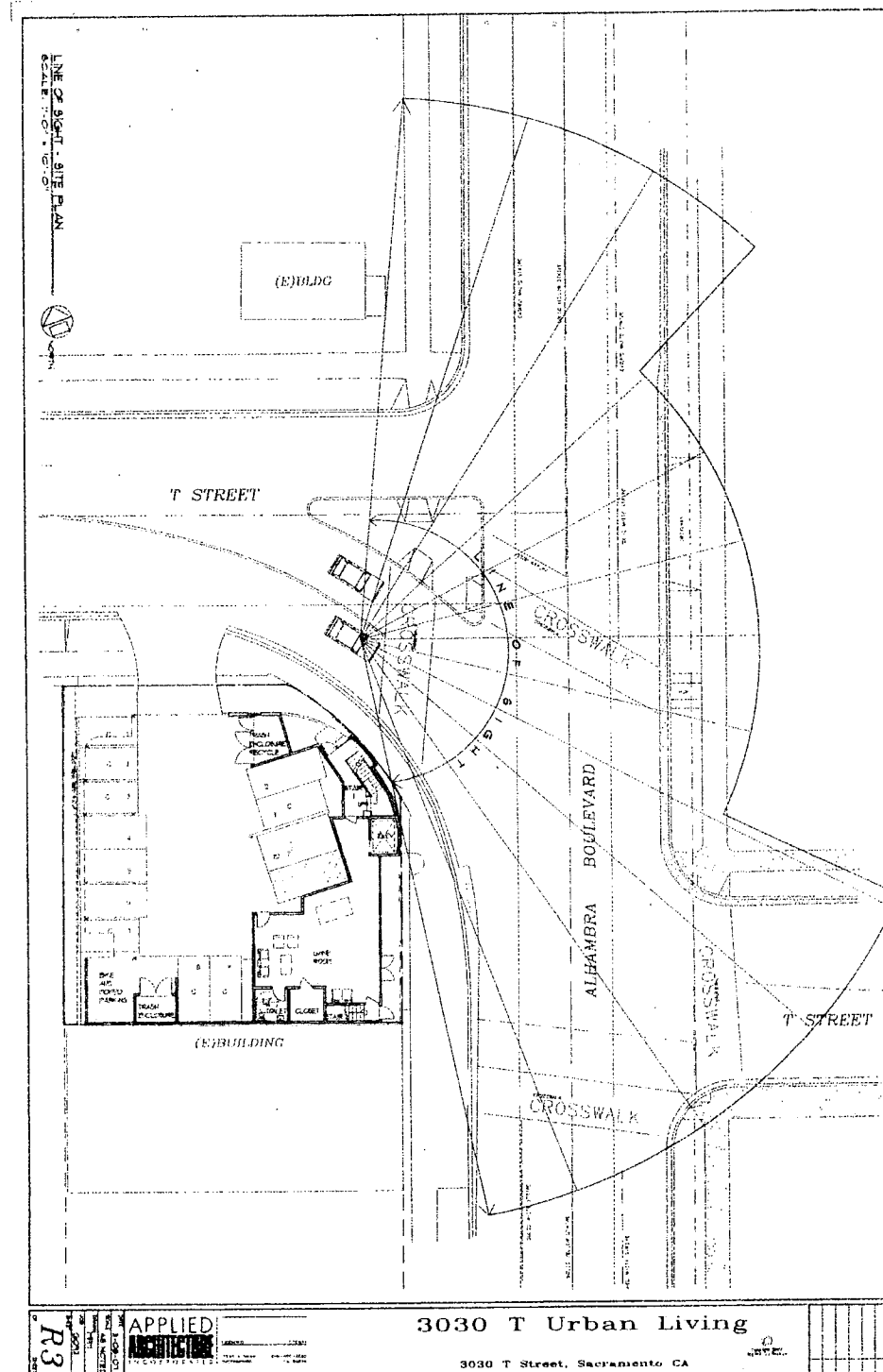
Recommendation Approved:

\_\_\_\_\_  
WILLIAM CROUCH, Preservation Director  
Urban Design Manager

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Pg 8 Vicinity Maps (Existing and Receiving Sites)  
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Attachment 6: Line of Sight



**SUBMITTAL 3**

Attachment 7: Design Commission Comments



DEVELOPMENT SERVICES  
DEPARTMENT

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CALIFORNIA

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**DESIGN COMMISSION COMMENTS**

Project Name: 3030 Urban Living  
File Number: DR06-313  
Applicant: Bay Miry, D&S Development  
Date of Notice: January 7, 2008  
Staff Contact: Matthew Sites, Associate AIA, 916-808-7646

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

**Edmonds Chandler**

- Likes the change from the Art Deco proposal.
- The design seems too busy. The quality of the details really allows the design to punch, but need to reduce the amount. Simplify the design.
- This project has an amazing number of constraints.
- Lobby may need to be small to help the corner.
- There is a limited opportunity to street trees on this project, but the project could be framed at the corners.
- Column size at the parking area seems okay.
- Would request a rendering of the project as you approach it south bound along Alhambra.
- The project makes sense in this location.

**Brian Sehnert**

- Has a concern about where this project is going to stop (develop into).
- The composition generally seems busy and unresolved currently.
- This building needs to find a theme. Has a concern of the mixed use of styles as the building seems unfriendly.
- Has a concern about the south elevation as it seems to have a castle like appearance as you approach it along Alhambra.
- Corner could use some additional landscaping, street trees, and a better pedestrian experience which emphasizes activity at the corner. More inviting than what is proposed.
- Would like to see operable windows utilized.
- Would like to see a solution for solar gain on fenestration at the south elevation.

**David Nybo**

- Has a concern about placement of stair at the corner of the project, as the project has no frontal presence and seems too busy.
- Project needs a strong 1<sup>st</sup> and 2<sup>nd</sup> floor base, and lessen the appearance of the upper levels by lightening the colors of the materials.
- Supports the four stories.



- The terracing provided down from the fourth story seems busy.
- Large commercial windows should be provided at street level.
- Perforated steel seems to compete with overall aesthetics.
- Units seem dark due to the smaller windows, recommends the use of larger windows.
- CMU wall at Unit 301 needs to be reduced.
- Corner units should pay for the project in the grand sense of things.
- The articulation of color and materials should be utilized instead of breaking the mass as much.
- Pull the balcony back at the stair.
- Design should be simpler with more windows.

**Todd Rudd**

- Open up the game room at the ground level with use of additional and/or larger glazing.
- Rotate the stair at the corner 90 degrees to minimize impact on the corner façade.
- Ground the arcade by shifting around some of the internal spaces.
- Utilize lighter colors above allowing the base to read stronger.
- Has a concern about the transition of material types at the south elevation.
- Acknowledged a lot of thought by the architect has been put into this project.
- Agreed with and supports staff's comments.

**Chair James Fong**

- Has a concern about elements used on south façade. Massing seems too flat, and seems busy as it wraps the corner. Massing seems stark.
- Not comfortable with materials used as it seems like there are too many materials – different colors of brick, cement plaster, block.
- Can the mass be the transition instead of the material used? Needs more planar interaction.
- Has a concern about the relationship of materials between the balcony configurations, wing walls, and the corner.
- Staff has not seen current revision, and Design Commission is just reacting to the design tonight.
- No comfort level on elevations.
- The project needs to be organized better and tie to the ground better.

**Final Summary of Comments**

1. Articulate the mass further
2. Work on the colors and materials (lighter colors at the top).
3. Work on strengthening the base
4. Project needs a cohesive design style. Simplify the design by utilizing a single theme not multiple styles.
5. Open the corner up.
6. No opposition to the massing of the structure, just further refining of the mass.
7. Project generally complies with Alhambra Design Guidelines, and the Commission requests some leniency.



**Matthew Sites, Associate AIA**  
Design Review Team Lead