

October 5, 2020

Applicants: EXIT CPP LLC / Ziad and Deborah Alaywan

604 Sutter Street, Suite 250

Folsom, CA 95630

Re: 603 Sutter Street

Dear Mr. Banks,

After much discussion with the community and two days of public outreach conducted on August 12th and 13th, we have elected to step back and re-design the proposed 603 Sutter street building and incorporate changes requested by the neighbors and the community. The re-design is aimed specifically to address comments, observations, ideas, and suggestions made by our neighbors and the community. We very much appreciate the concerns raised by our neighbors and took their comments to heart as we feel it is extremely important to work together to create a design that will benefit and please everyone for many years to come.

We have revised the proposed 603 Sutter Street project design and are hereby submitting two viable modifications to the original project (Option 1 and Option 2) that will hopefully address concerns and comments made by the public regarding the original project.

Due to the somewhat conflicting comments we heard from the community where a few did not see the need for parking on this site and others were very concerned with the lack of a City plan for parking in the Historic District, we elected to propose two options, one with 7 above surface level parking stalls (Option 1), as the site allows, and the second option with no parking (Option 2). After further analysis using geotechnical testing and data, the civil engineer for this project, Bob Eynck, P.E. of RFE Engineering, Inc., has concluded that below surface parking is NOT recommended as it presents safety and cost considerations (please refer to his letter attached). It is important to note that Bob was the civil engineer for the 607 Street building site and brings a wealth of knowledge to the project regarding the topography of Sutter Street.

Bob Eynck: “One of the options presented was to construct an underground parking garage that would enter the property from the low side of the site on Sutter Street. To provide accessibility from the main floor to the Sutter Street entrance, the garage floor subgrade elevation would need to be set at an elevation of approximately 228. This would require excavation below existing ground up to 22 feet deep at the southeast corner of the site. With the bedrock at approximately 8 feet below grade that would put the excavation up to 14 feet into bedrock. This would require substantial blasting for earth and rock removal. As the site is surrounded by existing structures blasting to these depths would present an extreme challenge from vibration and ground movement. In addition, to excavate the site at this elevation would be cost prohibitive.”

We believe there are extraordinary circumstances associated with below grade parking and feel a variance should be granted for this project.

City section 17.62.020: Application for a variance shall be made in writing on a form prescribed by the planning commission and shall be accompanied by a fee as established by resolution of the city council no part of which shall be returnable to the applicant, and by statement, plans and other evidence showing:

1. That there are exceptional or extraordinary circumstances or conditions applying to the land, building or use referred to in the application, which circumstances or conditions do not apply generally to other land, buildings, and/or uses in the district.

We would like to request feedback from the Historic District Commission via an Informal Workshop Hearing on a preferred alternative design solution and any additional modifications they would like to see incorporated prior to a selected option being formally re-submitted to the City. Please note that elements of Option 1 and Option 2 are easily interchangeable, making for a final design that could incorporate elements from both options.

Please do not hesitate to reach out should you have any questions.

Sincerely,

Ziad Alaywan P.E.

The Table below provides a summary of the project evolution of key project elements from the initial proposal in 2017 to the current Option 1 and Option 2 proposals.

Project Components	2017 Project Proposal	2019 Project Proposal	Proposed Alternative Solution (Option 1)	Proposed Alternative Solution (Option 2)
Building Square Footage (Occupied)*	23,486	14,811	11,300	14,300
Building Square Footage (Gross)	17,436	14,811	13,900	14,300
Building Height**	57' - 6"	50' - 6"	42'-0"	42'-0"
Height Variance Request	22' - 6"	15' - 6"	7' - 0"	7' - 0"
Off Street Parking (Required)***	50 stalls	43 stalls	33 stalls	41 stalls
Off Street Parking (Provided)	15 stalls	0 stalls	7 stalls	0 stalls
Parking Variance Request	35 stalls	43 stalls	26 stalls	41 stalls
Key Design Considerations	<ul style="list-style-type: none"> parking provided represents maximum quantity of spaces achievable within site constraints utilizing an underground garage. 	<ul style="list-style-type: none"> Underground parking was removed to address concerns regarding building height and pedestrian safety. Project materials and design elements were reselected to better address historic design criteria Building footprint was modified to minimize encroachment into Scott St. right-of-way 	<ul style="list-style-type: none"> Reduce height and mass of building Evaluate project program and reduce project areas to better fit the scale of the site Engage Sutter/Scott street corner - place emphasis on the corner and step the building mass Evaluate potential of providing parking - locate entrance on Scott street Justify application of Historical style 	<ul style="list-style-type: none"> Reduce height and mass of building Evaluate project program and reduce project areas to better fit the scale of the site Engage Sutter/Scott street corner - place emphasis on the corner and step the building mass Evaluate potential of providing parking - locate entrance on Scott street Justify application of Historical style
Other Considerations			<ul style="list-style-type: none"> Underground parking solution was studied but eliminated because of heavy excavation work needed due to on-site bedrock conditions. 	<ul style="list-style-type: none"> Parking was removed in this option to balance the reduced square footage of the additional 3rd floor set back Though the total height remains the same in both options, the perceived height along Sutter street is reduced to 28'-0" with the 3rd floor setback.
<p>** Height measured to top of roof surface at mid-point of Sutter St. Elevation *** Based on FMC, Section 17.52.510 office / retail commercial uses at 1 space per 350 sf</p>				

Specific elements proposed by the community during the Public Outreach meetings conducted on August 12th and 13th that were incorporated

Key Project Concerns – 2019 Design	Proposed Alternative Solution (Option 1)	Proposed Alternative Solution (Option 2)
The overall building height is an issue along with the massing, too tall and too bulky.	Reduced height from 50’ – 6” to 42’-0”. Pushed back balconies and curved corner at Scott and Sutter reduces massing issues. The occupied sq footage was reduced from 14,800 sq ft to 11,300 sq ft	Reduced height from 50’-6” to 42’-0.” Pushed back balconies and curved corner at Scott and Sutter reduces massing issues. The occupied sq footage was reduced from 14,800 sq ft to 14,300 sq ft
The project does not provide any on-site or offsite parking per code. The overall building height is an issue along with the massing, too tall and too bulky.	7 parking stalls - Applicant is willing to participate in a “Parking Assessment District” once established.	No on-site parking- Applicant is willing to participate in a “Parking Assessment District” once established.
The trash enclosure on the south side bordering the neighbor house on Scott Street should be removed and relocated.	Relocated to Scott Street and enclosed	Relocated to Scott Street and enclosed
The windows on the south side of the building need to be designed to provide privacy to the neighbor.	Privacy windows will be utilized	Privacy windows will be utilized
The fire escape (brick or other material) should not be expose to Scott street.	Modified and enclosed	Modified and enclosed
The roof top deck may bring noise and cause concerns regarding parties, noise, and privacy.	Eliminated	Eliminated
The small rear balcony on the west elevation will be eliminated to preserve neighbor’s privacy.	Eliminated	Eliminated
Include more architectural details from the 1850 – 1900 era.	The project now clearly depicts the California Gold Rush era.	The project now clearly depicts the California Gold Rush era.



RFE ENGINEERING, INC

Civil Engineers • Planners • Surveyors
2260 Douglas Blvd., Suite 160
Roseville, CA 95661
P 916-772-7800 F 916-772-7804
www.RFEengineering.com

September 16, 2020

Steve Banks
City of Folsom Planning
50 Natoma Street
Folsom, CA 95630

Re. 603 Sutter Street Ground Conditions (RFE Project No. 19018)
Planning Application Number: PN 17-145 603 Sutter Street Mixed-Use Building

Dear Steve,

As previously discussed, this project sits on a hillside at the corner of Sutter Street and Scott Street. The existing topography rises from Sutter Street at an approximate elevation of 230 to the opposite corner of the site at Scott Street to elevation 250.

One of the options presented was to construct an underground parking garage that would enter the property from the low side of the site on Sutter Street. To provide accessibility from the main floor to the Sutter Street entrance, the garage floor subgrade elevation would need to be set at an elevation of approximately 228. This would require excavation below existing ground up to 22 feet deep at the southeast corner of the site. With the bedrock at approximately 8 feet below grade that would put the excavation up to 14 feet into bedrock. This would require substantial blasting for earth and rock removal. As the site is surrounded by existing structures blasting to these depths would present an extreme challenge from vibration and ground movement. In addition, to excavate the site at this elevation would be cost prohibitive.

RFE was the civil engineer and surveyor on the nearby 607 Sutter Street project. This project had similar topography as the subject development. We observed that there was some blasting on that property and that was a concern when that was constructed. Fortunately, that project did not have a lower level below the main floor. Thus, the blasting was minimized.

It is my recommendation to not pursue a below grade parking garage due to safety (protection of existing improvements) and cost considerations.

If you should have any questions, please do not hesitate to call this office.

Sincerely,

RFE Engineering, Inc.

Robert F. Eynck, P.E.
President

September 15, 2020

City of Folsom
50 Natoma Street
Folsom, CA 95630

Attn: Steven Banks, Principal Planner

RE: Follow-Up to Staff Presentation 09/11/2020
Planning Application Number: PN 17-145 603 Sutter Street Mixed-Use Building

Good Afternoon Steve,

Thank you for your time last week in viewing the updated design proposal. Please find the attached presentation for your use.

We have enclosed two options for discussion at the upcoming Workshop Hearing with the Historic District Commission. Option 1 proposes a 11,300 sf building with 7 parking stalls. Option 2 proposes to eliminate the parking in favor of more setback and massing reduction along the Sutter Street elevation. Option 2 has a proposed project area of 14,300 sf.

To give context to the proposed options our redesign efforts have largely focused on the feedback from the Community Outreach sessions hosted last month by the applicant. The redesign goals and associated solutions are listed below.

Reduce Height and Mass of Building

We lowered the proposed building height from 50'-6" to 42'-0" by compressing the floor to floor heights and lowering the entrance level at Sutter street. We have broken the mass of the building in to two chunks along the width but we have also stepped the building back at the upper levels. We feel that this massing approach better matches the scale of neighboring buildings along Sutter St.

Evaluate Program and Project Areas

With the proposed addition of parking in Option 1 the rentable area has been reduced from previous proposal from 14,800 to 11,300 sf. Option 2 is similar in size to the previous proposal but has been redistributed on the site.

There is a minimal office footprint on the 2nd floor of Option 1, with a larger office plate on the 3rd floor which is ideally suited for the applicant which intends to occupy the space. Option 2 proposes to eliminate parking to allow for greater setback on the third floor.

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2237 DOUGLAS BLVD., SUITE 160
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1715 R STREET, SUITE 200
SACRAMENTO, CALIFORNIA 95811

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www.wp-architects.com

Both options have the same amount of retail area. The retail depth has been reduced from the previous proposal but reconfigured to allow for greater flexibility to divide in to multiple tenants spaces. We feel this solution addresses comments about the changing nature of retail market as well the site constraints, (see parking section below).

Engage Sutter-Scott Street Corner

As noted during the community meeting, this is gem of a corner site at the end of the commercial street before it transitions to residential. We have placed emphasis on the corner by rounding the building edge and stepping back the 3rd floor. In doing so we created an opportunity of a corner building entry with access to a corner patio, while reducing the perceived building mass.

Parking

Parking was a major concern with the previous proposal. Option 1 proposes 7 parking stalls with a parking entrance off of Scott Street. After evaluating several options, we felt that this solution while still requiring a variance is the most appropriate for the site. An entrance on Scott street is more sensitive to the pedestrian circulation flow, allowing Sutter Street to be fully activated with retail frontage. Placing the parking in this location also allows the opportunity to mitigate the excavation work of an alternative sub-grade parking solution.

Per the latest Geotechnical reports, bedrock was encountered at roughly 8ft below the surface. Refer to the site sections on page A-005; the proposed solutions engage with the site in a way that minimizes the need to remove bedrock from the site.

Application of Historical Style

We are classifying the Style of architecture "California Gold Rush Commercial." We were interested in and took a deeper look at the historic Sutter St buildings characterized mostly by brick masonry. We also drew reference from adjacent regional architecture built during the same period. The resulting architectural solution incorporates characteristic brick detailing, cornice work, storefronts and window design.

Should you have any questions regarding any of the above, please do not hesitate to call. Thanks again for your continued attention to this project.

Sincerely,



Terence, Green
Principal

BASED ON FEEDBACK FROM COMMUNITY OUTREACH SESSIONS OUR REDESIGN GOALS ARE AS FOLLOWS:

- REDUCE THE MASSING AND BULK OF THE BUILDING
- EVALUATE PROGRAM AND PROJECT AREAS - CREATE A RIGHT SIZED PROJECT FOR THE SITE
- LOWER THE OVERALL BUILDING HEIGHT
- BETTER ENGAGE THE SUTTER / SCOTT STREET CORNER
- PARKING - STUDY THE ADDITION OF PARKING SPACES
- RESPECT NEIGHBORING BUILDINGS, STEP THE BUILDING WHERE POSSIBLE TO PRESERVE VIEWS
- HISTORICALLY JUSTIFY THE BUILDING DESIGN WITHIN THE SELECTED ARCHITECTURAL STYLE

CALIFORNIA GOLD RUSH
COMMERCIAL ARCHITECTURE (circa 1850-1900)



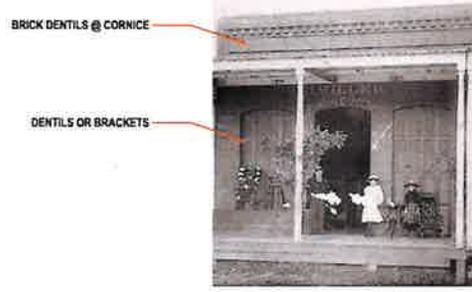
REFERENCE - CORNICE DETAILS



- PARAPET
- FRIEZE OR BRACKETS
- CORNICE
- TRANSOM WINDOWS, CURVED OR RECTANGULAR

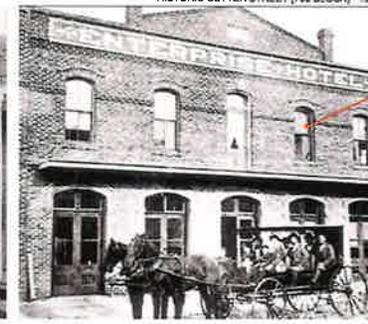
DEEP SET AWNING OR COVERED WALKWAY

HISTORIC SUTTER STREET (700 BLOCK) - 1814



- BRICK DENTILS @ CORNICE
- DENTILS OR BRACKETS

SUTTER STREET STOREFRONT - 1880



UPPER STORY WINDOWS WITH SOLDIER COURSE LINTEL

ENTERPRISE HOTEL (SUTTER ST) - 1893

SUTTER ST. COMMERCIAL ARCHITECTURE - HISTORICAL PHOTOS



REFERENCE - 3 STORY BLDG. - OLD SACRAMENTO



- BRACKETS AT CORNICE
- PLASTER - BRICK OR WOOD



- HANGING BLADE SIGN
- TRANSOM
- WINDOW W/ SIGN PAINTING
- BASE PANEL



- GOOSE-NECK DOWN LIGHT
- EXPRESSED SCUPPER BOX AND DOWN SPOUT

SUTTER ST. COMMERCIAL ARCHITECTURE - CURRENT REFERENCE

603 SUTTER STREET

EXIT CPP LLC,
 603 SUTTER ST. FOLSOM, CA



REFERENCE - CORNER EMPHASIS



REFERENCE - UPPER WINDOWS

williams + paddon

ARCHITECTS + PLANNERS
 2217 Douglas Blvd. Ste 110
 Sacramento, CA 95811
 916.758.2115

1715 R Street, Ste 202
 Sacramento, CA 95811
 w+p@williams.com

A-002
HISTORICAL REFERENCES

DATE OF REVISION: 10.01.20



2 AERIAL PERSPECTIVE - OPTION 1



1 CORNER OF SCOTT AND SUTTER PERSPECTIVE - OPTION 1



4 SUTTER STREET PERSPECTIVE - OPTION 1



3 SUTTER ST ELEVATION - OPTION 1

PROJECT DATA - OPTION 1

PARKING PROVIDED: 7 STALLS

PROJECT AREA (GROSS BLDG):

1ST FLOOR:

RETAIL: 3,000 SF +/-
OFFICE LOBBY: 300 SF +/-

2ND FLOOR:

OFFICE: 2,500 SF +/-
PARKING AREA: 2,600 +/-

3RD FLOOR:

OFFICE: 5,500 SF +/-

OCCUPIED AREA: 11,300 SF +/-

TOTAL BLDG: 13,900 SF +/-



1 NORTH ELEVATION - OPTION 1



3 NORTH ELEVATION - OPTION 1



2 SITE SECTION - OPTION 1



2 AERIAL PERSPECTIVE - OPTION 2



1 CORNER OF SCOTT AND SUTTER PERSPECTIVE - OPTION 2



4 SUTTER STREET PERSPECTIVE - OPTION 2



3 SUTTER ST ELEVATION - OPTION 2



1 NORTH ELEVATION - OPTION 2



3 NORTH ELEVATION - OPTION 2

PROJECT DATA - OPTION 2

PARKING PROVIDED: 0 STALLS

PROJECT AREA (GROSS BLDG):

1ST FLOOR:

RETAIL: 3,000 SF +/-
OFFICE LOBBY: 300 SF +/-

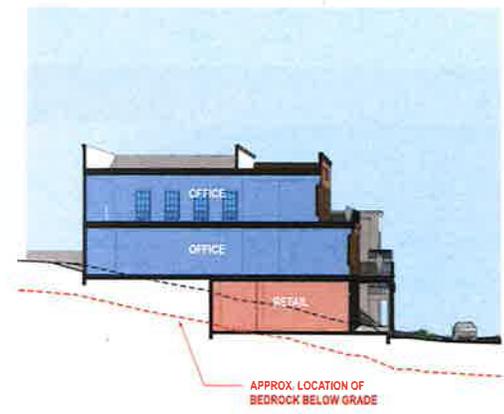
2ND FLOOR:

OFFICE: 5,700 SF +/-

3RD FLOOR:

OFFICE: 5,300 SF +/-

TOTAL BLDG: 14,300 SF +/-



2 SITE SECTION - OPTION 2



2017 PROJECT PROPOSAL



2019 PROJECT PROPOSAL



CURRENT PROPOSED - OPTION 1



CURRENT PROPOSED - OPTION 2

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