**PROJECT DESCRIPTION**

This proposed project will bring 60 family affordable rental units and supportive services to the City of West Sacramento. The project site is comprised of 0.9 acres carved from an existing 1.82 acre site, bounded by a railroad track to the east, Delta Lane to the south, West Gateway Place Phase 1 to the west, and Tower Bridge Gateway road to the north. The building will have resident common spaces, open space and surface parking.

**PROJECT DATA**

<table>
<thead>
<tr>
<th>UNIT TYPE</th>
<th>COUNT</th>
<th>SIZE</th>
<th>AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 BEDROOM</td>
<td>27</td>
<td>22’X28’</td>
<td>616 SF</td>
</tr>
<tr>
<td>2 BEDROOM</td>
<td>18</td>
<td>34’X28’</td>
<td>952 SF</td>
</tr>
<tr>
<td>3 BEDROOM</td>
<td>15</td>
<td>44’X28’</td>
<td>1232 SF</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>60</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ZONING REQUIREMENTS**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>REQUIREMENT</th>
<th>PROPOSED</th>
<th>REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAX HEIGHT</td>
<td>250 feet</td>
<td>45 feet</td>
<td>Table 17.09.030</td>
</tr>
<tr>
<td>NO. STORIES</td>
<td>N/A</td>
<td>4 stories</td>
<td></td>
</tr>
<tr>
<td>MIN LOT AREA</td>
<td>10,000 square feet</td>
<td>39,989 square feet</td>
<td>Table 17.09.030</td>
</tr>
<tr>
<td>MIN LOT WIDTH</td>
<td>80 feet</td>
<td>109 feet</td>
<td>Table 17.09.030</td>
</tr>
<tr>
<td>DENSITY</td>
<td>66 DU/acre required</td>
<td>60 units for 0.9 acres, see G005</td>
<td></td>
</tr>
<tr>
<td>LANDSCAPING</td>
<td>20% max of lot area</td>
<td>17.25.040</td>
<td></td>
</tr>
<tr>
<td>MIN OPEN SPACE</td>
<td>Total: 150 sf/unit</td>
<td>See G003</td>
<td>Table 17.09.030</td>
</tr>
<tr>
<td></td>
<td>Private: min 50 sf for 50% of units</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Common: min 100 sf/unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARKING</td>
<td>1 per studio/1BR unit</td>
<td>See G004</td>
<td>Table 17.09.030</td>
</tr>
<tr>
<td></td>
<td>1.25 per 2BR unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5 per 3+BR unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 guest space per 10 units</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>for affordable housing, number of req’d spaces shall be reduced by 25% = 59 spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>for urban infill projects within the bridge district, there is a further reduction of 50% = 30 spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARKING REQUIREMENTS:</td>
<td>1 PER 1BD = 1*27 = 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.25 PER 2BD = 1.25*18 = 22.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5 PER 3+BD = 1.5*15 = 22.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 GUEST PER 10 UNITS = 1*6 = 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL: 78</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FOR AFFORDABLE HOUSING, NUMBER OF REQ'D SPACES SHALL BE REDUCED BY 25% PARKING REQUIRED: 78*0.75 = 59</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>URBAN INFILL REDUCTION BY 50% = 30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARKING PROVIDED:</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(N) SPACES:</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(E) SPACES:</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BIKE PARKING REQUIREMENTS:</td>
<td>1 PER 5 UNITS = 60 UNITS/5 = 12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BIKE PARKING PROPOSED:</td>
<td>32</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FLOOR AREA**

<table>
<thead>
<tr>
<th>USE</th>
<th>Floor Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMENITY</td>
<td>5,715 SF</td>
</tr>
<tr>
<td>CIRCULATION</td>
<td>7,360 SF</td>
</tr>
<tr>
<td>EXTERIOR STAIR</td>
<td>898 SF</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>52,543 SF</td>
</tr>
<tr>
<td>SERVICE</td>
<td>2,218 SF</td>
</tr>
<tr>
<td>VERTICAL CIRCULATION</td>
<td>2,160 SF</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>70,894 SF</td>
</tr>
<tr>
<td>ITEM</td>
<td>REQUIREMENT</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>BUILDING ARTICULATION</td>
<td>Building over 125' broken down as a series of buildings no wider than 75'</td>
</tr>
<tr>
<td>BUILDING TRANSPARENCY</td>
<td>Max 30' linear without an opening</td>
</tr>
<tr>
<td>BUILDING ENTRANCE</td>
<td>Primary building entrance should face a public sidewalk</td>
</tr>
<tr>
<td>COMMON OPEN SPACE</td>
<td>Minimum length and width 15'</td>
</tr>
<tr>
<td>REQUIRED BIKE PARKING</td>
<td>One long term bike parking per 5 dwelling units; min 2' by 6' each space w/ 2' clearance</td>
</tr>
<tr>
<td>FACADE ARTICULATION</td>
<td>Full height recess minimum 2' deep</td>
</tr>
<tr>
<td>ENCROACHMENTS INTO SETBACKS</td>
<td>Uncovered Landings, porches, etc</td>
</tr>
<tr>
<td>FENCES</td>
<td>Within 3' of front setback. 50% open if height exceeds 3'</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>Private open space on the ground should have no dimension less than 8'</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>Private open space in balconies should have no dimension less than 6'</td>
</tr>
<tr>
<td>DRIVE WAYS</td>
<td>No dimension less than 16'</td>
</tr>
<tr>
<td>SCREENING</td>
<td>Screening walls of electrical and mechanical equipment</td>
</tr>
<tr>
<td>OFF STREET PARKING</td>
<td>Parking located within 1.350' of pedestrian route</td>
</tr>
</tbody>
</table>
OPEN SPACE REQUIREMENTS:
Total: 150 sf/unit
Private: min 50 sf for 50% of units
Common: min 100 sf/unit

OPEN SPACE STANDARDS:
Common open space: min. dimension of 15’
Private open space, ground floor: min. dimension of 8’
Private open space, balconies: min. dimension of 6’

COMMON OPEN SPACE REQUIRED:
100 sf * 60 units = 6,000 SF

COMMON OPEN SPACE PROVIDED:
8,574 SF

PRIVATE OPEN SPACE REQUIRED:
50 sf * 30 units = 1,500 SF

PRIVATE OPEN SPACE PROVIDED:
1,700 SF
PARKING REQUIREMENTS:

1 PER 1BD = 1’27 = 27
1.25 PER 2BD = 1.25’18 = 22.5
1.5 PER 3+BD = 1.5’15 = 22.5
1 GUEST PER 10 UNITS = 1’6 = 6
TOTAL: 78

*FOR AFFORDABLE HOUSING, NUMBER OF REQ'D SPACES SHALL BE REDUCED BY 25%.
PARKING REQUIRED: 78’0.75 = 59

*URBAN INFILL REDUCTION BY 50% = 30

PARKING PROVIDED:

(N) SPACES: 12
(E) SPACES: 9
ZONING: WF (WATERFRONT)
MIN. 66 DU/ACRE REQUIRED
PARCEL: 0.9 ACRES

UNITS REQUIRED: 59.4
UNITS PROPOSED: 60

PHASE 1
MULTI-FAMILY RESIDENTIAL

PROPOSED SITE AREA
39,989 SF
0.9 ACRE

NOT INCLUDED
38,650 SF
0.88 ACRE

FUTURE CUL-DE-SAC

TOWER BRIDGE GATEWAY
BUS STOP
DELTA LANE

PHASE 1
MULTI-FAMILY RESIDENTIAL

PROPOSED PROPERTY LINE

21532 WEST GATEWAY
PLACE PHASE 2
DENSITY STRATEGY

David Baker Architects
Jamboree Housing Corporation

scale: 1" = 50'-0"
date: 01/31/2020

G005

21532
1. LOOKING NORTHEAST FROM TOWER BRIDGE GATEWAY TOWARDS NORTH SIDE OF SITE
2. LOOKING NORTHWEST DOWN TOWER BRIDGE GATEWAY
3. LOOKING SOUTH FROM TOWER BRIDGE GATEWAY AT NORTH SIDE OF SITE
4. LOOKING NORTHEAST DOWN DELTA LANE AT PHASE 1 PARKING LOT
5. LOOKING NORTHEAST DOWN DELTA LANE TOWARDS SOUTH SIDE OF SITE
AERIAL VIEW LOOKING SOUTHWEST

21532 WEST GATEWAY PLACE PHASE 2

RENDERINGS
VIEW LOOKING SOUTH AT ENTRY COURTYARD AND ICONIC GREEN STAIR
VIEW AT ENTRY COURTYARD AND COMMUNITY CENTER
VIEW LOOKING NORTHEAST AT ICONIC GREEN STAIR
AERIAL VIEW OF ENTRY COURTYARD

21532 WEST GATEWAY PLACE PHASE 2

RENDERINGS

Jamboree Housing Corporation
VIEW LOOKING NORTHEAST FROM DELTA LANE
VIEW OF WESTERN PART OF SOUTH FACADE
1. SMOOTH STUCCO - DARK COLOR
2. RANDOM BATTEN SIDING - LIGHT
3. RANDOM BATTEN SIDING - DARK
4. METAL SCREEN/RAILING
5. SCREEN AT STAIR
6. SEMI-TRANSLUCENT COLOR FILM
21532 WEST GATEWAY PLACE PHASE 2

SITE PLAN

PROPOSED PHASE 2

PHASE 1 MULTI-FAMILY RESIDENTIAL PROJECT

UTILITY EASEMENT

FUTURE DEVELOPMENT

CITY-OWNED PARKING LOT

9 OFFSITE SPACES

TOWER BRIDGE GATEWAY

DELTA LANE

PUMP STATION

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'

SIDE SETBACK 34'

SIDE SETBACK 46'

SIDE SETBACK REAR 12'

SIDE SETBACK FRONT 20'

SIDE SETBACK SIDE 28'

SIDE SETBACK SIDE 30'

SIDE SETBACK SIDE 40'

OVERHEAD LINE

ELEVATION

(5) UTILITY POST

FREIGHT RAIL

RALEY FIELD BASEBALL STADIUM

CITY-OWNED PARKING LOT

+9 OFFSITE SPACES

BUS STOP

FRONT SETBACK 34'

FRONT SETBACK 35'

FRONT SETBACK 36'

FRONT SETBACK 46'

FRONT SETBACK 50'

(5) PARKING LOT

9 SPACES TO REMAIN

(1) CUL-DE-SAC

DOORYARD

ENTRY

DOORYARD

DOORYARD

PUBLIC COURTYARD ENTRY

COMMON COURTYARD

PROPOSED PROPERTY LINE

SIDE SETBACK 5'

SIDE SETBACK 8'

SIDE SETBACK 14'
1. STUCCO - SMOOTH DARK
2. RANDOM BATTEN SIDING SYSTEM - LIGHT
3. RANDOM BATTEN SIDING SYSTEM - DARK
4. METAL SCREEN/RAILING
5. SCREEN AT STAIR
6. SEMI-TRANSLUCENT COLOR FILM
7. ALUMINUM STOREFRONT
8. TEXTURED CONCRETE

NORTH ELEVATION
1" = 30'-0"

EAST ELEVATION
1" = 30'-0"
1. STUCCO - SMOOTH DARK
2. RANDOM BATTEN SIDING SYSTEM - LIGHT
3. RANDOM BATTEN SIDING SYSTEM - DARK
4. METAL SCREEN/RAILING
5. SCREEN AT STAIR
6. SEMI-TRANSLUCENT COLOR FILM
7. ALUMINUM STOREFRONT
8. TEXTURED CONCRETE