

Meeting Date: 10/29/2013

Report Type: Public Hearing

Report ID: 2013-00781

**Title: Third Party Appeal of the Sacramento Natural Foods Co-Op (P13-025)
[Published 10/17/2013]**

Location: District 4

Issue: A third party appeal of the Planning and Design Commission's decision to approve the Sacramento Natural Foods Co-Op project.

Recommendation: Conduct a public hearing and upon conclusion pass a Resolution denying the third party appeal thereby approving the entitlements for the construction of the Sacramento Natural Foods Co-Op project (P13-025).

Contact: Evan Compton, Associate Planner, 916-808-5260; Stacia Cosgrove, Senior Planner, 916-808-7110; Luis Sanchez, AIA, LEED AP, Senior Architect, 916-808-5957, Community Development Department

Presenter: Evan Compton, Associate Planner, 916-808-5260, Community Development Department

Department: Community Development Dept

Division: Planning

Dept ID: 21001221

Attachments:

- 1-Description/Analysis
- 2-Background
- 3-Resolution (Environmental)
- 4-Resolution (Project)
- 5-Public Comments including Appeal
- 6-Staff Response to Third Party Appeal
- 7-Vicinity Map
- 8-Alhambra Corridor Design Guidelines Buffer Map
- 9-Traffic Assessment Memo

City Attorney Review

Approved as to Form
Jeffrey Heeren
10/23/2013 2:05:25 PM

City Treasurer Review

Reviewed for Impact on Cash and Debt
Russell Fehr
10/11/2013 11:55:23 AM

Approvals/Acknowledgements

Department Director or Designee: Max Fernandez - 10/15/2013 9:40:40 AM

Description/Analysis

Issue Detail: The subject site is primarily developed with a surface parking lot and the remainder of the site is vacant land. The applicant is requesting to construct a 42,446 square foot grocery store and 87,029 square foot parking garage on approximately 1.76 acres. The project requires a Special Permit for construction over 40,000 square feet, Variances to deviate from standard setbacks and the minimum Floor Area Ratio (FAR) in the R Street Corridor Special Planning District, and Design Review for the construction of a new commercial and parking structure.

Policy Considerations: The subject site is designated as Urban Corridor Low on the General Land Use and Urban Form Diagram. This designation provides for uses including retail, service, office, residential, compatible public, quasi-public, and special uses. Staff finds that the project is consistent with all the applicable General Plan policies as discussed further in the background section.

Economic Impacts: None

Environmental Considerations: The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that the project would qualify for the infill exemption from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15332, because it is less than five acres in size, is served by all public utilities and services, has no value as habitat, would not result in significant effects to traffic, noise, air quality or water quality, and is consistent with the general and zoning regulations.

The conclusion regarding consistency with applicable land use plans has been questioned because the project requires particular planning permits. Staff has, therefore, also evaluated the project to determine whether there is any substantial evidence that indicates the project would have any significant effect on the environment. Because there is a certainty that the project would not have significant effects, it is exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3) covering projects where it can be seen with a certainty that no significant effects would result.

Sustainability: The project has been reviewed for consistency with the goals, policies, and targets of the City's Sustainability Master Plan (SMP) and the 2030 General Plan. The approval of the project allows for infill development and locates a grocery store use near a light rail station and bus stop.

Commission/Committee Action: The Planning and Design Commission heard the project on September 12, 2013. The Planning and Design Commission unanimously approved the project with 12 ayes and 1 recusal (Recused: Chandler). The action by the Commission was appealed to the City Council by a third party on September 23, 2013. A copy of the appeal may be found in Attachment 5.

Rationale for Recommendation: Staff recommends the City Council approve the project subject to the findings of fact and conditions of approval in Attachments 3 and 4

because the proposal: a) replaces a portion of an existing surface parking lot with a new commercial building and structured parking facility; b) focuses development near an existing light rail station and bus stop and provides ample bicycle parking facilities; c) promotes further development along an underutilized transportation corridor to create a vibrant 18 hour downtown environment; and d) is consistent with the General Plan designation of Urban Corridor Low, the General Commercial (C-2 SPD) zone, the R Street and Alhambra Corridor Special Planning Districts, and the intent of the corresponding design guidelines and residential buffer areas.

Financial Considerations: This project has no fiscal considerations.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Attachment 2: Background

Summary: The applicant is proposing to construct a new 42,446 square foot grocery store and 87,029 square foot parking garage. Most of the project site (the half block bounded by 28th, 29th, R Street) is currently being used as a surface parking lot for an adjacent office building. There are approximately 190 parking spaces that are used by the office building to the north. This was approved by the Planning Commission on January 23, 1973. (P5307). As a part of the current project, these parking spaces will be relocated into the proposed structured parking garage. The upper floors of the parking garage will have restricted access during work hours to accommodate the office workers. At the time of writing this report, staff determined there are no outstanding issues associated with the project.

Table 1: Project Information for Sacramento Natural Foods Co-Op
General Plan designation: Urban Corridor Low (Minimum FAR of 0.3)
Existing zoning of site: General Commercial (C-2 SPD)
Special Planning District (SPD): R Street Corridor and Alhambra Corridor
Existing use of site: Surface Parking Lots and Vacant Land
Property area: 1.76 ± acres or 76,800 square feet
Gross Square Footage of Co-op Building: 42,446 square feet
FAR: 0.55 (Calculated as 42,446 / 76,800)*

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

Public/Neighborhood Outreach and Comments: The planning application for the Sacramento Natural Foods Co-Op was submitted April 26, 2013. The proposal was routed for early review to the Midtown Neighborhood Association, Newton Booth Neighborhood Association, Capitol Area R Street Association (CARSA), and Sacramento Old City Association (SOCA). The site was posted and staff notified property owners within 500 feet of the subject site. At the time of writing this report, staff received several letters of support and one letter of opposition for the project. A third party appealed the project on September 23, 2013. A list of all public comments received and the appeal letter are included in this report (See Attachment 5).

Staff responded to all the concerns in the appeal letter which has been included as Attachment 6. As an overview for the staff response to the appeal, staff finds: a) the proposed parking garage meets the height requirements and buffer area regulations; b) the latest revisions show an improved façade along R Street for customers entering the store from the adjacent light rail station or bus stop; c) the project provides appropriate pedestrian paths around and through the site including a sidewalk on the south side of the alley adjacent to the parking garage; d) signage will be required to comply with all the city code regulations and design review criteria; and e) the project has been conditioned to install pedestrian warning devices and mirrors on the parking garage. Furthermore the applicant has been conditioned to work with the Police Department to finalize a security plan for the parking garage area to discuss items such as video cameras and lighting.

The Sacramento Area Bicycle Association also submitted a letter on the latest revisions to the project. They support the increased number of bicycle facilities but would like the applicant to install more of the facilities closer to the main entrance of the store instead of along R Street. They also requested removal of onstreet parking along R Street and the installation of separate bicycle and pedestrian paths. This request has been forwarded to our Public Works Department; however, it is outside the scope of this project and would require revisions to the adopted R Street Corridor Plan.

Policy Considerations: The subject sites are designated as Urban Corridor Low on the General Plan Land Use and Urban Form Diagram. Urban Corridor Low includes street corridors that have multistory structures and more intense uses at major intersections, lower intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed use development are bordered by lower intensity single family residential, retail, service, and office uses. Street level frontage of mixed use projects should be developed with pedestrian oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.

Urban Form Guidelines

Key urban form characteristics envisioned for the Urban Corridor Low include the following:

1. Building facades and entrances directly addressing the street.
2. Buildings with pedestrian oriented uses such as outdoor cafes located at street level.
3. Parking located to the side or behind buildings, or accommodated in parking structures.
4. Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions.
5. Attractive pedestrian streetscape, with sidewalks designed to accommodate pedestrian traffic, that includes appropriate landscaping, lighting, and pedestrian amenities/facilities.
6. Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes.
7. Lot coverage generally not exceeding 70 percent.
8. Building heights generally ranging from two to six stories.
9. A development pattern with moderate lot coverage, limited side yard setbacks, and buildings sited up to the corridor to create a consistent street wall.

Staff finds that the project meets the intent of the urban form guidelines above.

General Plan Development Standards for the "Urban Corridor Low" Designation

Density: 20 units/net acre minimum to 110 units/net acre maximum.

Floor Area Ratio (FAR): Minimum 0.3 FAR to maximum 3.0 FAR.

Staff has confirmed the project as currently proposed meets the General Plan FAR requirements with a floor area ratio of 0.55. However, the current code requirements state a minimum floor area ratio of 1.0 is required for projects in the General

Commercial (C-2 SPD) zone and located in the R Street Corridor Special Planning District. This requirement was eliminated under the new Zoning Code which is effective October 1, 2013. Since this project is seeking a final hearing date of September 12, 2013, a Variance will be required to deviate from the R Street SPD minimum floor area ratio requirements. Staff is supportive of the Variance request because the project furthers the stated goals of the R Street Corridor by focusing development near transit stations, lessens the amount of land area devoted to surface parking, and locates a nonresidential use within the corridor to support a vibrant 18-hour downtown environment.

General Plan Policies

LU 1.1.5 Infill Development. *The City shall promote and provide incentives for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support transit use, promote pedestrian and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.* Staff finds that the construction of a grocery store near a light rail station will support transit use and further encourages alternate modes for customers including walking and biking.

LU 2.7.7. Buildings that Engage the Street. *The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.* Staff finds that the project locates a grocery store along R Street with ground floor and second level deck café seating, bicycle parking, and an iconic tower element emphasizing the location of a secondary entrance into the store close to the public sidewalk. Furthermore, the loading docks have primarily been oriented to the public alley.

LU 2.7.8 Screening of Off-street Parking. *The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.* Staff finds that the project will replace a portion of the existing surface parking on the half block in a structured parking garage on the northeast corner of 28th and S Streets. The remaining surface parking that is on the southwest corner of 29th and R Street has been buffered with landscaping and a decorative wood and steel pavilion structure.

LU 6.1.9 Shared Parking, Driveways, and Alley Access. *The City shall encourage the creation of shared parking and driveways as alleys along arterial corridors in order to minimize driveways and curb cuts.* Staff finds that the project will relocate an existing driveway on 29th Street further to the south which improves queuing on 29th Street for cars traveling south and entering the grocery store parking lot. The existing bus stop will be relocated further to the north on 29th Street, closer to R Street and the existing light rail station.

Central City Community Plan Policies

CC.M 1.2 Adequate Parking. *The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents.* Staff finds that the grocery store provides adequate parking for grocery store customers and employees, and also accommodates the current offsite parking spaces utilized by the office employees on the north side of R Street in the new parking garage.

R Street Corridor Policies:

CC.SPD 1.5 R Street Surface Parking. *The City shall reduce the amount of land devoted to surface parking through reduced parking standards and local, regional, and state implementation of shuttle service and peripheral parking lot programs.* Staff finds that the proposal to construct a grocery store and structured parking garage on an existing surface parking lot furthers the goal to reduce the amount of land devoted to surface parking. The surface parking that will remain has been conditioned to be landscaped and incorporate a pavilion structure along the street frontages to buffer the public sidewalks.

Alhambra Corridor Policies:

Design Guidelines Page 6-5 (6). *A Transition Buffer Area of 300 feet from single family neighborhoods has been established to help preserve the character and scale of existing residential neighborhoods by limiting the height to 35 feet.* Staff finds that the project complies with the height requirements and furthermore the massing of the parking garage has been stepped down even further on the corner of 28th and S Street. The tower element on the parking garage is located outside the buffer area. The overall height and massing of the garage complies with the design guidelines as depicted in Attachment 12.

Height, Bulk, and Setbacks

The new Zoning Code to be effective on October 1, 2013 states there are no minimum setbacks for this development. However, the project is scheduled to be heard on September 12, 2013 therefore, the following setback variances will apply.

Standard	Required	Proposed	Deviation?
Height*	45 feet*	34 feet*	no
Front setback (29 th Street)	8 feet	147 feet 4 inches	no
Front setback (28 th Street)	8 feet	1 foot	yes
Streetside setback (R Street)	8 feet	0 feet	yes
Interior setback (Alley)	8 feet	8 inches	yes

*Although a majority of the building is at 34 feet in height, the tower element has an overall height of 53 feet. The code allows an additional 20% height for a roof element and therefore the element is less than the maximum overall height of 54 feet.

As indicated above, the project will require setback variances for the west, north, and south elevations of the grocery store building.

Standard	Required	Proposed	Deviation?
Height*	45 feet*	33 feet*	no
Front setback (S Street)	8 feet	2 feet 8 inches	yes
Streetside setback (28 th Street)	8 feet	1 foot	yes
Interior setback (East Property Line)	0 feet	1 foot 4 inches	no
Rear setback (Alley)	8 feet	8 feet 4.5 inches	no

*Although a majority of the parking garage is 33 feet in height, the tower element has an overall height of 53 feet. The code allows an additional 20% height for a roof element and therefore the element is less than the maximum overall height of 54 feet. Furthermore, this architectural projection on the northeast corner of the parking structure is outside of the residential transition buffer area as highlighted in the Alhambra Corridor Design Guidelines. (Attachment 8)

As indicated above, the project will require variances for the south and west elevations of the proposed parking garage.

Land Use

The grocery store, café, offices, and parking structure are permitted uses in the General Commercial (C-2 SPD) zone. However, a Special Permit is required for a nonresidential project exceeding 40,000 square feet in the General Commercial (C-2 SPD) zone and located in the R Street Corridor and Alhambra Corridor Special Planning Districts.

Access, Circulation, and Parking: The project site is bounded by public streets including R, S, 28th and 29th Streets. A 20 foot wide public alley runs through the middle of the block. The light rail tracks run on the north of the site along R Street. This project requires an offstreet loading and unloading space. The loading space must be at least 10 foot wide, 14 foot high, and 40 feet long. This loading area has been provided adjacent to the public alley.

Table 3: Parking Requirements for the Sacramento Natural Foods Co-op			
Land Uses	Required Spaces	Spaces Provided	Difference?
Retail (25,860 square feet)	13 spaces (0.5 per 1,000)	13+ spaces	No
Office (16,586 square feet)	66 spaces (Up to 4 per 1,000)	66 spaces	No
Adjacent Office Building	190	190	No
Total Parking	269 total parking	316 parking spaces*	No

*The parking structure is four levels. The first level of parking will remain open to the public. Most of the upper floor areas will be restricted by keycard access during work hours for the adjacent office building. The entire parking garage will be available for the public on the weekend and for the nearby church for overflow parking.

Table 4: Bicycle Parking for the Sacramento Natural Foods Co-Op			
Total parking required	Required bicycle parking	Provided bicycle parking	Difference
Retail – LT 1 per 10,000 sqft or 2 spaces min	3	3+	No
Retail ST 1 per 2,000 sqft or 2 spaces min	13	13+	No
Office – LT 1.5 per 10,000 sqft or 2 min	2	2+	No
Office – ST 1 per 20,000 sqft or 2 min	2	2+	No

As indicated above, the project meets or exceeds the bicycle parking requirements. Bicycle parking is provided in bicycle racks along R Street and in a bike parking room located on the first floor of the parking garage.

DESIGN POLICY CONSIDERATIONS

- Promote creative architectural solutions.

- Complement the architectural character of the Sacramento area. *"What makes the proposed structure fit?"*
- Relate the bulk of the new structure to the scale or context of existing area.
- Enhance the pedestrian experience.
- Promote high-quality color, texture, and materials.

DESIGN GUIDELINE CONSIDERATIONS

- Enhance the building base, street wall height, and mechanical parapet.
- Provide building step backs to further articulate façade.
- Relate the building's massing to the neighborhood. *"How does the building complement adjacent buildings?"*
- Enhance the design of fenestration and rhythm of the building
- Promote building articulation through the use of offsets, insets, and reveals.
- Promote the ground level pedestrian experience and protection.
- Retain and enhance landscaping, sidewalks and curbs.

OTHER ITEMS FOR CONSIDERATION

- Provide project lighting that complements the character of the neighborhood and design.
- Integrate Mechanical, Service, and Trash into the building design.

Staff Evaluation: Staff has the following comments:

GROCERY STORE BUILDING (Southeast corner of 28th and R Streets)

A. Site Design

1. **Layout and Entries:** The main façade of the grocery store is oriented to the east which faces 29th Street and the surface parking lot. Previously staff had concerns the building had turned its back to R Street. Although the main entrance of the store is still located facing the parking lot, the applicant has enhanced the northeast corner of the building to emphasize the café, second level deck, and secondary entrance. The changes have created a more dynamic experience, especially for pedestrians approaching the store in a westerly direction along the sidewalk on R Street. The Urban Form Policies of the General Plan, Central City Neighborhood Design Guidelines, subsection B: R Street

Corridor District, requires particular attention to orientation to the street and parking when within 660 feet of a light rail station to enhance and promote pedestrian walkability to transit. (*Guideline 6.B.6.3: Retail Orientation: Primary commercial or ground floor retail space entrances must orient to plazas, parks or pedestrian oriented streets, not interior blocks or parking lots; and 6.B.6.5: Parking lots should not dominate the frontage of pedestrian streets...and alley access to parking structures is encouraged; 6.B.6.7: Walkways should be short and direct from entrance to....and from buildings to adjacent transit stops, and under general site planning. Guideline 3.A.5.3: The main entrance should relate directly to the street.*) Although the project does not strictly adhere to all the above mentioned policies regarding building orientation and entrances near a light rail station, staff acknowledges that there are site constraints given the programming of the proposed use. Based on the latest revisions, staff is satisfied that the project meets the intent of these policies and supports the site design.

The applicant has also incorporated a screening wall along the surface parking lot fronting R Street and 29th Street. Staff has conditioned the applicant to continue working with design review staff to refine the proposed screening wall to create a stronger streetscape element that better mitigates the large parking lot. (*Guideline 3.A.7.2 On numbered streets, parking lots should not be located within 40 feet of the corner streets and should not take up more than 50% of the street frontage. Parking that does front on streets should be screened with a high quality wall, fence or bushes that are a minimum of 30 inches high and a maximum of 48 inches high, and in a planter with a minimum width of 3 feet.*)

B. Building Design

3. **Context and Street-Wall:** The proposed project shares the block with Revolution Wines and Temple Coffee. The project site is south of the Department of Human Assistance building, to the east of the River City Food Bank and the First Church of the Nazarene, to the west of Highway 80 and the R Street light rail station, and north of Honest Engine car repair. The current architectural character of the area is eclectic since the area to the west is industrial, more traditional to the south, and large floorplate state buildings to the north. Staff feels that the rustic, industrial aesthetic will blend well with the existing, eclectic neighborhood.

4. **Massing, Rhythm, Scale and Height:** The project's massing has been articulated through the use of subtle planar changes and stepbacks at the northwest and northeast corners of the building along R Street. These stepback areas are accented with trellis elements which enhance two separate decks on the second level for the café and employee breakroom. Although the height of the grocery store building may be taller than some of the existing buildings in the area, the proposal is not out of scale given the massing of the office building on the north and the church building to the west.

5. **Fenestration:** The applicant has added additional fenestration at the ground level along R Street. This serves the dual purpose of allowing more natural light into the preparation areas for employees and providing more interest to pedestrians along the public way. The project has also included some bulletin board and event announcement

areas on R Street to further engage individuals walking by the store. (*Guideline 3.A.8.5 The first floor of a building fronting or siding on a street should have a minimum of 30% of its length in windows. There should be no lengths of walls in excess of 40 feet without windows. Spacing of windows should be similar to storefronts.*)

Staff also previously requested more fenestration along the 28th Street building frontage. The floor plan indicates this area is primarily for storage and loading at the ground level. The applicant has added additional windows and a deck area for the second floor offices and also has added glazing in the storage areas. This allows for additional interest in the façade and eyes on the street.

6. **Materials and details:** The proposed materials include stucco, concrete, brick veneer, metal accents, and wood accents. Staff believes that the design adequately addresses all sides of the grocery store. (*Guideline 3.C.1.3 All publically visible building sides should be designed consistent with the design concept and with a complementary level of detail and material quality.*)

The applicant is proposing a combination of corrugated metal and single-ply for the roof. Staff has asked the applicant to provide a physical color and materials board at the Planning and Design Commission hearing for consideration.

PARKING GARAGE BUILDING (Northeast corner of 28th and S Streets)

A. Site Design

1. **Layout and Entries:** The parking garage is accessed from S Street and the public alley. There will be a pedestrian crossing through the public alley midblock to provide access from the parking garage to the grocery store. Visitors exiting the garage may also use a walkway along the south side of the alley to access the public sidewalks on 28th Street. Stairwells are located on both the northeast and southwest corners of the structure. An elevator will be provided on the northeast corner of the building.

B. Parking Garage Design

3. **Context and Street-Wall:** The proposed parking garage utilizes most of the parcel. The adjacent retail building on S Street also has a strong street wall along S Street at the corner and then it recedes closer to midblock for parking and outdoor dining areas. The garage has a landscaped area notched out of the southeast corner of the building to provide greater visibility near the garage entrance and the adjacent parking lot entrance. The proposed parking garage has a one foot planter along 28th Street and a 2 foot 8 inch planter along S Street. This provides a planting area and opportunity to plant climbing vines on the proposed trellis elements.

4. **Massing, Rhythm, Scale and Height:** The proposed parking garage has been well articulated and the building corners have been eroded to further reduce the massing. There are changes in the parapet height for additional interest and the interior

facing side also provides a mural which will be visible from the parking lot of the adjacent coffee house and wine bar.

5. **Fenestration:** Large open areas with mesh rail have been used to maintain an open parking structure.

6. **Materials and details:** The proposed materials include stucco, concrete, brick veneer, metal accents, wood accents and clay tile roofing. Staff has conditioned the applicant to work with design review staff to refine the hip roof on the southwest corner of the parking garage. Staff feels that a more horizontal element like a canopy or trellis could be used. Another possibility would be to remove the hip roof and the façade could be covered with corrugated metal like the grocery store. Staff has requested the applicant provide a physical color and materials board at the Planning and Design Commission hearing.

Landscaping and Lighting

The applicant has provided preliminary plans for landscaping and lighting. (See Exhibit D and Exhibit R) Staff has conditioned the project for the final details to be reviewed and approved by Design Review staff prior to building permit issuance.

Signage

The applicant has provided elevations with some preliminary signage types and locations. The signs will be required to meet the city code requirements for the General Commercial (C-2 SPD) zone and will be reviewed and approved by Design Review staff as part of the sign permit process. In general, two attached signs are allowed per street frontage totaling a maximum of 3 square feet per front foot of building. No individual sign may exceed 300 square feet in size. Also, one detached sign is allowed per street frontage not exceeding one square foot per front foot. Directional signage, the mural on the east elevation of the parking garage, general photos on the carport structure, and the three glass display cases on the north elevation of the grocery store will not be counted in the calculations for maximum signage number and area.

Attachment 3: CEQA Resolution

RESOLUTION NO.

Adopted by the Sacramento City Council

DETERMINING PROJECT EXEMPT FROM REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (P13-025)

BACKGROUND

- A. On September 12, 2013, the City Planning and Design Commission conducted a public hearing on, and approved with conditions the Sacramento Natural Foods Co-Op project.
- B. On September 23, 2013, a third party appealed the decision of the City Planning and Design Commission to the Sacramento City Council.
- C. On October 29, 2013, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Sections 17.132.120(E), 17.212.035, 17.216.035, and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Sacramento Natural Foods Co-Op project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the City Council finds that the Project is exempt from review under pursuant to sections 15332 and 15061(b)(3) of the Environmental Quality Act Guidelines as follows:

- A. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
- B. The proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses;
- C. The project site has no value as habitat for endangered, rare, or threatened species;
- D. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality;

- E. The site can be adequately served by all required utilities and public services;
- F. There are no circumstances associated with the project that would result in any significant effects on the environment; and
- G. Any cumulative effects of the project have been considered and evaluated in the Master EIR prepared for the 2030 General Plan.

Attachment 4: Entitlement Approval Resolution

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE SACRAMENTO NATURAL FOODS CO-OP PROJECT LOCATED AT 2720, 2820, AND 2830 R STREETS (P13-025) (APN: 010-0053-001; -002; -008; -009; -010; -011)

BACKGROUND

- A. On September 12, 2013, the City Planning and Design Commission conducted a public hearing on, and approved with conditions the Sacramento Natural Foods Co-Op project.
- B. On September 23, 2013, a third party appealed the decision of the City Planning and Design Commission to the Sacramento City Council.
- C. On October 29, 2013, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code 17.132.120(E), 17.212.035, 17.216.035, and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500') and received and considered evidence concerning the Sacramento Natural Foods Co-Op project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Based on the verbal and documentary evidence received at the hearing on the Sacramento Natural Foods Co-Op project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact and conditions of approval:

- A. Environmental Determination:** The Environmental Exemption for the Project has been adopted by Resolution No. ____.
- B.** The **Special Permit** for a Major Project over 40,000 square feet in the General Commercial (C-2 SPD) zone and located in the R Street Corridor Special Planning District is **approved** subject to the following Findings of Fact:

1. The project is based upon sound principles of land use in that:

- a. the grocery store, café, and office uses are permitted in the General Commercial (C-2 SPD) zone and located in the R Street Corridor and Alhambra Corridor Special Planning Districts; and
 - b. the project is consistent with the R Street Corridor and Alhambra Corridor Special Planning Districts by focusing development near transit stations and transportation corridors, and contributes to a mix of uses to support an extended-hour central city.
2. The proposed use would not be detrimental to the public health, safety and welfare, nor result in a public nuisance in that:
 - a. the project will promote ridership of the lightrail and bus system; and
 - b. the project replaces existing surface parking spaces for an adjacent office building by constructing a parking garage and also provides parking for customer and employees of the grocery store.
3. The proposed project is consistent with the General Plan designation of Urban Corridor Low because the development: will meet the FAR (floor area ratio) requirements for a new commercial project and will act as a catalyst for further infill development in the area.

C. The **Variations** from the required setbacks and minimum Floor Area Ratio in the R Street Corridor for a new commercial building and parking garage on approximately 1.76 acres in the General Commercial (C-2 SPD) zone and located in the R Street Corridor and Alhambra Corridor Special Planning Districts are **approved** subject to the following Findings of Fact:

1. Granting the variance does not result in a special privilege to one individual property owner in that the variances would be appropriate for another site near a: a) transit station and bus stop where a strong street wall is desired; and b) lower scaled residential neighborhood where new commercial buildings need to be sensitive to height and massing issues;
2. Granting the Variance request does not constitute a use variance in that a grocery store, café, and offices are permitted in the General Commercial (C-2 SPD) zone subject to a Special Permit for buildings over 40,000 square feet;
3. Granting the requested variance will not materially and adversely affect the health and safety of persons residing or working in the

neighborhood, and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood since: a) the reduced building setbacks and parking lot screening will provide a better pedestrian friendly experience; b) the massing of the buildings have been well articulated; and c) the reduced floor area ratio requirement allows the grocery store building to maintain a lower height and scale and therefore blend with the existing neighborhood;

4. The variances are consistent with: a) the General Plan policies of the Urban Corridor Low designation by providing a floor area ratio over the minimum 0.30 requirement for nonresidential buildings; b) the Alhambra Corridor Special Planning District goals which encourages new nonresidential development to maintain a lower scale to blend with nearby residential neighborhoods; and c) the R Street Corridor Special Planning District goals which encourage R Street maintain a pedestrian scale and focused near transit stations.

D. The **Design Review** request to construct a new commercial building and parking structure in the R Street and Alhambra Corridor Special Planning District is **approved** based on the following findings of fact:

1. The project, as conditioned, enhances the surrounding neighborhood.
2. The project, as conditioned, will complement the structures in the vicinity.
3. The project is based upon sound principles of land use in that the proposed use is allowed in the General Commercial (C-2 SPD) zone and located in the R Street Corridor and Alhambra Corridor Special Planning Districts, and includes conditions addressing building and site design.
4. The proposed use will be consistent with the objectives of the City of Sacramento General Plan and the R Street Corridor and Alhambra Corridor Special Planning Districts.

Conditions Of Approval

B. The **Special Permit** for a Major Project over 40,000 square feet in the General Commercial (C-2) zone and located in the R Street Corridor and Alhambra Corridor Special Planning District is **approved** subject to the following conditions of approval:

Planning

- B1. The applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.

- B2. Any changes or modifications to the plans shall require additional review and approval of Planning and Design Review staff.
- B3. As stated in Advisory Condition #4, encroachment permits from the Public Works Department are required to allow the second floor decks, bay window on R Street, and/or awning on the public alley to encroach over the public right of way. Should the encroachment permits be denied, the applicant shall work with planning and design review staff to ensure the final building details meet the intent of the approval from the Planning and Design Commission.
- B4. A sign shall be provided for the pedestrian walkway from S Street indicating that bicyclists shall walk their bikes through this path.
- B5. Prior to the removal of trees in the public right of way, the applicant shall coordinate with the Urban Forest Services Division.
- B6. The surface parking lot shall meet the tree shading standards in the Zoning Code which requires a minimum of fifty percent of the parking facility will be shaded within 15 years after establishment.
- B7. The sixteen bicycle facilities located along R Street within the six foot required planter shall use a turfstone type surface or shall be relocated to an alternate location.
- B8. A signed copy of the Affidavit of Zoning Code Development Standards shall be included in any building permit submittal associated with this project.

Design Review

- B9. The buildings shall be sited as indicated on the exhibits.
- B10. The buildings shall have building setbacks and entries as indicated on the exhibits.
- B11. Auto access and site layout shall be as indicated on the exhibits.
- B12. Any site or rooftop mechanical equipment proposed shall be screened as necessary to fit in with the design of the new buildings. Backflow prevention devices, SMUD boxes, etc. shall be placed where not visible from street views and screened from pedestrian views. The applicant shall submit final mechanical locations and screening to Design Review staff for review and approval prior to building permit submittal.
- B13. The design of the building shall be as indicated on the final plans and color and material board. Any changes shall require additional staff review and approval.

- B14. The building elevations shall have a consistency of detail and quality as indicated on the plans.
- B15. The applicant shall work with Design Review staff to finalize the details for the decorative wood and steel screening structure along the surface parking lot.
- B16. The applicant shall work with Design Review staff to refine the canopy and roof treatment on the southwest corner of the parking garage.
- B17. The applicant shall work with Design Review staff to finalize the details on the site lighting and building lighting. All exterior lighting shall complement the building design. Avoid wall packs and shoebox fixtures. Parking lot lights should not exceed 14 feet in height.
- B18. Clear glazing shall be used on all windows.
- B19. The applicant shall obtain a sign permit before the fabrication or installation of any signage for the project.
- B20. The applicant shall work with Design Review staff on the final details of the parking garage blade sign.
- B21. Final mural designs shall be subject to the review and approval of Design Review staff.
- B22. Any required bollards for the project including but not limited to the corner of 28th Street and the public alley near the loading area, shall be reviewed and approved by design review staff before fabrication and installation.
- B23. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans shall be subject to additional review and approval.

Police

- B24. The applicant shall coordinate with the Police Department to finalize a security plan for the parking garage which shall include items such as lighting, video cameras, and hours the garage will remain open to the public.

Department of Transportation

- B25. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in section 18.04.130 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 street lighting and

the repair or replacement / reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along 28th, 29th and S Street per City standards and to the satisfaction of the Department of Public Works.

- B26. The applicant shall dedicate sufficient right of way and construct new full frontage improvements along R Street per the R Street Corridor Plan. This shall include any needed street lights per City standards and to the satisfaction of the Department of Public Works.
- B27. The applicant shall repair any deteriorated portions of the existing alley per City standards (in concrete) and to the satisfaction of the Department of Public Works.
- B28. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. Any existing driveways that are not to be used for the proposed project would need to be removed and the frontage improvements constructed to the satisfaction of the Department of Public Works.
- B29. The applicant shall provide for a pedestrian warning device at the entrances/exits of the proposed parking garage to the satisfaction of the Department of Public Works. Additionally, the applicant shall provide for mirrors installed on the structure to provide adequate sight for motorists leaving and entering the parking garage
- B30. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards at the following locations:
 - a. North-east corner of 28th and S street
 - b. South-east corner of 28th and R Street
 - c. South-west corner of 29th and R Street
- B31. The site plan shall conform to the parking requirements set forth in City Code section 17.64.040 (Development standards for off-street parking facilities.
- B32. The applicant shall make provisions for bus stops and shelters along 29th Street to the satisfaction of Regional Transit.
- B33. 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.

Building

B34. All new work shall comply with the applicable requirements of the California Code of Regulations Title 24, Part 2 (California Building Code), Part 2.5 (California Residential Code), Part 3 (California Electrical Code), Part 4 (California Mechanical Code), Part 5 (California Plumbing Code), Part 6 (California Energy Code), Part 6 (California Energy Code), Part 9 (California Fire Code), and Part 11 (California Green Code).

Fire Department

B35. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4

B36. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. CFC 503.2.1

B37. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3

B38. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.

B39. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4

B40. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4

B41. Provide appropriate Knox access for site. CFC 506

B42. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

B43. 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.

B44. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.

B45. Parking Garage shall be provided with approved standpipe system with FDC's located to Fire Department's satisfaction.

B46. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to

access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.4.1.1

Utilities

- B47. Per City Code section 13.04.060, each lot or parcel shall have a separate water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Excess services shall be abandoned to the satisfaction of the Department of Utilities. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- B48. The building pad elevation shall be approved by the DOU and shall be a minimum of 1.5 feet above the local controlling overland release elevation or a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation, whichever is higher, unless otherwise approved by the Department of Utilities.
- B49. Provide a grading plan showing existing and proposed elevations. 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.
- B50. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- B51. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to building permit. The impact to the CSS is estimated to be 13.5 ESD's. The Combined Sewer System fee is estimated to be \$1,613.05 plus any increases to the fee due to inflation.
- B52. The CSS is undersized; therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- B53. If decorative paving is used in the public alley, any decorative paving removed by the City while repairing, maintaining and/or replacing surface and subsurface water, and combined sewer facilities will be repaved with asphalt concrete

(AC). The property owner shall be responsible for replacing the decorative paving at no cost to the City. The property owner shall enter into and record a hold harmless agreement, in a form acceptable to the City Attorney, regarding the removal and replacement of decorative paving by the City.

B54. No private utilities shall cross the public alley from one parcel to another.

Advisory Conditions:

Parks

ADV1. The applicant will be responsible to meet his/her obligation as outlined in chapter 18.44 of City Code pertaining to the Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$16,554. This is based on 42,446 square feet of commercial services at the standard rate of \$0.39 per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

Utilities

ADV2. Many projects within the City of Sacramento require on-site booster pumps for the fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems.

ADV3. The proposed project is located in the Flood zone designated as **Shaded X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof.

Public Works

ADV4. Prior to finalizing construction/building documents and design, the applicant shall apply for and obtain approval for a revocable encroachment permit to allow any portions of the building to protrude/encroach into the public right of way. These encroachments are in several locations, and each encroachment would be evaluated separately for potential encroachment permit.

ADV5. The Site plan shows proposed bike racks/ bike parking on the R street frontage within an on-street parking stall. This is not consistent with the R street corridor plan or the street section approved by the City Council for this segment of R Street. The applicant should meet their entire required bike parking on-site.

Sewer District

ADV6. The subject property is outside the boundaries of the SASD but within the Urban Service Boundary and SRCSD shown on the Sacramento County General Plan. SRCSD will provide ultimate conveyance and treatment of the sewer generated from this site, but the Sacramento City Utilities Department's approval will be required for local sewage service. Developing this property may require the payment of SRCSD sewer impact fees. Impact fees shall be paid prior to issuance of Building Permits. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

Exhibit B: Site Plan Showing Pedestrian Connection from S Street

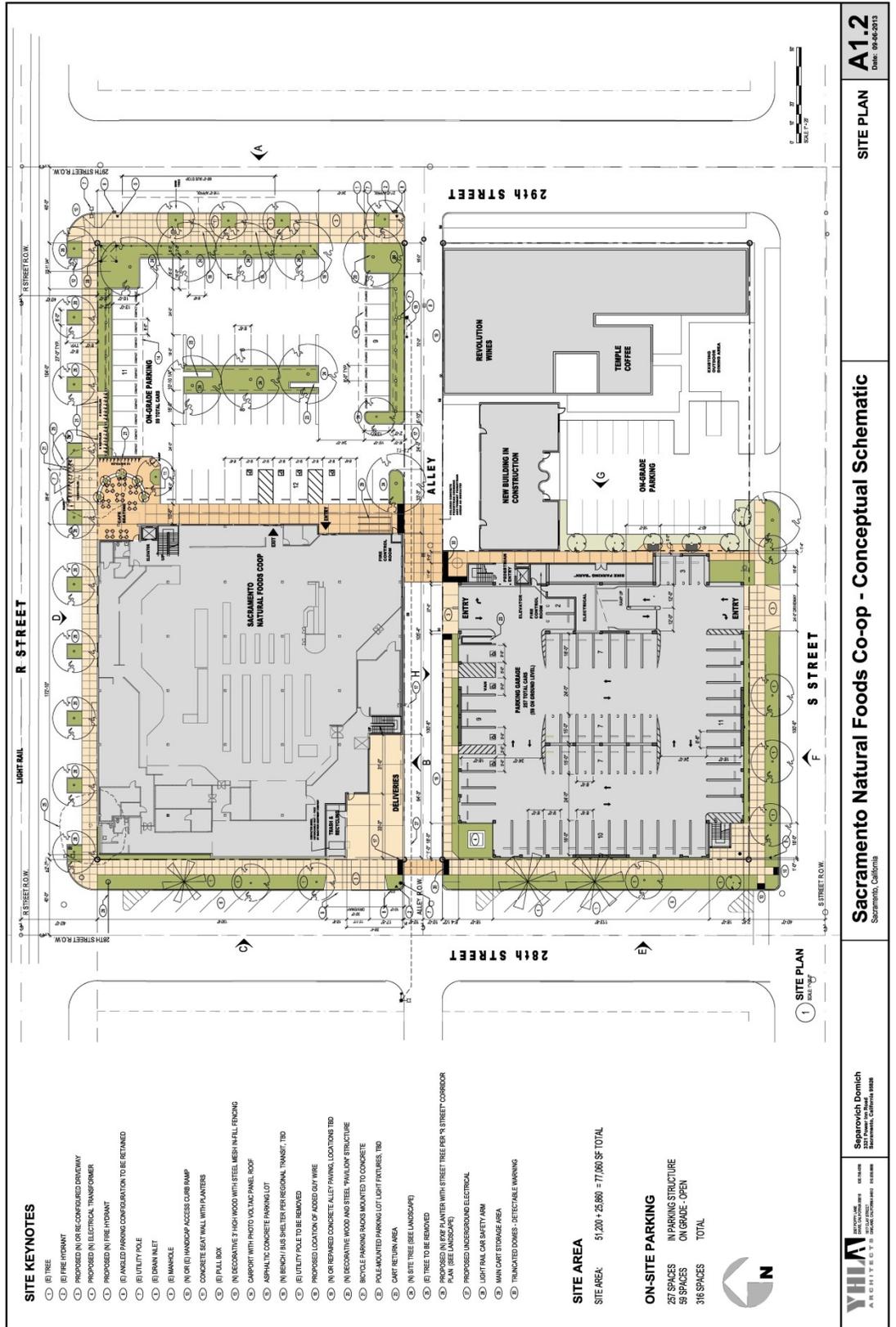
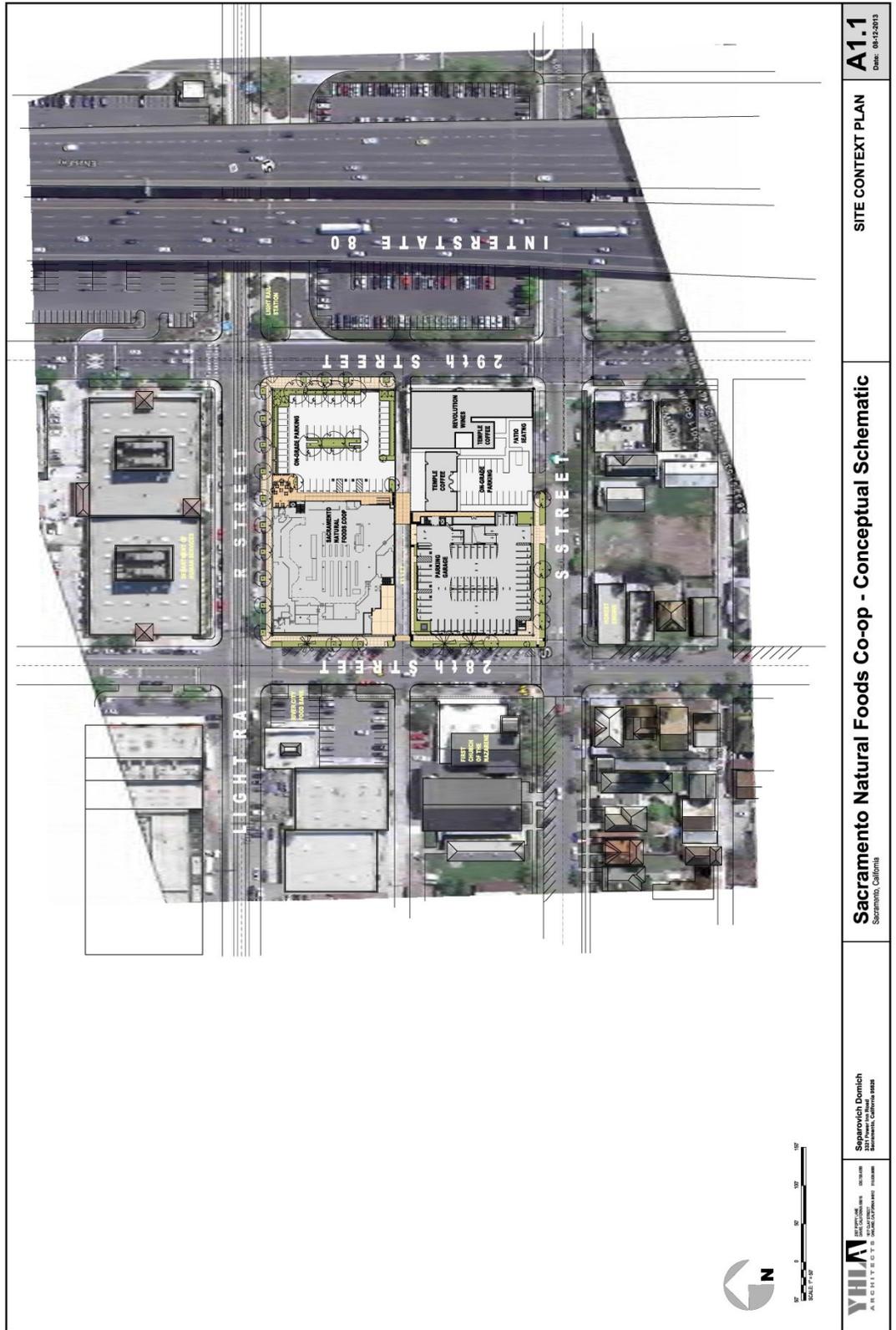


Exhibit C: Photos of Site and Surrounding Neighborhood

<p>1 BUILDING SITE FACING NORTHWEST, VIEW FACING THE SOUTHWEST FROM INTERSTATE 80</p>	<p>2 BUILDING SITE FACING NORTH, VIEW WEST FROM 29TH STREET</p>	<p>3 CO-OP BUILDING SITE FACING 29TH STREET, VIEW WEST FROM ACROSS 29TH STREET</p>	<p>4 BUILDING SITE FACING 29TH STREET, VIEW WEST FROM ACROSS 29TH STREET</p>	<p>5 CO-OP BUILDING SITE FACING EAST, VIEW FACING THE WEST FROM INTERSTATE 80</p>	<p>6 BUILDING SITE FACING 29TH STREET, VIEW NORTHWEST FROM ACROSS 29TH STREET</p>
<p>7 BUILDING SITE FACING EAST, VIEW FACING THE WEST FROM INTERSTATE 80</p>	<p>8 GARAGE SITE FACING 29TH STREET, VIEW WEST FROM 8TH STREET AND 29TH STREET</p>	<p>9 GARAGE SITE FACING 29TH STREET, VIEW NORTHWEST FROM ACROSS 9TH STREET</p>	<p>10 VIEW FROM GARAGE SITE LOOKING EAST AT ADJACENT BUILDING</p>	<p>11 VIEW FROM GARAGE SITE LOOKING NORTHEAST AT ADJACENT BUILDING</p>	<p>12 VIEW FROM GARAGE ALLEY LOOKING NORTH AT CO-OP SITE LOCATION</p>
<p>13 VIEW FROM ENTRY ALLEY FACING WEST TOWARDS GARAGE SITE</p>	<p>14 VIEW FROM 29TH STREET FACING EAST, LOOKING TOWARDS THE CO-OP SITE LOCATION</p>	<p>15 CO-OP BUILDING SITE FACING 9TH STREET, VIEW SOUTH FROM 29TH STREET AND 9TH STREET</p>	<p>16 VIEW FROM CO-OP SITE FACING NORTH, LOOKING ACROSS 9TH STREET</p>	<p>17 VIEW FROM CO-OP SITE FACING SOUTHWEST, LOOKING DOWN 9TH STREET</p>	<p>18 VIEW ACROSS FROM 29TH STREET AND 29TH STREET, LOOKING AT CO-OP SITE</p>
<p>19 VIEW FROM CORNER OF 9TH STREET AND 29TH STREET, LOOKING NORTHWEST AT CORNER OF 9TH STREET AND 29TH STREET</p>	<p>20 VIEW ACROSS FROM 29TH STREET, LOOKING AT CO-OP SITE</p>	<p>21 VIEW ACROSS FROM 29TH STREET, LOOKING EAST AT THE GARAGE SITE</p>	<p>22 VIEW ACROSS FROM 29TH STREET, LOOKING EAST AT THE GARAGE SITE</p>	<p>23 VIEW FROM CORNER OF 9TH STREET AND 29TH STREET, LOOKING NORTHWEST AT THE GARAGE SITE</p>	<p>24 VIEW FROM CORNER OF 9TH STREET AND 29TH STREET, LOOKING NORTHWEST AT THE ADJACENT CHURCH</p>
<p>PHOTO KEY MAP</p>					
<p>Sacramento Natural Foods Co-op - Conceptual Schematic</p>					
<p>SITE CONTEXT MAP AND PHOTOS</p>					
<p>A0.3 Date: 06-12-2019</p>					

YHIA
ARCHITECTS

Schaeffrich Donich
ARCHITECTS
3207 Foothill Blvd.
Sacramento, California 95828



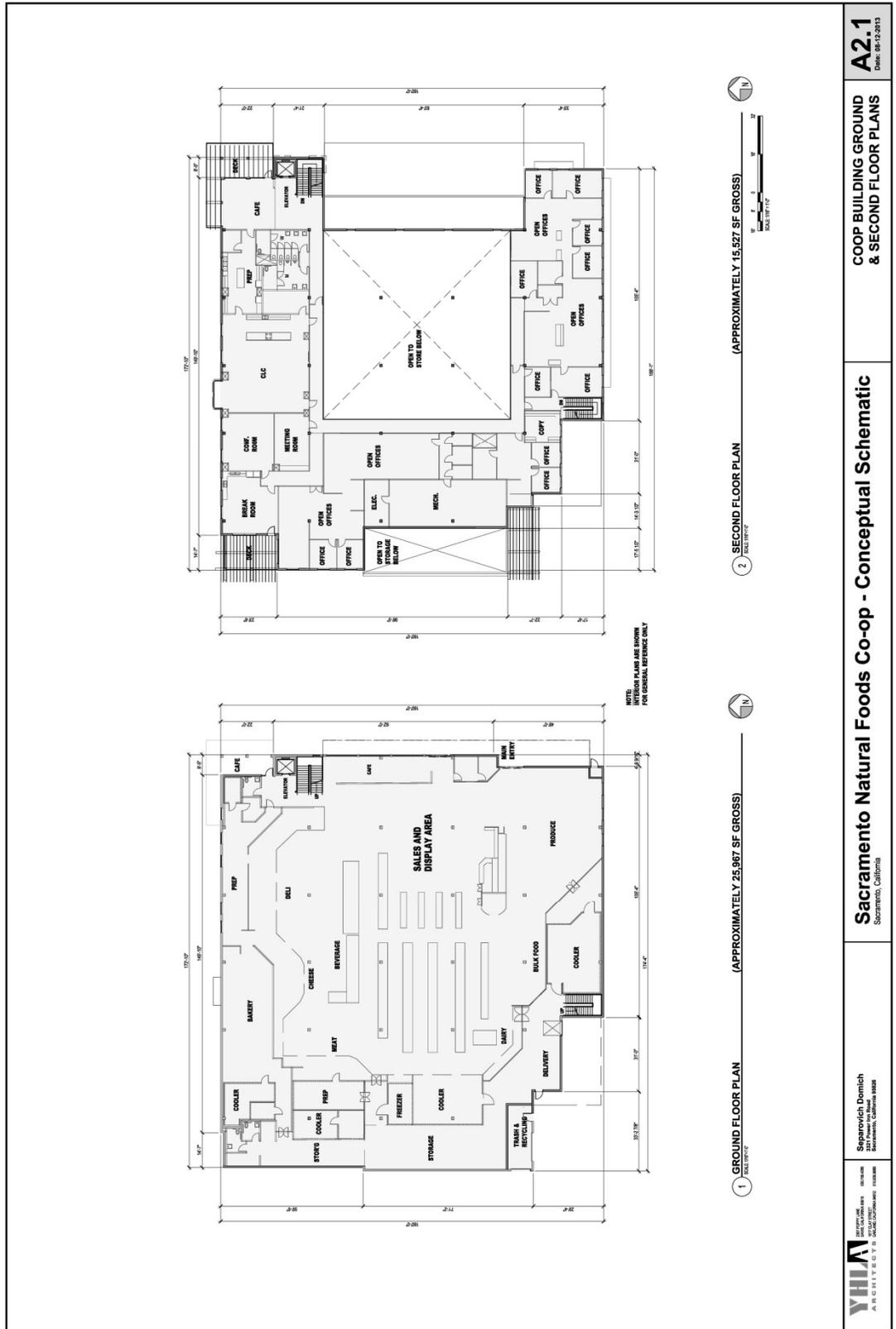
A1.1
Date: 08-12-2013

SITE CONTEXT PLAN

Sacramento Natural Foods Co-op - Conceptual Schematic
Sacramento, California

Seperovich Demich
Architects
Sacramento, California USA

YHIA
ARCHITECTS
Sacramento, California USA



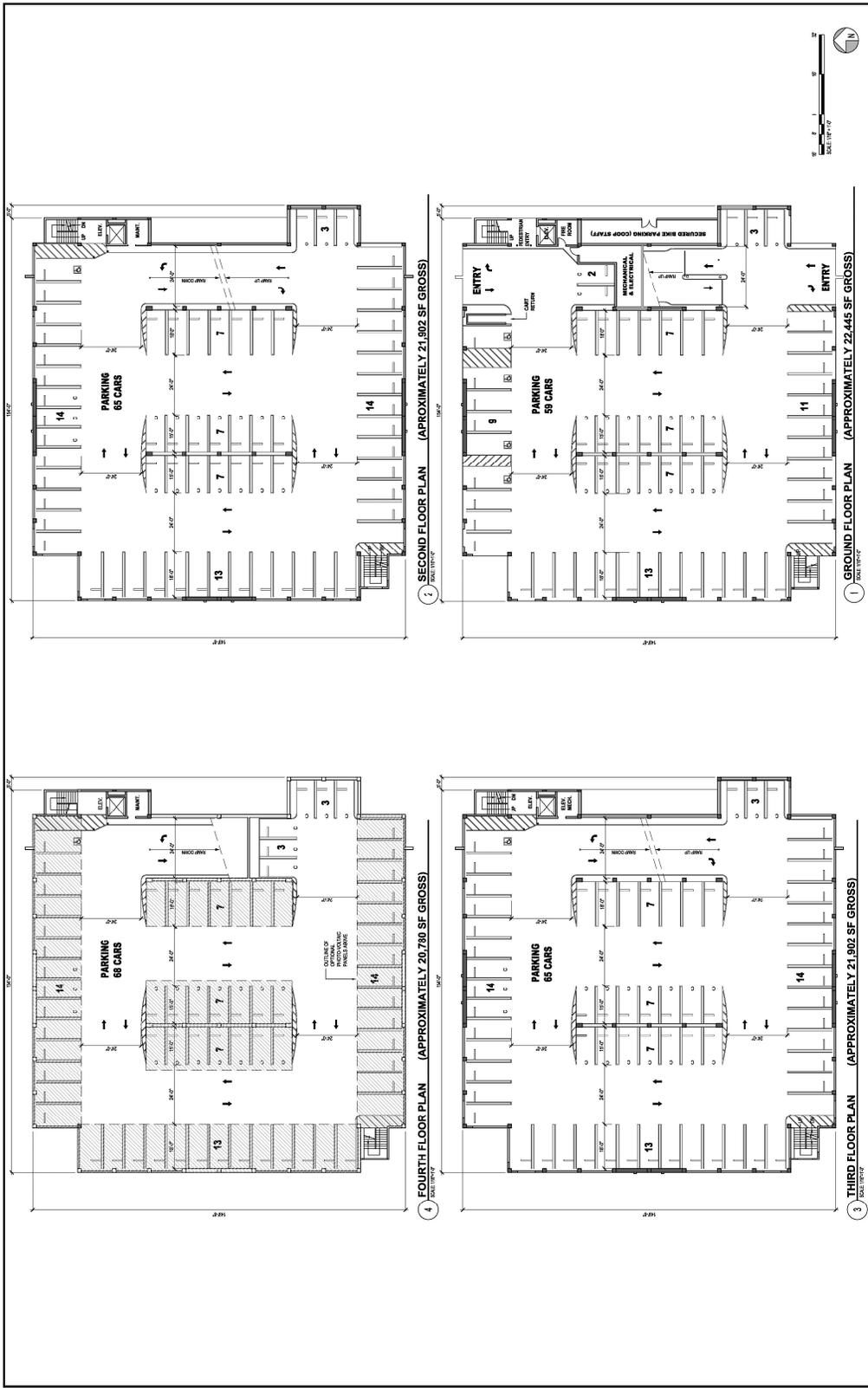
A2.1
Date: 08-12-2013

COOP BUILDING GROUND & SECOND FLOOR PLANS

Sacramento Natural Foods Co-op - Conceptual Schematic
Sacramento, California

Schwarzlich Domich
2017 Park Blvd
Sacramento, California 95834





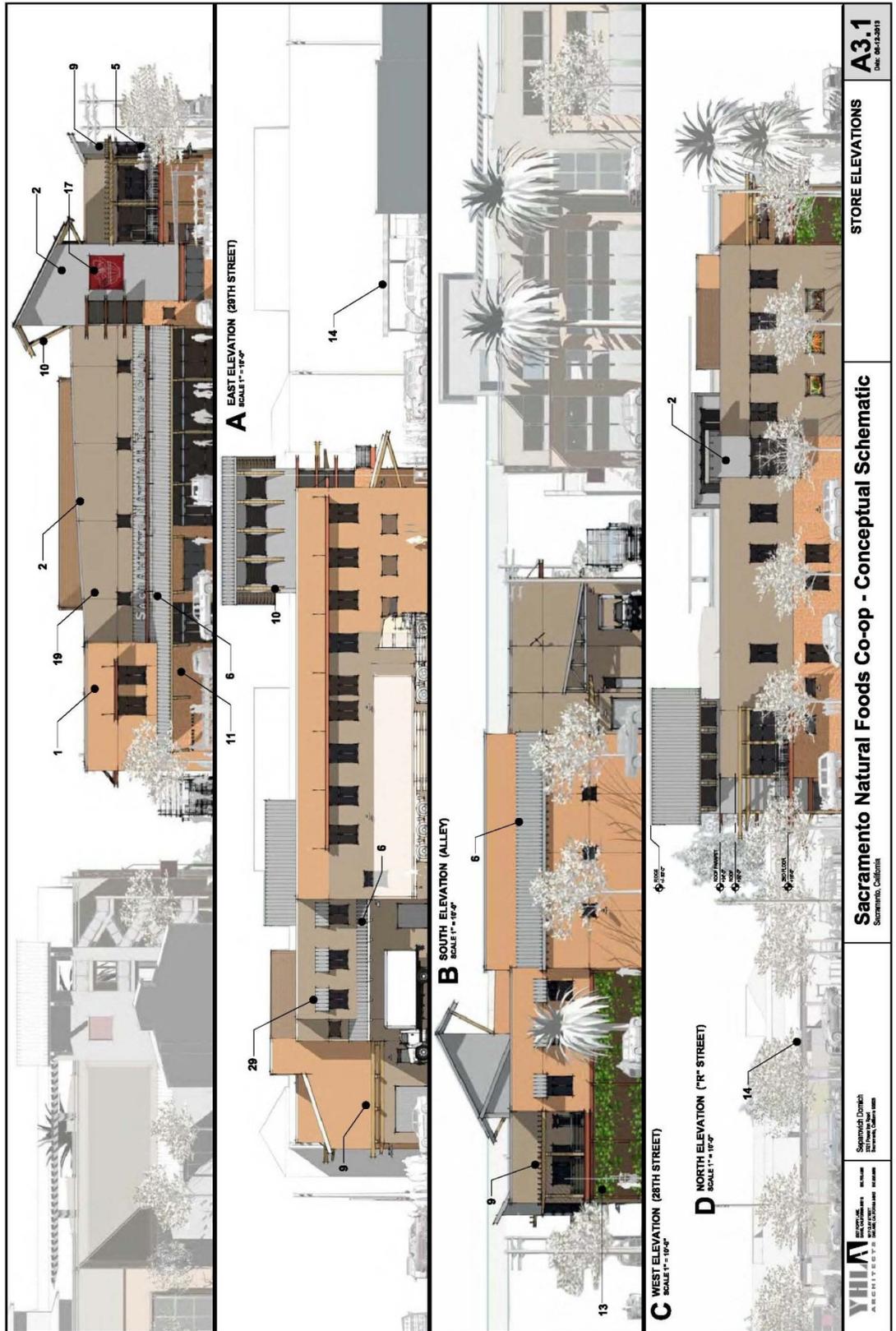
A2.2
 Date: 08-12-2013

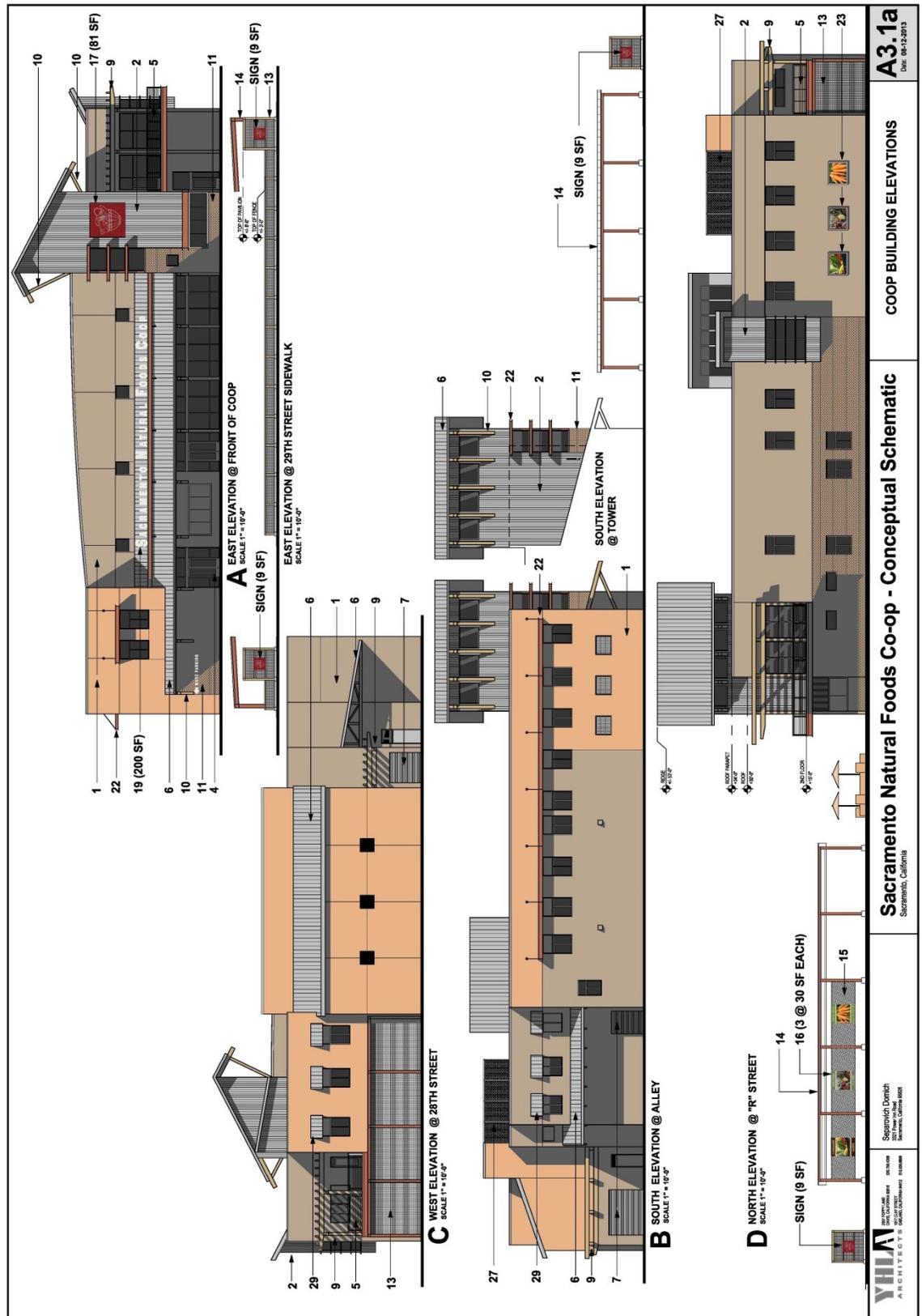
PARKING GARAGE FLOOR PLANS

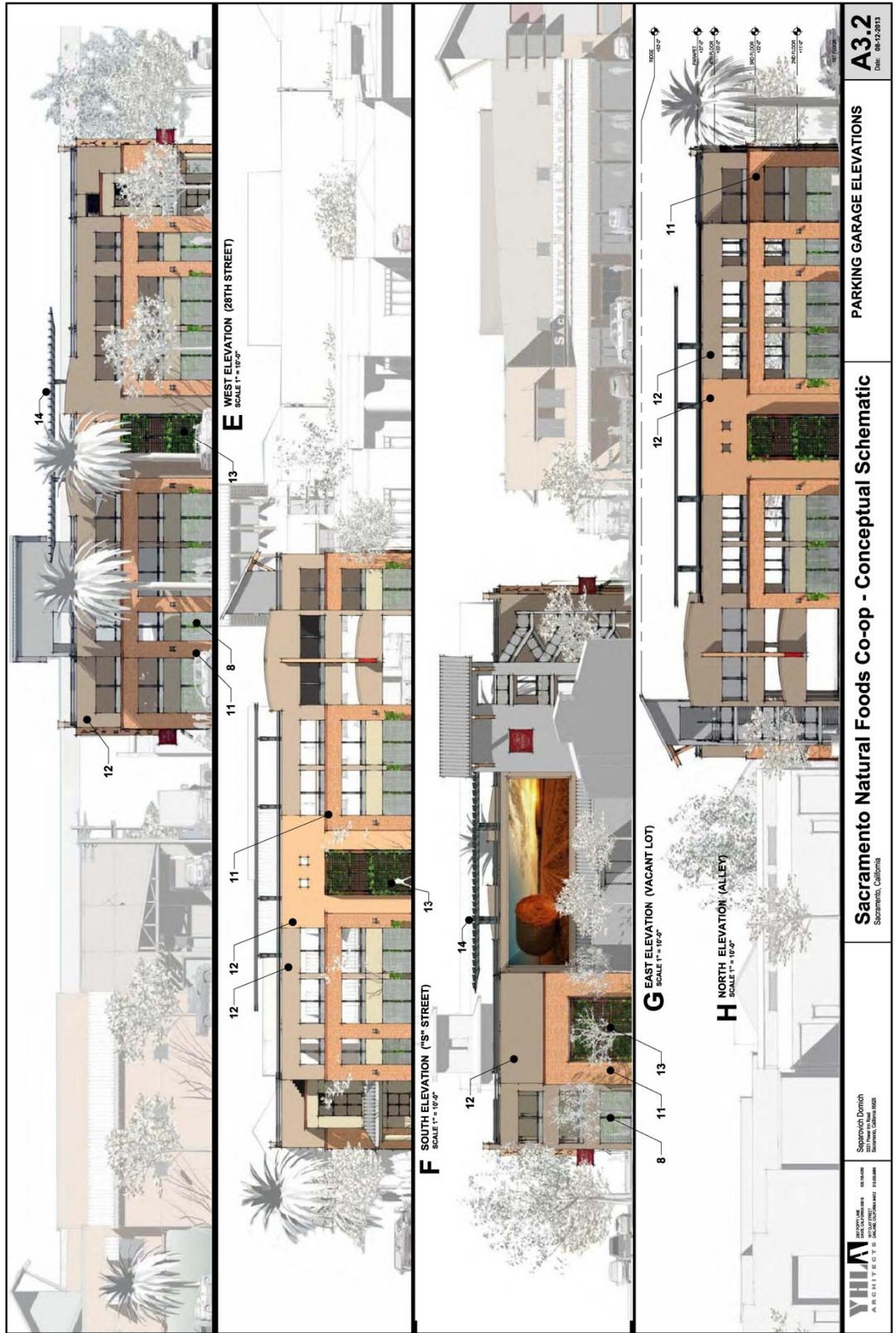
Sacramento Natural Foods Co-op - Conceptual Schematic
 Sacramento, California

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 ARCHITECTURE
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 Sacramento, California







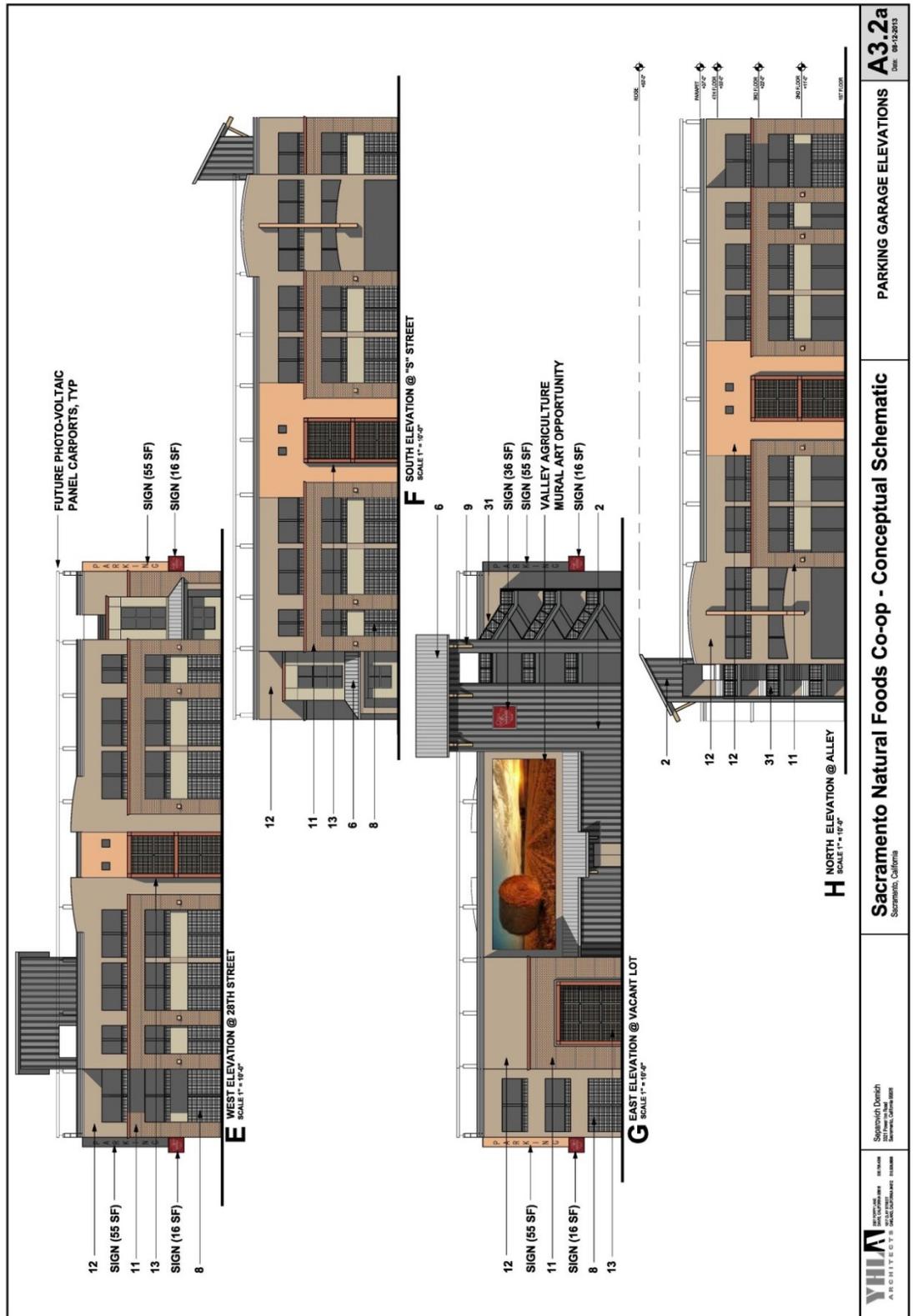


Exhibit L: Rendering at 29th and R Street looking Southwest



A4.2
 Dec. 09-12-2013

VIEW ON 'R' & 29th LOOKING S-W

Sacramento Natural Foods Co-op - Conceptual Schematic
 Sacramento, California

Superiority Design
 2017 Howe Street
 Sacramento, California 95811

YHIA
 A COMMITMENT TO
 COMMUNITY DESIGN
 AND SUSTAINABLE
 DEVELOPMENT

Exhibit M: Rendering on R Street Looking Southwest



Exhibit N: Rendering on 28th Street looking Southeast



A4.4
Date: 09-12-2013

VIEW ON 28TH STREET LOOKING S-E

Sacramento Natural Foods Co-op - Conceptual Schematic
Sacramento, California

Starchitects Danish
1077 West 12th Street
Sacramento, California 95811



Exhibit O: Rendering on 28th Street at the Alley



A4.5
Date: 08-12-2013

VIEW ON 28TH STREET AT ALLEY

Sacramento Natural Foods Co-op - Conceptual Schematic
Sacramento, California

Schwarz & Dornich
ARCHITECTS
Sacramento, California

YHIA
ARCHITECTS
Sacramento, California

Exhibit P: Rendering on 28th Street looking Northeast



Exhibit Q: Rendering on S Street looking Northwest



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Sacramento
207 West 10th St
Sacramento, CA 95811

Sacramento Natural Foods Co-op - Conceptual Schematic
Sacramento, California

VIEW ON 'S' STREET LOOKING N-W

A4.7
Date: 08-12-2013

COLOR & MATERIAL KEY		Sacramento Natural Foods Co-op - Conceptual Schematic		A3.3 Date: 06-17-2013	
1	ACRYLIC COLOR COATED CEMENT PLASTER WITH SAND-FLOAT FINISH			1	1
2	CORRUGATED NATURAL FINISH GALVALUME STEEL SIDING - 7/8" THICK X 2.5' PATTERN			2	2
3	VENER CULTURED STONE			3	3
4	4.5' X 2' CLEAR ANODIZED ALUMINUM STOREFRONT WITH INSULATED GLAZING			4	4
5	STAINLESS STEEL CABLE RAILING SYSTEM			5	5
6	1/8" RIB VERTICAL SEAM GALVALUME METAL ROOF			6	6
7	GALVANIZED STEEL ROLL-UP DOOR			7	7
8	STEEL MESH PANELS WITH VINES			8	8
9	STAINED WOOD TRELLIS			9	9
10	STAINED WOOD KNEE BRACE			10	10
11	VENER BRICK			11	11
12	PAINTED CAST CONCRETE			12	12
13	CLEAR SEALED ANODIZED NATURAL WOOD FRAME WITH 2' X 3' GALVANIZED WELDED WIRE MESH INFILL "GREEN WALL"			13	13
14	CARRIOT STRUCTURE OF STEEL WIDE-FLANGE VERTICAL SUPPORTS AND CANTILEVER BEAMS - COLOR MATCH TO NATURAL WEATHERING COR-TEN STEEL WITH STEEL SUPPORT JOISTS, PHOTOVOLTAIC PANEL ROOF COVER			14	14
15	STEEL MESH WITH HORIZONTAL PAINTED STEEL GIRTS			15	15
16	REMOVABLE / CHANGEABLE SIGN / ART PANELS			16	16
17	COOP ICONIC LOGO MADE FROM COR-TEN STEEL PLATE WITH STENCIL-CUT LINE WORK, SET AWAY FROM WALL SURFACE AND BACKLIT WITH LED LIGHTS			17	17
18	GALVANIZED STEEL BRACKET MOUNTED INDUSTRIAL LIGHT FIXTURE (LED OR FLUORESCENT LAMPING)			18	18
19	ALUMINUM CHANNEL LETTERING, "RIBS ON WIRE" MOUNTED LETTERS SET ON BRIST CO. OR STEEL "C" CHANNEL WITH LED BACKLIGHTING OF CEMENT PLASTER WALL BEHIND			19	19
20	CONCRETE WALK WITH ROCK-SALT FINISH			20	20
21	GALVANIZED STEEL BIKE RACKS			21	21
22	NOT USED			22	22
23	NOT USED			23	23
24	NOT USED			24	24
25	CITY STANDARD "ACORN" LIGHT FIXTURE			25	25
26	PARKING LOT FIXTURE - 16" HIGH CUT-OFF LED EQUIPMENT SCREENING			26	26
27	PERFORATED CORRUGATED STEEL PANEL ROOF-TOP EQUIPMENT SCREENING			27	27
28	SIGN LIGHTS			28	28
29	CORRUGATED STEEL AWNING			29	29

Summary of Public Comment on the Project by Date Submitted

<u>Agency or Individual</u>	<u>Date</u>	<u>Contents</u>
Midtown Business Association, Elizabeth Studebaker (1 of 2)	June 25, 2012	Support
Walk Sacramento, Chris Holm (1 of 2)	May 21, 2013	Comments
Sacramento Area Bicycle Advocates, Jordan Lang (1 of 3)	June 10, 2013	Comments
Walk Sacramento, Chris Holm (2 of 2)	June 14, 2013	Comments
Sacramento Area Bicycle Advocates, Jordan Lang (2 of 3)	June 28, 2013	Comments
Doug Leggett	July 1, 2013	Comments
Michael Garabedian (1 of 5)	July 10, 2013	Comments
Michael Garabedian (2 of 5)	July 10, 2013	Comments
Cheryl Wong	July 10, 2013	Comments
Food Co-Op Board Member, Alissa Anderson	July 16, 2013	Support
Ruth Melrose	July 22, 2013	Support
Barbara Mendenhall	July 26, 2013	Support
Michael Garabedian (3 of 5)	August 18, 2013	Opposition
Karen Jacques	August 25, 2013	Support
Sacramento Area Bicycle Advocates, Jordan Lang (3 of 3)	August 26, 2013	Comments
Thomas A. Roth	August 29, 2013	Support
Midtown Business Association, Emily Baime (2 of 2)	September 5, 2013	Support
Newton Booth, John Hagar	September 8, 2013	Support
Michael Garabedian (4 of 5)	September 12, 2013	Opposition
Michael Garabedian (5 of 5)	September 23, 2013	Appeal

June 25, 2012

To Whom It May Concern:

As the Executive Director of the Midtown Business Association (MBA), I am writing to express MBA's support for the relocation of the Sacramento Natural Food Co-op (SNFC) to 29th and R Streets in Midtown.

At the April MBA Board of Directors meeting, the Board reviewed a presentation by Dain Domich of Separovich/Domich regarding the Co-op's relocation. The MBA Board of Directors voted unanimously to support this endeavor.

The new location for the Sacramento Natural Food Co-op will replace the current surface parking lot and open field with a vibrant urban use adjacent to light rail and bus routes. The new facility will provide a larger space, expanded selection of products, increased off street parking, and an expanded café menu to shoppers.

MBA is supportive of projects that contribute to the vitality of our district and fulfill a need in the community. Midtown currently lacks a large natural foods grocer, and SNFC fills this gap. Additionally, the Co-op projects 300 construction jobs and up to 35 new long-term jobs as the project moves forward. SNFC boasts an impressive reputation as having the highest sales of a single store co-op, and the only 100% organic produce department grocer, in California. The store is also locally owned, and supports local growers. The SNFC will contribute substantially to the local and regional economy, and enhance Midtown's reputation as a high quality shopping district.

The Midtown Business Association fully supports the Sacramento Natural Food Co-op's relocation to Midtown, and we look forward to welcoming them. Their presence here will be valuable to Midtown residents, shoppers, the commercial core, and the community at large.

Sincerely,



Elizabeth Studebaker
Executive Director

Subject: Sacramento Natural Foods Co-Op (P13-025)

Walk Sacramento Comments Sent by Email on 5/21/2013

Evan,

Thanks for the electronic submittal.

I'm surprised the site plan is so auto-centric considering its proposed by SNFC. Here's some initial thoughts about the project.

- The retail store has it's back to the neighborhood, based on the premise that the majority of residential units within walking distance are to the south and southwest.
- Placing a surface parking lot closest to the light rail station and transit center doesn't seem to be transit oriented development.
- Parking should not be out front.
- Retail entrance should engage the street, not the parking lot.
- The only good pedestrian access is from mid-block on R Street.
- The desire line from the light rail station will be through the parking lot from the corner.
- Pedestrian access along the alley is provided on the western half, but not on the eastern half from 29th Street.
- The parking garage elevations look better than the street-side elevations of the retail building!
- Why doesn't the garage have commercial or residential space on the street edges of the ground floor? With the significant investment in the structured parking, is it designed in such a way to accommodate reconfiguring to inhabitable space?
- Surface lot entrances on the alley add additional pedestrian-vehicle conflicts that wouldn't exist if only street driveways were used.
- The delivery area at the SWC of the retail building will present safety issues since it's adjacent to the sidewalk.
- The driveway on 29th into the surface lot is close to the crosswalk and entering vehicles will likely stack into the crosswalk.

Chris Holm
Project Analyst
WALKSacramento
909 12th ST, Suite 203
Sacramento, CA 95814

~~~~~

SABA is concerned about the emphasis on auto access for the proposed project and the lack of good access for bicyclists and pedestrians. We agree with most of the comments previously submitted by Chris Holm of WALKSacramento on May 21.

We are specifically concerned about the poor access to the proposed store for bicyclists. The currently proposed project faces the intersection of R St and 29th St, both of which provide poor access for bicyclists. 29th St is a high speed, high volume arterial which is avoided by most bicyclists. Bike riders coming to the Coop will most likely approach from 28th St because all other approaches are difficult for bicyclists, particularly from the east. Most local pedestrian traffic will also come from 28th St and neighborhoods beyond to the south, west, and north.

As a Transit-Oriented Development, the project also needs to have good access and visibility for pedestrians from the 29th/R St Light Rail Station and associated bus stop. The proposed project's orientation therefore needs to find an entranceway/access compromise between the Light Rail Station and 28th St that will better provide for both pedestrians and bicyclists. Unfortunately the currently proposed orientation is dominated by 29th St and vehicle access.

We believe the project should consider putting its entranceway in the center of the R St side of the project site. It should also construct an enhanced separate pedestrian path and bike path along the R St face of the store to ease access by customers arriving by foot or bike.

The short-term bike parking (at least 13 short-term bike parking racks are required for the 26,000 sq ft store) should be located next to the entranceway to provide convenience and also enhanced visibility and therefore security from theft in that busy location.

Thank you,

Jordan Lang  
Project Analyst  
SABA

Subject: Sacramento Natural Foods Co-Op (P13-025)

Walk Sacramento Comments Dated 6/14/2013



6/14/2013

VIA EMAIL

Evan Compton, Associate Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd  
Sacramento, CA 95814

**RE: Sacramento Natural Foods Co-Op (P13-025)**

Dear Mr. Compton:

WALKSacramento appreciates the opportunity to review the project routing for Sacramento Natural Foods Co-Op. We also appreciate the applicant and their design team meeting with us to discuss the project and the revisions made after the April 26 submittal to the City. We submit the following comments for making the project more pedestrian friendly and safe.

The Sacramento Natural Foods Co-Op project proposes to construct a grocery building of approximately 42,400 square feet with a 60-space surface parking lot and a four-level 320-space shared parking structure. The project will be located on approximately three-quarters of the block bounded by 29<sup>th</sup> Street, S Street, 28<sup>th</sup> Street and R Street. The site is within the R Street Corridor Planning District and the Newton Booth neighborhood. It is also adjacent to the Poverty Ridge, Alhambra Triangle, and Winn Park neighborhoods. Infill projects like this contribute to the mix of uses and variety of walkable destinations in Sacramento.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 38% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

## Subject: Sacramento Natural Foods Co-Op (P13-025)

Page 2 of 2

The Sacramento Natural Foods Co-Op project incorporates several features that will contribute to more walking in the surrounding area. The raised walkway across the alley between the parking garage and the store will provide better visibility of pedestrians crossing the alley. The parking garage has a small pedestrian plaza at the corner adjacent to the raised walkway which will enhance the pedestrian experience when exiting or entering the garage. The second floor café patio overlooking the walkway in front of the store and the R Street sidewalk may encourage pedestrian travel from the transit center and light rail station to follow the sidewalk rather than cut through the surface parking lot, and the widening of the sidewalk on the south side of R Street to eight feet will provide a better walking environment between the north face of the store and R Street traffic.

There are several ways in which we believe the project could be improved. The sidewalk across the west end of the alley should be concrete or a material visibly distinct from the street and alley, if not already designed that way. It should also be level between the north and south sides of the alley. The material choice and consistent elevation should act as another raised crossing, similar to the one between the parking garage and the store.

Use of the stairs instead of the elevator can add to the daily physical activity of customers and employees. It appears the stairwell next to the café has a skylight, but providing additional daylight and a view out of the building could motivate people to use the stairs even more. The stairwell on the south side of the building doesn't have windows and appears to have no skylight. We recommend adding windows and a skylight to that stairwell as well.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,  
Chris Holm  
Project Analyst

Enclosure: Development Checklist for Biking and Walking

## **DEVELOPMENT CHECKLIST for BIKING and WALKING**

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)  
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

### **POLICIES**

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

### *Project Review and Comment*

### **POLICY CONSIDERATIONS**

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

### **ENGINEERING**

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS
  - Pedestrian Level of Service "C" or better on arterials
  - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS
  - every 300-600 feet on major arterials
  - well lit, marked crosswalks
  - audible signals & count-down signals
  - median refuge islands
- SPEED MANAGEMENT
  - Speed limits based on safety of pedestrians and bicyclists
  - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS
  - Maximize pedestrian and bicyclist safety
  - Sidewalks buffered by trees and landscaping on major arterials
  - Vertical curbs
  - 5' minimum sidewalk widths, 8' in front of schools
  - 6' minimum bike lanes on busy streets

- INTERSECTIONS
  - Median refuge islands for pedestrians
  - Signal timing to enable safe passage
  - Signal detection for bicyclists
  - Crossings on all 4 legs of intersections
- ELIMINATE BARRIERS
  - Freeway, railroad, river and creek crossings
  - Obstructions in sidewalks and bike lanes

**NEW DEVELOPMENT – REQUIRE**

- Walking & bicycling circulation plans for all new development
- Direct and convenient connections to activity centers, including schools, stores, parks, transit
- Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- Minimum width streets
- Maximum block length of 400'
- 4-lane maximum for arterials; Recommend 2 lanes wherever possible

**NEW DEVELOPMENT – DISCOURAGE**

- Cul-de-sacs (unless it includes bike/ped connections)
- Gated and/or walled communities
- Meandering sidewalks
- Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

**BUILDINGS – REQUIRE**

- Direct access for pedestrians from the street
- Attractive and convenient stairways
- Bicycle parking – long & short term
- Shower & clothing lockers

**OLDER NEIGHBORHOODS**

- Improve street crossings
- Reduce speeds
- Provide new connections
- Create short cuts for walkers and bicyclists by purchase of properties or other means
- Provide sidewalks on both sides of major streets

## *Policy Review and Comment*

### **ENFORCEMENT & MAINTENANCE**

- Enforce speed limits
- Enforce crosswalk rules – conduct crosswalk sting operations
- Enforce restrictions against parking on sidewalks
- Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- Sweep streets and fix hazards
- Repair and replace broken sidewalks

### **EDUCATION**

- Train staff on pedestrian and bicycle facility design.
- Train development community about pedestrian and bicycle planning and safety issues
- Bicycle skills training

### **FUNDING**

- Include pedestrian and bicycle facilities in capital improvement programs
- Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- Support Measure A pedestrian and bicycle facility allocation
- Set priorities based on safety and latent demand
- SACOG Community Design grants & Bike/Ped grants
- California Bicycle transportation Account
- Safe Routes to School

[www.walksacramento.org](http://www.walksacramento.org)  
Teri Duarte, Executive Director  
WALKSacramento  
909 12<sup>th</sup> Street, Suite 122  
Sacramento, CA 95814  
(916) 446-9255  
[tduarte@walksacramento.org](mailto:tduarte@walksacramento.org)

[www.sacbike.org](http://www.sacbike.org)  
Tricia Hedahl, Executive Director  
Sacramento Area Bicycle Advocates  
909 12th Street, Suite 116  
Sacramento, CA 95814  
(916) 444-6600  
[tricia@sacbike.org](mailto:tricia@sacbike.org)



**SACRAMENTO AREA  
BICYCLE ADVOCATES**

909 12th St, Ste. 116  
Sacramento, CA 95814

*sacbike.org*  
*saba@sacbike.org*  
916 444-6600

June 28, 2013

Evan Compton, Associate Planner  
City of Sacramento, Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811-0218  
ecompton@cityofsacramento.org

Subject: Sacramento Natural Foods Co-op (SNFC) Application for Special Permit (File No. P13-025)

Dear Mr. Compton:

Thank you for the opportunity to comment on the application from the SNFC to build a new store at 29<sup>th</sup> St and R St in Midtown Sacramento. This location, adjacent to 28<sup>th</sup> St, a major north-south bikeway along the eastern edge of Midtown, will greatly enhance the ability of its customers in Midtown and nearby neighborhoods to access the store by bicycle. We understand from SNFC management that 35% of its customers live within 3 miles of the store, a very comfortable distance for biking. Furthermore, 80% of its employees use walking or bicycling to get to their jobs at the store. We applaud the project for planning to provide a secure indoor room for long-term bicycle parking for employees, with capacity for up to 50 bicycles, on the first floor of the parking garage near the entrance to the store.

The safest and most comfortable way for bicyclists to get to the new SNFC site will be along 28<sup>th</sup> St, especially from neighborhoods to the south, west, and north. Accessing the site from 29<sup>th</sup> St will be difficult and dangerous because of the high speed and high volume vehicle traffic on that street. The current configuration of R Street will not provide good bicycle access to the site because of the light-rail tracks and the narrow traffic lanes next to vehicle parking spaces. Bicyclists from neighborhoods to the east will most comfortably access the SNFC site by traveling under the freeway on S St or on T St and then turning north on 28<sup>th</sup> St to enter the site.

The entrance to the SNFC store is planned for the east side of the store at the west side of the on-grade parking lot and directly south of the mid-point of the project's face to R Street. A café with outdoor seating is proposed at the northeast corner of the store building next to R Street. To make accessing the store entrance safe, comfortable, and attractive to both bicyclists and pedestrians, we request that the SNFC developer and management work with City officials to design and install separate bicycle and pedestrian paths along R St from 28<sup>th</sup> St. The separate bike path should be approximately 8 feet wide. Such a design may require modifying the sidewalk and curb along R St to make the separate bike and pedestrian paths both attractive and functional. Removal of the nine parking spaces along the south side of R St would provide space for such a facility; loss of the parking spaces would be mitigated by the new parking provided by the SNFC project.

The attached photograph of the Indianapolis Cultural Trail is an example streetscape with separate bike and pedestrian paths. We believe that such an attractive approach along R St will be a strong asset for the new SNFC and extend the overall upgrading of the R St corridor through midtown.

We request that short-term bicycle parking for customers be located immediately adjacent to the store entrance on the west side of the on-grade parking lot. The bicycle parking should be near the entrance to enhance its security from theft by having the eyes of café users and passing customers able to view it. Because SNFC customers use bicycles for transportation at a greater rate than average grocery-store customers, this short-term parking should consist of at least 25 spaces. Some of these spaces should be

Subject: Sacramento Natural Foods Co-Op (P13-025)

designed for locking up large cargo bikes or bikes pulling trailers. Finally, shade over this short-term parking should be provided either by a shade structure or by large trees.

We greatly appreciate that the SNFC developer and management are mindful of their bicycle-riding clientele and employees and sincerely considering their needs.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Sincerely,



Jordan Lang  
Project Analyst

CCs: Joseph Hurley, SMAQMD ([jhurley@airquality.org](mailto:jhurley@airquality.org))  
Ed Cox, City of Sacramento Alternative Modes Coordinator ([ecox@cityofsacramento.org](mailto:ecox@cityofsacramento.org))  
Sally Freedlander, Separovich/Domich ([sfreedlander@threetower.com](mailto:sfreedlander@threetower.com))

Subject: Sacramento Natural Foods Co-Op (P13-025)



Subject: Sacramento Natural Foods Co-Op (P13-025)

Email from Neighbor Received on July 1, 2013

Greetings Mr C, or Evan, hope your stayin' cool! I'm a resident of the area in question for redevelopment; my biggest concerns are the obvious: residual parking, industrial, commercial noise, and traffic. The County employees will have a dedicated parking facility, and the open parking provided for Coop customers will be taken by some customers AND many of the regular 'case load' folks; I live 1/2 block frm welfare dept, and they are very interested in 'elbow room' and shaded parking. The noise factor plays in with back up ssginals for various delivery trucks, the bi weekly trash pick up trucks(at all hours) and the industrial A/C machines that vibrate 24/7 on the 2d story roof tops. This area at this time, is already very public use oriented i.e. River City food dispensary, Sutter Generals internet warehouse, (immediately crossing street form 28th street), and the heighted traffic flow which will now invade 28th streets, 29 th streets and the lettered streets. Traffic will obviously heighten, and I'm somewhat surprised that the 29th Street access, agress will somehow 'fit in' to this very dense traffic patterns; the light rail stop is ideal for customers though much of the 29th street traffic is 'forced' to break for various pedestrian situations. 29th Street traffic will definitely get 'softened'. my feeling about the Coop's future is that they struck out last itme they expanded; their general manager is a dork; I really believe he trying to get attention to 'himself' over this risky new expansion; Coop's level of business does not merit a 3X time elvel of expansion in business investment. They are really gambling here. If the county were to move out tomorrow, I'd be all for it. I really have not understood 'why' the Coop simply has not taken over another property (like on the Broadway' corridor, spending minimal amount in expansion and getting a much abetter 'traffic' location. I know this EIR report has already been approved and the Petrovich folks are excited about this very new expansion; I really don't see that EBT card holders will be spending their minimal capital on hi-end 'organic' socially idealogical food. Wouldnt just having a 'Chipotle' location here allow for better 'branding' and minimal mass grocery appeal. The 'coop' message in 'minimalist and not the 'stuff' of commercial culture. Their sales will not improve markedly; they'll be out of business in 3-4 years and we'll be left with a hugh non usable structure! (Worst fear, worst case scene). Thananks for letting me share this time. Is there a more formal way in which I might present my opinions. Appreciate, D Leggett

Doug Leggett  
[dugla@sbcglobal.net](mailto:dugla@sbcglobal.net)

## Evan Compton

---

**From:** Michael Garabedian <mikeg@gvn.net>  
**Sent:** Wednesday, July 10, 2013 4:03 PM  
**To:** Evan Compton  
**Subject:** Fwd: Proposed store location access, security and neighbor conflicts: HR structure parking & security; RT & HR bus stop; RW crush; shared alley (P13-025)

To:  
Evan Compton, Associate Planner  
Sacramento Community Development Department

Evan,

Below are issue photographs I addressed to the Sacramento Natural Foods Co-op General Manager and Board Members in November. During a recent walk of the area, a former co-op president thought there were issues to look into. I've not received a response to these concerns from the co-op.

Michael Garabedian SNFC member since 1998  
Former 2704 S Street resident  
7143 Gardenvine Ave.  
Citrus Heights CA 95621  
916-719-7296

Begin forwarded message:

**From:** Michael Garabedian <mikeg@gvn.net>  
**Date:** November 8, 2012 2:30:30 AM PST  
**To:** Paul Cultrera <gm@sacfoodcoop.com> [SNFC board member names and e-mail addresses omitted]

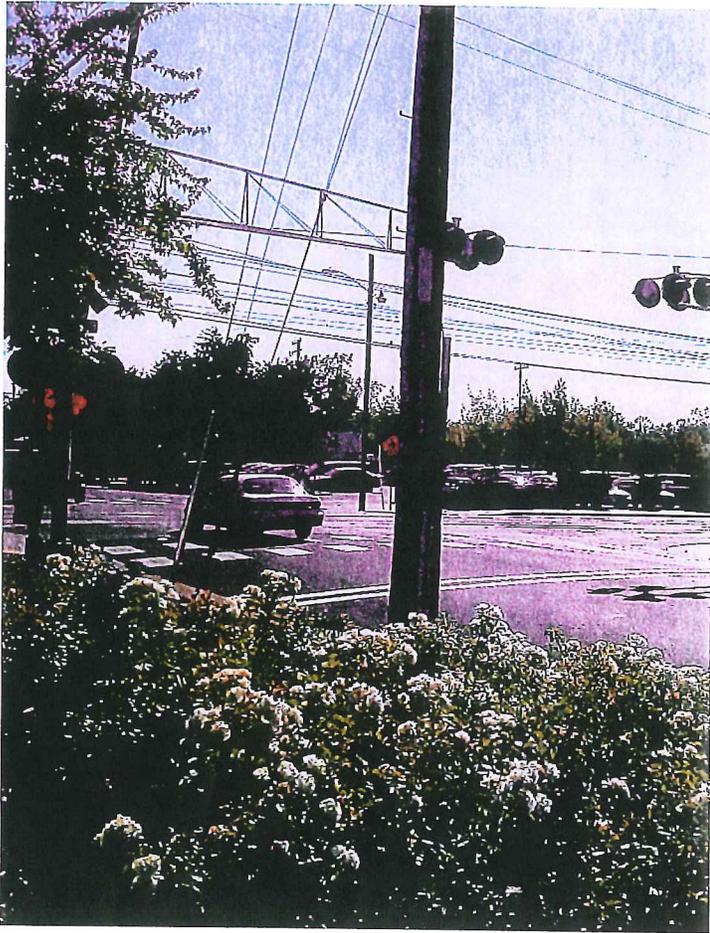
**Subject:** Proposed store location access, security and neighbor conflicts: HR structure parking & security; RT & HR bus stop; RW crush; shared alley

Re: Failing second store relocation effort

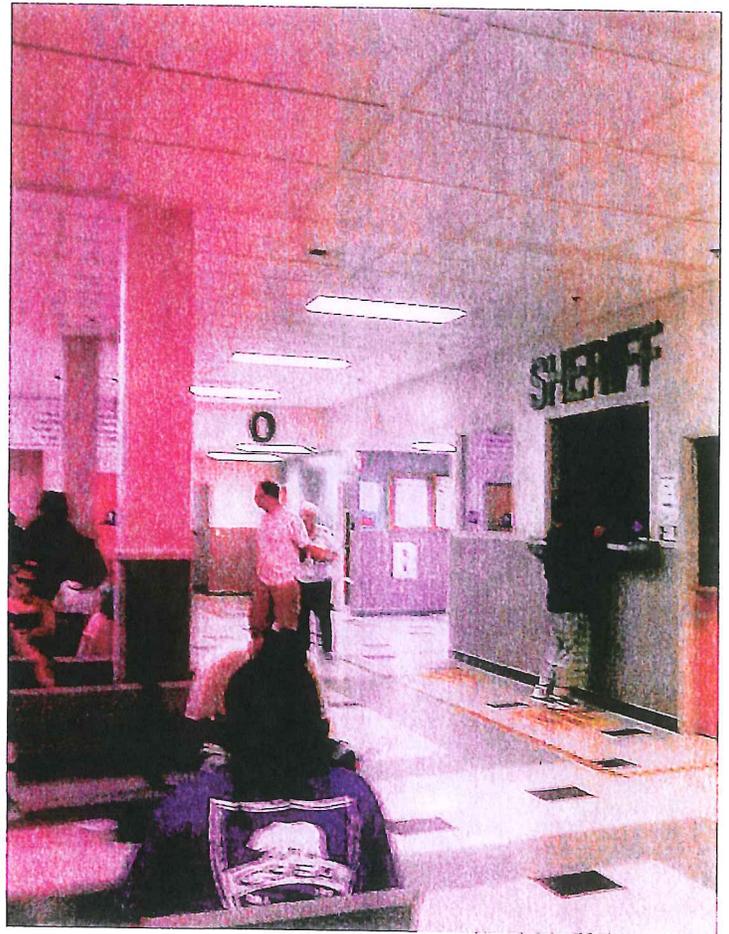
- 1) Based on existing security practices, locating the proposed store across the RT tracks from HR would create significant security problems, (1) for co-op shoppers, and, (2) for the store.
- 2) Clients and employees of HR would cross the co-op parking lot and along the front of the store to go between the parking structure and HR. This would create pedestrian-car ingress and egress conflicts for the store, the parking area in front of the store, and the parking structure.
- 3) RT stop users who cross the street to and from the RT stop, and the HR clients who go to and from the bus stop, would create store and parking ingress and egress conflicts.
- 4) Revolution Wines is a winery that does a grape crush. Co-op and developer identification of it as a "Retail Building" is misleading and regarding impact on store relocation creates a false impression because the industrial facility opens to the alley next to the proposed co-op parking lot. Regular RW back door loading and unloading access and Temple alleyway access are significant problems regarding the store location.

1) Based on existing security practices, the proposed store location would create significant security problems (1) for co-shoppers, and, (2) the store, by locating the store across the RT tracks from HR.

In this photo, HR is the building on the right edge and the bus stop is on the left edge.



3



5

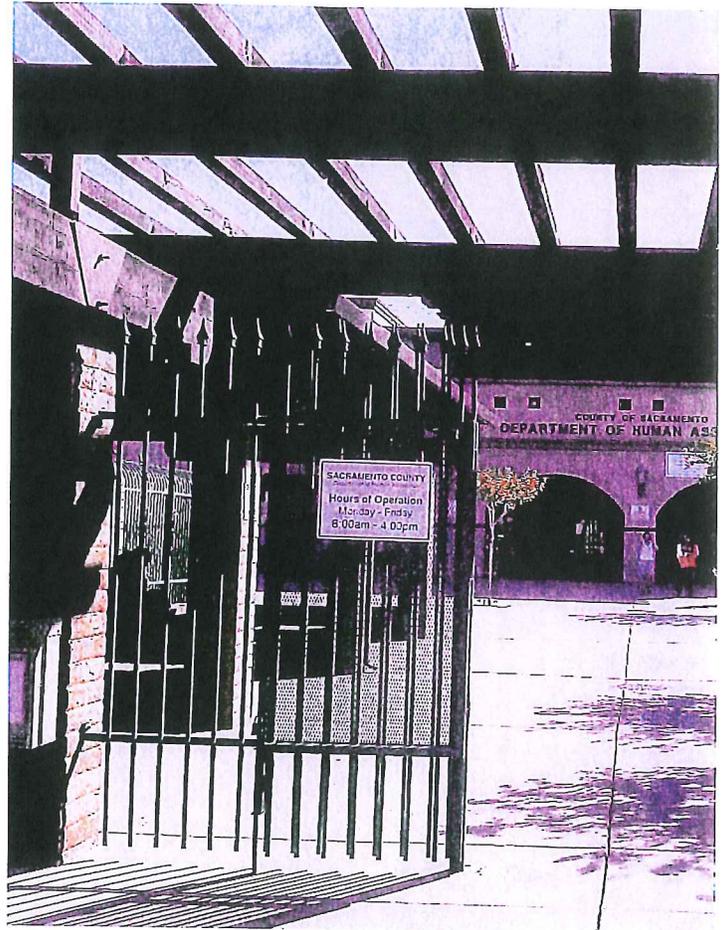
The day I took this photo, two sheriff's deputies were located inside this sheriff station in the HR building. An additional separate pair of sheriff deputies were patrolling HR together.

Physical security precautions for private building next to HR.

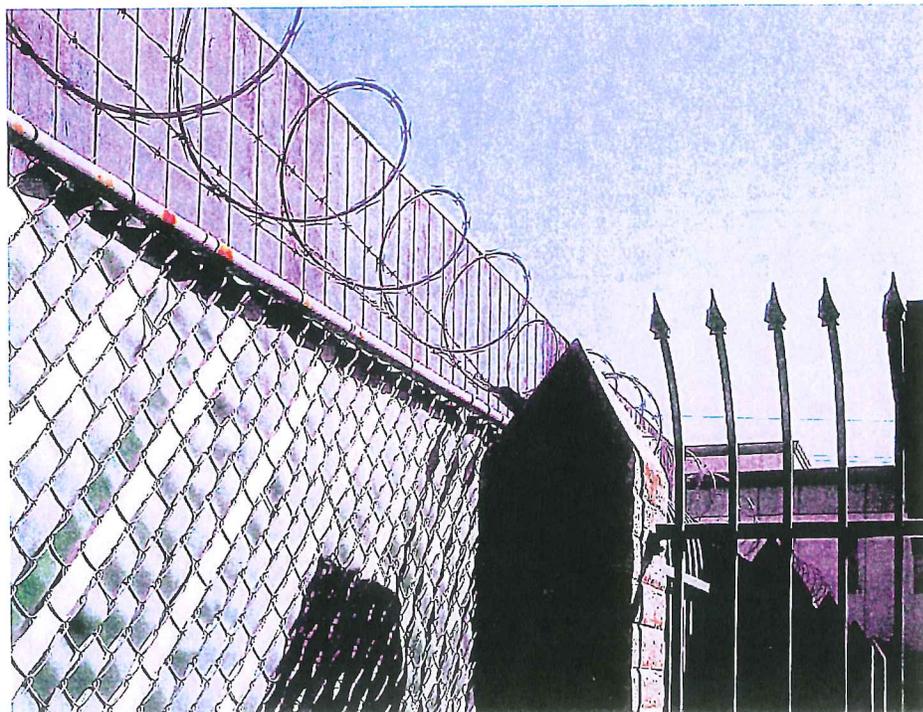
HR entranceway gate.



9



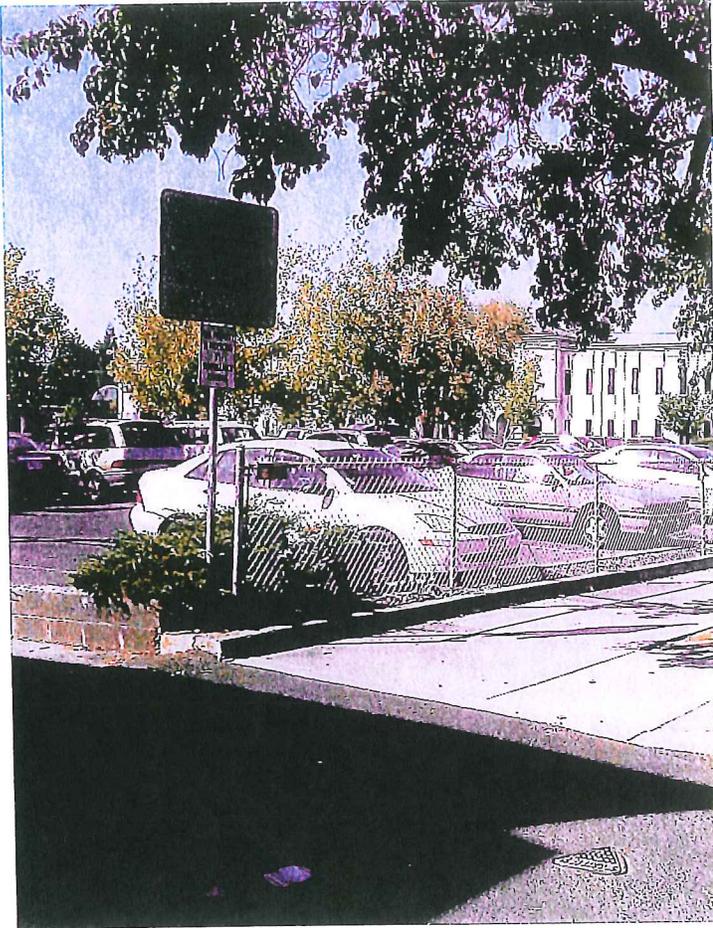
7



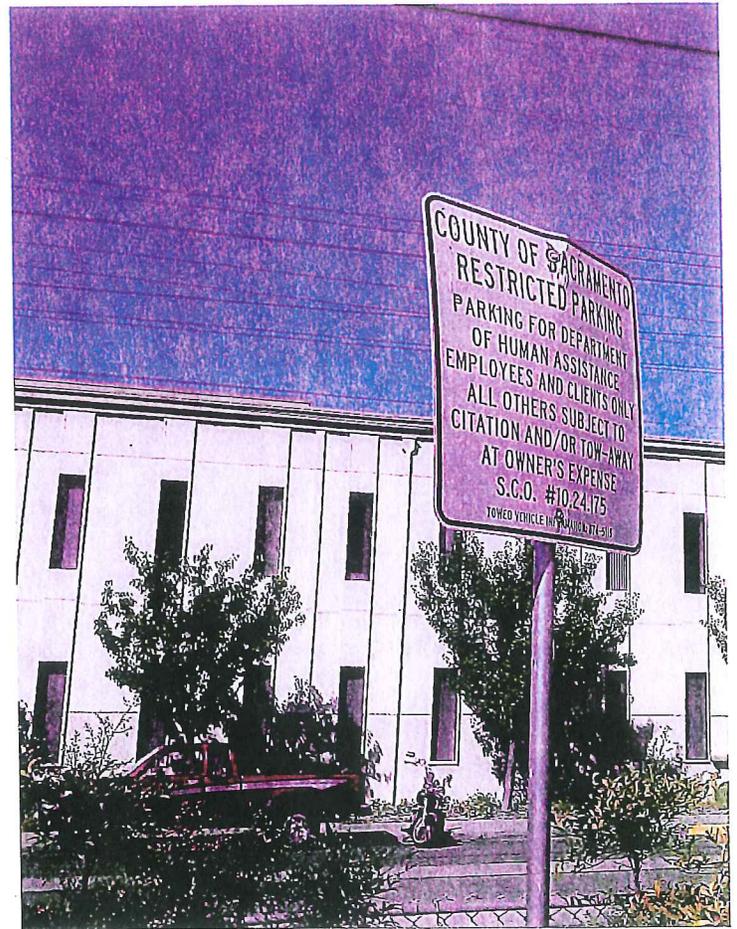
11

2) Clients and employees of HR would cross the co-op parking lot and along the front of the store to go between the parking structure and HR. This would create a steady stream of pedestrians making ingress and egress to the store, the parking area in front of the store, and the parking structure problematic.

Entrance to alley and bus stop, proposed storefront parking lot area and HR building across the tracks.



13

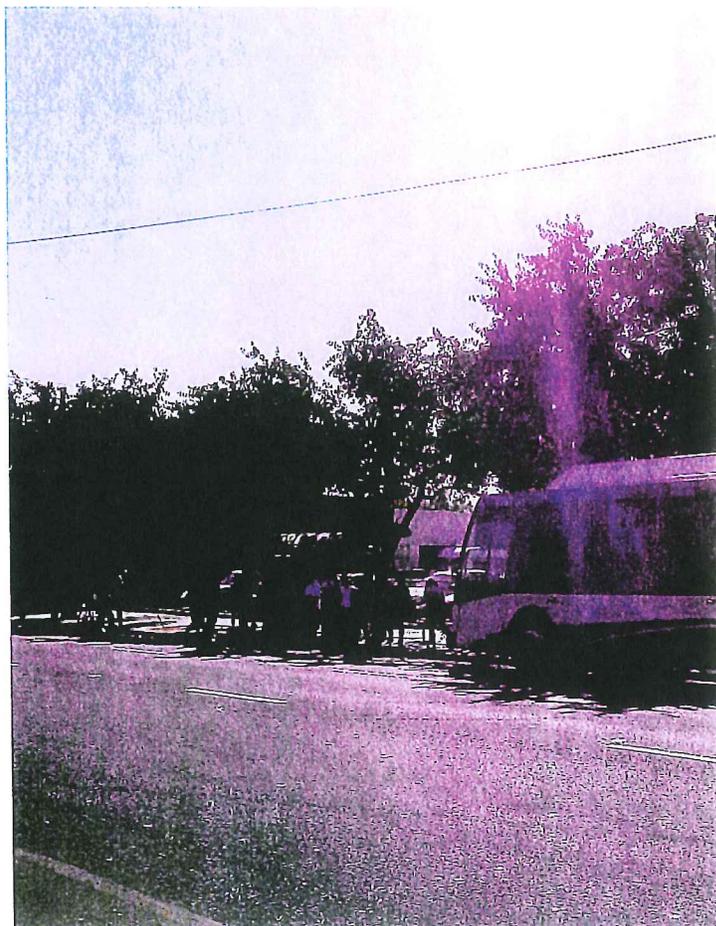


15

Current parking on proposed store location across from HR. This photo shows the HR employee entrances.

3) RT stop users who cross the street to and from the RT stop, and the HR clients that go to and from the bus stop, would make store from parking area and the alley to the parking structure ingress and egress problematic.

Bus stop in front of proposed storefront parking lot. Revolution Wines is on the left side of the photo.



19

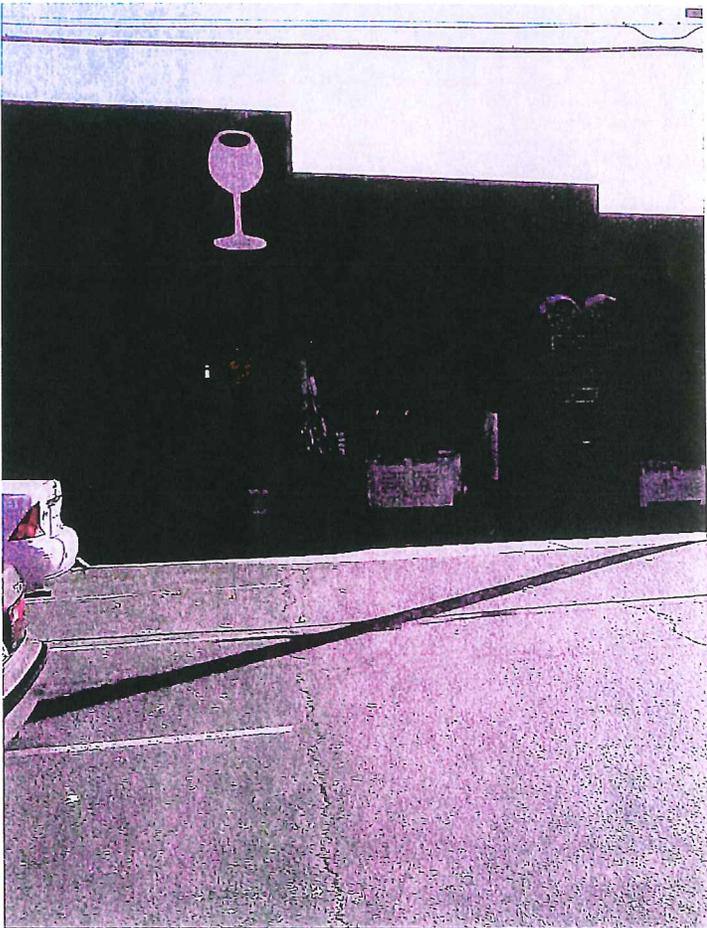


17

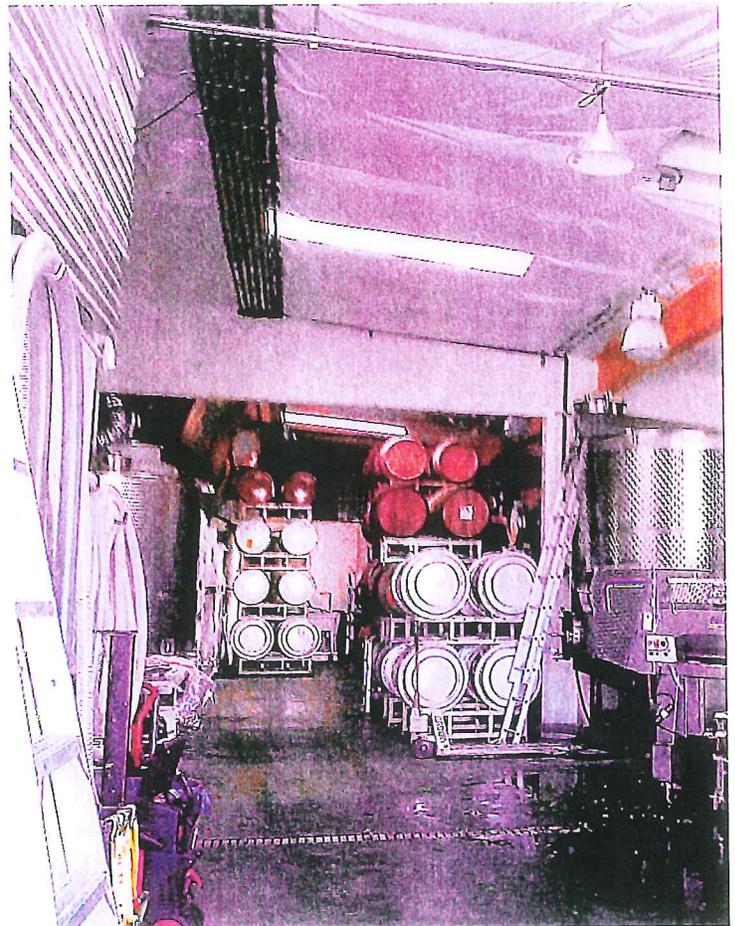
4) Revolution Wines has a winery doing a grape crush. This photo was taken during the crush. The identification of it as a "Retail Building" is misleading and regarding impact on store relocation creates a false impression because the industrial facility opens to the alley next to the proposed co-op parking lot. Regular RW rollup door loading and unloading access and Temple alleyway access are significant problems regarding the store location.

Photo taken from outside rear RW rollup door entranceway which door and ongoing operation conflicts with proposed store plans.

Alley during crush.



21



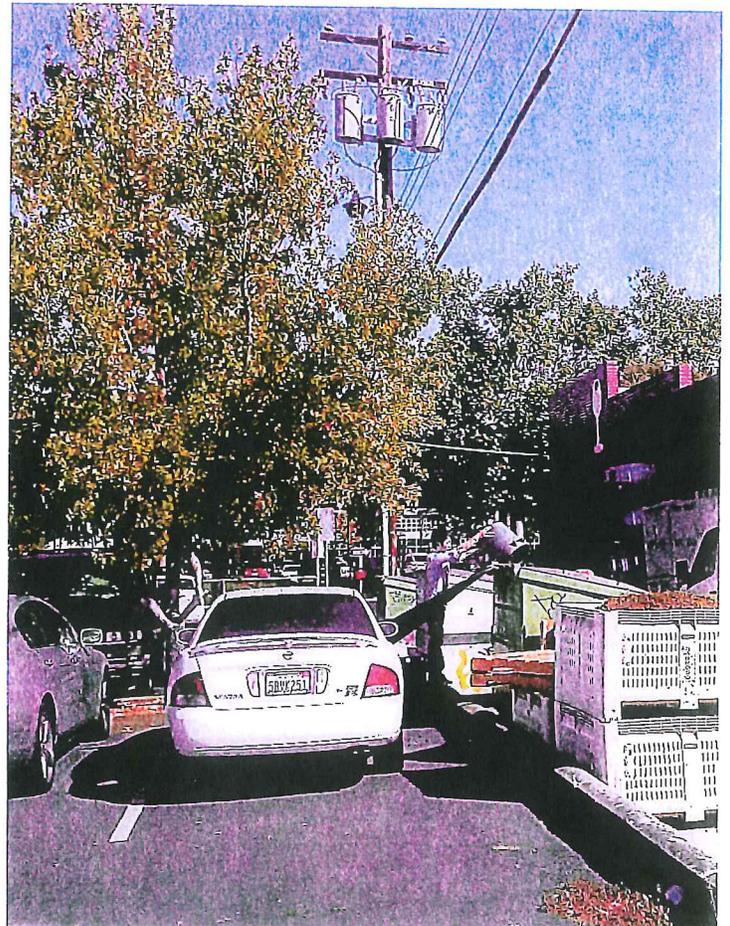
23

Temple back door are use.



25

These photos show the crowded alleyway.



27

64 of 130

## Evan Compton

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**From:** Michael Garabedian <mikeg@gvn.net>  
**Sent:** Wednesday, July 10, 2013 4:35 PM  
**To:** Evan Compton  
**Cc:** Therese Tuttle  
**Subject:** Fwd: Sacramento Plating state costs, Re P13-025, Sacramento Natural Foods Co-op

To:  
Evan Compton, Associate Planner  
Sacramento Community Development Department

Evan,

I am now reviewing the staff report for this week's meeting for the first time. Without addressing the question of applicability of CEQA, regarding Environmental Considerations, this project has environmental-related issues. I believe that the project's time frame and perhaps its viability, and the location and orientation of the store and the parking facility, are significantly affected by (a) the hexavalent chromium and trichloroethylene (TCE) groundwater (there are other chemicals noted) toxic waste plume that originates under the proposed parking structure, and (b) the developer's desire to purchase the problematic property at market value after the state has spent, so far, about \$1 million cleaning it up.

It is DTSC EnviroStor (website), Sacramento Plating Inc. site 34370014, 2809 S Street.

Sincerely,

Michael Garabedian SNFC member since 1998  
Former 2704 S Street resident  
7143 Gardenvine Ave.  
Citrus Heights CA 95621  
916-719-7296

Begin forwarded message:

**From:** "Parent, Chris@DTSC" <Chris.Parent@dtsc.ca.gov>  
**Date:** June 4, 2013 2:57:27 PM PDT  
**To:** Michael Garabedian <mikeg@gvn.net>  
**Subject:** RE: Sacramento Plating state costs

Good Afternoon:

The State has spent \$836,260.97 from July 1990 through April 2013. The current balance due to the account is \$908,068.63, which includes interest on the invoiced portion. Additionally, there are \$141,651.45 of costs that remain unbilled. The current contract with URS for the pilot study/monitoring program totals \$100,000. It is unknown at this time if additional remediation of the groundwater and monitoring will be necessary post pilot study. DTSC will likely make a determination within a year. Please let me know if you have additional questions.

Sincerely,  
Chris Parent  
Remedial Project Manager

-----Original Message-----

From: Michael Garabedian [mailto:mikeg@gvn.net]

Sent: Sunday, June 02, 2013 8:27 AM

To: Parent, Chris@DTSC

Subject: Sacramento Plating state costs

Ms. Parent,

I'd like to know what the state's Sacramento Plating costs and cost recovery have been, are now, and may be expected to be, regarding investigation (e.g., monitoring well placement), evaluation (e.g., lab work, studies, reports), clean up (e.g., soil removal), and all other purposes. Please include the costs of the current quarterly report/ pilot project.

Thanks,

Michael Garabedian

916-719-7296

## Evan Compton

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**From:** Cheryl Wong <cwong3@live.com>  
**Sent:** Wednesday, July 10, 2013 7:37 PM  
**To:** Wendy Hoyt; Evan Compton  
**Subject:** RE: Sacramento Natural Foods Co-Op

10 july 2013

Evan: thank you for the staff report.

Wendy: Hope that i can shed some light onto some of my and my neighbors' concerns, perhaps we can talk and meet tomorrow before the 5:30 hearing on thursday.

1. the co-op's truck loading and unloading zone of goods and products is on 28th street, the residential side of the block. it would environmentally have less impact on the 29th street side. should not this be a consideration?
2. why is the CEQA 15332 exempt if there are many residents within a close range to the proposed loading zone. our concerns are the noise, traffic increase, lit up areas etc.
3. what is the environmental impact on the neighborhood on 28th street if customers and a concentrated use of the garage structure traffic for 28th street especially between s and t streets? can traffic be diverted to use 29th street instead as there are businesses and parking only?
4. a EIR is needed as the co-op hours are from 7am to 10pm almost every day of the year.
5. will the garage structure be a 24/7 operation? will there be 130 surface parking spaces as there is now and with the garage of 4 levels from 59 to 69 spaces per level, there will be a total of 479 spaces? isn't this a lot more than initially calculated?
6. it has been noticed that it is Revoltion Winery's custom to block off east end of alleyway between s and r streets to move their barrels of wine during the grape season. how will this impact the flow of traffic for the garage structure's entrance and exit?
7. is anyone aware that the river city food bank is just across the street from the future co-op? will food be donated directly to the food bank from the co-op?

in all, these are some of our immediate concerns. mostly as neighbors we want to keep the status quo environmentally so we can still live peacefully here.

thank you evan and nancy. please call me at 916 451 5882,

cheryl wong  
email: [cwong3@live.com](mailto:cwong3@live.com)

---

CC: [cwong3@live.com](mailto:cwong3@live.com)  
From: [wendyhoyt3@gmail.com](mailto:wendyhoyt3@gmail.com)

Subject: Re: Sacramento Natural Foods Co-Op

Date: Wed, 10 Jul 2013 10:39:39 -0700

To: [ECompton@cityofsacramento.org](mailto:ECompton@cityofsacramento.org)

Dear Ms Wong

I would be happy to talk with you or meet with you to listen to your concerns and answer any questions that I can.

Please feel free to contact me.

Thank you Evan for connecting us.

Sincerely,

Wendy Hoyt

(916) 925-0522

Sent from my iPhone

On Jul 10, 2013, at 10:06 AM, Evan Compton <[ECompton@cityofsacramento.org](mailto:ECompton@cityofsacramento.org)> wrote:

This email is to follow up with our phone conversation this morning regarding the proposed Food Co-Op project.

A copy of the staff report is attached for your review.

If you would like to speak with the developer representative about your questions, you may contact Wendy Hoyt at (916) 925-0522 or [wendyhoyt3@gmail.com](mailto:wendyhoyt3@gmail.com). I have copied her on this email for your convenience.

Thanks,

Evan Compton

Associate Planner

916-808-5260

[ecompton@cityofsacramento.org](mailto:ecompton@cityofsacramento.org)

<image001.jpg>

Community Development Department

300 Richards Boulevard, 3rd Floor

Sacramento, CA 95811

<P13-025 Final Report for July 11 PDC.pdf>

Alissa Anderson  
Board Member, Sacramento Natural Foods Co-op  
3272 D Street  
Sacramento, CA 95816

July 16, 2013

City of Sacramento Planning and Design Commission  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

Dear Commissioners:

I am writing to urge you to support the Sacramento Natural Foods Co-op's plans for a new store at the corner of R and 29<sup>th</sup> streets. The Co-op is a locally owned business that has served Sacramento residents for 40 years and is a vital part of our community. With an average of 3,000 shoppers in the store every day and hundreds of new customers each year, the Co-op is bursting at its seams in its current location and urgently needs more space.

Relocating to the R and 29<sup>th</sup> street site will enable the Co-op to remain competitive and respond to growing demand by Sacramentans for natural and organic products. The new location also will provide a better shopping experience for Co-op customers, nearly half of whom live within three miles of the store. Under current plans, retail space will increase by more than half, helping to eliminate crowding inside the store, and automobile and bicycle parking will double, helping to reduce traffic congestion in the neighborhood during peak shopping hours.

The Co-op's relocation to a larger store also will benefit the local economy. Relative to its competitors, the Co-op sources a greater share of its products from nearby farmers, manufacturers, and suppliers. And a portion of the Co-op's profits are returned to the store's 13,000 local owners as patronage refunds. These facts mean that a larger share of the dollars spent at the Co-op remain in the community. A recent study commissioned by the National Cooperative Grocers Association estimates that for every \$1,000 shoppers spend at food co-ops, \$1,604 stays in the local economy—\$239 more than if those shoppers had spent their money at conventional grocery stores. With nearly \$30 million in annual sales—and sales projected to grow substantially after the relocation—the Co-op will be a boon to Sacramento at its new site.

The Co-op's Board of Directors has received overwhelming support for the store relocation from Co-op owners as well as the broader community. At the Co-op's recent 40<sup>th</sup> anniversary block party which took place at the site of the proposed store, two Co-op board members and I talked with hundreds of people about the project, including many people who live in the surrounding neighborhood. We consistently heard positive remarks about the store's proposed design and we were thrilled by the level of excitement in the community for the new store. The only negative feedback we received was that community members wished the opening date—currently estimated in mid-2015—was sooner.

Thank you for your thoughtful consideration of the Co-op's relocation plans. I hope you will support the orientation of the new store as currently proposed, which is best for customer use, pedestrian traffic, bike parking, and safety. If you have any questions, please do not hesitate to contact me at [aanderson@sacfoodcoop.com](mailto:aanderson@sacfoodcoop.com).

Sincerely,

Alissa Anderson  
Board Member, Sacramento Natural Foods Co-op

Email of Support

**Kiyomi Burchill**

Chair, City of Sacramento Planning and Design Commission

[burchillcitypc@gmail.com](mailto:burchillcitypc@gmail.com)

On Jul 22, 2013, at 3:19 PM, "ruthim" <[ruthijoy@surewest.net](mailto:ruthijoy@surewest.net)> wrote:

Hello. My name is Ruth Melrose and I live at 1117 Rodeo Way in the City. I am writing to you and to all of your colleagues to support the SNFC ["co-op"] project slated for the R/S... 29<sup>th</sup>/28<sup>th</sup> block. I am a regular SNFC shopper and a long time resident of the City. I think businesses like the co-op are tremendous assets to the City. There is, of course, the positive economic impact of any retailer. I say: Better IN the city than in the County because we desperately need revenue for City services. However, the attraction is MUCH larger. This business fosters a sense of community, of health, of peace, or cooperation, of giving, of generosity. It helps seniors to buy "healthy" products with the monthly Senior Discount day which is for members and nonmembers alike. It brings people to the midtown/east sac area who would not ordinarily be here; and while here, they may visit other businesses. Finally, that block is an eyesore!!!! There's not a whole lot attractive right around there except the building on 29<sup>th</sup> and the coffee house and wine complex. Those businesses have helped to clear the area of the "hang out crowd" who once loitered on the block. Its location so close to light rail will make it easier for folks without cars to shop. Its presence will increase the safety of that entire area. I can not imagine any reason anyone would oppose such a valuable project; but I know that unfortunately there is always the possibility that someone nearby thinks the project is scary or negative. I hope you will take the needs of the entire city into account [we need the co-op] when you vote to support this project. Thank you. Ms. Melrose

Email of Support

Message sent to all Sac City Planning Commissioners.

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**From:** "barbara mendenhall" <[barbara.mendenhall@comcast.net](mailto:barbara.mendenhall@comcast.net)>  
**To:** "sacplanning declines" <[sacplanning\\_declines@me.com](mailto:sacplanning_declines@me.com)>  
**Sent:** Friday, July 26, 2013 2:27:37 PM  
**Subject:** Sacramento Co-op Relocation

Dear Commissioner Declines,

I strongly support the relocation of the Sacramento Co-op at its proposed new location. The Co-op is a huge benefit and resource for the residents of the Sacramento Region and the City of Sacramento especially. Shoppers are from a wide geographic area and choose to come to the Sacramento Co-op because of its unique products and cooperative business model.

I have read the comments submitted to the Planning Commission and take issue with those criticizing the new store's streetscape on R Street as lacking pedestrian friendliness and ease of access. I also disagree with those who think there will be traffic problems created by the Co-op at this location.

I think the design and layout do an excellent job of taking into account all such factors. These include new traffic in this commercial area from shoppers, staff, and vendors, as well as more bicyclists and pedestrians. The design presents an attractive surface streetscape on all sides and from the freeway. The orientation and layout accommodate shoppers coming from a variety of directions and by diverse means: automobiles coming from a variety of directions, ease of pedestrian access from the surrounding neighborhoods, Light Rail and the bus stop. The continued efficient flow of traffic along 29th Street has been addressed. The whole of the new store, nicely designed parking lot, and the parking structure will greatly improve this blighted area.

Several years ago I lived near this area - at 26th St. and S. St. - the Co-op will be a wonderful improvement to the neighborhood by filling in the decrepit street level parking lot and empty lots with attractive buildings and landscape design and by bringing more people into the area with more activity in this small commercial area from early in the morning until the late evening. I expect the growth of traffic from the Co-op and its neighbors at Revolution Wines and Peet's Coffee will lead to a resurgence in the general area.

Please vote to approve the Co-op relocation proposal.

Thank you, Barbara Mendenhall  
1856 Castro Way  
Sacramento CA 95818  
916-444-5322

Michael Garabedian  
7143 Gardenvine Ave.  
Citrus Heights, California 95621

August 18, 2013

Evan Compton, Associate Planner  
Sacramento Community Development Department  
300 Richards Boulevard, 3rd Floor  
Sacramento  
California 95811

Re: Sacramento Natural Foods Co-op Project (P13-025)

Dear Evan,

The Sacramento Natural Foods Co-op proposes to consolidate our offices into a complex with a combined headquarters office building and freeway-oriented supermarket plus four story parking garage. This would undermine the City of Sacramento's vision to become the most livable city in America.<sup>1</sup>

It's a developer project, and co-op input to the developers is from the general manager. On this project, except at the Revolution Wines meeting run by the developers, I've experienced the general manager and board as a wall between the developer and co-op members. What's important about this is that no one at any time described to members the applicable parts of the General Plan, other master plans, and the Urban Design Guidelines. Planning and design issues were simply not outlined and defined for us.

The city protects neighborhoods, promotes street front businesses, creates pedestrian and bike friendly environments, and intensifies mixed use development by light rail stations. Our proposal is for a car-centric store at odds with all of these and other long-established city policies. This is not surprising. The most frequent argument for the relocation is that the store's parking lot isn't big enough. This is from a co-op that has not tried using shuttles to relieve parking needs on our heavy days. Though a plan to remodel the current store was prepared, no study was made of alternative means of getting shoppers to and from the store or from nearby lots.

The choice of location is driven by and is limited by the general manager's search for a new store only within several blocks of the current store.

**Project review should take into account and be conducted with**

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<sup>1</sup> General Plan Update 2005, Appendix A, Vision and Guiding Principles, page 1

**consideration that a chain supermarket could take over the site.**

Agencies and individuals are giving every benefit of the doubt to this project because it involves the co-op.

This developer's cost might be around \$15 million, while ours might be in the range of \$6 million or more. Everyone treats the developers as if they are the co-op, but if the store fails the co-op could no longer exist while a new tenant could come in to pay the developer. This is what happened in Elk Grove.

A Grocery Outlet now operates at 8517 Bond Road in Elk Grove where a developer and our same general manager built another new store for us that closed in 2007 at a loss of over \$6 million to the co-op. This loss included our selling 1919 Alhambra Boulevard in an unsuccessful effort to keep the Bond Road store afloat.

No independent assessment has been made about what internal co-op practices led to the Elk Grove store failures. I know of no corrections made to avoid similar pitfalls for this proposal. And this second new store has higher hurdles. The project requires a 20% increase in sales the first year. We would not have our current store to fall back on if the new one fails, like we did in the case of Elk Grove. The new project may have a competitor at our current Alhambra and S Street location sooner or later.

**Neighborhood scale commercial and retail development would do well to be located on S Street between 28th and 29th streets.**

When I lived at 2704 S Street I walked to the co-op along S Street. Because of this neighborhood experience I'd like to see our new store and its entrance close to the sidewalk on S Street between 28th and 29th. I envision something like the food co-op stores tucked into a Portland neighborhood and a San Diego community not far from the beach or a kind of combination of them. This would fill out the north side of the S Street block by extending the retail commercial pattern established by Temple Coffee (2829 S Street) and Revolution Wines that also operates as a winery (2831 S Street).

This fits with the city's mandate to create active storefronts on retail and commercial streets and to avoid blank walls and exposed parking garages. Sidewalk cafes activate and energize the retail environment by creating an interface between the public and private realm. Sidewalk cafes, like retail, tend to develop a synergy when clustered together. Central City Urban Design Guidelines, Framework Concepts, Page 2.2-22.<sup>2</sup>

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<sup>2</sup> Page references are to the Central City Urban Design Guidelines unless otherwise noted:  
<http://www.cityofsacramento.org/dsd/planning/urban-design/central-city-urban-design-guidelines/index.cfm>

Alas, this can't happen because of the toxic groundwater plume spreading from under where the former Sacramento Plating, Inc. facility was (2809 and 2815 S Street). The garage is proposed on the two former electroplating properties and 1819 and 1827 28th Street. It's not permissible to build a closed structure over this site with its unresolved hazardous chemical remediation needs. Sound project planning and environmental positioning is that the location of any occupied building on this brownfield should wait until site remediation is complete, or until the site has a remediation plan that addresses all hazardous chemical issues and that is consistent with locating a retail or commercial building there.

**Project uncertainty is created by the stated need to build a parking garage on the northwest corner of 28th and S Streets.**

It is possible that the ground level of an open walled parking structure may be compatible with hazardous waste treatment using monitoring wells or other mechanisms in a garage floor built on the Sacramento Plating site.

This is because it might be permissible to execute hazardous material treatment and extraction operations on the ground floor. For example, the three monitoring wells on the 2815 S Street site that are now inside the open chain link fence might continue as part of the garage floor. A one year-pilot project through June 2013 of injecting a treatment chemical into the ground is being assessed by the state Department of Toxic Substances Control at this time.

The parking structure is stated to be necessary to provide parking for both the new store and the county building on the other side of R Street. County employees and clients now park in the paved lots on the north side of the block and members of the church park at the paved lots on the block at 1819 and 1827 28th Street.

A parking solution for county building parking and a proposed co-op store may lie in providing parking under Business 80 south of S Street. City plans encourage parking for state employees under Business 80. General Plan CC.SPD 1.32, page 3-CC-17. The use of this area for county building employees and clients may fit into these goals. Parking under Business 80 for the current and proposed co-op stores should be pursued. It is essential that potential need for parking be reduced. Current and future store shuttle service from homes and more distant lots should be considered. One approach used is to provide shuttle service for shoppers that spend a threshold amount.

Project uncertainty is also caused by efforts of the developer, the State Department of Toxic Substances Control (DTSC), and the trustee of the estate of the apparently bankrupt owner of Sacramento Plating, the LaBour Family Trust, to sell the former plating site to the developer. The state has spent about \$1 million cleaning up the site so far which is not being reimbursed to taxpayers.

Subject: Sacramento Natural Foods Co-Op (P13-025)

This includes costs for toxic soil removal, for 10 or more monitoring wells including three on the lot and others in neighborhood streets, and the current pilot project that injected potentially corrective chemicals into the groundwater plume.<sup>3</sup>

A garage on the site is incompatible with the neighborhood, and its proposed size is well beyond any acceptable garage on the block and neighborhood in question. The Central City Parking Master Plan developed three parking garage prototypes, large (800-1,200 cars), medium (200-400 cars) and small (100-200 cars). Large and medium garages are out of keeping with the corner, the entire block, and the neighborhood. Small garage prototypes are expected be two to three levels high and located in the center of the block surrounded by structures neighborhood structures.<sup>4</sup>

**Placing a garage in an established Neighborhood Transition Buffer would directly infringe on and impact the Newton Booth residential neighborhood**

Neighborhood Transition Buffer Areas of 300 feet from single family neighborhoods have been established (Page 6-5) and mapped (Page 6-3. General Plan Figure CC-2). The northwest corner of the intersection of 28th and S Streets where the garage is proposed, is a mapped buffer area. Page 6-3. The garage is proposed to be in the part of the Newton Booth Neighborhood buffer area from 26th to 28th Streets. Page 4-2.

The buffers are established to help to preserve the character and the scale of existing residential neighborhoods (Page 6-5), and to protect them from incompatible development (Page 6-13). The guidelines for development in these areas "address appropriate features to ensure compatibility and reduce scale" (Page 6-5), and have, "A design that is similar in scale and architectural character with adjacent single family residential structures..." (Page 6-13).

These areas were created to ensure the compatibility of new construction to the existing residential neighborhood. Disruptive features would include excessive massing of the building, incompatible architectural design, and inappropriate placement on the site. Page 6-14.

Structures must harmonize with other neighboring structures. Page 3-24. Buildings or groups of buildings must be compatible with the surroundings through rhythm of spaces between buildings, building scale, mass and setbacks,

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<sup>3</sup> Last year a full 50-gallon drum by the well with a post by it remained for pick up on the property until DTSC was notified.

<sup>4</sup> Central City Parking Master Plan Final Report (September 2006), pages 59-62.

building orientation and relation to the street, and continuity of storefront on commercial streets. Page 3-26.

The four level garage is planned to be 33 feet high with a 21,658 square foot footprint on a 25,933 square foot lot (May 2, 2013, application by YHLA Architects). Total parking floor area therefore appears to total over 100,000 square feet. This massing is incompatible, indeed, it is foreign, to the scale and character of the neighborhood and housing that the Neighborhood Preservation Transition Buffer Areas are designed to protect.

**The project would not provide Transit Oriented Development (TOD) for the 28th to 29 Streets light rail station and should not face on a parking lot.**

Cities keep their central cores healthy and vibrant in significant part with new infill development of increased densities. A General Plan Land Use Guiding Principle is to focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers and in strategic opportunity areas throughout the city.<sup>5</sup> Sacramento is doing this in important part by planning pedestrian friendly multiple-use areas around light rail transit stations. The proposed project goes in a different direction.

General Plan R Street Corridor Policy CC-SPD 1.4 requires the city to encourage mixed-use residential/commercial development within a 660 foot radius of each light rail station, and to ensure a design and scale compatible with adjacent neighborhood scale uses. General Plan page 3-CC-12

Light Rail Transit Station R Street Design Guidelines mandate that that ground floor retail entrances "must orient to plazas, parks or pedestrian oriented streets, not interior blocks or parking lots." Page 6-26. Light Rail Transit Station R Street Design Guidelines mandate that that ground floor retail entrances, "must orient to plazas, parks or pedestrian oriented streets, not interior blocks or parking lots." Page 6-26.

A concerted effort should be made to locate higher density transit-oriented development within ¼ mile of transit stations. Page 2.2-10.

The co-op proposes a store that would face directly on a parking lot. The lot would be across the street from the light rail station and next to the sidewalk bus stop.

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<sup>5</sup> General Plan Update 2005, Appendix A, Vision and Guiding Principles, page 2.

"Developments that request conventional, high parking ratios probably are not transit supportive and would be better located away from the train stations."<sup>6</sup> Regional Transit supports flexibility in parking replacement criteria, namely less than 1 for 1 in joint development policies.<sup>7</sup>

**The project is pedestrian unfriendly.**

The city's goal is for development to be configured on its site to have a strong relationship to the pedestrian setting including easy and frequent access and by minimizing potential automobile conflicts.<sup>8</sup> The existing primary store entrance that is used by nearly all co-op shoppers is in conflict with the main entrance and sidewalk now. The project proposes to greatly increase the pedestrian parking lot entranceway and inside parking lot conflicts compared to those of the current store. This is because 29th Street is busier with cars and people, and because the co-op requires a 20% increase in retail sales in its first year and lower but multiplying percentage increases after that.

All new parking must be designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings. General Plan Policy M 2.1.7.

Garages and parking areas must be designed to minimize their impact on pedestrians. Page 3-10.

29th Street has far more traffic than S Street east of 30th Street, and the current store does not have one or two busses stopping on S Street by the store.

Back up of cars waiting to turn into the lot or into the alley due to pedestrians, at the bus stop waiting to board one bus or one of two busses; cars waiting to turn into the lot or alley waiting for stopped busses; cars in lines behind the raised crossing gate, and cars wanting to exit would experience exacerbated pedestrian conflicts.

Bus and light rail riders crossing 29th Street would experience increased obstacles and conflict with cars turning into or waiting to turn into the parking lot in front of the store between the light rail stop and the bus stop.

County building employees and clients would need to cross through the store parking lot to get to the parking garage.

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<sup>6</sup> Sacramento Regional Transit District, Transit for Livable Communities (August 21, 2002), page 18.

<sup>7</sup> Sacramento Regional transit District, A Transit Action Plan, A Guide to Transit Oriented Development (TOD), Draft Final (April 13, 2009), page 26.

<sup>8</sup> Pedestrian Master Plan, September 2006, Goal 6, page 38

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Cars wanting to avoid the 29th Street lot and alley entrances would turn right on R of S Streets to enter the garage, increasing neighborhood traffic.

**The proposed store, its signage, and its iconic "silo" visibility are unsuitable because of their orientation to cars, 29th Street, and the freeway.**

Structures must be located with usable outdoor places along street faces. Page 3-4. Garages and parking areas must be designed to diminish their visibility from the street. Page 3-10.

Garages and parking should not front on lettered streets, and lots on numbered streets should not be located within 40 feet of the corner streets and should not take up more than 50% of the street frontage. Page 3-10.

Corporate identity must be secondary in design and consistent with the surrounding community. Page 3-23. Corporate identity and signs would be wrongly designed and mis-oriented

All signage must be oriented to pedestrians, and should not be oriented to automobiles on surface street or freeways. Page 3-38. Signs must be high quality. Page 3-39

Mechanical and other equipment must be integrated as much as possible into the design. Page 3-40.

The visibility of both the tower and the "silo" needs to be reviewed from all freeways from which they might be visible for conflict with these requirements.

The silo structure and mechanical is an iconic sign that would distinguish the store and announce its presence to freeway users, and is unnecessary and prohibited. Roof mounted HVAC should be screened from public ways by integrating it into the building design. Page 3-42. The proposed air circulation device is not essential, it's optional.

**Vehicle and personal safety and security are not adequately studied or addressed**

Safe neighborhoods was the most highly ranked issue in General Plan Update. General Plan Update, pages 4-5. Projects must build in safety, and the number one design factor enhancing safety is visibility including ability to observe to and from areas, and adequate sight distance in circulation systems. Page 3-12. Projects along freeway frontage streets must be designed to enhance connections for safety and comfort from one side of the freeway to the other. Page 5-7.

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The security precautions on the north side of R Street for the county building and the retail stores next to it show unusually heavy security precautions. After closing time an iron fence with high arrow tipped bars keeps people out of the county building courtyards, entrances, and other spaces around the building. The row of three private retail businesses that are in one building next to the county building (a barber shop, small market and paint store), have a high non-see-through chain link fence with razor wire on the top around the garbage bin enclosure. On a Friday afternoon when I took the pictures that are in the Supplemental Material for the July 11, 2012 meeting, two sheriff's deputies could be seen in the Sheriff's window inside the building, and two other deputies were patrolling the seating area in tandem.

As a county building, the sheriff is responsible for policing inside the building, while city police have jurisdiction outside. According to the Development Project Routing Form, the application has been routed to the police. It should also be routed to the sheriff if this hasn't been done. The potential implications of the county building's high security for the proposed store needs to be addressed. The general manager's response to this issue is that the current store has security issues including a break in.

The project has key visibility issues in the alley between the proposed store and the garage and in the garage.

Revolution Wines has a winery in its building where a grape crush takes place. This is run using the alley between its rear open door and the proposed parking lot. It includes unloading grapes and loading used grape stems and moving grapes and wine barrels in and out through the winery operation door. Temple Coffee has recently added a large coffee roasting facility.

The co-op now accepts working with the parking-alley-pedestrian-parking-supplier-security conflicts that exist at the current store. These conflicts should be avoided in a store relocation. All of these conflicts would be not only repeated, but would be exacerbated at the proposed relocation with the addition of the county building and its users, proximity to bus and light rail stops, the parking garage, and so on.

A pedestrian, vehicle, bicycle traffic circulation study and plan is needed that addresses:

- visibility, including at alleys, lot, garage and loading bay entrances
- the heavy traffic on 29th Street
- current and projected Levels of Service on surrounding streets
- light rail station and bus stop pedestrian and transit vehicles
- parking lot and garage vehicle and pedestrian use
- light rail traffic barrier crossing bar traffic back up, release and accompanying street markings

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- pedestrian and bicycle use from along R Street to the east side of the freeway including in relation to the transit stop operation
- seasonal winery operation
- supply and pick up for all present and proposes uses on the block
- neighborhood and street pathways and impacts.

**The proposal would wrench into years of planning and the city's future a place of iconic incompatibility with efforts to make Sacramento the Walking Capital, that is, a model pedestrian friendly, bicycle oriented and public transit-wise city**

At the west end of R Street the cities of Sacramento and West Sacramento have put into place a plan to jointly build a bicycle and pedestrian bridge over the Sacramento River to connect the two cities. Page 2.2-47. This contributes to the city's goal of reconnecting to the rivers and riverfronts. Page 2.2-4.

Sacramento is planning to make the east end of R Street at the I-80 Business loop a gateway for pedestrians and bicycles. It is planned for this area to link both the city core and the river bridge to West Sacramento with the eastern part of the city beyond the freeway.

Comes now the Sacramento Natural Foods Co-op to locate a parking lot on the corner at R Street across 29th Street from the freeway and light rail stop and beside the sidewalk bus stop where two can be observed to be line up a the same time for passengers.

Comes now the co-op to locate a huge parking garage diagonally opposite on the block from the parking lot.

Comes now the co-op to orient the side of the store and office building to R Street instead of having the store front on R.

The guidelines and planning documents have given me a heartening attachment to Sacramento and its future. They contain the most valuable information about the city that I've had since I came here to lobby for the Coastal Act in 1976 which was at a time when the last busses left downtown by 10:00 p.m. Before that family friends said they took me on trips to the Sierra Nevada mountain range because I could navigate them through the pre-freeway city.

The Design Guidelines give us a template about how to move forward while keeping and building upon what is best about pre-freeway Sacramento. Let's not let the antiquated vision presented to you by the co-op interrupt and deter Sacramento from continuing this progress.

The Planning and Design Commission must evaluate if and how this anachronistic anti-Sacramento Design Guidelines project can be fixed. It needs

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to give the co-op's owner-members and staff a clear message about the project. As presented, the project is co-op retail-growth-at-all-costs selfish. The co-op wants all of the benefits of locating in the Central City, which is basically the area north of Broadway and West of Alhambra. It wants to build at the expense of the city core as if it were outside the urban core. So the proposed project is hostile to the work of so many for who for so many years have worked and constructed and keep working to make Sacramento livable, walkable and prosperous now and in the future. If it doesn't want to live with the requirements in the core, the co-op should have chosen to build somewhere in the vast area of the city outside the core.

Sincerely,

/S/

Michael Garabedian  
Cooperative Owner-Member-Shareholder since 1998,  
Sacramento Natural Foods Co-op  
916-719-7296

Subject: Sacramento Natural Foods Co-Op (P13-025)

Email of Support

**From:** [Karen Jacques](#)  
**To:** [Evan Compton](#)  
**Cc:** [Hoyt Wendy](#)  
**Subject:** Natural Foods Co-op  
**Date:** Sunday, August 25, 2013 10:07:10 PM

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Evan Compton  
Associate Planner  
City of Sacramento  
Community Development Department  
300 Richards Blvd. 3rd Floor  
Sacramento, CA 95811

Re: Support for Sacramento Natural Foods Co-Op Project

Dear Mr. Compton,

My husband and I live in the Central City and own four residential rental properties within approximately two blocks of the proposed Natural Foods Co-Op site. We are pleased to support the plans for the new co-op.

The proposed site is an ideal location: a commercial corridor next to the freeway and very convenient to adjacent neighborhoods both east and west of the freeway. We are especially pleased that it is inside the grid. It is very important to have a neighborhood serving businesses like the co-op inside the grid, especially in light of the fact that many businesses that formerly served grid residents have been replaced by alcohol venues and we are having to do more driving than we used to get the goods and services we need. The presence of the co-op will greatly enhance the livability of the south side of Midtown, be convenient for us personally (we are long time co-op members) and increase the desirability of our nearby rental properties.

Co-op management, the architects and the developers have all worked very hard to make the project both attractive and energy efficient. The parking structure was a particular challenge, especially given its prominent location on S Street (we understand that toxic residues on the garage site are such that the parking structure had to go on that site). They have done a good job of making it as visually attractive and pedestrian friendly as possible. We would also like to commend everyone involved with the project for their community outreach and willingness to listen to and, where possible, incorporate the suggestions of community members.

Sincerely,

Karen Jacques

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## Letter from Sacramento Area Bicycle Advocates



**SACRAMENTO AREA  
BICYCLE ADVOCATES**

909 12th St, Ste. 116  
Sacramento, CA 95814

*sacbike.org*  
*saba@sacbike.org*  
916 444-6600

August 26, 2013

Evan Compton, Associate Planner  
City of Sacramento, Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811-0218  
ecompton@cityofsacramento.org

Subject: Revised Plans for the Sacramento Natural Food Co-Op (SNFC) project (P13-025)

Dear Mr. Compton:

Thank you for the opportunity to comment on the revised plans for the proposed SNFC store at 29<sup>th</sup> St and R St in Midtown Sacramento.

Short-term Bicycle Parking. We are very pleased to see that the SNFC has proposed a greatly increased number of short-term bicycle parking spaces for customers. The revised site plan sheet A1.2 shows a total of 40 bike parking spaces located along R St and at the north edge of the SNFC vehicle parking lot. We are disappointed, however, that these customer bike parking spaces are not located immediately adjacent to the store entrance which is at the southwest corner of the vehicle parking lot. We request that at least half of the 40 proposed short-term bike parking spaces be moved to the southwest corner of the parking lot adjacent to the store entrance.

Bicycle Access to the Store Site. As we discussed in our comment letter dated June 28, 2013, the safest and most comfortable way for bicyclists to get to the new SNFC site will be along 28<sup>th</sup> St, especially from neighborhoods to the south, west, and north. Accessing the site from 29<sup>th</sup> St will be difficult and dangerous because of the high speed and high volume vehicle traffic on that street. The current configuration of R Street will not provide good bicycle access to the site because of the light-rail tracks and the narrow traffic lane next to vehicle parking spaces. Bicyclists from neighborhoods to the east will most comfortably access the SNFC site by traveling under the freeway on S St or on T St and then turning north on 28<sup>th</sup> St to enter the site.

Under the current design as shown on the revised plans, most bicycles will likely approach the store by riding on the sidewalk along R St from its intersection with 28<sup>th</sup> St. Some bicyclists also will likely use the alley between the proposed store and its parking garage. To make accessing the store entrance safe, comfortable, and attractive to both bicyclists and pedestrians, we continue to request that the SNFC developer and management work with City officials to design and install separate bicycle and pedestrian paths along R St from 28<sup>th</sup> St. Such a design will require modifying the sidewalk and curb along R St to make the separate bike and pedestrian paths both attractive and functional. The revised plans show 8 vehicle parking spaces along the south side of R St; loss of these spaces will be mitigated by the new parking provided by the SNFC project in both the surface lot and in the parking garage.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Subject: Sacramento Natural Foods Co-Op (P13-025)

Sincerely,

A handwritten signature in black ink that reads "Jordan Lang". The signature is written in a cursive, slightly slanted style.

Jordan Lang  
Project Analyst

CCs: Joseph Hurley, SMAQMD ([jhurley@airquality.org](mailto:jhurley@airquality.org))  
Ed Cox, City of Sacramento Alternative Modes Coordinator ([ecox@cityofsacramento.org](mailto:ecox@cityofsacramento.org))  
Sally Freedlander, Separovich/Domich ([sfreedlander@threetower.com](mailto:sfreedlander@threetower.com))

Subject: Sacramento Natural Foods Co-Op (P13-025)

Email of Support

**From:** thomas roth <[thomasallan@sbcglobal.net](mailto:thomasallan@sbcglobal.net)>  
**Subject:** Sacramento Natural Food Co-op  
**Date:** August 29, 2013 12:11:30 PM PDT  
**To:** "[pharveycitypc@aol.com](mailto:pharveycitypc@aol.com)" <[pharveycitypc@aol.com](mailto:pharveycitypc@aol.com)>  
**Reply-To:** thomas roth <[thomasallan@sbcglobal.net](mailto:thomasallan@sbcglobal.net)>

*Philip Harvey, chairperson  
Planning and Design Commission  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811*

*Dear Mr. Harvey,*

*This email is being sent to convey to you and the Planning and Design Commission my full support for the Sacramento Food-Co-op relocating to the proposed new location as per submittal.*

*I am a midtown business person and also a member/ owner at the Food Coop. I don't reside in midtown but I have had a presence in midtown since 1979 and contributed and continue to contribute to the fabric of midtown life through various real estate holdings and art projects.*

*Having a co-op that can serve its members and the public in a more functional and deserving way is something that I believe should be encouraged and supported by our community.*

*Thanking you for your consideration*

*Sincerely Yours*

*Thomas A. Roth*

September 5, 2013

Evan Compton  
Project Manager  
City of Sacramento  
300 Richards Blvd. - 3rd floor  
Sacramento, CA 95811

*Re: support for Sacramento Natural Food Co-op revised plans for relocation to Midtown*

Dear Mr. Compton,

As Executive Director of the Midtown Business Association (MBA), I am writing to express MBA's support for the Sacramento Natural Food Co-op's (SNFC) relocation to 29th and R Streets in Midtown.

In April 2012, the MBA Board of Directors voted unanimously to support this endeavor. After watching the project evolve in response to feedback from the surrounding community, MBA is pleased to reaffirm support for their revised plans.

Over the past year, the project has met with numerous community groups, worked closely with the neighborhood associations, and consulted with bicycle and pedestrian organizations to ensure that the new Co-op will have a welcome and positive effect on the surrounding area. The new development is designed to enhance the neighborhood, putting more eyes on the street and creating an accessible, pedestrian friendly destination. The new facility will also provide a larger space, more products, increased off street parking, and an expanded café menu.

MBA is supportive of projects that contribute to the vitality of our district and fulfill a need in the community. Midtown currently lacks a large natural foods grocer, and SNFC fills this gap. The Co-op estimates that this project will contribute 300 construction jobs and 40-50 new long-term jobs to Sacramento. SNFC boasts an impressive reputation as having the highest sales of a single store co-op, and the only 100% organic produce department grocer, in California. The store is locally owned, and supports local growers. We believe the relocation will contribute substantially to the local economy while enhancing Midtown's quality of life and reputation as a high quality shopping district.

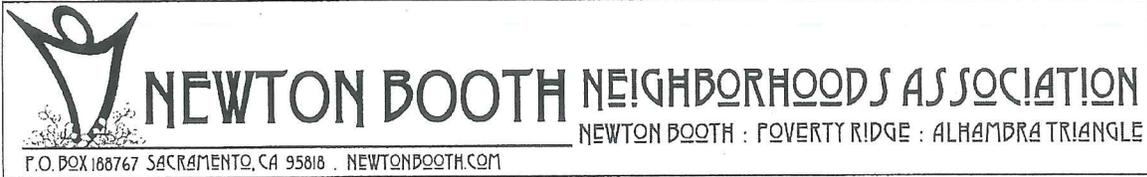
The Midtown Business Association fully supports the Sacramento Natural Food Co-op's relocation to Midtown, and we look forward to welcoming them. Their presence here will be valuable to Midtown residents, shoppers, the commercial core, and the community at large.

Sincerely,



Emily Baime  
Executive Director

Cc: Todd Kaufman, John Parrinello, Kim Mack, Kiyomi Burchill, David Nybo, Alan LoFaso, Douglas Covill, Philip Harvey, Timothy Ray, Rommel Declines, Carl Lubawy, Meeta V. Lele, Edmonds Chandler



Sunday, September 8, 2013

Evan Compton, Associate Planner  
Sacramento Community Development Department  
300 Richards Boulevard, 3rd Floor  
Sacramento  
California 95811

Re: Sacramento Natural Foods Co-op Project (P13-025)

Dear Mr. Compton:

The Newton Booth Neighborhoods Association (NBNA) had numerous opportunities during the past eighteen months to meet with developers and architects of the Sacramento Natural Foods Co-op Project, as well as with Co-op officials. Our Board was provided two briefings about the project (the first meeting early in the process, the latter at our August 2013 meeting), Board members met with the developer's representatives as the project developed, and the Co-op held a public meeting attended by MidTown and NBNA residents. We appreciate not only the frank communication, but also the manner in which the developers and architects took our concerns into consideration, resulting in a number of changes to the initial proposal that we believe improves the project. In many ways the Sacramento Natural Foods Co-op Project has been a model for how developers of large commercial project can interface positively with impacted neighborhoods. It has helped restore our faith in the City's design and review process.

We want to emphasize that NBNA will continue to follow this project after design and review is completed. We believe our neighborhoods should be involved in all steps of the process, including changes to plans that may take place after design and review, decisions concerning materials and lighting, as well as construction activity. We look forward to continuing our positive working relationship with the developer and City officials.

Yours truly,

John Hagar  
President  
Newton Booth Neighborhoods Association

## Evan Compton

---

**From:** Michael Garabedian <michaelgarabedian@surewest.net>  
**Sent:** Thursday, September 12, 2013 3:47 PM  
**To:** Evan Compton  
**Cc:** wendyhoyt3@gmail.com  
**Subject:** Sacramento Natural Foods Co-op (P13-025) on today's September 12 Planning and Design Commission agenda

To:  
Evan Compton, Associate Planner  
Sacramento Community Development Department

Evan,

The Commission needs to perform its responsibilities and address the problems with the project in a manner that permits the Commission and the public, including members of the Sacramento Natural Foods Co-op, to be adequately informed about project planning and environmental review issues and how they might be resolved with mitigation or alternative approaches. Without at least an environmental questionnaire, initial study and negative declaration, the city and public do not have the necessary environmental disclosure to act on this project.

### 1. General Plan inconsistencies

My August 18 letter identifies instances where the developer's project for the co-op is inconsistent with the General Plan. Citizens of Goleta Valley v Board of Supervisors, 52 Cal3rd 553, 570 (1990), Unafraid to Uphold Rural El Dorado County v. El Dorado County, 62 CalApp4th 1332, 1338 (1998). Interference and frustration with the general plan's policies and objectives is impermissible. Napa Citizens for Honest Government v Napa County Bd. of Supervisors, 91 CalApp4th 342, 378-379 (2001). The project must be changed to eliminate these inconsistencies or the General Plan must be amended,

### 2. Staff recommendations to waive design requirements fail to recommend and use the necessary procedure

The August 8 letter also identifies where the project fails to satisfy mandatory and recommended Design Guidelines. Project proponents have failed to identify how they address the multiple instances where the project fails to meet mandatory Design Guidelines. It would be impermissible for the staff and Commission to similarly fail to address the guidelines by doing so in the cursory manner as proposed in the Proposed Findings of Fact and Conditions of Approval, Findings of Fact D. 1 and 2, and Conditions of Approval B7 to B21. Each instance of departure and waiver from the Guidelines must be identified and must be accompanied by findings and explanation specific to the Guideline: "The planning and design commission or design director shall not approve an application for design review unless it finds that the design, as it may have been modified or conditioned by the planning and design commission or design director, is consistent with the applicable plans, findings and declaration of purpose listed above." City Code 17.132.110 (A). The City Commission or Director responsible for design review shall have the authority to waive individual guidelines for specific projects where it is found that such waiver will better achieve the design policy objectives than strict application of the guidelines. Urban Design Guidelines, Section 1 Introduction, page 1.1-6 Paragraph No. Authority to Review. Mere conclusory findings and findings that do not describe how the project or conditions are consistent with the Design Review findings and declarations.

### 3. The project does not qualify for a CEQA exemption.

The following parts of the CEQA guidelines remove the project from the infill exemption:

**15332. IN-FILL DEVELOPMENT PROJECTS.** Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (The project violates the General Plan and other plans.)

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (The project involves more that 3/4 of a city block and sidewalk and street facilities including vehicle access, bus shelter and many other improvements)

....

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (The project has major traffic impacts such as on the 29th street entrances to the lot in front of the store and the alley, both entrances which are located where the bus stop is where two busses can be seen to line up, which bus stops are just forward of the light rail traffic barrier arms, which arms serve to stop traffic so for RT users can go back and forth between the bus stop and light rail stop, so there will be significant conflicts that have not been addressed between cars, pedestrians, busses and other vehicles, and the industrial uses of the Revolution WInes graph crush that operates using the alley and the new Temple Coffee coffee bear roasting facility. The unresolved remediation of the DTSC Sacramento Plating Site affects store location options on the block, and, even if resolved and the plating site is transferred to the developer, the remediation effort will involve operations in the first floor of the garage: these, state cost recovery and the unevaluated DTSC site across S Street have not been reviewed in relation to the project.)

...

All of these and other issues are major environmental impacts issues that demonstrate that the project may have a significant impact on the environment.

4. The project is not eligible for a Special Permit.

It does not comply with the objectives of the General Plan, it is detrimental to traffic , and it is not based on sound principles of land use. City Code 17.212.010.

5. The project does not satisfy the requirements for issuing a variance. City Code 17.216.010.

This includes being for the reasons that it does not meet the Special Permit requirements and variance law A grant of variance must include findings based on substantial evidence that bridges the analysis gap between raw evidence and the the ultimate decision. Topanga Association for a Scenic Community v County of Los Angeles, 11 Cal3d 506, 513-515 (1974). The critical issue is whether a variance is necessary to bring an applicant into substantial parity with other parties holding property interests in the zone. The desirability of the proposed development, the benefits to the community are irrelevant. As proposed, the variance would grant a special privilege inconsistent with the limitations on other properties in the vicinity. Orinda Association v Board of Supervisors, 182 CalApp3d 1145, 1163 (1986).

Michael Garabedian, 916-719-7296

**Appeal Decision**  
**City of Sacramento Planning and Design Commission**

Date: 9/21/13

To the Planning Director:

I do hereby make application to appeal the decision of the City Planning and Design Commission on 9/12/13 (date), for project number P 13-025.

- Special Permit } R st. laneway for new project > 40,000 sq ft
- Variance } 500 for 1.0 min PRR and 8' line setbacks
- "R" Review } for new commercial parking structures
- Other CEQA categorical exemption for infill development

Granted by the City Planning and Design Commission  
 Denied by the City Planning Commission

Property Location: 2720, 2820, 2830 R St.

Grounds For Appeal: (explain in detail, you may attach additional pages)  
See attached material 1, 2, 3, 4

Appellant: Michael N. Garabedian (please print) Daytime Phone: (916) 719-7296

Address: 7143 Gardenvine Ave, Citrus Heights CA 95621

Appellant's Signature: Michael N. Garabedian

Please note that once this application is submitted to the City of Sacramento, your information may be subject to public record. However, please note that the City will not sell your data or information for any purposes.

| THIS BOX FOR OFFICE USE ONLY                   |                                  |
|------------------------------------------------|----------------------------------|
| Filing Fee Received: Applicant (\$1,192) _____ | Or Third Party (\$298) _____     |
| Received By: <u>P Morgan</u>                   | Date: <u>9/23/13</u> <b>X</b>    |
| Distribute Copies to: Planning Director _____  |                                  |
| Zoning Administrator _____                     | Original & Receipt in File _____ |

Submit the Appeal Form to 300 Richards Blvd, 3rd Floor, Community Development Department Public Counter, between 9AM to 4 PM on weekdays.

**RECEIVED**

BY: P Morgan

A Helmut 1

In the matter of the Appeal of the Sacramento Natural Foods Co-op new Commercial Building and Parking Garage approval by the City of Sacramento Planning and Design Commission on September 12, 2013, P13-025 )  
 ) GROUNDS  
 ) FOR APPEAL  
 )

This appeal provides the City Council with an opportunity to change the co-op store decision and process. I urge the Council to refer the store back to the Planning and Design Commission with recommendations and instruction.

I. The approval would create incalculable damage to the City of Sacramento:

Neighborhood Design Guidelines. The purpose of the Sacramento Central City Neighborhood Design Guidelines is to protect and enhance the value and appearance of public and private property, and to integrate projects into the appearance, scale, capacity and character of neighborhoods and districts, while encouraging a high level of community development. The Planning and Design action accomplishes none of these goals.

Newton Booth neighborhood. The massive 86,178 square foot four-level parking garage is out of keeping with the size of the housing, church and businesses in the neighborhood. This parking structure would invade the neighborhood and its values.

Urban core. The objectives of the nearly seven square mile Central City Urban Design Guidelines are to provide for design excellence and to keep Sacramento highly rated for desirability and livability. The Planning and Design Commission action undermines the neighborhood and central city guidelines and these goals and the Commission's effectiveness in implementing them in the future.

II. What's wrong with the project

The project has many flaws:

- Location of the combined store and office building on this block
- Absence of any review and analysis of other possible locations
- Toxic groundwater plume can not be remediated in the near future
- Size and location of the four-story parking garage
- Automobile shopper focus
- Store front parking lot
- Failure to follow Transit Oriented Development (TOD) Guidelines
- Giving second class status to bus and light rail stop users
- Store front and tower freeway and 29th Street orientation
- Arrangement of structures on the ¾ block area
- Leaving future sign decision up to staff
- Enhanced disconnect between downtown and East Sacramento
- Nearly singular inside store focus harms outside store needs

- The years of effort that went into creating the city's planning and design anticipated

3

### III. Critical missing project signage description

4

No signage size, design and location information is known.

### IV. Needed studies and reports not done

These documents are needed:

- Engineering traffic analysis
- Pedestrian-vehicle conflict analysis
- Parking alternatives analysis
- Human Assistance employee and client commute/parking practices and policies
- Access for Human Assistance, the co-op and public to under freeway parking
- Sheriff' inside Human Assistance building incident reports (four deputies were seen inside on duty on a Friday afternoon)
- Police outside HA building incident reports
- Grocery store and fresh produce availability numbers in all city neighborhoods and sub neighborhoods
- A CEQA environmental impacts and mitigation document

5

### V. Institutional failures

Sacramento Planning and Design Commission. The Planning and Design Commission staff and commission processes have not worked so far for this project. At the initial Commission meeting staff seemed to be pulling projects issues down from the flagpole at the same time they were putting them up.

6

Sacramento Regional Transit. On this project, Sacramento Regional Transit has abandoned Transit Oriented Development. Moving the bus stop north and the surface parking lot entrance south are untenable solutions for but and light rail users.

7

Sacramento County role in the parking structure. This project uses the most unimaginative and damaging parking solution for Human Resources which carries out programs for the State of California and federal government. No project reference is known to county and state employee commute and parking practices, policies and user statistics. No reference is made of contact with state human resources and transportation agencies to finding alternative parking solutions, much less solutions consistent with the General Plan, Master Parking Plan and Design Guidelines.

8

VI. The sum of project issues lies in Livable and Healthy Community initiatives

The couple decades of effort that went into creating the Sacramento Design Guidelines anticipated by many years the current California and nationwide focus on maintaining livable and healthy communities. The Planning and Design Commission should be embracing the Design Guidelines because if followed Sacramento would be far ahead of the healthy communities curve.

Grocery store location is the one of the project's most prominent Livable and Healthy Community issues and not only for areas that are underserved by grocery stores. When the new Trader Joe's store switched its proposed location from a regulated site to an unregulated site in the East Sacramento 40's traffic and other problems have ensued. Project location in areas not served or underserved with groceries and fresh produce appear to be nearby. More stores in an area significantly increases fruit and vegetable consumption.

Neighborhood characteristics impact health outcomes. When people feel more safe in their neighborhoods they spend more time walking, biking, being in the streets and on public transportation. Transportation systems that support multimodal travel – walking, cycling, wheeling, and public transit, in addition to the automobile, can enhance community economic viability by giving families lower cost transportation options and linking residents to job centers.

The project area have many of these benefits but the Design Guidelines and TOD that are designed to maintain and enhance them were not followed bay the Commission decision.

VII. Indicators of overlooked issues

The In Your Face nature of the entire project is a direct challenge to good design. Many project issues referred to in this appeal could have been addressed in a manner that significantly solved the problems instead of tinkering around the edges of them. Two examples of particularly egregious in Your Face elements are the cavalier disregard for design common sense found in tower and parking structure elements.

53 foot tower height. This pandering to freeway traffic is offensive to design, even if not intended for a sign. It in effect is signage even without written words.

Reduction by half parking structure stories and spaces. Cutting the severe impacts to neighborhood scale and traffic could come from cutting parking spaces and levels in half

## VIII. Areas of Commission decision illegality

### General Plan consistency.

My August 18 and other correspondence to the Commission identify instances where the developer's project for the co-op is inconsistent with the General Plan. Citizens of Goleta Valley v Board of Supervisors, 52 Cal3rd 553, 570 (1990), Unafraid to Uphold Rural El Dorado County v. El Dorado County, 62 CalApp4th 1332, 1338 (1998). Interference and frustration with the general plan's policies and objectives is impermissible. Napa Citizens for Honest Government v Napa County Bd. of Supervisors, 91 CalApp4th 342, 378-379 (2001). The project must be changed to eliminate these inconsistencies or the General Plan must be amended,

### CEQA Categorical Exemption.

The following parts of the CEQA guidelines remove the project from the infill exemption:

**"15332. IN-FILL DEVELOPMENT PROJECTS.** Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

"(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (The project violates the General Plan and other plans.)

"(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (The project involves more than 3/4 of a city block and sidewalk and street facilities including vehicle access, bus shelter and many other improvements)

....

"(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (The project has major traffic impacts such as on the 29th street entrances to the lot in front of the store and the alley, both entrances which are located where the bus stop is where two busses can be seen to line up, which bus stops are just forward of the light rail traffic barrier arms, which arms serve to stop traffic so for RT users can go back and forth between the bus stop and light rail stop, so there will be significant conflicts that have not been addressed between cars, pedestrians, busses and other vehicles, and the industrial uses of the Revolution Wines graph crush that operates using the alley and the new Temple Coffee bean roasting facility. The unresolved remediation of the DTSC Sacramento Plating Site affects store location options on the block, and, even if resolved and the plating site is transferred to the developer, the remediation effort will involve operations in the first floor of the garage: these, state cost recovery and the unevaluated DTSC site across S Street have not been reviewed in relation to the project.)

...

All of these and other issues are major environmental impacts issues that demonstrate that the project may have a significant impact on the environment.

Even where an exemption is available for a project, it cannot be used where, as here, CEQA's "exceptions to the exemptions" apply. Because CEQA allows exemptions for "only those activities which do not have a significant effect on the environment," it follows that if there is "any reasonable possibility" that the project "may have a significant effect on the environment, an exemption would be improper." Wildlife Alive v. Chickering, 18 Ca1.3d 190,205-06 (1976). This idea has been codified in CEQA Guidelines section 15300.2, as well as in Placer County Code section 18.36.020, which both outline situations in which further environmental review is necessary, even if a proposed project falls within an identified exemption. Here, a number of "exceptions to the exemption" described above apply, so the County may not rely on a categorical exemption to avoid environmental review.

Because CEQA allows exemptions only for activities that do not have a significant effect on the environment, an exemption is improper if there is "any reasonable possibility" that a project may have a significant effect on the environment. Wildlife Alive v. Chickering, 18 Cal. 3d 1901, 205-06 (1976). Thus, where there is substantial evidence that a project might impair the environment, an agency may not use a categorical exemption-even if other substantial evidence in the record might support a conclusion that the project would not impair the environment. Azusa Land Reclamation Co., Inc. v. Main San Gabriel Basin Watermaster, 52 Cal. App.4th 1165, 1195 (1997).

The categorical exemption does not apply because of the potentially significant nature of a number of issues including, toxic plume location and remediation issues with project impacts, locating on the block in question and alternative store locations, freeway orientation and tower issues, traffic and transportation including Transit Oriented Development, traffic pedestrian conflict, and multiple planning issues under the Design Guidelines including garage structure size, store front parking lot and orientation, and so on.

In order for an environmental document to adequately evaluate the environmental ramifications of a project, it must first provide a comprehensive description of the project itself. "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient" environmental review document. San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus, 2T Cal. App. 4th 713,730 (1994). "An accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity." *Id.* Thus, an inaccurate or incomplete project description renders the analysis of significant environmental impacts inherently unreliable and makes it impossible to apply a categorical exemption. Here, there is no description of the sign the applicant wishes to erect.

4. The project is not eligible for a Special Permit.

It does not comply with the objectives of the General Plan, it is detrimental to traffic , and it is not based on sound principles of land use. City Code 17.212.010.

13

Design Guideline waivers without sufficient identification and findings.

The August 8 letter also identifies where the project fails to satisfy mandatory and recommended Design Guidelines. Project proponents have failed to identify how they address the multiple instances where the project fails to meet mandatory Design Guidelines. It would be impermissible for the staff and Commission to similarly fail to address the guidelines by doing so in the cursory manner as proposed in the Proposed Findings of Fact and Conditions of Approval, Findings of Fact D. 1 and 2, and Conditions of Approval B7 to B21.

14

Each instance of departure and waiver from the Guidelines must be identified and must be accompanied by findings and explanation specific to the Guideline: "The planning and design commission or design director shall not approve an application for design review unless it finds that the design, as it may have been modified or conditioned by the planning and design commission or design director, is consistent with the applicable plans, findings and declaration of purpose listed above." City Code 17.132.110 (A). The City Commission or Director responsible for design review shall have the authority to waive individual guidelines for specific projects where it is found that such waiver will better achieve the design policy objectives than strict application of the guidelines. Urban Design Guidelines, Section 1 Introduction, page 1.1-6, Authority to Review. Mere conclusory findings and findings that do not describe how the project or conditions are consistent with the Design Review findings and declarations.

15

Variances.

The following parts of the CEQA guidelines remove the project from the infill exemption:

**15332. IN-FILL DEVELOPMENT PROJECTS.** Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

16

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (The project violates the General Plan and other plans.)

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (The project involves more that 3/4 of a city block and sidewalk and street facilities including vehicle access, bus shelter and many other improvements)

....

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (The project has major traffic impacts such as on the 29th street entrances to the lot in front of the store and the alley, both entrances which are located where the bus stop is where two busses can be seen to line up, which bus stops are just forward of the light rail traffic barrier arms, which arms serve to stop traffic so for RT users can go back and forth between the bus stop and light rail stop, so there will be significant conflicts that have not been addressed between cars, pedestrians, busses and other vehicles, and the industrial uses of the Revolution Wines graph crush that operates using the alley and the new Temple Coffee bean roasting facility. The unresolved remediation of the DTSC Sacramento Plating Site affects store location options on the block, and, even if resolved and the plating site is transferred to the developer, the remediation effort will involve operations in the first floor of the garage: these, state cost recovery and the unevaluated DTSC site across S Street have not been reviewed in relation to the project.)

16

...

All of these and other issues are major environmental impacts issues that demonstrate that the project may have a significant impact on the environment.

Special Permits.

The project is not eligible for a Special Permit. It does not comply with the objectives of the General Plan, it is detrimental to traffic, and it is not based on sound principles of land use. City Code 17.212.010.

17

My August 18, 2013, letter to the Planning and Design Commission and other submissions are attached.

I urge the Council to refer the store back to the Planning and Design Commission with recommendations and instruction.

Sincerely,

Michael Garabedian  
916-719-7296

Attachments 2, 3, and 4

Attachment 2

Michael Garabedian  
7143 Gardenvine Ave.  
Citrus Heights, California 95621

August 18, 2013

Evan Compton, Associate Planner  
Sacramento Community Development Department  
300 Richards Boulevard, 3rd Floor  
Sacramento  
California 95811

Re: Sacramento Natural Foods Co-op Project (P13-025)

Dear Evan,

The Sacramento Natural Foods Co-op proposes to consolidate our offices into a complex with a combined headquarters office building and freeway-oriented supermarket plus four story parking garage. This would undermine the City of Sacramento's vision to become the most livable city in America.<sup>1</sup>

18

It's a developer project, and co-op input to the developers is from the general manager. On this project, except at the Revolution Wines meeting run by the developers, I've experienced the general manager and board as a wall between the developer and co-op members. What's important about this is that no one at any time described to members the applicable parts of the General Plan, other master plans, and the Urban Design Guidelines. Planning and design issues were simply not outlined and defined for us.

19

The city protects neighborhoods, promotes street front businesses, creates pedestrian and bike friendly environments, and intensifies mixed use development by light rail stations. Our proposal is for a car-centric store at odds with all of these and other long-established city policies. This is not surprising. The most frequent argument for the relocation is that the store's parking lot isn't big enough. This is from a co-op that has not tried using shuttles to relieve parking needs on our heavy days. Though a plan to remodel the current store was prepared, no study was made of alternative means of getting shoppers to and from the store or from nearby lots.

The choice of location is driven by and is limited by the general manager's search for a new store only within several blocks of the current store.

<sup>1</sup> General Plan Update 2005, Appendix A, Vision and Guiding Principles, page 1

**Project review should take into account and be conducted with consideration that a chain supermarket could take over the site.**

Agencies and individuals are giving every benefit of the doubt to this project because it involves the co-op.

This developer's cost might be around \$15 million, while ours might be in the range of \$6 million or more. Everyone treats the developers as if they are the co-op, but if the store fails the co-op could no longer exist while a new tenant could come in to pay the developer. This is what happened in Elk Grove.

A Grocery Outlet now operates at 8517 Bond Road in Elk Grove where a developer and our same general manager built another new store for us that closed in 2007 at a loss of over \$6 million to the co-op. This loss included our selling 1919 Alhambra Boulevard in an unsuccessful effort to keep the Bond Road store afloat.

No independent assessment has been made about what internal co-op practices led to the Elk Grove store failures. I know of no corrections made to avoid similar pitfalls for this proposal. And this second new store has higher hurdles. The project requires a 20% increase in sales the first year. We would not have our current store to fall back on if the new one fails, like we did in the case of Elk Grove. The new project may have a competitor at our current Alhambra and S Street location sooner or later.

**Neighborhood scale commercial and retail development would do well to be located on S Street between 28th and 29th streets.**

When I lived at 2704 S Street I walked to the co-op along S Street. Because of this neighborhood experience I'd like to see our new store and its entrance close to the sidewalk on S Street between 28th and 29th. I envision something like the food co-op stores tucked into a Portland neighborhood and a San Diego community not far from the beach or a kind of combination of them. This would fill out the north side of the S Street block by extending the retail commercial pattern established by Temple Coffee (2829 S Street) and Revolution Wines that also operates as a winery (2831 S Street).

This fits with the city's mandate to create active storefronts on retail and commercial streets and to avoid blank walls and exposed parking garages. Sidewalk cafes activate and energize the retail environment by creating an interface between the public and private realm. Sidewalk cafes, like retail, tend

to develop a synergy when clustered together. Central City Urban Design Guidelines, Framework Concepts, Page 2.2-22.<sup>2</sup>

21

Alas, this can't happen because of the toxic groundwater plume spreading from under where the former Sacramento Plating, Inc. facility was (2809 and 2815 S Street). The garage is proposed on the two former electroplating properties and 1819 and 1827 28th Street. It's not permissible to build a closed structure over this site with its unresolved hazardous chemical remediation needs. Sound project planning and environmental positioning is that the location of any occupied building on this brownfield should wait until site remediation is complete, or until the site has a remediation plan that addresses all hazardous chemical issues and that is consistent with locating a retail or commercial building there.

**Project uncertainty is created by the stated need to build a parking garage on the northwest corner of 28th and S Streets.**

22

It is possible that the ground level of an open walled parking structure may be compatible with hazardous waste treatment using monitoring wells or other mechanisms in a garage floor built on the Sacramento Plating site.

This is because it might be permissible to execute hazardous material treatment and extraction operations on the ground floor. For example, the three monitoring wells on the 2815 S Street site that are now inside the open chain link fence might continue as part of the garage floor. A one year-pilot project through June 2013 of injecting a treatment chemical into the ground is being assessed by the state Department of Toxic Substances Control at this time.

The parking structure is stated to be necessary to provide parking for both the new store and the county building on the other side of R Street. County employees and clients now park in the paved lots on the north side of the block and members of the church park at the paved lots on the block at 1819 and 1827 28th Street.

A parking solution for county building parking and a proposed co-op store may lie in providing parking under Business 80 south of S Street. City plans encourage parking for state employees under Business 80. General Plan CC.SPD 1.32, page 3-CC-17. The use of this area for county building employees and clients may fit into these goals. Parking under Business 80 for the current and proposed co-op stores should be pursued. It is essential that potential need for parking be reduced. Current and future store shuttle service from homes and

23

<sup>2</sup> Page references are to the Central City Urban Design Guidelines unless otherwise noted:

<http://www.cityofsacramento.org/dsd/planning/urban-design/central-city-urban-design-guidelines/index.cfm>

more distant lots should be considered. One approach used is to provide shuttle service for shoppers that spend a threshold amount.

23

Project uncertainty is also caused by efforts of the developer, the State Department of Toxic Substances Control (DTSC), and the trustee of the estate of the apparently bankrupt owner of Sacramento Plating, the LaLabour Family Trust, to sell the former plating site to the developer. The state has spent about \$1 million cleaning up the site so far which is not being reimbursed to taxpayers. This includes costs for toxic soil removal, for 10 or more monitoring wells including three on the lot and others in neighborhood streets, and the current pilot project that injected potentially corrective chemicals into the groundwater plume.<sup>3</sup>

24

A garage on the site is incompatible with the neighborhood, and its proposed size is well beyond any acceptable garage on the block and neighborhood in question. The Central City Parking Master Plan developed three parking garage prototypes, large (800-1,200 cars), medium (200-400 cars) and small (100-200 cars). Large and medium garages are out of keeping with the corner, the entire block, and the neighborhood. Small garage prototypes are expected be two to three levels high and located in the center of the block surrounded by structures neighborhood structures.<sup>4</sup>

25

**Placing a garage in an established Neighborhood Transition Buffer would directly infringe on and impact the Newton Booth residential neighborhood**

Neighborhood Transition Buffer Areas of 300 feet from single family neighborhoods have been established (Page 6-5) and mapped (Page 6-3. General Plan Figure CC-2). The northwest corner of the intersection of 28th and S Streets where the garage is proposed, is a mapped buffer area. Page 6-3. The garage is proposed to be in the part of the Newton Booth Neighborhood buffer area from 26th to 28th Streets. Page 4-2.

26

The buffers are established to help to preserve the character and the scale of existing residential neighborhoods (Page 6-5), and to protect them from incompatible development (Page 6-13). The guidelines for development in these areas "address appropriate features to ensure compatibility and reduce scale" (Page 6-5), and have, "A design that is similar in scale and architectural character with adjacent single family residential structures..." (Page 6-13).

These areas were created to ensure the compatibility of new construction to the existing residential neighborhood.

<sup>3</sup> Last year a full 50-gallon drum by the well with a post by it remained for pick up on the property until DTSC was notified.

<sup>4</sup> Central City Parking Master Plan Final Report (September 2006), pages 59-62.

Disruptive features would include excessive massing of the building, incompatible architectural design, and inappropriate placement on the site. Page 6-14.

Structures must harmonize with other neighboring structures. Page 3-24. Buildings or groups of buildings must be compatible with the surroundings through rhythm of spaces between buildings, building scale, mass and setbacks, building orientation and relation to the street, and continuity of storefront on commercial streets. Page 3-26.

The four level garage is planned to be 33 feet high with a 21,658 square foot footprint on a 25,933 square foot lot (May 2, 2013, application by YHLA Architects). Total parking floor area therefore appears to total over 100,000 square feet. This massing is incompatible, indeed, it is foreign, to the scale and character of the neighborhood and housing that the Neighborhood Preservation Transition Buffer Areas are designed to protect.

**The project would not provide Transit Oriented Development (TOD) for the 28th to 29 Streets light rail station and should not face on a parking lot.**

Cities keep their central cores healthy and vibrant in significant part with new infill development of increased densities. A General Plan Land Use Guiding Principle is to focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers and in strategic opportunity areas throughout the city.<sup>5</sup> Sacramento is doing this in important part by planning pedestrian friendly multiple-use areas around light rail transit stations. The proposed project goes in a different direction.

General Plan R Street Corridor Policy CC-SPD 1.4 requires the city to encourage mixed-use residential/commercial development within a 660 foot radius of each light rail station, and to ensure a design and scale compatible with adjacent neighborhood scale uses. General Plan page 3-CC-12

Light Rail Transit Station R Street Design Guidelines mandate that that ground floor retail entrances "must orient to plazas, parks or pedestrian oriented streets, not interior blocks or parking lots." Page 6-26. Light Rail Transit Station R Street Design Guidelines mandate that that ground floor retail entrances, "must orient to plazas, parks or pedestrian oriented streets, not interior blocks or parking lots." Page 6-26.

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<sup>5</sup> General Plan Update 2005, Appendix A, Vision and Guiding Principles, page 2.

A concerted effort should be made to locate higher density transit-oriented development within ¼ mile of transit stations. Page 2.2-10.

The co-op proposes a store that would face directly on a parking lot. The lot would be across the street from the light rail station and next to the sidewalk bus stop.

27

"Developments that request conventional, high parking ratios probably are not transit supportive and would be better located away from the train stations."<sup>6</sup> Regional Transit supports flexibility in parking replacement criteria, namely less than 1 for 1 in joint development policies.<sup>7</sup>

### **The project is pedestrian unfriendly.**

The city's goal is for development to be configured on its site to have a strong relationship to the pedestrian setting including easy and frequent access and by minimizing potential automobile conflicts.<sup>8</sup> The existing primary store entrance that is used by nearly all co-op shoppers is in conflict with the main entrance and sidewalk now. The project proposes to greatly increase the pedestrian parking lot entranceway and inside parking lot conflicts compared to those of the current store. This is because 29th Street is busier with cars and people, and because the co-op requires a 20% increase in retail sales in its first year and lower but multiplying percentage increases after that.

All new parking must be designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings. General Plan Policy M 2.1.7.

28

Garages and parking areas must be designed to minimize their impact on pedestrians. Page 3-10.

29th Street has far more traffic than S Street east of 30th Street, and the current store does not have one or two busses stopping on S Street by the store.

Back up of cars waiting to turn into the lot or into the alley due to pedestrians, at the bus stop waiting to board one bus or one of two busses; cars waiting to turn into the lot or alley waiting for stopped busses; cars in lines behind the raised crossing gate, and cars wanting to exit would experience exacerbated pedestrian conflicts.

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<sup>6</sup> Sacramento Regional Transit District, Transit for Livable Communities (August 21, 2002), page 18.

<sup>7</sup> Sacramento Regional transit District, A Transit Action Plan, A Guide to Transit Oriented Development (TOD), Draft Final (April 13, 2009), page 26.

<sup>8</sup> Pedestrian Master Plan, September 2006, Goal 6, page 38

Bus and light rail riders crossing 29th Street would experience increased obstacles and conflict with cars turning into or waiting to turn into the parking lot in front of the store between the light rail stop and the bus stop.

County building employees and clients would need to cross through the store parking lot to get to the parking garage.

Cars wanting to avoid the 29th Street lot and alley entrances would turn right on R of S Streets to enter the garage, increasing neighborhood traffic.

**The proposed store, its signage, and its iconic "silo" visibility are unsuitable because of their orientation to cars, 29th Street, and the freeway.**

Structures must be located with usable outdoor places along street faces. Page 3-4. Garages and parking areas must be designed to diminish their visibility from the street. Page 3-10.

Garages and parking should not front on lettered streets, and lots on numbered streets should not be located within 40 feet of the corner streets and should not take up more than 50% of the street frontage. Page 3-10.

Corporate identity must be secondary in design and consistent with the surrounding community. Page 3-23. Corporate identity and signs would be wrongly designed and mis-oriented

All signage must be oriented to pedestrians, and should not be oriented to automobiles on surface street or freeways. Page 3-38. Signs must be high quality. Page 3-39

Mechanical and other equipment must be integrated as much as possible into the design. Page 3-40.

The visibility of both the tower and the "silo" needs to be reviewed from all freeways from which they might be visible for conflict with these requirements.

The silo structure and mechanical is an iconic sign that would distinguish the store and announce its presence to freeway users, and is unnecessary and prohibited. Roof mounted HVAC should be screened from public ways by integrating it into the building design. Page 3-42. The proposed air circulation device is not essential, it's optional.

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29

**Vehicle and personal safety and security are not adequately studied or addressed**

Safe neighborhoods was the most highly ranked issue in General Plan Update. General Plan Update, pages 4-5. Projects must build in safety, and the number one design factor enhancing safety is visibility including ability to observe to and from areas, and adequate sight distance in circulation systems. Page 3-12. Projects along freeway frontage streets must be designed to enhance connections for safety and comfort from one side of the freeway to the other. Page 5-7.

30

The security precautions on the north side of R Street for the county building and the retail stores next to it show unusually heavy security precautions. After closing time an iron fence with high arrow tipped bars keeps people out of the county building courtyards, entrances, and other spaces around the building. The row of three private retail businesses that are in one building next to the county building (a barber shop, small market and paint store), have a high non-see-through chain link fence with razor wire on the top around the garbage bin enclosure. On a Friday afternoon when I took the pictures that are in the Supplemental Material for the July 11, 2012 meeting, two sheriff's deputies could be seen in the Sheriff's window inside the building, and two other deputies were patrolling the seating area in tandem.

31

As a county building, the sheriff is responsible for policing inside the building, while city police have jurisdiction outside. According to the Development Project Routing Form, the application has been routed to the police. It should also be routed to the sheriff if this hasn't been done. The potential implications of the county building's high security for the proposed store needs to be addressed. The general manager's response to this issue is that the current store has security issues including a break in.

The project has key visibility issues in the alley between the proposed store and the garage and in the garage.

Revolution Wines has a winery in its building where a grape crush takes place. This is run using the alley between its rear open door and the proposed parking lot. It includes unloading grapes and loading used grape stems and moving grapes and wine barrels in and out through the winery operation door. Temple Coffee has recently added a large coffee roasting facility.

32

The co-op now accepts working with the parking-alley-pedestrian-parking-supplier-security conflicts that exist at the current store. These conflicts should be avoided in a store relocation. All of these conflicts would be not only repeated, but would be exacerbated at the proposed relocation with the addition

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of the county building and its users, proximity to bus and light rail stops, the parking garage, and so on.

A pedestrian, vehicle, bicycle traffic circulation study and plan is needed that addresses:

- visibility, including at alleys, lot, garage and loading bay entrances
- the heavy traffic on 29th Street
- current and projected Levels of Service on surrounding streets
- light rail station and bus stop pedestrian and transit vehicles
- parking lot and garage vehicle and pedestrian use
- light rail traffic barrier crossing bar traffic back up, release and accompanying street markings
- pedestrian and bicycle use from along R Street to the east side of the freeway including in relation to the transit stop operation
- seasonal winery operation
- supply and pick up for all present and proposed uses on the block
- neighborhood and street pathways and impacts.

33

**The proposal would wrench into years of planning and the city's future a place of iconic incompatibility with efforts to make Sacramento the Walking Capital, that is, a model pedestrian friendly, bicycle oriented and public transit-wise city**

At the west end of R Street the cities of Sacramento and West Sacramento have put into place a plan to jointly build a bicycle and pedestrian bridge over the Sacramento River to connect the two cities. Page 2.2-47. This contributes to the city's goal of reconnecting to the rivers and riverfronts. Page 2.2-4.

Sacramento is planning to make the east end of R Street at the I-80 Business loop a gateway for pedestrians and bicycles. It is planned for this area to link both the city core and the river bridge to West Sacramento with the eastern part of the city beyond the freeway.

34

Comes now the Sacramento Natural Foods Co-op to locate a parking lot on the corner at R Street across 29th Street from the freeway and light rail stop and beside the sidewalk bus stop where two can be observed to be line up at the same time for passengers.

Comes now the co-op to locate a huge parking garage diagonally opposite on the block from the parking lot.

Comes now the co-op to orient the side of the store and office building to R Street instead of having the store front on R.

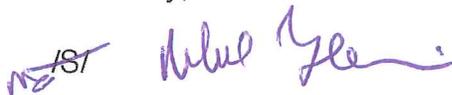
The guidelines and planning documents have given me a heartening attachment to Sacramento and its future. They contain the most valuable information about the city that I've had since I came here to lobby for the Coastal Act in 1976 which was at a time when the last busses left downtown by 10:00 p.m. Before that family friends said they took me on trips to the Sierra Nevada mountain range because I could navigate them through the pre-freeway city.

The Design Guidelines give us a template about how to move forward while keeping and building upon what is best about pre-freeway Sacramento. Let's not let the antiquated vision presented to you by the co-op interrupt and deter Sacramento from continuing this progress.

The Planning and Design Commission must evaluate if and how this anachronistic anti-Sacramento Design Guidelines project can be fixed. It needs to give the co-op's owner-members and staff a clear message about the project. As presented, the project is co-op retail-growth-at-all-costs selfish. The co-op wants all of the benefits of locating in the Central City, which is basically the area north of Broadway and West of Alhambra. It wants to build at the expense of the city core as if it were outside the urban core. So the proposed project is hostile to the work of so many for who for so many years have worked and constructed and keep working to make Sacramento livable, walkable and prosperous now and in the future. If it doesn't want to live with the requirements in the core, the co-op should have chosen to build somewhere in the vast area of the city outside the core.

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Sincerely,



Michael Garabedian  
Cooperative Owner-Member-Shareholder since 1998,  
Sacramento Natural Foods Co-op  
916-719-7296

Attachment 3

From: Michael Garabedian <michaelgarabedian@surewest.net>  
Subject: **Sacramento Natural Foods Co-op silo ikon sign**  
Date: July 22, 2013 10:47:32 AM PDT  
To: Evan Compton <ecompton@cityofsacramento.org>  
Reply-To: Michael Garabedian <michaelgarabedian@surewest.net>

Evan,

The project information needs to show the visibility of the air circulating silo from all freeway surfaces from which it is visible. The project needs to explain in engineering and visibility terms how it is that this visible structure is necessary and if other designs could accommodate the same air circulation.

35

Thanks,

Michael N. Garabedian  
916-719-7296

From: Michael Garabedian <mikeg@gvn.net>  
Subject: Fwd: Proposed store location access, security and neighbor conflicts: HR structure parking & security; RT & HR bus stop; RW crush; shared alley (P13-025)  
Date: July 10, 2013 4:02:59 PM PDT  
To: Evan Compton <ecompton@cityofsacramento.org>  
13 Attachments, 7.1 MB

To:  
Evan Compton, Associate Planner  
Sacramento Community Development Department

Evan,

Below are issue photographs I addressed to the Sacramento Natural Foods Co-op General Manager and Board Members in November. During a recent walk of the area, a former co-op president thought there were issues to look into. I've not received a response to these concerns from the co-op.

36

Michael Garabedian SNFC member since 1998  
Former 2704 S Street resident  
7143 Gardenvine Ave.  
Citrus Heights CA 95621  
916-719-7296

Begin forwarded message:

From: Michael Garabedian <mikeg@gvn.net>  
Date: November 8, 2012 2:30:30 AM PST  
To: Paul Cultrera <gm@sacfoodcoop.com> [SNFC board member names and e-mail addresses omitted]

Subject: Proposed store location access, security and neighbor conflicts: HR structure parking & security; RT & HR bus stop; RW crush; shared alley

Re: Failing second store relocation effort

- 1) Based on existing security practices, locating the proposed store across the RT tracks from HR would create significant security problems, (1) for co-op shoppers, and, (2) for the store.
  - 2) Clients and employees of HR would cross the co-op parking lot and along the front of the store to go between the parking structure and HR. This would create pedestrian-car ingress and egress conflicts for the store, the parking area in front of the store, and the parking structure.
  - 3) RT stop users who cross the street to and from the RT stop, and the HR clients who go to and from the bus stop, would create store and parking ingress and egress conflicts.
  - 4) Revolution Wines is a winery that does a grape crush. Co-op and developer identification of it as a "Retail Building" is misleading and regarding impact on store relocation creates a false impression because the industrial facility opens to the alley next to the proposed co-op parking lot. Regular RW back door loading and unloading access and Temple alleyway access are significant problems regarding the store location.
- 1) Based on existing security practices, the proposed store location would create significant security problems (1) for co-shoppers, and, (2) the store, by locating the store across the RT tracks from HR.

In this photo, HR is the building on the right edge and the bus stop is on the left edge.



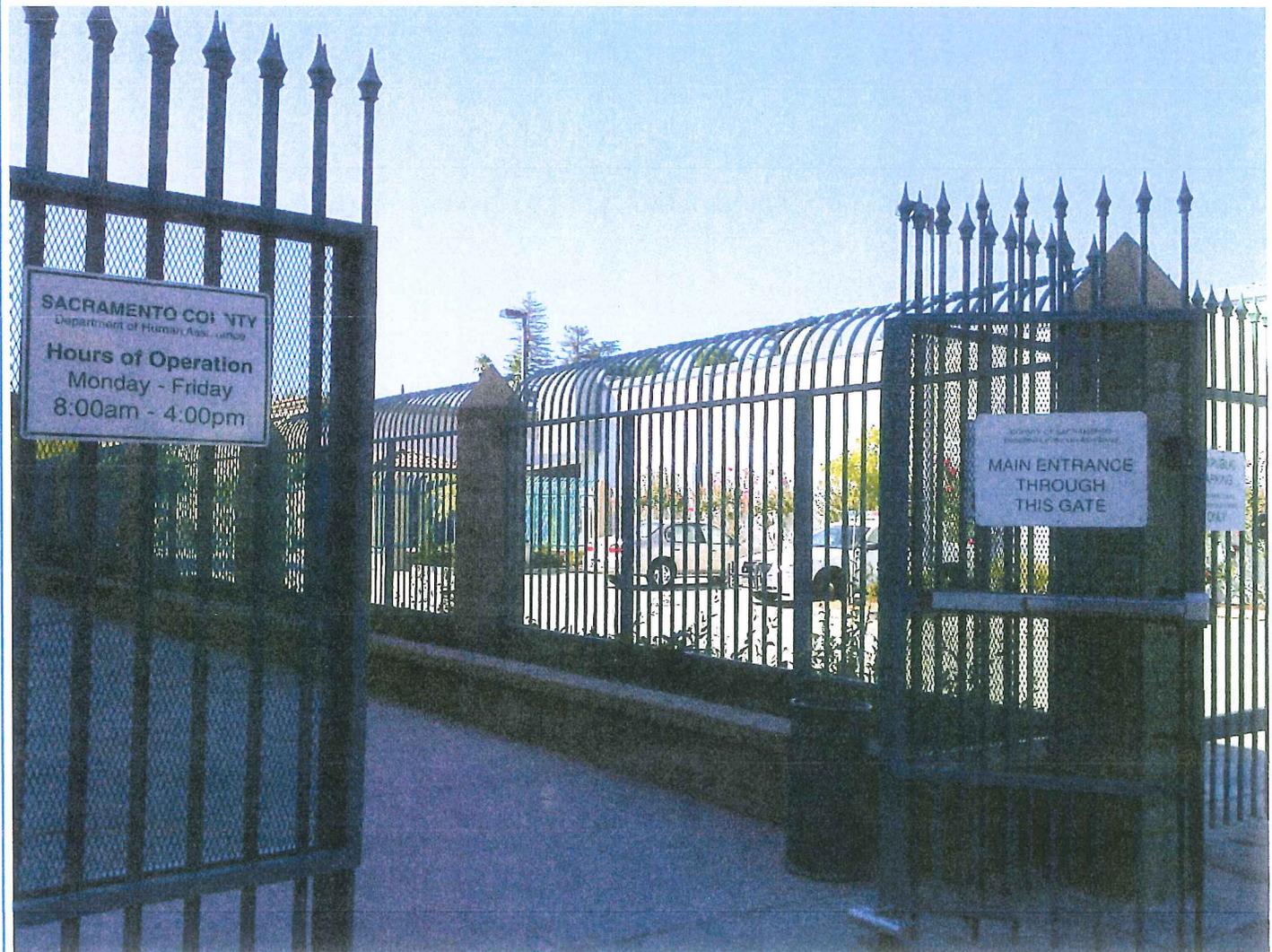
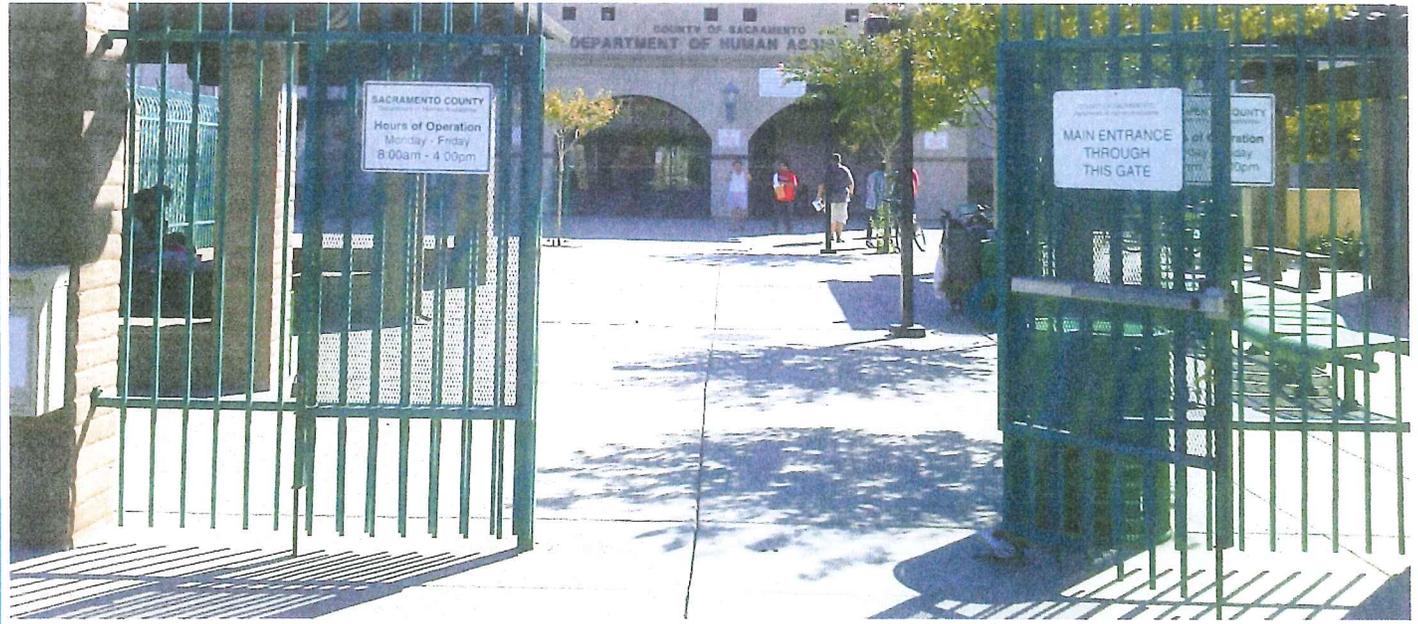


The day I took this photo, two sheriff's deputies were located inside this sheriff station in the HR building. An additional separate pair of sheriff deputies were patrolling HR together.



HR entranceway gate.





Physical security precautions for private building next to HR.



2) Clients and employees of HR would cross the co-op parking lot and along the front of the store to go between the parking structure and HR. This would create a steady stream of pedestrians making ingress and egress to the store, the parking area in front of the store, and the parking structure problematic.

Entrance to alley and bus stop, proposed storefront parking lot area and HR building across the tracks.





Current parking on proposed store location across from HR. This photo shows the HR employee entrances.



Same area as above photo.



3) RT stop users who cross the street to and from the RT stop, and the HR clients that go to and from the bus stop, would make store from parking area and the alley to the parking structure ingress and egress problematic. Bus stop in front of proposed storefront parking lot. Revolution Wines is on the left side of the photo.





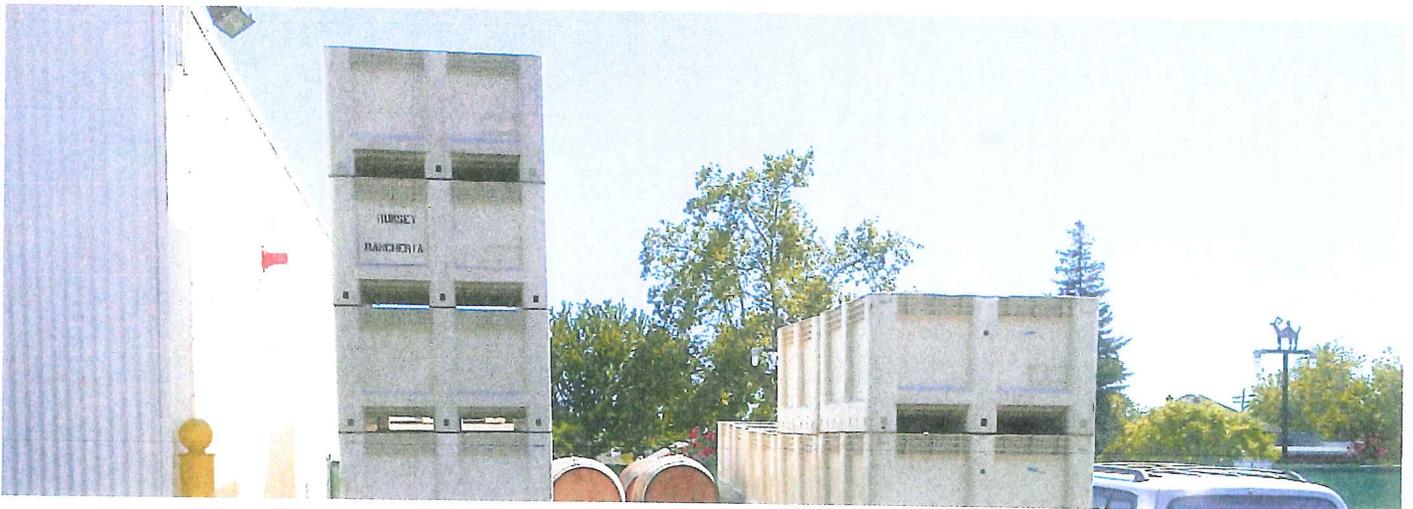
4) Revolution Wines has a winery doing a grape crush. This photo was taken during the crush. The identification of it as a "Retail Building" is misleading and regarding impact on store relocation creates a false impression because the industrial facility opens to the alley next to the proposed co-op parking lot. Regular RW roll door loading and unloading access and Temple alleyway access are significant problems regarding the store location.



Photo taken from outside rear RW rollup door entranceway which door and ongoing operation conflicts with proposed store plans.



Alley during crush.





Temple back door are use.



These photos show the crowded alleyway.

| <b>Staff Response to Applicant Appeal</b> |                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Section #</b>                          | <b>Brief Summary of Issue Raised by Appellant</b>                                                                                             | <b>Staff Response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                         | Appellant requests the City Council to refer the project back to the Planning and Design Commission to change the prior decision of approval. | Staff is requesting the City Council deny the third party appeal of the project thereby upholding the approval of the Planning and Design Commission's decision to approve the project subject to findings of fact and conditions and approval.                                                                                                                                                                                                                                                                                                      |
| 2                                         | Appellant states the project is not consistent with the Design Guidelines and that the parking garage is out of scale with the neighborhood.  | The Planning and Design Commission has reviewed the project for consistency with the Design Guidelines and determined the project adequately meets the intent and therefore approved the project subject to findings of fact and conditions of approval. Furthermore, the height of the proposed parking garage meets all the development standards as stated in both the Zoning Code and the Alhambra Corridor Special Planning District Neighborhood Transition Buffer Area.                                                                       |
| 3                                         | The appellant lists out 14 reasons why they feel the project is flawed.                                                                       | Staff has listed and responded individually to each concern below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                           | A: Location of the combined store and office building on this block                                                                           | Staff does not find any issue with locating retail and office uses on the same block. In fact, a vertical and/or horizontal mix of uses is common in the Central City area.                                                                                                                                                                                                                                                                                                                                                                          |
|                                           | B: Absence of any review and analysis of other possible locations                                                                             | The City of Sacramento does not conduct this type of analysis because it is the developer's responsibility. The applicant proposes the location of the project and it is evaluated by staff and considered by the hearing body before a final decision is rendered.                                                                                                                                                                                                                                                                                  |
|                                           | C: Toxic groundwater plume cannot be remediated in the near future                                                                            | Remediation activities for groundwater conditions are within the jurisdiction of the state Department of Toxic Substances Control (DTSC). Chris Parent, Remedial Project Manager with DTSC, has advised staff that the groundwater plume from the former Sacramento Plating Company is flowing southeast, away from the Sacramento Natural Foods Co-op Site. There is no substantial evidence that indicates the presence of the plume poses any threat or hazard to those involved in construction, or users or employees of the proposed facility. |
|                                           | D: Size and location of the four-story parking                                                                                                | The proposed parking garage complies with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

|  |                                                                          |                                                                                                                                                                                                                                                                                                                                             |
|--|--------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | garage                                                                   | the height requirement and has been designed to break up the massing of the structure. There are no specific policies that require the parking garage to be located midblock.                                                                                                                                                               |
|  | E: Automobile shopper focus                                              | The proposal is located near the existing light rail station and bus stop. Ample bicycle parking is also provided. The project includes both a surface parking lot and parking garage. However, these spaces are not for the exclusive use of the grocery store. The parking garage will also be shared with office and church uses.        |
|  | F: Street front parking lot                                              | The existing site is a surface parking lot and the proposed project redevelops a portion of the site with a structure. Furthermore, the remaining area used as surface parking will be enhanced with landscaped planters and a decorative wood and steel pavilion structure along the street frontages.                                     |
|  | G: Failure to follow Transit Oriented Development (TOD) Guidelines       | The project locates a grocery store adjacent to a bus stop and near an existing light rail station. The site will be constructed with bicycle parking that exceeds the minimum requirements. The building has been designed to orient café seating and a second floor employee deck to activate the R Street frontage.                      |
|  | H: Giving second class status to bus and light rail stop users           | The customers arriving by bus or light rail have direct access along the public sidewalk to the store. There are no curb cuts along the R Street frontage. The curb cut on 29 <sup>th</sup> Street was relocated further to the south and the bus stop will be relocated to the north. This provides a more pedestrian friendly experience. |
|  | I: Store front and tower freeway and 29 <sup>th</sup> Street orientation | The tower height and massing complies with the height requirements of the zone. The project site layout was reviewed and approved by the Planning and Design Commission because it is consistent with the intent of the                                                                                                                     |

|   |                                                                                                           |                                                                                                                                                                                                                                                                                                                     |
|---|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                                                                                                           | guidelines.                                                                                                                                                                                                                                                                                                         |
|   | J: Arrangement of structures on the ¾ block area                                                          | Staff does not object to locating the active use (grocery store and office) along R Street. The location of the parking garage on 28 <sup>th</sup> and S Streets has less potential for conflicts compared to proposing garage entrances and exits along the R Street light rail line.                              |
|   | K: Leaving future sign decision up to staff                                                               | Signage that meets the number, size, and locational requirements is reviewed at staff level. If signage should be proposed that deviates from the city code, it is subject to future Director or Commission review and hearings.                                                                                    |
|   | L: Enhanced disconnect between downtown and East Sacramento                                               | Locating a grocery store on the border of downtown/midtown and East Sacramento serves to enhance a connection between the two neighborhoods.                                                                                                                                                                        |
|   | M: Nearly singular inside store focus harms outside store needs                                           | A grocery store use has specific requirements regarding loading/unloading, entrances, and floor plan layouts that influence the exterior design. However, the proposed design was modified from the original submittal by the applicant to address staff concerns and to greater comply with the design guidelines. |
|   | N: The years of effort that went into creating the city's planning and design anticipated [sic]           | The Planning and Design Commission has reviewed the project and approved it based on findings of fact and conditions of approval. The approval is based on the project's consistency with the guidelines.                                                                                                           |
| 4 | Appellant states the project is missing the final signage size, design, and location.                     | Comment has already been responded to in section 3K above.                                                                                                                                                                                                                                                          |
| 5 | The appellant argues that an additional nine documents should have been prepared for this project review. | Staff has listed and responded individually to each requested document below.                                                                                                                                                                                                                                       |
|   | A: Engineering traffic analysis                                                                           | A traffic impact study assessment was prepared by the Department of Public Works during the review of the project t (see attached MOU dated June 18, 2013). The traffic assessment provided recommendations about the location of the driveways and the need for a traffic impact analysis.                         |

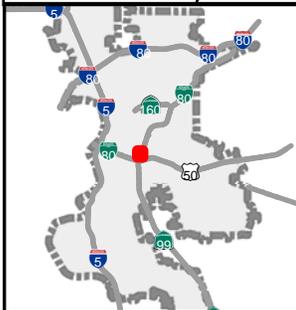
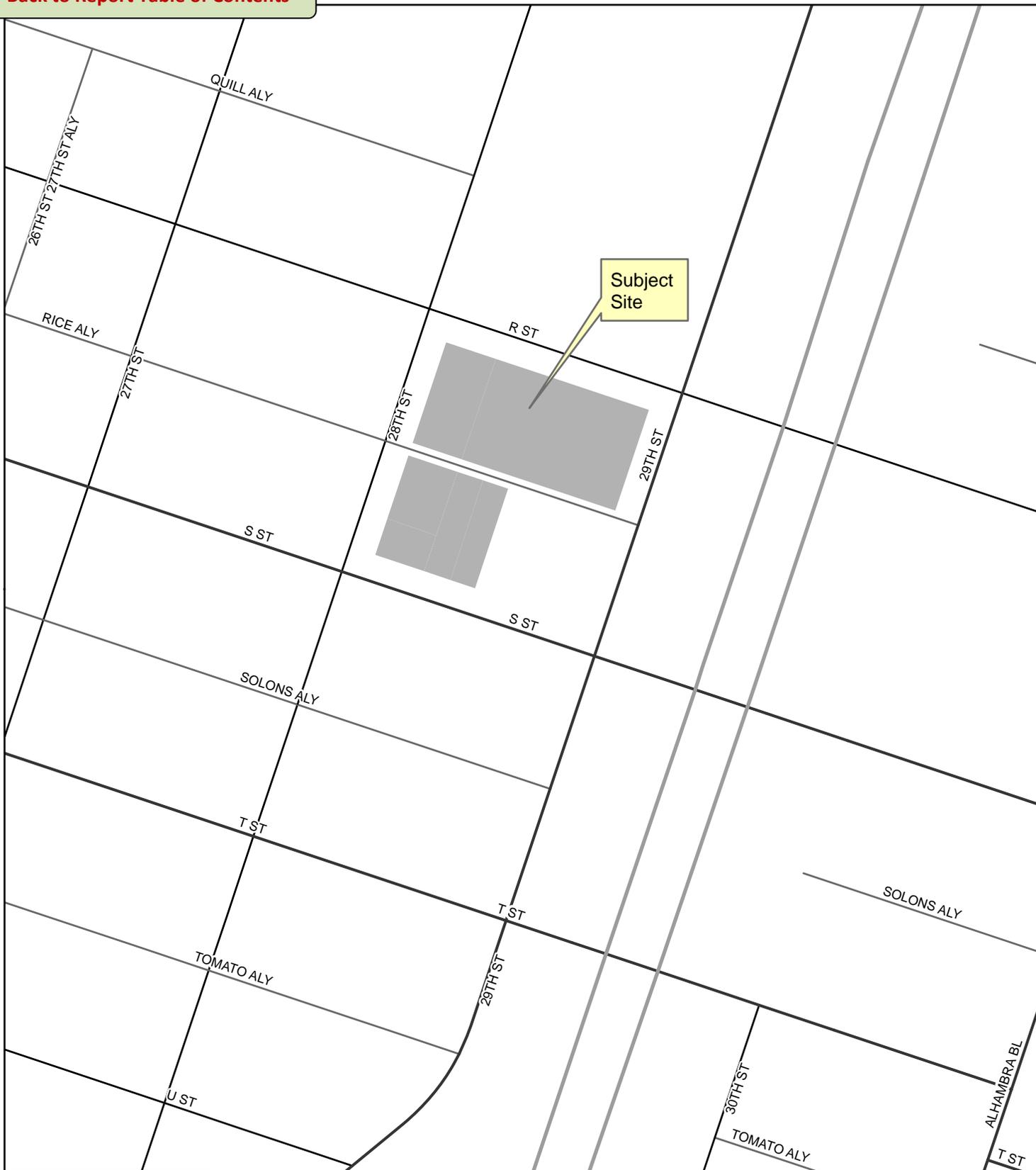
|   |                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   | B: Pedestrian-vehicle conflict analysis                                                                 | Department of Public Works reviewed the site plan and provided conditions of approval regarding the project driveway/ access points and provided conditions of approval to address pedestrian-vehicle conflicts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|   | C: Parking alternatives analysis                                                                        | The project meets the minimum vehicular and bicycle parking requirements. Further analysis is not required as part of the city review and approval process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|   | D: Human Assistance employee and client commute/parking practices and policies                          | This document is not required as part of the city review and approval process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|   | E: Access for Human Assistance, the Co-Op, and public to under the freeway parking                      | This document is not required as part of the city review and approval process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|   | F: Sheriff' inside Human Assistance building incident reports                                           | This document is not required as part of the city review and approval process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|   | G: Police outside HA building incident reports                                                          | The project has been reviewed by a representative by the Sacramento Police Department. Further analysis is not required as part of the city review and approval process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|   | H: Grocery store and fresh produce availability numbers in all city neighborhoods and sub neighborhoods | This document is not required as part of the city review and approval process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|   | I: CEQA environmental impacts and mitigation document                                                   | The project satisfies the substantive requirements for the "infill" exemption under CEQA Guidelines section 15332: the project is within the city limits on a site of no more than five acres, would be adequately served by all required utilities and public services, has no value as habitat for endangered or threatened species, and is consistent with the general plan and zoning designation and regulations. Because the R Street Corridor required a specific FAR and setback, staff has reviewed the project and determined that there is no substantial evidence that the project would result in any significant effects, there are no unusual circumstances present that would cause a significant effect, and any cumulative effects have been evaluated in the Master EIR prepared for the 2030 General Plan. The project is exempt from CEQA. See CEQA Guidelines sections 15061(b)(3) and 15332 and no further review is required. |
| 6 | The appellant states that the Planning and Design Commission process has not worked.                    | The Planning and Design Commission is a 13 member board which reviewed the project and unanimously approved it with a vote of 12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

|    |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|    |                                                                                                                                                                                                     | eyes and 1 recusal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7  | The appellant states that Sacramento Regional Transit has abandoned Transit Oriented Development by moving the bus stop further to the north.                                                       | See Section 3H.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8  | The appellant argues that there is no analysis regarding the parking practices of county and state employees. Furthermore, no alternative parking solutions are offered.                            | This document is not required as part of the city review and approval process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 9  | The appellant raises the issue of Livable and Healthy Community Initiatives and states that areas not served or underserved with groceries and fresh produce appear to be nearby.                   | As stated in Section 3B, the applicant proposes the location of the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10 | The appellant states the 53 foot tower height is pandering to freeway traffic and that the parking structure should be reduced by half to lessen the impacts to the neighborhood scale and traffic. | The height of the tower is less than the maximum 54 feet allowed by the Zoning Code. The proposed massing of the grocery store and parking garage were evaluated and approved by the Planning and Design Commission as part of the Design Review considerations.                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 11 | The appellant argues the project is inconsistent with the General Plan.                                                                                                                             | The project is consistent with the General Plan and relevant policies as outlined in the staff report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12 | The appellant argues the project does not meet the exemption requirements for Section 15332, In-Fill Development.                                                                                   | See response in section 5I, above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 13 | The appellant states the project is not eligible for a Special Permit.                                                                                                                              | The applicant is requesting to construct over 40,000 square feet in the General Commercial (C-2 SPD) zone and therefore is required to request and obtain a Special Permit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 14 | The appellant states the project fails to satisfy mandatory and recommended Design Guidelines.                                                                                                      | Staff evaluated the project against each policy in the design guidelines. As noted in the staff report, the Planning and Design Commission evaluated and approved the project as consistent with the intent of the guidelines. The applicant had modified the original proposal which enhanced the northeast corner of the building and created a more dynamic experience for customers approaching the entrance along R Street. The Planning and Design Commission found that given the site constraints for programming of the grocery store use and the modifications proposed by the applicant to address the concerns, the project complied with the intent of the design guidelines. |

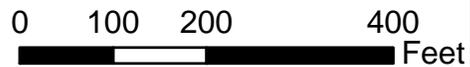
|    |                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                        |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15 | The appellant argues that each instance of departure and waiver from the Guidelines must be identified and accompanied by findings and explanation specific to the guideline.                                        | The staff report contains all necessary information as noted.                                                                                                                                                                                                                                                                                                                          |
| 16 | The appellant makes additional statements that the project should not be exempted from CEQA Section 15332, In-Fill Development.                                                                                      | The proposed project does not have any significant environmental impacts. A traffic study was determined not to be needed, and the toxic groundwater plume is not impacting the project site.                                                                                                                                                                                          |
| 17 | The appellant states the project is not eligible for a Special Permit.                                                                                                                                               | See response in Section 13 above.                                                                                                                                                                                                                                                                                                                                                      |
| 18 | The appellant argues that the project would be detrimental to the city's vision of becoming the most livable city in America.                                                                                        | As outlined in the staff report, staff finds that the project is consistent with all applicable general plan policies.                                                                                                                                                                                                                                                                 |
| 19 | The appellant states the general manager and board have acted as a wall between the developer and Co-Op members.                                                                                                     | The issues raised are outside the purview of the city review.                                                                                                                                                                                                                                                                                                                          |
| 20 | Review of the project should consider a chain supermarket could take over the site.                                                                                                                                  | The city review process is based on land use and it is not tenant specific.                                                                                                                                                                                                                                                                                                            |
| 21 | The appellant states the grocery store should be located along S Street.                                                                                                                                             | Staff does not object to the proposed project layout and finds that locating the grocery store along the R Street Corridor provides the most direct connection with the adjacent light rail station. Furthermore, locating the entrance and exits of the parking garage on S Street and the public alley eliminates any curb cuts and access across the light rail tracks on R Street. |
| 22 | The appellant states the site where the parking garage is proposed should not be developed until the remediation is complete or until all issues are addressed to allow a retail or commercial building at the site. | Conversation with Chris Parent, Remedial Project Manager with DTSC, has indicated that to date DTSC has not found any contamination on the project site. Access to the groundwater monitoring wells on the site is required and will be provided even after the proposed garage structure is built.                                                                                    |
| 23 | The appellant states that the parking for County and State employees, and even Co-Op customers, should be located under the freeway with shuttle service provided.                                                   | The parking garage proposed is not a city project. The development is proposed by a private developer. The proposal from the developer does not include a surface lot under the freeway.                                                                                                                                                                                               |
| 24 | The appellant states there is uncertainty regarding the land sale to the developer because of contamination issues.                                                                                                  | Cleanup of the contamination from the former Sacramento Plating Company                                                                                                                                                                                                                                                                                                                |
| 25 | The proposed parking garage is incompatible with the neighborhood and conflicts with design criteria in the Central City Parking                                                                                     | The garage prototypes developed in the Central City Parking Master Plan apply to future city parking structures, not private                                                                                                                                                                                                                                                           |

|    |                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|    | Master Plan.                                                                                                                                                               | development projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 26 | The parking garage will infringe and impact the Newton Booth residential neighborhood.                                                                                     | The proposed parking garage complies with the neighborhood transition buffer area height restrictions. The buffer areas do not prohibit the construction of a parking garage, rather the provision limits the allowed height.                                                                                                                                                                                                                                                                                                                                                 |
| 27 | The project would not provide Transit Oriented Development (TOD) for the 28 <sup>th</sup> to 29 <sup>th</sup> Street light rail station and should not face a parking lot. | See Sections 3H and 14.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 28 | The project is pedestrian unfriendly.                                                                                                                                      | The project is surrounded by public sidewalks. The proposal also includes a sidewalk along the south of the public alley from 28 <sup>th</sup> Street to the midblock pedestrian crossing for the main entrance of the grocery store. Also the parking garage footprint was modified to accommodate a north/south pedestrian connection from S Street.                                                                                                                                                                                                                        |
| 29 | The proposed store, its signage, and its iconic “silo” visibility are unsuitable because of their orientation to cars, 29 <sup>th</sup> Street, and the freeway.           | The height and massing of the building was reviewed and approved by the Planning and Design Commission. There is no policy issue with a tower element being visible from a freeway. This tower element meets the height requirements of the zone. The future signage will be reviewed and approved with a sign permit which is consistent with all signage proposed in the city. If the future signage deviates from size, number, or location of what is allowed in the zone, additional review including a public hearing by the Director or Commission would be necessary. |
| 30 | Vehicle and personal safety and security are not adequately studied or addressed                                                                                           | The Sacramento Police Department and Public Works Department have reviewed the project and placed appropriate conditions of approval on the project to address vehicle and security issues.                                                                                                                                                                                                                                                                                                                                                                                   |
| 31 | Appellant states security precautions on the north side of R Street show unusually heavy security precautions.                                                             | There is no land use issue with locating a grocery store in this neighborhood. The project was properly noticed and the site was posted on three occasions with the project description and hearing date and times. The Sacramento Police Department representative has reviewed the proposal and has placed a condition of approval to address all security concerns.                                                                                                                                                                                                        |
| 32 | Revolution Wines uses the alley for grape                                                                                                                                  | Businesses may not use the public alley for                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

|    |                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|    | crushing.                                                                                                                                                           | private operations. Should this activity impede traffic, code enforcement actions will be initiated.                                                                                                                                                                                                                                                                                                                                                                                                       |
| 33 | The appellant states there will be parking-alley-pedestrian-supplier-security conflicts at the new store location.                                                  | The site plan including driveway locations, alleyway, loading dock area operation, pedestrian/ bicycle access and circulation was reviewed by the department of Public Works for consistency with City of Sacramento standards and engineering practices. The relocation of the existing driveway at 29 <sup>th</sup> Street to the south was requested to address the conflict of vehicle, pedestrian, buses at that location and to avoid the conflict with the operation of the light rail at R Street. |
| 34 | The proposal would negatively impact efforts to make Sacramento a pedestrian friendly, bicycle oriented, and public transit-wise city.                              | Staff finds that the location, layout, and design of the project will enhance the area and promote ridership of the light rail and bus. Furthermore, the project was reviewed by the Sacramento Area Bicycle Advocates and Walk Sacramento.                                                                                                                                                                                                                                                                |
| 35 | The project should include an exhibit showing the air circulating silo from all nearby freeway surfaces. Justification should be submitted to show it is necessary. | Renderings of the proposed silo from adjacent freeways is not required for the project entitlement review because it complies with all applicable height requirements.                                                                                                                                                                                                                                                                                                                                     |
| 36 | Photographs were submitted by the appellant as part of the argument there are access, security, and neighbor conflicts.                                             | The location of a grocery store and offices on the site of an existing surface parking lot will provide an active use and eyes on the street. The proposal will enhance security for the area. The project was reviewed and conditioned by the Sacramento Police Department and Public Works Department.                                                                                                                                                                                                   |



**P13-025**  
**Sacramento Natural Foods Co-Op**  
**2720, 2820, 2830 R Street**



# Alhambra Corridor Design Guidelines Buffer Map



## MEMORANDUM

**DATE:** June 18, 2013  
**TO:** Samar Hajeer, Senior Engineer  
**FROM:** Aelita Milatzo, Assistant Engineer  
**SUBJECT: TRAFFIC ASSESSMENT FOR THE NATURAL FOODS CO-OP PROJECT  
P13-025**

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The proposed project site is located at 2720 R Street, Sacramento, California in the General Commercial (C-2-SPD) zone. Currently, the project site is being used as a parking lot for the Department of Human Services. The project applicant proposes to relocate the existing Natural Foods Co-op grocery store from its current location at S Street and Alhambra Boulevard to the proposed project site at 2720 R Street. The proposed project will construct 42,446 square feet Natural Foods Co-op grocery store on the southeast corner of R Street and 28<sup>th</sup> Street and a parking garage for about 260 vehicles.

According to the information provided in the project planning application, the store operating hours will be 7 AM to 10 PM. The proposed parking garage will provide parking for the Department of Human Services and the proposed grocery store. It will also serve as afterhours parking for the neighborhood, including a church, Revolution Vines, Temple Coffee, Pushkin's Bakery, Honest Engine, and others. The existing surface parking lot on the southwest corner of R Street and 29<sup>th</sup> Street will remain and will provide about 60 parking spaces for the grocery store. On the north side of the surface parking lot there will be bicycle parking with 24 parking spaces (in addition to the bike barn provided in the garage).

The vehicular access to the proposed Natural Foods Co-op building site would be provided from 29<sup>th</sup> Street and R Street-S Street Alley. Access to the parking garage would be provided from S Street and R Street-S Street Alley.

Within the vicinity of the project site, 29<sup>th</sup> Street is an arterial one-way street with three travel lanes in the southbound direction. 28<sup>th</sup> Street and S Street are local two way streets with one travel lane in each direction. S Street has also a two-way left turn lane (TWLTL).

The project site is located in the proximity of 29<sup>th</sup> Street/R Street light rail station. A bus stop serving Sacramento Regional Transit routes 38, 67, and 68 is located on 29<sup>th</sup> Street adjacent

to the proposed project site. The project applicant proposes to add a second bus shelter to the existing bus stop to upgrade the waiting area.

This initial assessment is based on the following sources:

- Project planning application and schematic site plan dated March 20, 2013
- ITE Trip Generation, 9<sup>th</sup> Edition

The number of vehicle trips generated by a development is estimated using trip rates published in *Trip Generation* (Institute of Transportation Engineers, 9<sup>th</sup> Edition, 2012). **Table 1** includes a comparison between the estimated trip generation at the existing site and the proposed project according to the ITE.

| Land Use (ITE)                                   | Quantity   | ITE Land Use Code | Trips      |              |           |           |              |           |           |
|--------------------------------------------------|------------|-------------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
|                                                  |            |                   | Daily      | AM Peak Hour |           |           | PM Peak Hour |           |           |
|                                                  |            |                   |            | In           | Out       | Tot       | In           | Out       | Tot       |
| Existing Supermarket                             | 23.50 ksf  | 850               | 2,965      | 50           | 30        | 80        | 136          | 131       | 267       |
| Adjustments for transit use (-2.2%)*             |            |                   | -65        | -1           | -1        | -2        | -3           | -3        | -6        |
| Adjustments for walking, biking (-11.6%)*        |            |                   | -344       | -6           | -3        | -9        | -16          | -15       | -31       |
| <i>Pass-by trips**</i>                           |            |                   | -534       | -9           | -5        | -14       | -49          | -47       | -96       |
| Total Net Trips for Existing Development         |            |                   | 2,022      | 34           | 21        | 55        | 68           | 66        | 134       |
| Proposed Supermarket                             | 42.446 ksf | 850               | 4,233      | 89           | 55        | 144       | 211          | 202       | 413       |
| Adjustments for transit use (-2.2%)              |            |                   | -93        | -2           | -1        | -3        | -5           | -4        | -9        |
| Adjustments for walking, biking (-11.6%)         |            |                   | -491       | -10          | -6        | -16       | -24          | -23       | -47       |
| <i>Pass-by trips</i>                             |            |                   | -762       | -16          | -10       | -26       | -76          | -73       | -149      |
| Total Net Trips for Proposed Development         |            |                   | 2,887      | 61           | 38        | 99        | 106          | 102       | 208       |
| <b>Total Development Expansion Trip Increase</b> |            |                   | <b>865</b> | <b>27</b>    | <b>17</b> | <b>44</b> | <b>38</b>    | <b>36</b> | <b>74</b> |

Notes: \* Source – *Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey, DKS, 2001.*  
 \*\* Pass-by of 36% during PM peak hour based on Trip Generation Handbook, 4<sup>th</sup> Edition (ITE, 2004). Pass-by for AM and daily conditions conservatively assumed to be 18%.

The existing grocery store generates 55 trips during the AM peak hour, 134 trips during the PM

peak hour, and 2,022 daily trips.

As shown in Table 1, the proposed project will generate 99 trips in the AM peak hour, 208 trips in the PM peak hour, and 2,887 new daily trips.

Because the proposed project site is within couple of street blocks from the existing Natural Food Coop, and comparing the estimated trip generation between the currently operating grocery store and the proposed project, the relocation and expansion of Natural Foods Co-op is expected to generate about 44 new AM peak hour trips, 74 PM peak hour trips, and 865 new daily trips during a regular weekday.

The project site is located within Sacramento downtown core area. The *Mobility Element of the City of Sacramento's 2030 General Plan* outlines goals and policies that coordinate the transportation and circulation system with planned land uses. In the Sacramento core area bounded by C Street, the Sacramento River, 30<sup>th</sup> Street, and X Street the level of service (LOS) F conditions are acceptable during peak hours.

### Conclusions and Recommendations

- 1) Taking into consideration the relatively low number of new trips expected to be generated by the project, a Traffic Impact Analysis is not required for this project. The existing streets in the vicinity of the project site would have adequate capacity to accommodate the project generated traffic volumes.
- 2) The project is subject to entitlement review and will be required to provide frontage improvements to the satisfaction of the Department of Public Works.
- 3) The proposed driveway on 29<sup>th</sup> Street is in close proximity to R Street and should be relocated to the south to the extent possible. Driveway relocation should be coordinated with Regional Transit so that the transit operations are not impacted.