

## **RECORD OF DECISION STAFF LEVEL SITE PLAN AND DESIGN REVIEW**

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### **REQUESTED ENTITLEMENTS**

1. **Site Plan and Design Review** for construction of a three-story mixed-use development consisting of 33 multi-unit dwellings, 1,000 square feet of ground floor retail, and associated site improvements within the Limited Commercial Zone (C-1-SPD) within the Central City Special Planning District.

### **PROJECT INFORMATION**

Location: 2211 F Street  
Parcel Number: 003-0134-021-0000  
Council District: 4 – Represented by Councilmember Valenzuela  
Applicant: Vrilakas Groen Architects (Mark Groen / James Ross)  
1221 18<sup>th</sup> Street  
Sacramento, CA 95814  
Property Owner: 2211 F Street, LP (Burke Fathy)  
1111 H Street, Floor 3  
Sacramento, CA 95814  
Project Planner: Zach Dahla, Associate Planner

### **Land Use Information**

General Plan: Traditional Neighborhood Medium Density (TNDM)  
Housing Element Site: No  
Community Plan Area: Central City  
Specific Plan: Central City  
Zoning: Limited Commercial (C-1-SPD)  
Special Planning District: Central City  
Design Review Area: Central City Neighborhood  
Parking District: Traditional  
Open Space District: Traditional  
Historic Landmark: No  
Historic District: N/A

Surrounding Land Use and Zoning

North:	R-1B-SPD	Residential
South:	R-1B-SPD	Residential
East:	R-1B-SPD / C-1-SPD	Residential / Vacant Commercial
West:	R-1B-SPD	Residential

Site Characteristics

Existing Property Area:	50,094 square feet / 1.14 acres
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Existing Land Use:	Vacant Building and Surface Parking

Other Information

Concurrent Files:	N/A
Previous Files:	IR24-004, DR06-294

**ATTACHMENTS**

- Attachment 1: Project Plans
- Attachment 2: Public Comments

**PROPOSED PROJECT AND ANALYSIS****BACKGROUND**Site Context

The 1.14-acre project site is a city half-block generally bound by F Street to the south, 23<sup>rd</sup> Street to the east, 22<sup>nd</sup> Street to the west, and Eggplant Alley to the north within the Limited Commercial (C-1-SPD) zone and Central City Special Planning District (SPD). The project site is developed with a vacant, 19,000 square foot commercial building on the western portion of the parcel that previously operated as a Rite Aid drugstore. The remainder of the parcel is an existing surface parking lot with some landscaped areas within the parking area and planting strips along the street frontages. The project site is bordered on all sides by residential uses as well as a vacant commercial building to the east across 23<sup>rd</sup> Street. The site is served by existing public infrastructure including curbs, gutters, and sidewalks as well as existing wet and dry utilities.

Previous Approvals

On January 9, 2024, the applicant team submitted a complete Senate Bill (SB) 330 preliminary application for the proposed housing development (see Record No. IR23-268). As such, staff must review the proposed project under the lens of the previous 2035 General Plan, as it was the General Plan document that was in effect on January 9, 2024.

## Project Details

The applicant is proposing to redevelop the eastern portion of the project site with a three-story mixed-use development consisting of 33 multi-unit dwellings and 1,000 square feet of ground floor retail at the corner of 23<sup>rd</sup> and F Streets. The existing 19,000 square foot commercial building on the western portion of the parcel would remain.

This request requires Staff-Level approval of Site Plan and Design Review for the construction of the new mixed-use building and associated site improvements.

## **SITE PLAN AND DESIGN REVIEW**

The purpose and intent of the Site Plan and Design Review entitlement is to ensure the project proposal complies with the relevant development standards of the underlying zone, the C-1-SPD zone, in addition to making sure the horizontal and vertical design of the development is compatible and complementary to surrounding development and consistent with applicable design guidelines (Central City Neighborhood Design Guidelines).

<b>Table 1: Development Standards</b>				
		<b>Required</b>	<b>Project Site</b>	
			<b>Proposed</b>	<b>Deviation</b>
<b>Setbacks (ft)</b>	<b>Street Side-Yard (22<sup>nd</sup> Street)</b>	0	0	No
	<b>Street Side-Yard (F Street)</b>	0	0—5	No
	<b>Street Side-Yard (23<sup>rd</sup> Street)</b>	0	4	No
	<b>Interior Side-Yard (Eggplant Alley)</b>	0	0	No
<b>Height (ft)</b>		35 max	32	No
<b>Max Roof Height Projection (ft)</b>		42 max	40	No
<b>Open Space (sq ft)</b>		1,650	2,120	No
<b>FAR</b>		0.3 – 2	0.68	n/a
<b>Parking</b>	<b>Vehicle</b>	0	40	No
	<b>Bicycle – Long-Term</b>	19	20	No
	<b>Bicycle – Short-Term</b>	5	8*	No

*\*It is noted that four short-term bicycle parking spaces exist along F Street and the applicant is proposing to provide four additional spaces.*

## Site and Building Design

The project proposes to maintain the existing commercial building by reconfiguring the existing parking lot to accommodate the mixed-use development on the eastern half of the parcel. The existing surface parking lot would be reconfigured to have 16 parking stalls serving the mixed-use building and 24 parking stalls serving the existing commercial building. Vehicle access for the existing commercial building would remain off Eggplant Alley and F Street while vehicle access for the proposed mixed-use development would be solely off Eggplant Alley. The proposed building would be approximately 32 feet tall (40 feet tall at the top of the roof pitch) and includes

15 studio units and 18 one-bedroom units distributed across all floors. The ground floor also contains a 1,000 square foot commercial suite for future neighborhood retail uses at the corner of F and 23<sup>rd</sup> Streets as well as a bike room and shared laundry facility for tenants. The development also includes 620 square feet of private patio space for ground floor units and a 1,500 square foot landscaped walkway with seating areas, bollard lighting, and trellises between the development and associated surface parking lot. The applicant also proposes optional fencing around the perimeter of the surface parking lot. The design of the fencing is a six foot tall wrought iron/steel fence articulated with white CMU pilasters.

The architectural character of the surrounding neighborhood is varied with majority of homes built over 75 years and the proposed F Street Housing project looks to complement and enhance its surroundings with a refined aesthetic referencing the craftsmen style homes in the area with added contemporary detailing and accents. Materials for most of the development will include painted cement board siding in several profile patterns and painted in light to dark grey tones while the retail corner will have a dark grey stucco finish. Rust colored steel / canvas awnings / trellis work & steel stairs are employed around the building to provide accents and bring a pop of color. The development proposes pitched gable roofs at varied heights to break up the roofline and compliment the architectural context of the existing community.

#### Development Standards

The C-1-SPD zone and Central City SPD contain prescriptive development standards applicable to the proposed mixed-use development. Table 2 illustrates the project's compliance with these applicable development standards, including height maximums, density regulations, setback requirements, and generally applicable development standards. As shown in Table 1, the proposed development complies with all applicable development standards and no deviations are requested.

The site is located within the Traditional parking district. Pursuant to AB 2097, no off-street vehicular parking is required for the development due to the site's proximity to the Sacramento Regional Transit's Bus Line 134 stops at F and 23<sup>rd</sup> Streets, which provides peak-only bus service to major employment scenters. However, the project proposes 40 parking stalls. Bicycle parking is required for mixed-use development, including 19 long-term bicycle parking spaces and 4 short-term bicycle parking spaces. The development proposes long-term bicycle parking room with 20 spaces and short-term bicycle parking is located near the front entrance of the development, including four new spaces along 23<sup>rd</sup> Street and four existing spaces along F Street.

#### **PUBLIC / NEIGHBORHOOD OUTREACH AND COMMENTS**

The project was noticed to neighborhood associations within 500 feet of the subject site. Neighborhood groups notified include Preservation Sacramento, Civic Thread, Sacramento Area Bicycle Advocates, Region Builders, Boulevard Park Neighborhood Association, Marshall-New Era Neighborhood Association, Sacramento Housing Alliance, and House Sac. Staff has received two public comment letters from community members, including one voicing support for the

development and another voicing concerns with the amount of off-street parking and potential flood and climate change issues caused by the inclusion of a surface parking lot. Staff also received a letter from the Boulevard Park Neighborhood Association identifying a neutral stance to the development and requesting to be informed of any changes to the proposal.

## **ENVIRONMENTAL CONSIDERATIONS**

The proposed development is a “project” as defined in the California Environmental Quality Act (CEQA). The City, as lead agency, is required to proceed in accordance with CEQA requirements prior to considering any approval. Environmental Planning Services of the Community Development Department has reviewed this project and determined that this is exempt from the provisions of the CEQA pursuant to CEQA Guidelines section 15332, Infill Development Projects (Categorical Exemption – Class 32). The project is consistent with the ECMR General Plan designation, the OB-PUD zone, and the Campus Commons PUD. The project site is in the city limits on a site that is less than five acres and is substantially surrounded by urban uses. The project site has no value as habitat for endangered, rare, or threatened species. The project would have no significant effect on traffic, noise, air, or water quality because the project is consistent with the standards of the ECMR General Plan designation, the OB-PUD zone, and the Campus Commons PUD. The site is adequately served with all urban services and utilities and will have adequate access including emergency vehicle access.

## **FLOOD HAZARD ZONE**

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2023 Adequate Progress Annual Report accepted by City Council Resolution No. 2023-0337 on October 24, 2023.”

## **FINDINGS OF FACT**

### **Environmental**

1. That the project is exempt from the CEQA pursuant to CEQA Guidelines section 15332, Infill Development Projects (Categorical Exemption – Class 32) and finds as follows:

- a. The project is consistent with the Traditional Neighborhood Medium Density (TNMD) General Plan designation, the Limited Commercial (C-1-SPD) zone, and the Central City Special Planning District (SPD).
  - b. The project site is in the city limits on a site that is less than five acres and is substantially surrounded by urban uses.
  - c. The project site has no value as habitat for endangered, rare, or threatened species.
  - d. The project would have no significant effect on traffic, noise, air, or water quality because the project is consistent with the standards of the TNMD General Plan designation, the C-1-SPD zone, and the Central City SPD.
  - e. The site is adequately served with all urban services and utilities and will have adequate access including emergency vehicle access.
2. Therefore, the project will not have a significant effect on the environment and no further CEQA analysis is required.

### **Site Plan and Design Review**

1. The design, layout, and physical characteristics of the proposed project are consistent with the general plan and any applicable specific plan or transit village plan in that the proposal adheres to the goals and policies of the general plan land use designation Traditional Neighborhood Medium Density (TNMD) as it provides a dense mixed-use development that compliments and enhances the architectural character of the surrounding neighborhood consistent with General Plan Policy LU 4.3.1 (Traditional Neighborhood Protection).
2. The design, layout, and physical characteristics of the proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the proposed development is consistent with all development standards of the C-1 zone, the architectural design standards for multi-unit dwellings, and the Central City Neighborhood design guidelines.
3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the subject site and comply with all applicable design guidelines and development standards.
4. The design, layout, and physical characteristics of the proposed project are visually and functionally compatible with the surrounding neighborhood in that the proposed project will result in the construction of housing and commercial space that will activate street frontage. The project is consistent with the scale, massing, setbacks, and complimentary to other development within the neighborhood.

5. The design, layout, and physical characteristics of the proposed project ensure energy consumption is minimized and use of renewable energy sources is encouraged in that the building will have to comply with Title 24 energy compliance standards.
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the project will add to the continued urbanization of the Central City area with multi-story residential buildings that will enhance the neighborhood with additional housing options and will incorporate an architectural design that compliments the surrounding neighborhood and will activate the pedestrian streetscape along F and 23<sup>rd</sup> Streets.

### **200-Year Flood Protection**

7. The project site is within an area for which the local flood-management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood-protection system that, for the area intended to be protected by the system, will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood-hazard zone, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer's Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).

## **CONDITIONS OF APPROVAL**

### **Design Review / Planning**

1. The proposed construction of a new mixed-use building consisting of 33 dwelling units and 1,000 square feet of ground floor commercial is approved per attached plans and conditions of approval.
2. All mechanical equipment proposed shall be screened to fit in with the design of the project and not exceed parapet height or be visible from any street or pedestrian views. Prior to final building inspection, applicant shall contact Design Review staff and provide adequate photographs to verify compliance with condition of approval.
3. Optional fencing and pilasters shall be placed outside of proposed tree drip lines/planter location and not interfere with long term growth. Fencing shall be six-foot-tall steel picket/wrought iron fencing accented with white CMU pilasters as conceptually shown on the final approved plans. Final location and placement of the fencing (and pilasters)

shall be reviewed by Planning staff to ensure fencing will not conflict with existing and proposed trees. Trees and tree shading shall take priority over fencing.

4. The site layout, building orientations and placements shall be as shown on the final approved plans.
5. Vehicular access to parking area serving the mixed-use development shall be taken from Eggplant Alley.
6. Landscaping improvements including planters, trees, shrubs, and groundcover shall be constructed as indicated on the final approved plans. Any changes to landscaping improvements shall be reviewed by Planning staff to ensure the project complies with parking lot shade requirements.
7. Provide the landscaped walkway with raised seat walls, light bollards, and trellises as shown on the final approved plans.
8. Provide aluminum or steel entry trellises in dark bronze/rust as shown on the final approved plans. Any changes to the material and color shall be reviewed and approved by Planning staff.
9. The applicant shall provide open space areas as shown on the final approved plans. Any modifications to private and common open space areas shall be reviewed by Planning staff to ensure the minimum open space requirement of 1,650 square feet is maintained consistent with SCC 17.444.060.B.3.
10. Any additional changes, additions, or modifications to the approved plans with respect to architectural design, layout, materials, setback, etc. shall require additional review and approval by Planning staff.
11. Building massing, plane breaks, setbacks, and building heights shall be as shown on the final approved plans.
12. The building elevations shall have a consistency of detail, material quality, and articulation as indicated on the final approved plans.
13. Provide glazing and fenestration patterns as shown on the final approved plans.
14. Provide the following building materials and color palette on the apartment buildings as indicated per approved plans.
  - a. Dimensional composition asphalt shingles
  - b. Decorative gable end treatments
  - c. Architectural grade painted fiber cement board siding in horizontal and vertical profiles

- d. Smooth finished cement plaster
  - e. Steel railings and awning accents
    - i. Paint – Rust
    - ii. Canvas Awnings – Rust or similar color
  - f. Vinyl casement and single/double hung window systems (color dark and light frames)
  - g. Wood or painted composite front residential doors with glazing
  - h. Heavy sills and standard trim to be provided at punched in residential windows. PTAC units shall have decorative painted out grills that complement the punched in residential windows and surrounding materials.
  - i. Aluminum storefront system (dark bronze anodized)
15. The project shall comply with the vertical chase requirement and construction standards for mixed-use developments pursuant to SCC section 17.600.150.
16. The agreements executed between the operator and tenants shall include a notification that parking is not included as a part of the lease.
17. The operator shall comply with the maintenance, repair, and operation standards for multi-unit dwellings pursuant to SCC section 17.228.117.
18. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the building in a place clearly visible from the exterior.
19. Lighting:
- a. The type and location of the outdoor and exterior lighting (buildings, parking areas, etc.) shall be approved by Planning staff during building plan check. Lighting shall be provided at the ground-level on all sides of the building and at each building entry.
  - b. Per Section 17.612.030B, exterior lighting shall reflect away from 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.
  - c. The design of the light fixtures within the surface parking area shall be reviewed and approved by Planning Staff. A lighting and photometric plan shall be provided for review and approval as part of Building Permit documents.

20. The project shall provide bicycle parking as indicated on the approved plans and consistent with city code requirements. A minimum of nineteen (19) long-term bicycle parking spaces and five (5) short-term bicycle parking stalls will be provided on and off-site. The design and location of the bicycle parking facilities the short-term parking shall be per approved plans. Modifications will require additional Planning review and approval.
21. The applicant shall coordinate with the adjacent property owners to limit operational issues during construction within Eggplant Alley.
22. No signage has been reviewed or approved through the Site Plan and Design Review process. All future signage shall conform to the sign code standards found in SCC section 15.148.160 and shall be reviewed under the separate sign permitting process.
23. Any modifications to the approved project shall be subject to the review and approval of Planning staff (and may require additional entitlements).
24. The applicant shall obtain all necessary building and encroachment permits prior to commencing construction. No permits shall be issued within the 7-day appeal period.
25. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any work that differs from the final set of plans approved by the Planning staff shall be subject to review and approval prior to issuance of a building permit.
26. Final occupancy shall be subject to approval and involve an on-site inspection by Planning Staff.
27. This approval shall expire in three years from the approval date.

### **Streetlights**

28. This project will require the installation of streetlights on all public streets to the satisfaction of Public Works. This will require the electrical design plans to be prepared and stamped by a registered civil or electrical engineer submitted with the major encroachment permit application. The Developer will determine the quantity and locations of streetlights based upon the City Lighting Standards. In general, the City Lighting Standard for illumination is the following: the illumination levels are 0.10 footcandles minimum for residential applications. The illumination levels for crosswalks and signalized intersections shall meet the American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) RP-8 guidelines. A photometric analysis is required for the first Cycle submission. Residential lighting shall be the City Standard ornamental streetlights.

- a. Please note that there are two private streetlights in the planter box along F Street. These lights cannot be used in the photometric analysis to determine lighting in the City ROW, as they are private lights and not owned by City of Sacramento.

### **Public Works**

29. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
30. The applicant shall repair or replace/reconstruct (in concrete) any deteriorated portion of the alley adjacent to the subject property from the area of the parking lot to the intersection with 23rd Street per City standards to the satisfaction of the Department of Public Works.
31. With the proposed development along the alley, the applicant shall install alley name signs at both alley entrances when required by either the Building, Police and/or Fire Departments. In the event the alley name signs are required, the applicant shall coordinate with the Department of Public Works on the location of the alley name signs at alley entrances. The installation of the alley name signs shall be to the satisfaction of the Department of Public Works.
32. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
33. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
34. The applicant shall remove any existing driveway(s) not planned for use with the project per City standards to the satisfaction of the Department of Public Works.
35. The proposed automatic vehicle gate adjacent to the alley shall be designed as follows:
  - a. Equipped with a remote-control opener, and tenants of all residential units within the subject property shall be provided with a key fob to allow access to the gate.
  - b. No portion of the gate shall encroach into the public right-of-way area at any given time.

36. The applicant shall monitor the operation of the vehicular gate to ensure that no vehicle will spill back onto the adjacent public right-of-way as a result of this project's on-site maneuvering and/or vehicle queueing to the satisfaction of the Department of Public Works.
37. Bulb outs/curb extensions are required where there is on-street parking in the central City area or as directed by the Department of Public Works. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. The applicant shall construct bulb-outs/ curb extension at the following locations to the satisfaction of Public Works:
  - a. along 23rd Street at the northwest corner of F St/23rd St intersection adjacent to the subject property (half bulb out).
38. This project will require the installation of streetlights on all public streets fronting this property to the satisfaction of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.
39. The site plan shall conform to the parking requirements set forth in City Code 17.608.040 (Development standards for off-street parking facilities, Zoning Ordinance).
40. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.
41. The design of walls, fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

#### **Department of Utilities**

42. The applicant shall participate in the Central City Special Planning District and pay all required fees. Improvement plans shall be consistent with the Central City Infrastructure and Utilities Plan, and the Central City Drainage Master Plan that will provide for the ultimate development of the Central City.
43. Per City Code Section, 13.04.070, multiple water services to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any existing or new water service (other than fire) shall be metered and include a backflow device (commercial projects only). Excess and/or unused services shall be abandoned to the satisfaction of the DOU. Note: If the applicant plans to apply for a water development fee waiver or is in the designated Water Development Fee Waiver Area, the retail/commercial area will be required to have a separate metered domestic water service from the proposed residential use.

44. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. Failure to submit the water study may delay review and approval. A water supply test may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-1400) at the early planning stages to address any water related requirements.
45. Common area landscaping shall have a separate street tap or public easement tap for a metered irrigation service.
46. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The fee will be used for improvements to the CSS.
47. All increases in sewer flow shall be mitigated. The proposed project is contributing increased sewer flows to the CSS and shall evaluate the available capacity of existing CSS mains from the project's point of service to the nearest 18-inch main. If any portion of the City mains to the nearest 18-inch main is determined to have insufficient capacity to accommodate the increased sewer flow, the development shall be required to improve the undersized mains to the nearest 18-inch main. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-7890) at the early planning stages to address any sewer related requirements.
48. There is an existing City combined sanitary sewer main in the Alley that is over 80 years old. Prior to design, the applicant shall provide a CCTV report the City of Sacramento Utilities Department Sewer CIP Section to determine if the main requires repair or replacement. In which case, the applicant prior to any alley resurfacing, shall coordinate the work and any required agreements with DOU Sewer CIP. Note: The owner/developer must provide a CCTV report that complies with the City of Sacramento Specifications and Standards, Section 26-12 Procedures for Closed-Circuit Television (CCTV) Inspections of Piping Systems.
49. The project is located within the Combined Sewer Basin. A drainage report shall be provided summarizing the pre and post project conditions and demonstrating the proposed development does not negatively impact the function of the combined sewer system. Prepare a project specific drainage report meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual for review and approval by the DOU.

50. The onsite water, sewer and storm drainage systems shall be private systems maintained by the owner or other approved entity.
51. Onsite sewer and drainage facilities shall be separated systems.
52. Finished floor elevations shall be a minimum of 6-inches above the 100-year HGL or 1-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.
53. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard specified in the DOU onsite manual.
54. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
55. 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 construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
56. 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.

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

57. 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 Infrastructure Finance, Brent Mueller, (916) 808-5715, bmueller@cityofsacramento.org).

#### **Solid Waste**

58. Project must meet the requirements outlined in City Code Chapter 13.10, 13.24, and 17.616.
59. The trash enclosure must have sufficient space to accommodate bins for trash, recycling, and organics for both residential and commercial tenants. Service level minimums for recycling and organics can be found in Chapter 13.24.

60. Applicant must provide a statement of how trash, recycling and organics will be organized and collected after project is complete, per City Code Chapter 17.616.020. This statement must explain how the property manager will collect from the trash, recycling and organics receptacles located around the site and place each material type in the appropriate bin in the trash enclosure.
61. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the bins and cans safely.
62. This project will be required to submit a Construction and Demolition (C&D) Debris plan, as outlined on the City's web site at <http://www.cityofsacramento.org/public-works/RSW/Collection-Services/Recycling/Construction-and-Demolition>. Please contact the Solid Waste C&D team if you have any questions:
  - a. Phone: (916) 808-0965
  - b. Email: [C&D@cityofsacramento.org](mailto:C&D@cityofsacramento.org)

### **SacSewer**

63. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Regional San Permit Services Unit at [PermitServices@sacsewer.com](mailto:PermitServices@sacsewer.com) or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

### **SMUD**

64. SMUD has existing overhead 21kV and low voltage/secondary facilities along the north side of the property (north side of the alley) that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.
65. SMUD has existing underground 21kV facilities on the parcel that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.
66. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.

67. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.
68. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.
69. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).
70. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>.
71. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.
72. The shown transformer location and space on the plans will have to be validated by SMUD to ensure it meets all SMUD design and operational requirements. SMUD space requirements will be dictated by the requested service size. Additional space for a switch may also be required. Please contact SMUD Line Design for additional information.

### **Sacramento Police Department**

73. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of .95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.
74. Light poles, if applicable, shall be no higher than 16'.
75. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.
76. Entry drives, drive aisles, parking and bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 6:1 average to minimum ratio.

77. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of 1/3 foot candles per square foot of surface area at a 6:1 average to minimum ratio.
78. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.
79. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.
80. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.
81. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance, eliminates hiding areas within the landscape, and provides for tenants and users a safer environment.
82. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.
83. Fencing, if applicable, shall be of decorative tubular steel, no climb type and a minimum of 6' in height.
84. A Video Assessment and Surveillance System (VASS) shall be installed at the site and maintained by a property management company, security company, or designee.
85. Manager with access to VASS storage shall be able to respond to any activation within two hours.
86. Cameras shall be day/night capable with a resolution of no less than two (2) megapixels and a minimum frame rate of 15 frames per second.
87. Each driveway entrance and each building entrance shall be covered by a camera set at 100 pixels per foot or higher.
88. VASS shall be capable of exporting footage to common media in a standard viewing format and shall not require proprietary software for third party viewing.
89. VASS shall be capable of storing no less than 30 days' worth of activity.
90. VASS shall provide comprehensive coverage of:
  - a. areas of ingress and egress

- b. parking lot
  - c. coverage of all four (4) exterior sides of the property
  - d. adjacent public rights of way
  - e. main lobby entrances
  - f. common exterior hallways
  - g. elevators (if applicable)
91. All dumpsters shall be kept locked or in locked enclosures. Gating for dumpster enclosures should be slatted to allow visual surveillance of the interior.
92. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.
93. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.
94. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).
95. Property management shall be responsible for the daily removal of all litter from the site.
96. Applicant shall install a law enforcement “Knox Box” (blue sticker – not red) for police access to common areas on the premises, including, but not limited to the exterior gated entrances and parking lot.
97. During construction:
- a. The applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours.
  - b. The location shall be monitored by security after normal construction hours during all phases of construction. This can be done via remote camera monitoring.
  - c. Adequate security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be white light with full cut off fixtures.

**Urban Forestry**

98. The following Tree Preservation Measures shall be included on all future plans in the General Notes, Grading Plans, Utility Plans, Demolition Plan, Landscape Plan, offsite

plans, and any additional plans sheets if trees will be impacted by work proposed on each sheet. This does not replace any request for a Project Arborist's tree protection plan.

*Required Tree Preservation Measures for City and Private Protected Trees*

1. *This project shall contract with a project arborist experienced with tree protection and construction that is required to:*
  - a. *Attend the preconstruction meetings to approve of and inform contractors of all tree protection measures.*
  - b. *Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.*
  - c. *Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.*
  - d. *The project arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.*
2. *All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities.*
  - a. *Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by ¾-inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.*
3. *Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.*
4. *Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.*
5. *Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Qualified Arborist. Submit a tree permit application and a tree protection plan created by a Qualified Arborist to [UrbanForestry@cityofsacramento.org](mailto:UrbanForestry@cityofsacramento.org) and refer to the planning project number or off-site project number.*
6. *All excavation, grading or trenching within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-*

*excavation, pneumatic excavation or hand digging and shall be directly supervised by a qualified arborist.*

7. *There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodate on-site.*
8. *There shall be no soil compaction within the dripline of protected trees.*
9. *There shall be no non-native soil, non-organic matter or structural soil added to the right-of-way planter.*
10. *The following is a list of activities prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids and any other activities that may have negative impacts on the trees and soil.*
11. *All trees shall be watered regularly according to the recommendation of the project arborist.*
12. *The applicant shall be financially responsible for any damage to the city trees associated with the project. Accidental or negligent actions that damage city trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.*

### Advisory Notes

*The following advisory notes are informational in nature:*

- ADV1. **Planning.** If the aggregate landscape area of this project is equal to or greater than 500 sq. ft., it is subject to Water Efficient Landscape Requirements, Chapter 15.92 of the Sacramento City Code, consistent with Chapter 2.7 of the California Code of Regulations, the Model Water Efficient Landscape Ordinance. (Planning)
- ADV2. **DOU.** The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.
- ADV3. **DOU.** Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

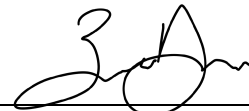
- ADV4. **DOU.** As of January 1, 2018, all new multi-family residential construction will require sub-metering of each residential unit pursuant to all requirements found in California Senate Bill 7 (SB7). These requirements at a minimum include installing sub meters, billing for water based on the sub meters, and long-term calibration and maintenance of the sub meter. The SB7 requirements are the responsibility of the property owner.
- ADV5. **DOU.** On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.
- ADV6. **DOU.** This development project is covered by a valid SB 330 application that was submitted prior to January 22, 2024, and therefore may not be subject to the adjusted fee amounts for five years after January 22, 2024.
- ADV7. **Fire.** Provide a water flow test. (Make arrangements with the Department of Utilities at 916-808-7890 or by email at [DOUdevelopmentreview@cityofsacramento.org](mailto:DOUdevelopmentreview@cityofsacramento.org), California Fire Code Section 507.4 (FIRE)
- ADV8. **Fire.** Provide appropriate Knox access for site. California Fire Code Section 506 (FIRE)
- ADV9. **Fire.** 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 or a change of use or occupancy that creates a greater fire or life safety hazard, and the floor area of that portion of the building, which is changed exceeds 3,599 square feet in area. California Fire Code as amended by the Sacramento City Code Amendments 903.2 (2&4)
- ADV10. **Fire.** Locate and identify Fire Department Connections (FDCs) on address side of building no farther than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway.
- ADV11. **Fire.** An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, 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. Fire Control rooms shall not be less than 50 square feet for rooms without a fire pump and 200 square feet when a fire pump is present. California Fire Code as Amended by the Sacramento City Code Section 901.4.7

- ADV12. **Fire.** Provide a Site Safety Plan in compliance with Section 3303 of the California Fire Code. The plan shall identify at minimum, the following safety precautions during demolition and construction:
- a. Name and contact information of the Owner's authorized agent (Site Safety Director) responsible for the development, implementation and maintenance of an approved written site safety plan.
  - b. Procedures for reporting emergencies.
  - c. Fire Department Access Routes.
  - d. Location of fire protection equipment, including type and size of fire extinguishers.
  - e. Smoking and cooking policies that include designated safe areas where smoking and cooking may occur with adequate signage in accordance with Section 3305.8
  - f. Location(s) and proper safety considerations for temporary heating and any associated equipment.
  - g. Hot Work Plan when any welding and/or cutting shall occur.
  - h. Means of providing safeguards to minimize the risk of unwanted releases, fires or explosions involving hazardous materials, such as ignitable liquids/vapors or other combustible materials and ignition sources (cutting and welding, etc).
  - i. Designated smoking areas free of ignitable vapors and other combustible materials.
- ADV13. **Parks.** As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- a. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at \$53,792. The Park Development Impact Fee due for this project is based on the Central City Incentive Zone Rate of \$2.18 per square foot for residential projects, with a minimum rate of \$1,624 for units under 750 square feet and a maximum of \$4,333 for units over 2,000 square feet, and \$0.20 per square foot for retail and commercial services projects. 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.
  - b. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

- ADV14. **SacSewer.** The City of Sacramento (City) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional San is responsible for the conveyance of wastewater from the City collection system to the Sacramento Regional Wastewater Treatment Plant.
- ADV15. **Sacramento Metro Air District.** All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website to find a list of the most common rules that apply at the construction phase of projects. Because this project is located in in the Central City Specific Plan Area, it is subject to mitigation measures for construction-related air quality impacts in the Mitigation Monitoring Plan in the Environmental Impact Report for the Central City Specific Plan. This includes measures from Sac Metro Air District's Basic Construction Emission Control Practices and other measures to further ensure equipment efficiency and control fugitive dust.
- ADV16. **Police.** City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

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Respectfully Submitted:



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Zach Dahla  
Associate Planner

Recommendation Approved:



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[Matthew Sites \(Aug 29, 2024 09:24 PDT\)](#)

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Matthew Sites  
Senior Architect, AIA

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The decision of the Senior Architect may be reconsidered to the Urban Design Manager. A reconsideration must be filed within 7 days of the Senior Architect's approval date of September 5, 2024. If a reconsideration is not filed, the action of the Senior Architect is final.

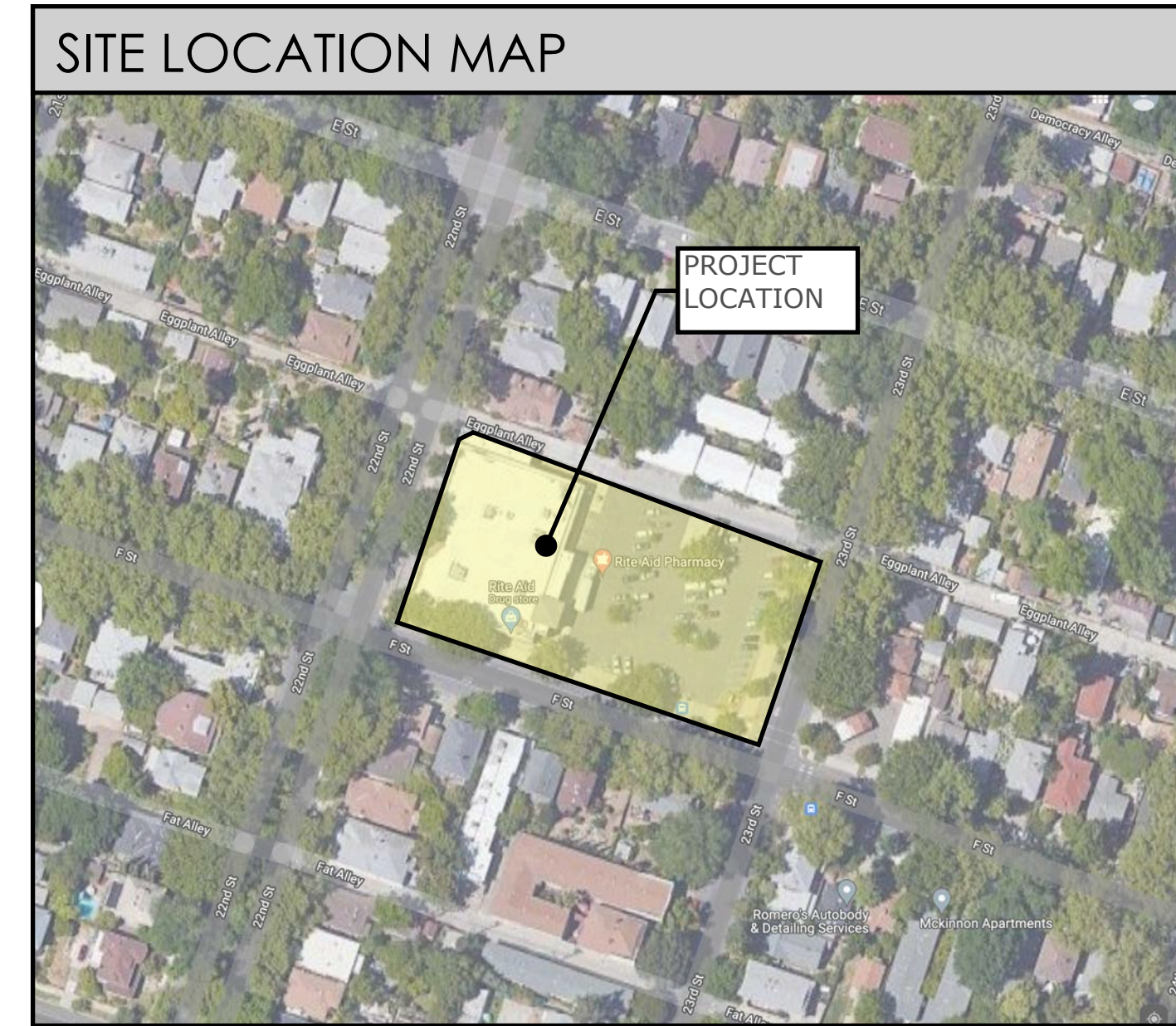
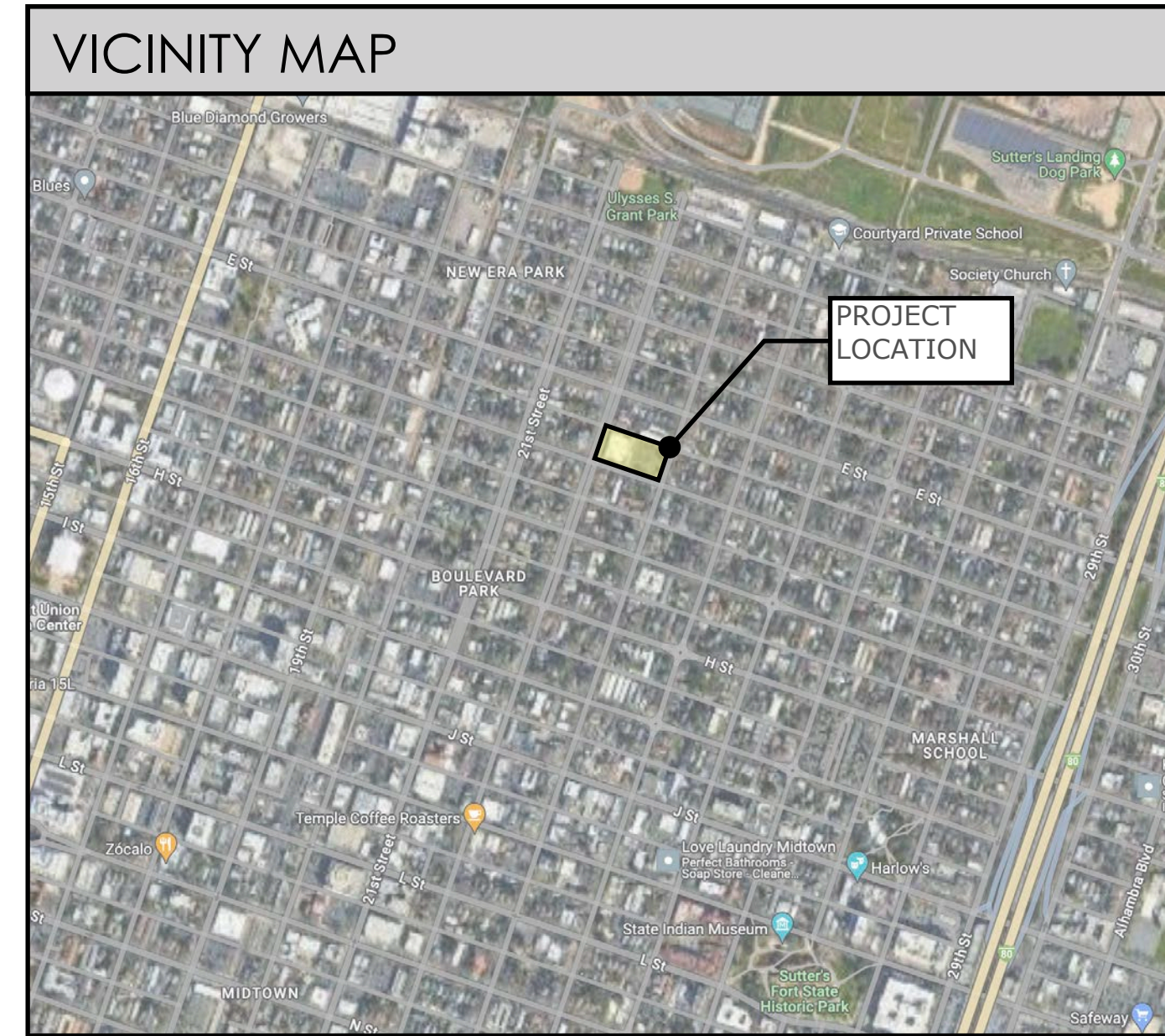
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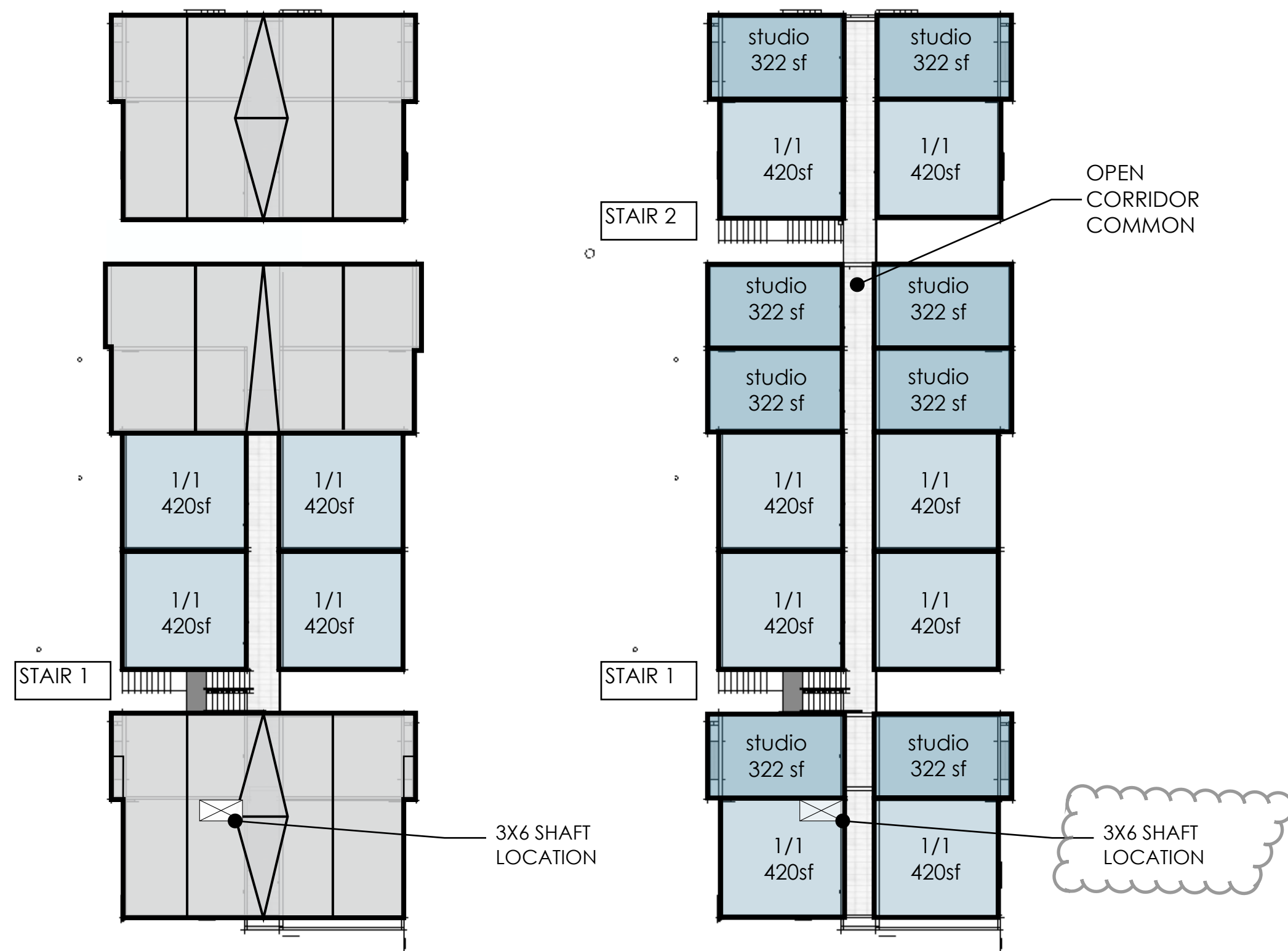
**ATTACHMENT 1**



PROJECT DATA - GENERAL	
ADDRESS:	2211 F STREET, SACRAMENTO, CA 95816
CONTACT:	VRILAKAS GROEN ARCHITECTS 1221 18TH STREET, SACRAMENTO, 95811 MARK GROEN 916.591.6554 mark@vrilakasarchitects.com
APN:	003 0134 021 0000
GENERAL PLAN:	TRADITIONAL CENTER
SPECIFIC PLAN:	N/A
ZONING:	C1-SPD (CENTRAL CITY SPD)
LOT SIZE:	1.14 acres / 50,094 sf
PARKING:	TRADITIONAL (1 / DWELLING) AB 2907 (0 stalls required)
OPEN SPACE:	TRADITIONAL (50sf / DU) COMBINED
HISTORIC:	N/A
TOD:	WITH IN .5 MILES

ZONING DATA			
DEVELOPMENT INTENSITY:		<u>ALLOWED</u>	<u>PROPOSED</u>
MIXED USE:	30 UNITS / ACRE 1.14 AC	34 UNITS	33 UNITS
MAX FLOOR AREA RATIO FAR: 2.00		<u>REQUIRED</u>	<u>PROPOSED</u>
OPEN SPACE:	33 units x 50 sf	1650 sf	2990 sf
MAX BLDG HEIGHT C1:		35 FT to Plate	32 ft to Plate
SETBACKS:		<u>REQUIRED</u>	<u>PROPOSED</u>
FRONT	East	0 FT	+/- 6 ft
STREET SIDE	South	0 FT	+/- 5 ft
INTERIOR	North	0 FT	+/- 3 ft
REAR	West	0 FT	+/- 50 ft
PARKING (TRADITIONAL):		<u>REQUIRED</u>	<u>PROPOSED</u>
MULTI FAMILY:	AB 2097	0 stalls	40 stalls
COMMERCIAL/REST:	AB 2097	0 stalls	0 stalls
LONG TERM BIKE:	33 units / 2	17 stalls	17 stalls
SHORT TERM BIKE:	33 units / 10	3 stalls	4 stalls

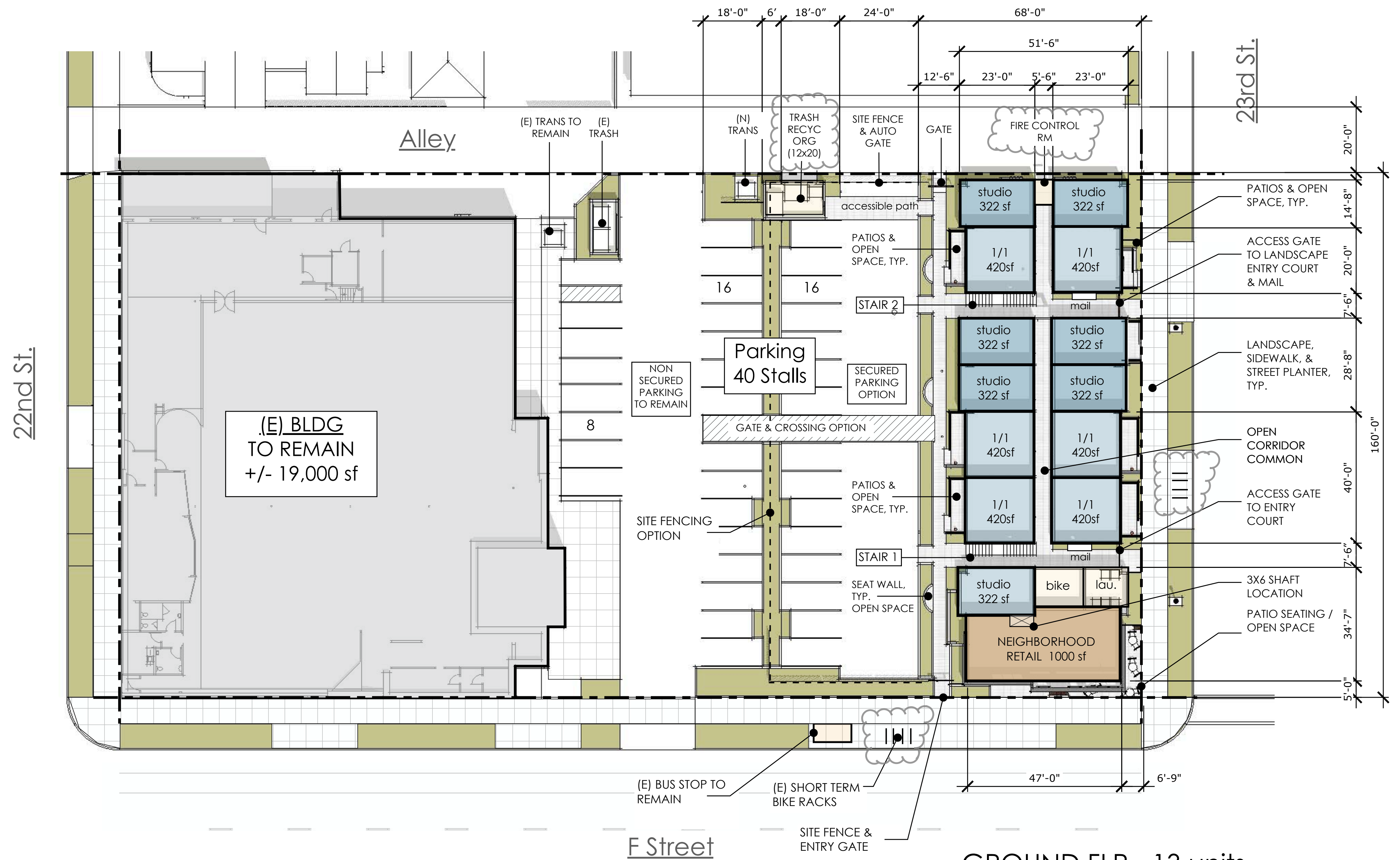




**FLR 3 - 4 units**  
1,680 sf leasable  
250 sf common

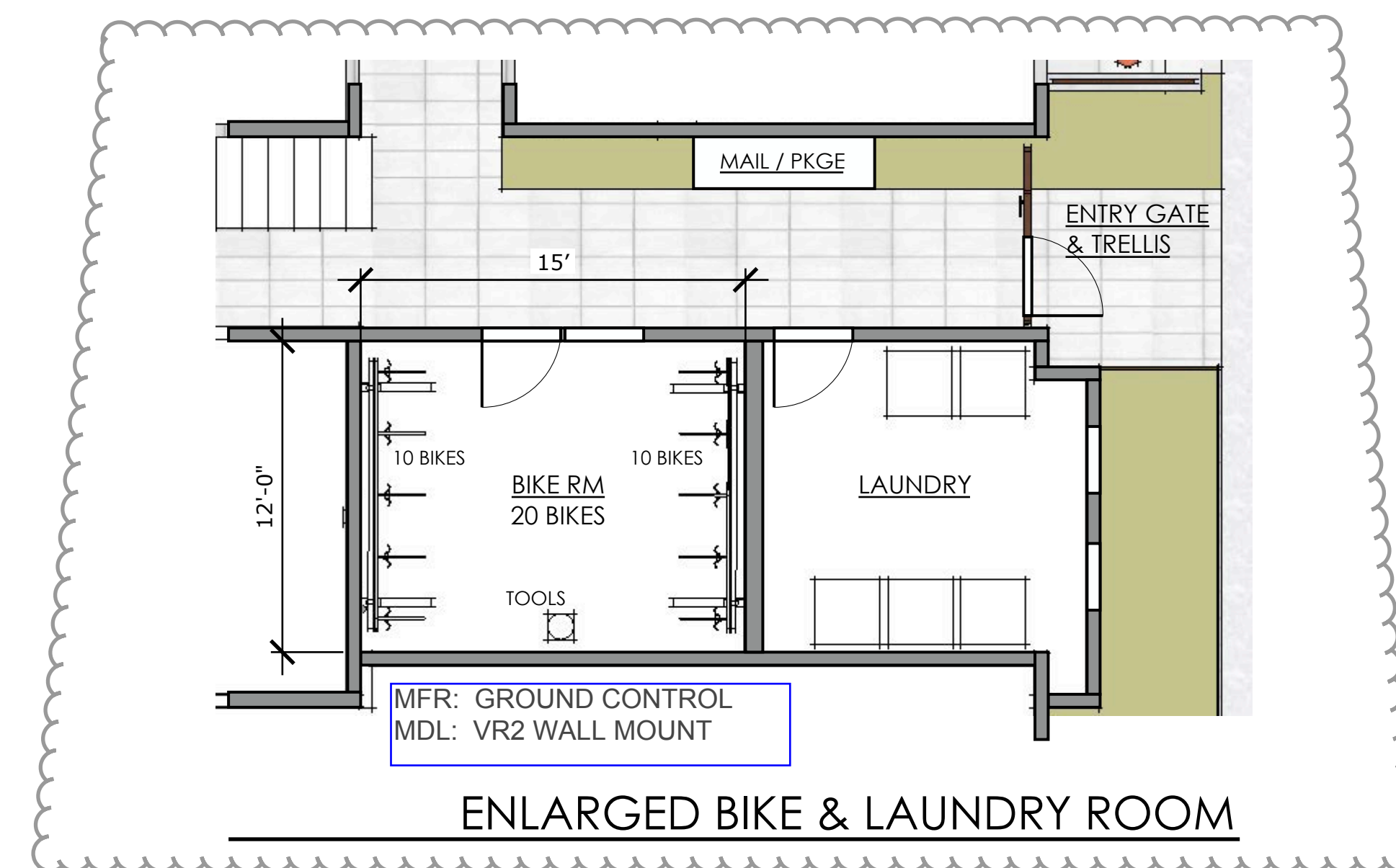
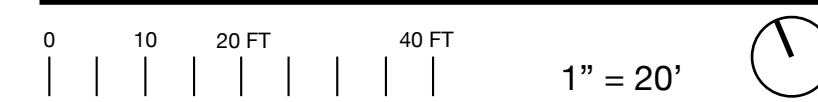
**FLR 2 - 16 units**  
5,936 sf leasable  
520 sf common

PROJECT AREA TOTALS:				
TOTAL APARTMENT UNITS:	33 Units			
TOTAL AUTO PARKING:	40 Stalls on Site			
TOTAL BIKE PARKING:	17 long term / 4 short term,			
TOTAL APT. LEASABLE:	12,390 sf			
TOTAL RETAIL LEASABLE:	1,000 sf			
TOTAL COMMON:	1,450 sf			
TOTAL NEW SF: 14,840 sf				
UNIT BREAKDOWN:				
	FLR 1	FLR 2	FLR 3	
Studios @ 322 sf	7	8	0	= 15 studios
1 bed @ 420 sf	6	8	4	= 18 1 bed
OPEN SPACE:	2990sf (see exhibit next sheet)			



**GROUND FLR - 13 units**

4774 sf leasable  
1000 sf commercial  
680 sf common



**SITE PLAN**

2211 F Street Housing  
SACRAMENTO, CA  
5.13.24

### TREE PRESERVATION MEASURES

#### REQUIRED FOR CITY & PRIVATE PROTECTED TREES

- This project shall contract with a project arborist experienced with tree protection and construction that is required to:
  - Attend the preconstruction meetings to approve of and inform contractors of all tree protection measures.
  - Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.
  - Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.
  - The project arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.
- All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities.
  - Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by 7/4-inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.
- Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.
  - Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.
  - Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Qualified Arborist. Submit a tree permit application and a tree protection plan created by a Qualified Arborist to [UrbanForestry@cityofsacramento.org](mailto:UrbanForestry@cityofsacramento.org) and refer to the planning project number or off-site project number.
  - All excavation, grading or trenching within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-excavation, pneumatic excavation or hand digging and shall be directly supervised by a qualified arborist.
  - There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of protected trees.
  - There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated onsite.
  - There shall be no soil compaction within the dripline of protected trees.
  - There shall be no non-native soil, non-organic matter or structural soil added to the right-of-way planter.

The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any regulated work as defined in SCC 12.56, excavation, grade changes, trenches, root or canopy pruning or boring.

The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids and any other activities that may have negative impacts on the trees and soil.

All trees shall be watered regularly according to the recommendation of the project arborist.

The applicant shall be financially responsible for any damage to the city trees associated with the project. Accidental or negligent actions that damage city trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.

### SHADE CALCS & TREE SELECTION

IMPERVIOUS PARKING SURFACE: 50% SHADE AREA REQUIRED:	5815 SF (N) <b>EAST LOT</b> 2908 SF REQ'D
SHADE AREA PROVIDED: (4) 35' DIA. TREE AT 50%: (4) 30' DIA. TREE AT 50%:	3,336 SF TOTAL 1924 SF (4 x 481 SF) 1412 SF (4 x 353 SF)
WEST LOT EXISTING SHADE TREES REMOVED: WEST LOT TO MAINTAIN A MINIMUM OF 1,334 SF OF SHADE COVERAGE.	1,334 SF (E) <b>WEST LOT</b>
SHADE AREA PROVIDED: (4) 35' DIA. TREE AT 50%:	1,924 SF TOTAL 1924 SF (4 x 481 SF)

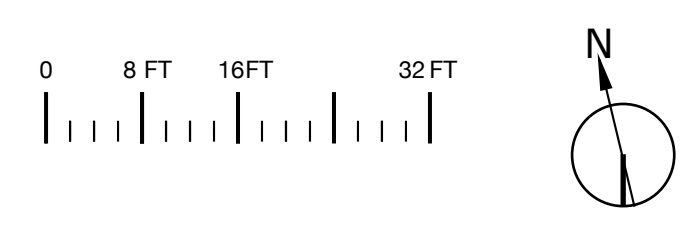
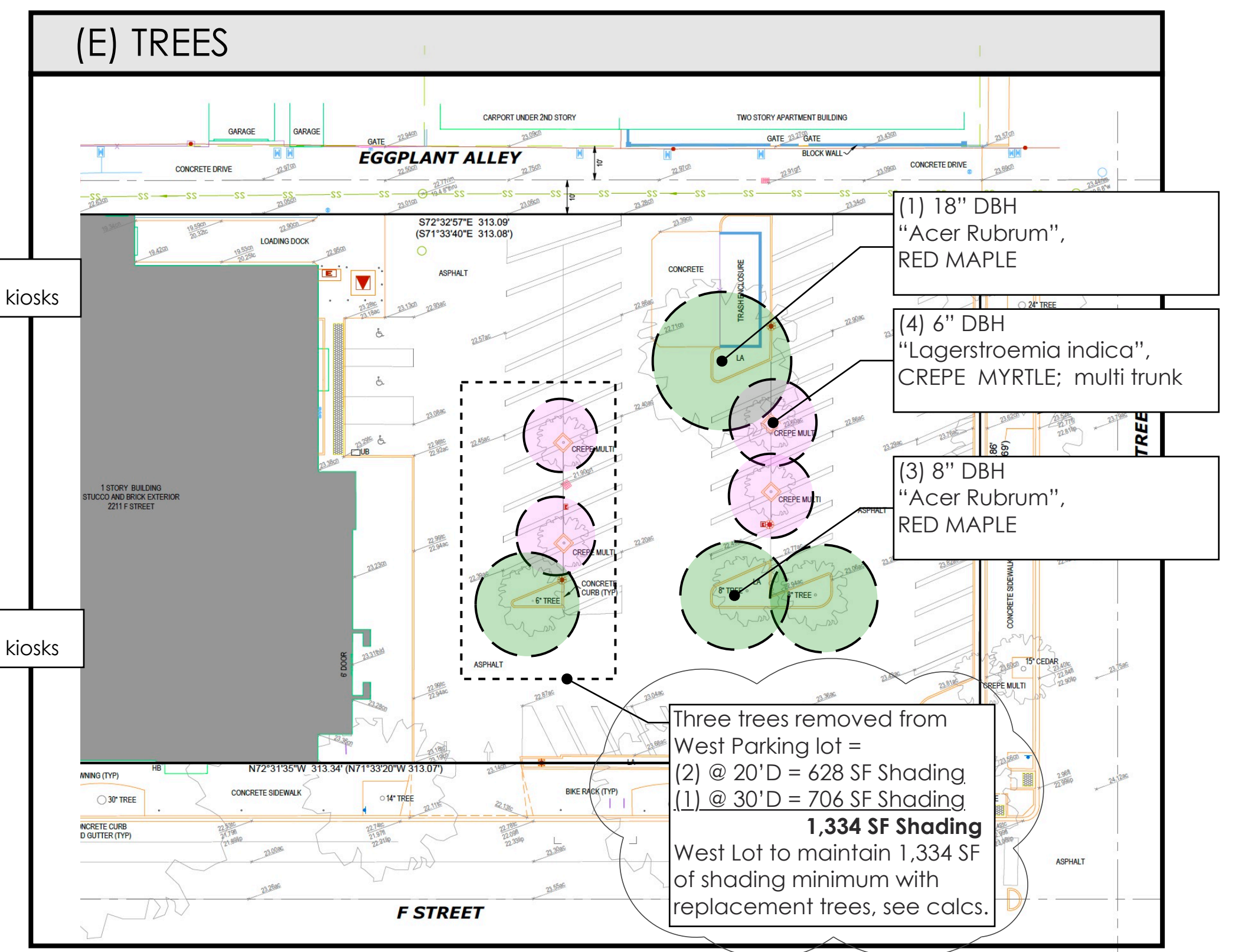
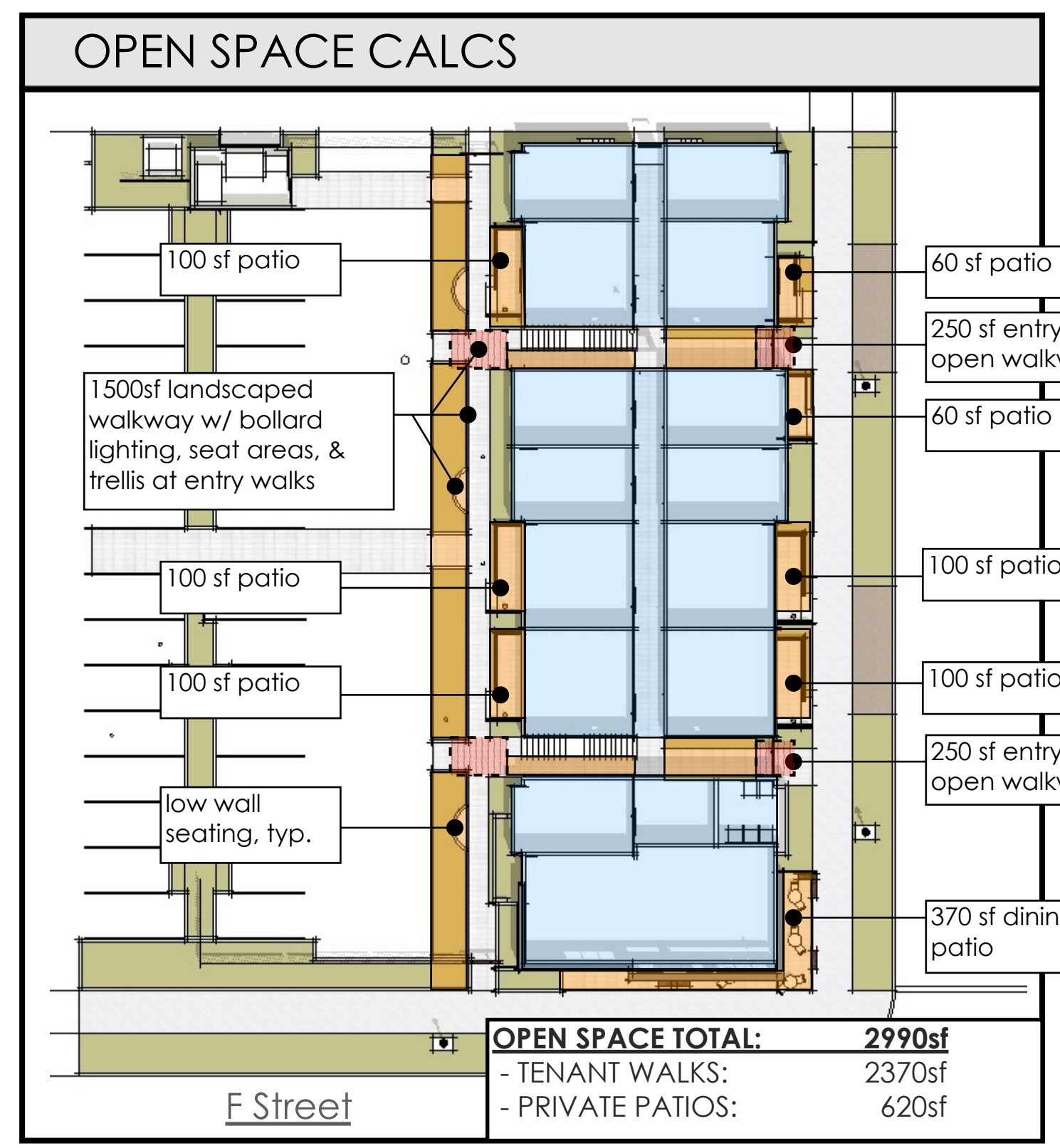
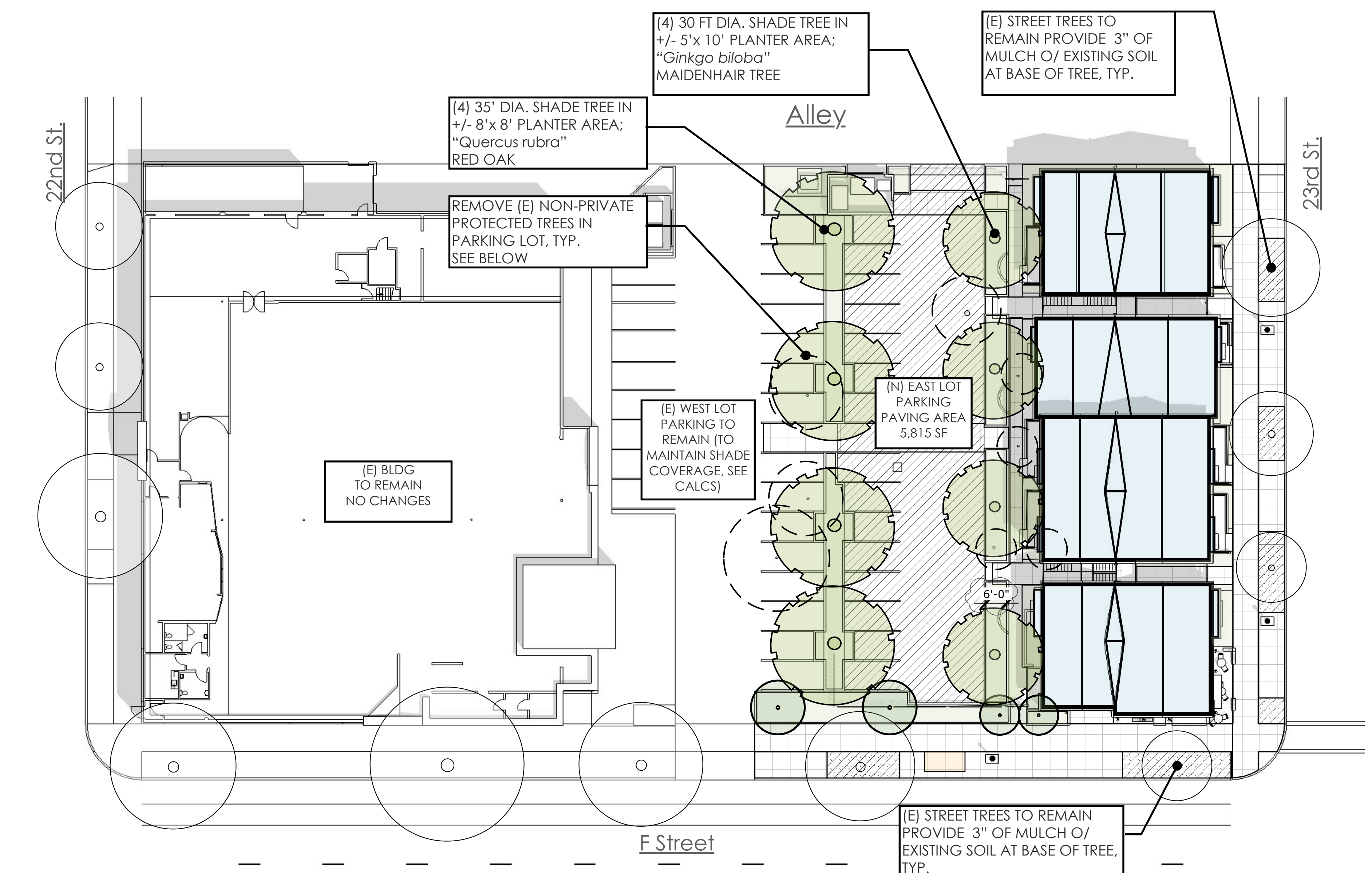
  

35' TREES:	"Quercus rubra", RED OAK
30' DIA. TREES:	"Ginkgo balboa", MAIDENHAIR TREE
15' DIA. TREES:	"Tilla cordata", LITTLE LEAF LINDEN or "Lagerstroemia indica", CREPE MYRTLE

- (E) STREET TREE TO REMAIN  
NO PRUNING ANTICIPATED, PROTECT PER PRESERVATION MEASURES, THIS SHEET.
- (E) SITE TREE TO BE REMOVED - ALL LESS THAN 24" DIA. AND NON PRIVATE PROTECTED
- PROPOSED NEW TREE LOCATION  
SEE PLAN FOR PROPOSED SPECIES
- PROPOSED NEW TREE LOCATION  
SEE PLAN FOR PROPOSED SPECIES

- ### SITE LANDSCAPE & CIVIL NOTES:
- Grade Changes** -
    - offsite - There shall be no grade changes within the right-of-way planter. All grade changes shall occur onsite.
    - onsite - All grade changes onsite within the dripline of city trees shall be considerate of the roots of city trees.
  - Excavation** - Excavation and fill shall be approved by and performed under the direction and supervision of the project arborist. A tree permit is required for this work.
  - Utilities** - Proposed utility connections are planned to occur from the Alley and be outside the dripline of existing city trees.
  - Demolition** - All existing sidewalks and driveways shall remain in place throughout construction to protect the roots of street trees.
  - Pruning or other tree work** - A tree permit is required to perform any regulated tree work including but not limited to: pruning branches or roots, affixing signs, lights or hardware, grading, grubbing, clearing, excavating, adding fill soil, trenching, boring, compacting or paving. Non-standard pruning shall be indicated where necessary and requires a tree entitlement.
  - Mulching** - When trees are pruned or removed for a project the wood shall be chipped onsite and spread in a 6-inch layer in the right-of-way planter wherever there is construction traffic and a 3-inch layer where there is no traffic.
  - Additional Landscape Plan Notes.**
    - Plan provides for continuous planters in the right-of-way.
    - There shall be no synthetic grass, decomposed granite, rocks, gravel, cobble, pavers, concrete and any other non-decomposable material in the right-of-way planters.
    - There shall be no turf, shrubs and ground covers from within five feet of the trunk of any tree.
    - There shall be no bike parking in the right-of-way planter. Short term bike parking areas now listed as "Potential tbd"
    - In the landscape plan, provide for the planting of 35-foot canopy diameter trees in the right-of-way planter that results in new or existing trees 35 feet apart.



## LANDSCAPE PLAN / ROOF PLAN

2211 F Street Housing  
SACRAMENTO, CA  
7.29.24





East Elevation - 23rd Street

MAIN MATERIAL PALETTE	
SD-1	PAINTED CEMENT BOARD SIDING - LIGHT GREY
SD-2	PAINTED CEMENT BOARD SIDING - WHITE / GREY
SD-3	PAINTED CEMENT BOARD SIDING - DARK GREY SIDING PATTERNS AS SHOWN ON ELEVATIONS
RF-1	ASPHALT SHINGLE - WARM GREY / TAN
CP-1	SMOOTH CEMENT PLASTER - LIGHT GREY / WHITE
CP-2	SMOOTH CEMENT PLASTER - DARK GREY
GLS-1	VINYL WINDOW SYSTEM AT APARTMENTS SINGLE HUNG & CASEMENT - COLOR DARK AND LOIGHT FRAMES
GLS-2	ALUMINUM STOREFRONT SYSTEM AT COMMERCIAL - DARK BRONZE / ANODIZED
ACNT	STEEL RAILINGS AND AWNING ACCENTS; PAINT - RUST COLOR CANVAS AWNNINGS - RUST COLOR OR SIM.

TENANT ENTRY GATE WITH TRELLIS, TYP.

UNIT PATIOS WHERE OCCURS

LANDSCAPED AREAS, TYP.

TENANT ENTRY GATE WITH TRELLIS, TYP.



South Elevation - F Street

SECURE STEEL PICKET FENCE @ PARKING W/ ACCESS OFF ALLEY

ALUM. STOREFRONT AT GROUND FLR (GLS-2)

CP-2



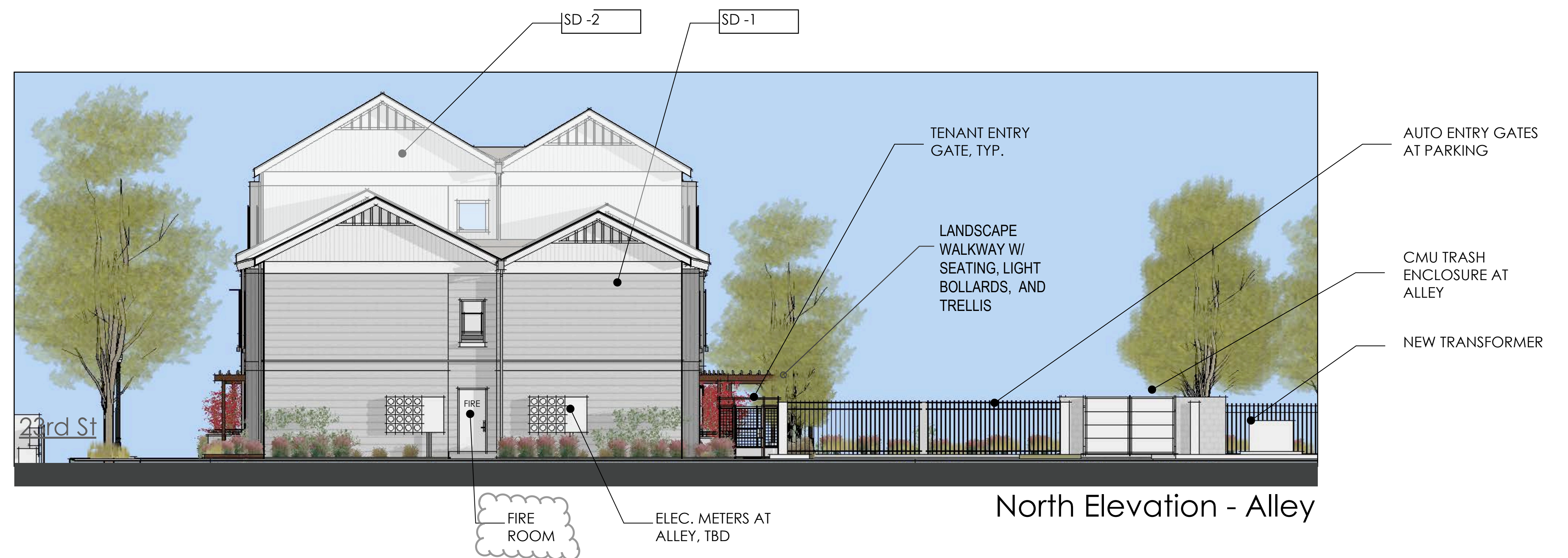
ELEVATIONS

2211 F Street Housing  
SACRAMENTO, CA  
5.13.24





MAIN MATERIAL PALETTE	
SD-1	PAINTED CEMENT BOARD SIDING - LIGHT GREY
SD-2	PAINTED CEMENT BOARD SIDING - WHITE / GREY
SD-3	PAINTED CEMENT BOARD SIDING - DARK GREY SIDING PATTERNS AS SHOWN ON ELEVATIONS
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GLS-2	ALUMINUM STOREFRONT SYSTEM AT COMMERCIAL - DARK BRONZE / ANODIZED
ACNT	STEEL RAILINGS AND AWNING ACCENTS; PAINT - RUST COLOR CANVAS AWNINGS - RUST COLOR OR SIM.



ELEVATIONS

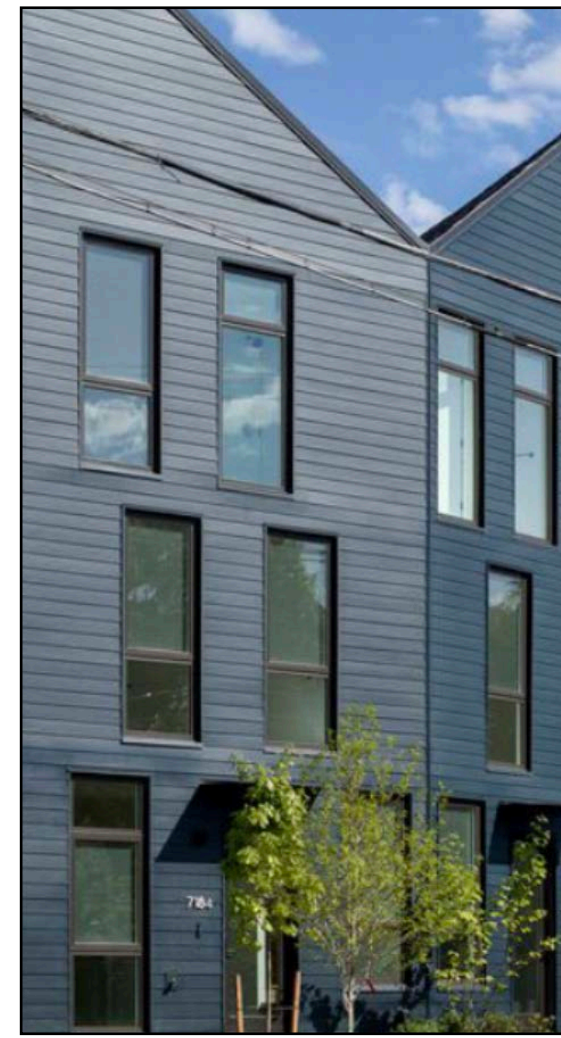
2211 F Street Housing  
SACRAMENTO, CA  
5.13.24



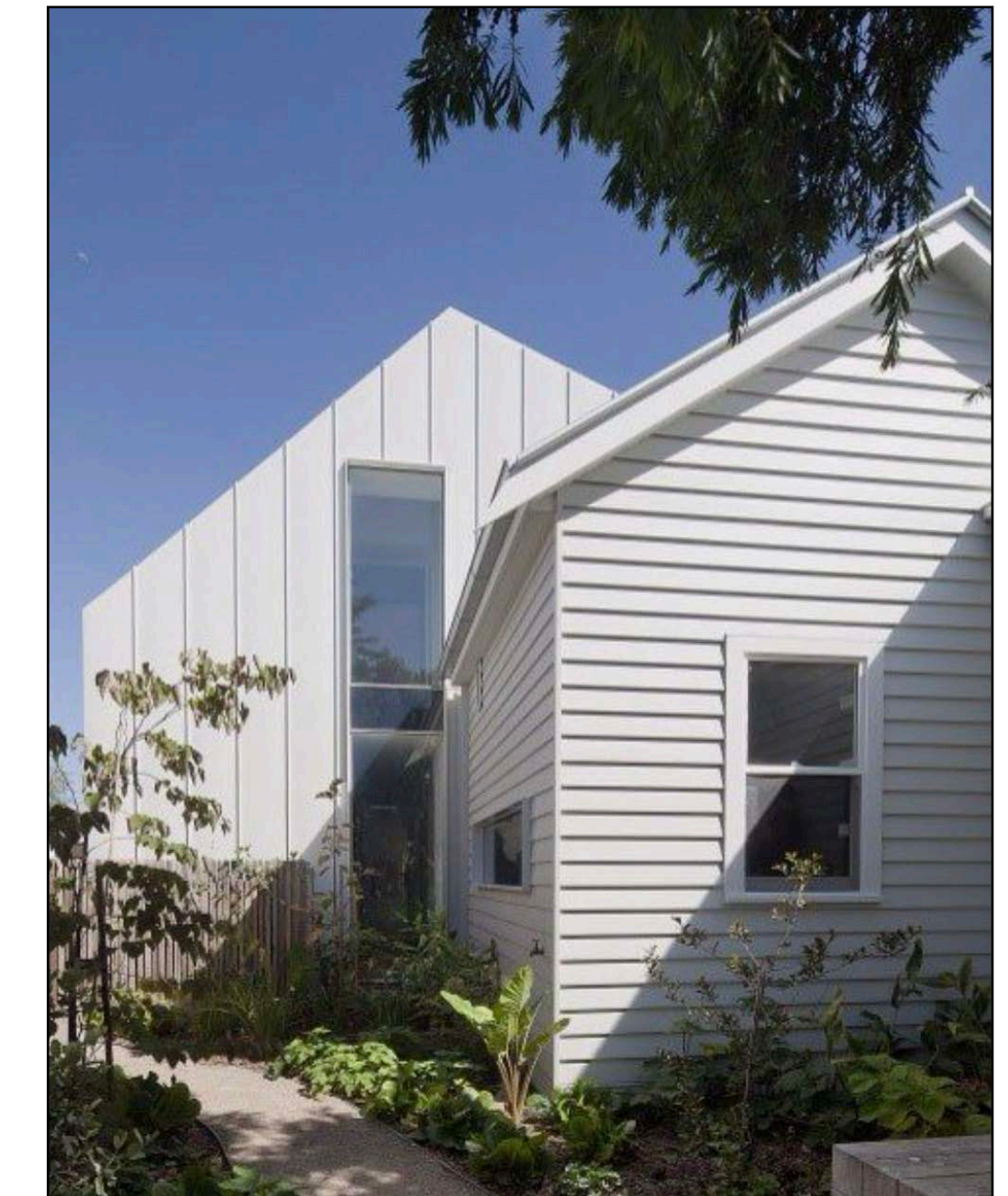
NEIGHBORHOOD CORNER RETAIL



VINYL WINDOWS



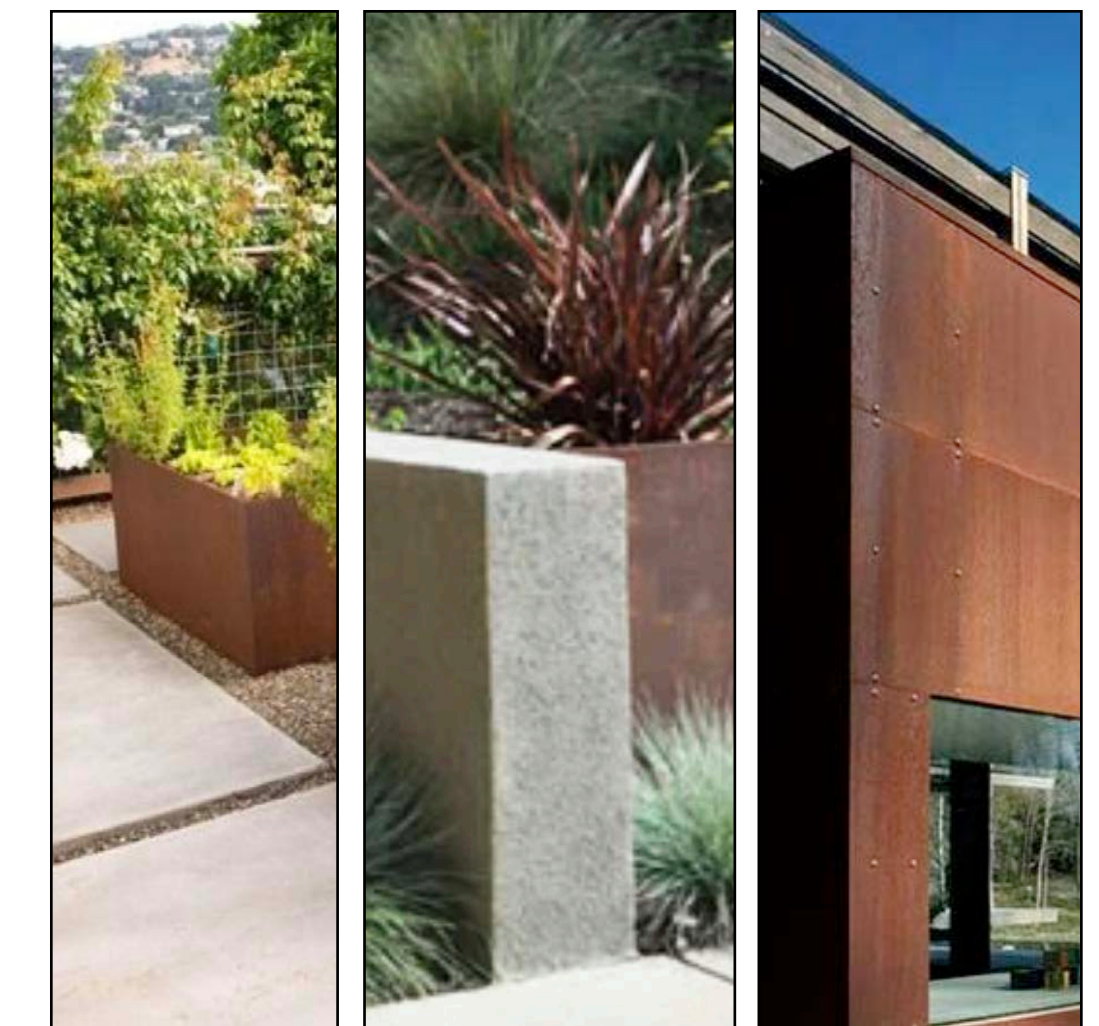
SMOOTH SIDING - VARIED PATTERNS & WIDTHS



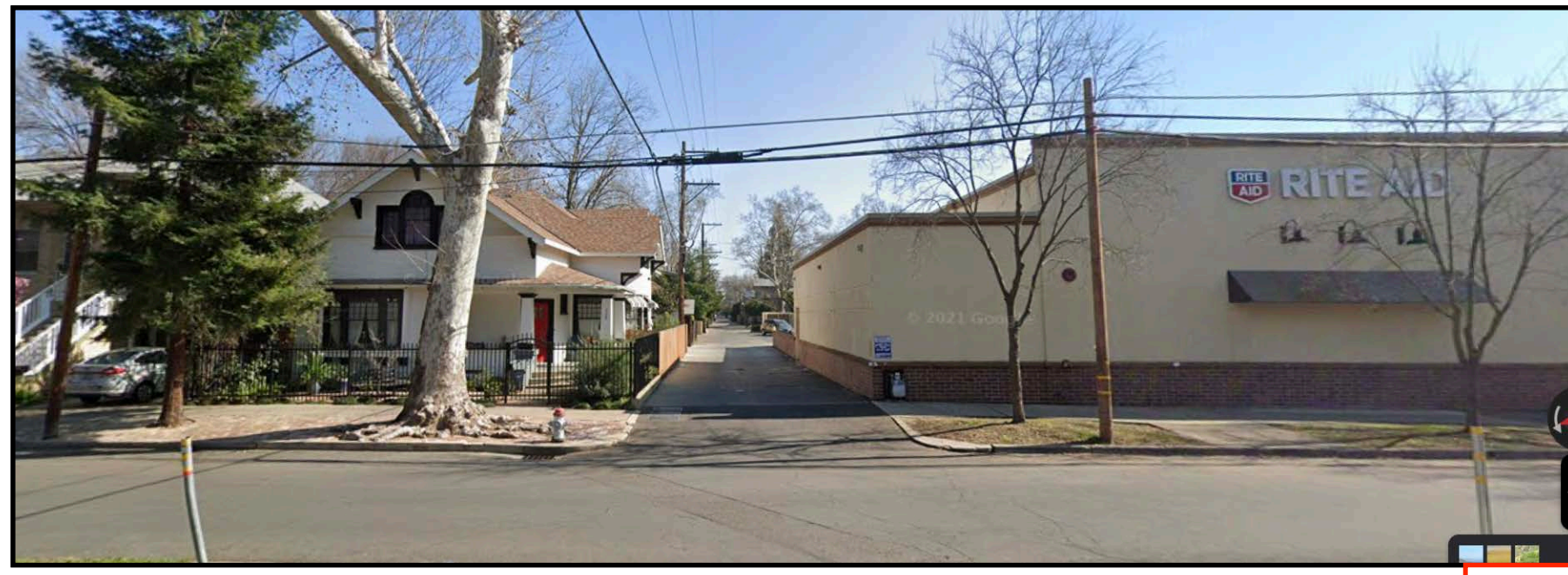
SMOOTH SIDING - VARIED PATTERNS & WIDTHS



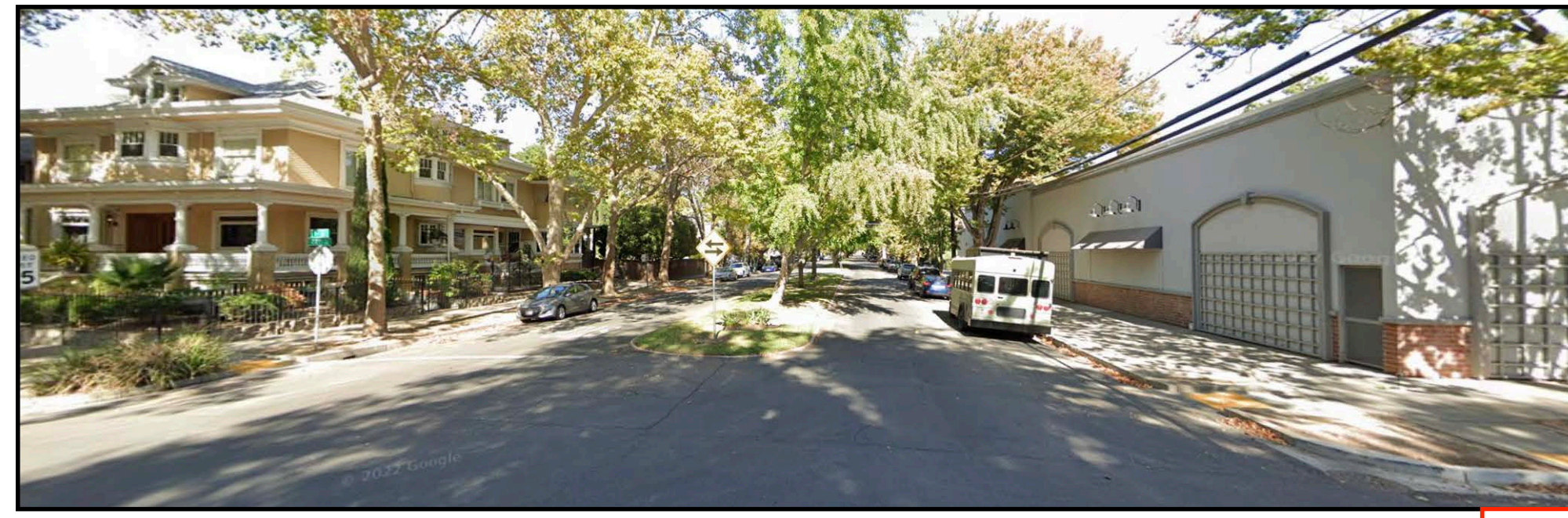
SMOOTH CEMENT PLASTER @ RETAIL CONER - DARK GREY



SITE ACCENTS - CORTEN REDS / CONCRETE



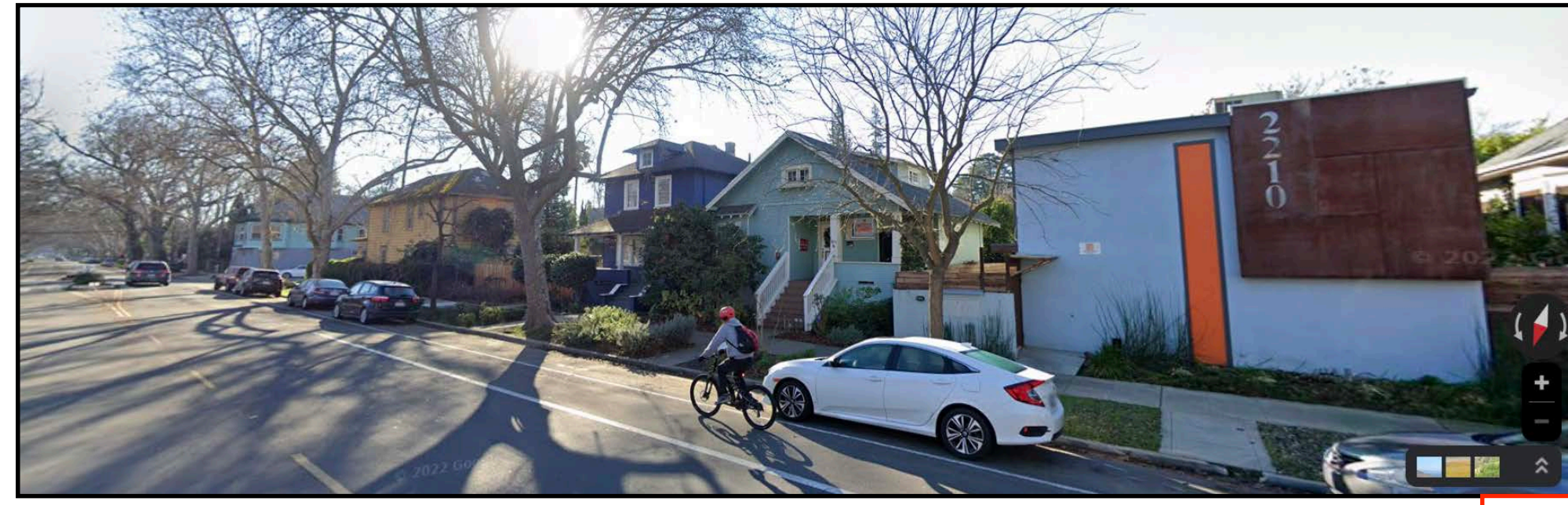
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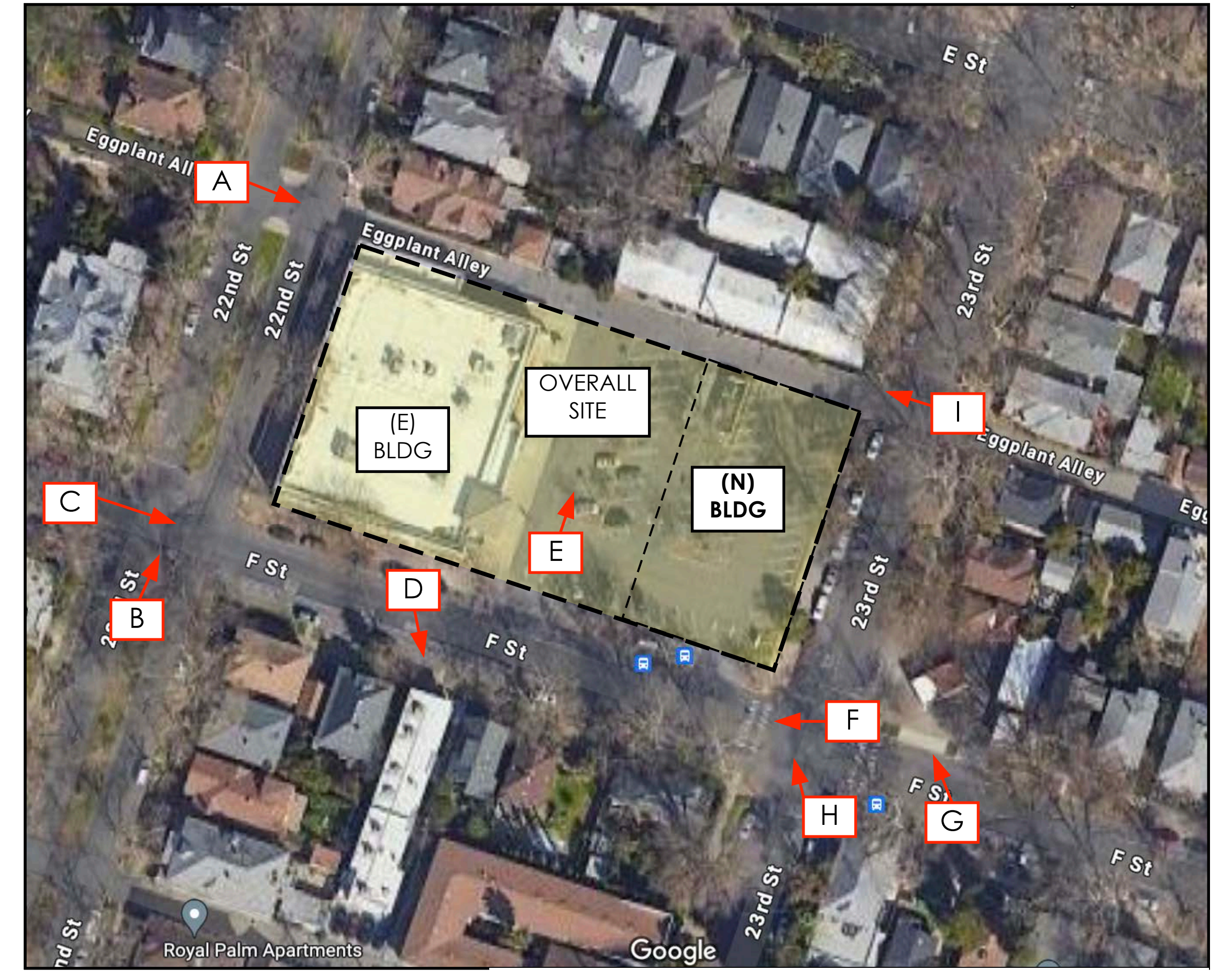
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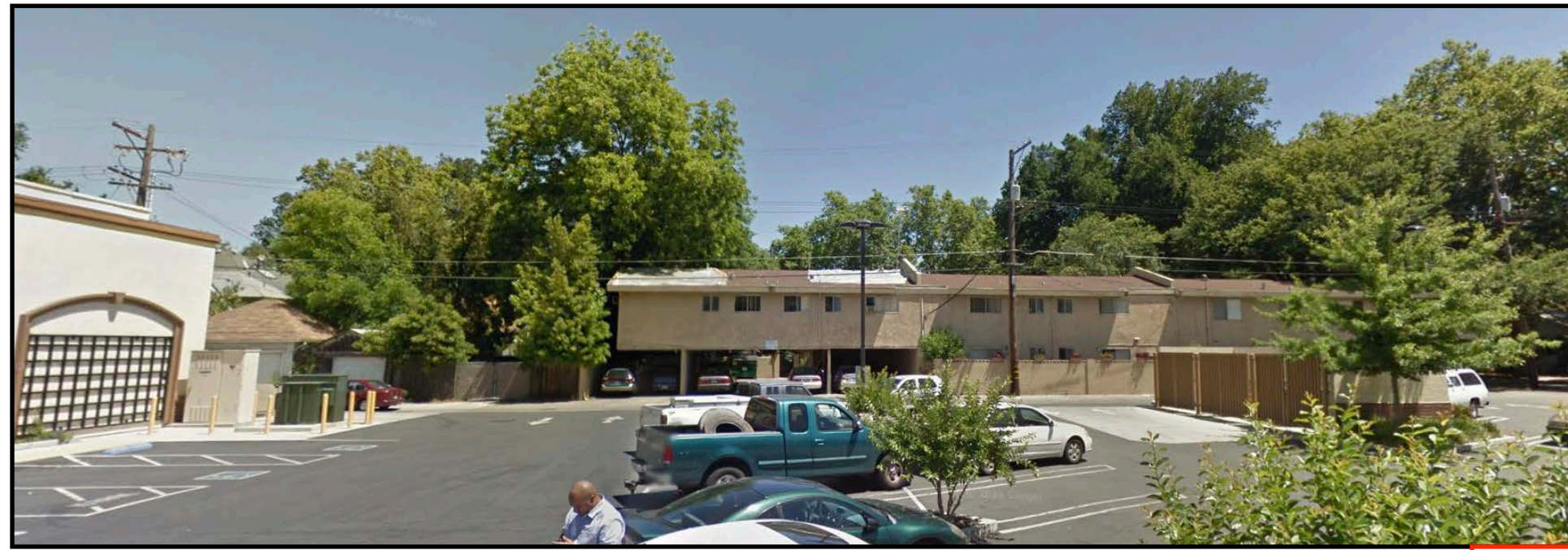
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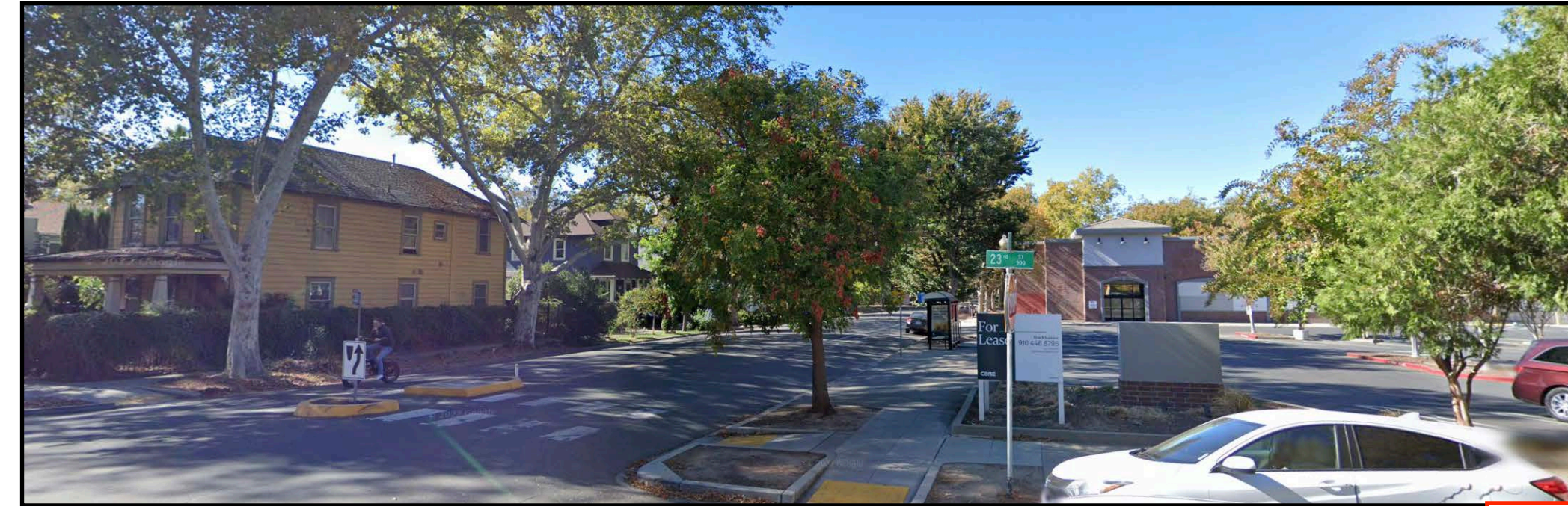
D



SITE MAP - 2211 F STREET



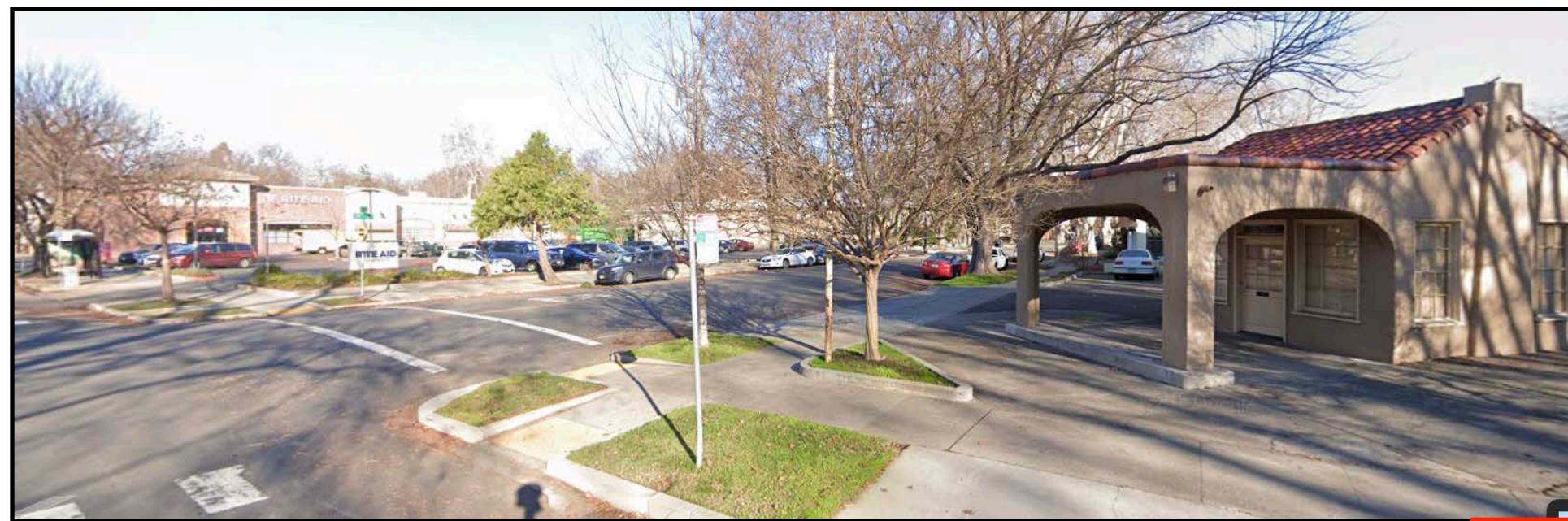
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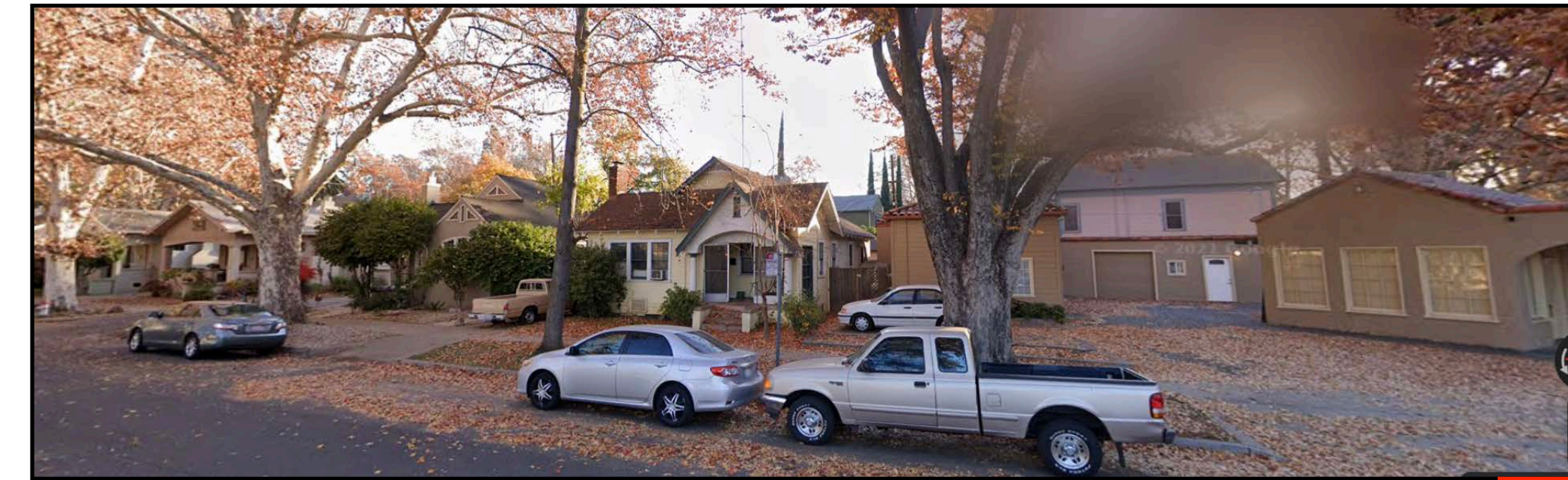
F



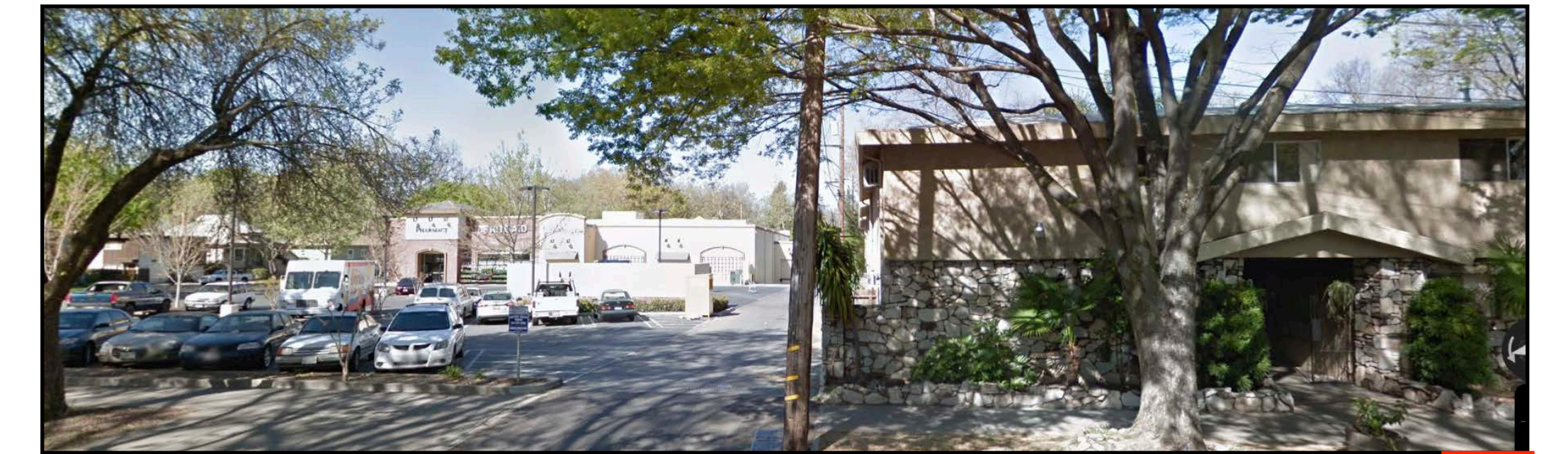
G



H



I



J

**ATTACHMENT 2**

**From:** [Matt](#)  
**To:** [Zachary Dahla](#)  
**Subject:** Comments re: application at 2211 F Street  
**Date:** Tuesday, April 9, 2024 9:39:11 AM

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Good Morning Zach,

I'm writing in support of the application 2211 F Street. As a neighbor and Boulevard Park Member I fully support more dense and mixed-use housing in the neighborhood. I think the development will fit well with the neighborhood character and hope the increase in housing will help support whatever future commercial activities replace the Rite Aid/mixed use building on-site (a small-scale grocery for the neighborhood would be great!) I would encourage the developer to additional housing/mixed-use buildings on the remainder of the site in the future as well.

Two comments on the project:

1) Too much space is devoted to surface-level parking. Reduction of parking spaces would be preferred. Ample on-street parking is available and the space could better be utilized for resident amenities.

2) More long-term bike storage is needed. Bike usage is high in our community but bike theft is an issue in the area. With the proliferation of e-bikes, having ground-level storage for bicycles on a 1:1 ratio with apartments would be greatly appreciated (especially if we want to achieve our Climate Action Plan/General Plan/city goals & policies).

Thank you for your time!

Best,

Matt Anderson  
19th & G

**From:** [Troy Sankey](#)  
**To:** [Zachary Dahla](#)  
**Subject:** My comments about 2211 F Street!  
**Date:** Wednesday, April 3, 2024 11:21:40 PM

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Zach,

My name is Troy Sankey, and I'm writing as a resident and homeowner at C & 23rd. The development proposed at 2211 F Street is exciting to me since it symbolizes a nationwide trend towards creating more mixed-use infill development inside of existing urban areas, and it shows how much more we value land in city centers today than in decade's past.

I think we should lean into that trend *even more!* 16 secured parking spaces (reserved for the new development) are proposed, which would occupy about the same acreage as the building itself, or a 50% parking lot coverage. However, *zero* off-street parking stalls are actually required today (AB 2097), and in the near future no off-street parking will be required anywhere citywide (2040 General Plan). I'd like to offer a few reasons why no off-street parking should be built at 2211 F Street:

**1. Neighborhood Character:** In the central city, off-street parking only occupies about 17-20% of private developable land, owing to the historic center's history of streetcar developments pre-zoning. Building to a 50% parking lot coverage represents a radical departure from the surrounding neighborhood, negatively impacting the existing "neighborhood character" which is predominantly urban and forested in tandem. Parking lots are simply not the norm.

**2. Housing Affordability:** Today, the construction cost of building parking ranges between \$60k-\$100k per stall, depending on the type of parking. Studies have shown that reducing the amount of parking built would incur "cost savings for developers and lower housing prices for consumers" [1]. The Biden Administration just released this year's Economic Report of the President, in which they point out that off-street parking "impose space requirements beyond lot sizes, reducing the housing supply and increasing the cost of housing" [2]. Homelessness and housing insecurity is obviously top of mind among Sacramento residents, and building more parking is fundamentally at odds with housing affordability.

**3. Climate Change:** At the public meeting where versions of this project were presented to the Boulevard Park Neighborhood Association, two residents (not including myself) independently asked how this development would help mitigate climate change. They proposed solar panels, gardens, and trees as possible mitigations. Alternatively, consider that adding parking capacity, whether or not it is "unbundled" from rent, incentivizes car trips and drives up vehicle miles traveled (VMTs). The amount of greenhouse gas (GHG) emissions that this project will mitigate through solar panels and electrification is a drop in the bucket compared to the annual GHGs ultimately induced by providing parking.

**4. Flood Risk:** Consider also that the effects of climate change may hit Sacramento hardest through flooding, and off-street parking represents the city's most avoidable impervious surfaces. Simultaneously, parking chokes nearby trees of much needed air, water, and healthy subterranean invertebrate and fungal networks. These trees will die young and die small, casting relatively little shade and providing less runoff mitigation over their lifespan. If any land is not planned for residential or commercial structures, that land is far more productively

put to use as a green parklet with trees. Parks and parklets can be public infrastructure as much as they are public amenities.

If it's possible to pass this along, I also have a note to the lender's underwriter: I implore you to reconsider the "risk" of not building off-street parking. There are fewer young people than ever seeking a suburban car-dependent lifestyle, and most people I know already gladly choose to live car-free in this neighborhood (F & 23rd) because they already have proximal access to everyday necessities. Please weigh the alternatives against the current plan of building parking, which could actually relatively depress values for this and adjacent properties.

Finally, this development does not need to exist in a vacuum. Any parking demand generated by this development can be intelligently managed by metering the on-street parking on adjacent and nearby streets to incentivize car turnover. Also, this site is adjacent to a bus stop which serves the 134 McKinley Commuter route; ridership on this route could benefit from the additional housing and destinations along the route which, in turn, might justify additional service investments.

Thanks for reading,  
Troy

[1] <https://www.sciencedirect.com/science/article/abs/pii/S0264837718312870?via%3DiHub>

[2] <https://www.whitehouse.gov/wp-content/uploads/2024/03/ERP-2024-CHAPTER-4.pdf>



May 7, 2024

Zachary Dahla  
Associate Planner, Central Area Planning Division  
City of Sacramento, Community Development Dept.  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811-0218

Dear Mr. Dahla:

In reference to the "Project Routing" email that we received from you on March 21, the members of the Boulevard Park Neighborhood Association (BPNA) Board appreciated being offered the opportunity to comment on the mixed-use development proposed for the east half of the property at 2211 F Street (DR 24-052), a very important parcel in our neighborhood. We had no comment to make about the project as presented at that time. However, we would greatly appreciate being informed of any changes to the proposal.

We realize that the details of projects of this scope and size can evolve over time, with changes, often significant ones, occurring during the period when the project is under consideration by City Planning. In the case of DR 24-052, there also was an important unresolved detail, the fate of the empty retail building (the former supermarket and pharmacy) at the west side of the half block bordered by 22<sup>nd</sup> Street, 23<sup>rd</sup> Street, F Street, and Egg Plant Alley. As of March 1 (the date on the most recent plans submitted by Vrillakis/Groen), that structure was expected "to remain with no changes." The neighborhood residents strongly prefer that this structure be occupied by a retail grocery store, and have communicated that preference to the developers several times.

Because of the importance of this particular parcel in this historic neighborhood, the BPNA Board members request that we be notified if and when the developer or architect informs your office of changes (whether additions, subtractions, or alterations) to the mixed-use development called 2211 F Street Housing (DR 24-052).

Many thanks for your attention.

Respectfully,

David Herbert  
Chair BPNA