City Council Report

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File #: 2016-01399 **Public Hearing Item 09**

Title: The Park Mixed Use Project (P15-048) [Noticed 11/10/2016; Passed for Publication 11/15/2016; Published 11/18/2016]

Recommendation: Conduct a public hearing and upon conclusion: 1) pass a Resolution adopting an Environmental Impact Report (EIR) and Mitigation Monitoring Plan (MMP); 2) pass a Resolution amending General Plan designation from Suburban Neighborhood Low Density (SNLD) and Suburban Neighborhood Medium Density (SNMD) to Urban Corridor Low Density (UCLD); 3) pass an Ordinance Rezoning from Multi-Unit Dwelling Executive Airport Overlay (R-2A-R-EA-4 & R-2A-EA-4) zone and Single-Unit or Duplex Dwelling Executive Airport Overlay (R-1A-EA-4) zone to General Commercial Executive Airport Overlay (C-2-EA-4) zone; and 4) pass a Resolution approving The Park Project that includes entitlements with Tentative Map, a Conditional Use Permit, Site Plan and Design Review, a Sign Variance, and tree permit.

Location: 4700 Freeport Boulevard, District 4

Contact: Elise Gumm, Development Project Manager, (916) 808-1927; Antonio Ablog, Senior Planner, (916) 808-7702, Community Development Department

Presenter: Elise Gumm, Development Project Manager, (916) 808-1927, Community Development Department

Department: Community Development Department

Attachments:

01-Description/Analysis
02-Recommended Planning and Design Commission ROD
03-Recommended Resolution for CEQA Review
04-Exhibit A (CEQA Findings of Facts)
05-Exhibit B (Mitigation Monitoring Plan)
06-Recommended Resolution for General Plan Amendment
07-Exhibit A (General Plan Amendment Exhibit)
08-Recommended Ordinance for Rezone
09-Exhibit A (Rezone Exhibit)
10-Recommended Resolution for the Project
11-Exhibit A (Tentative Map)
12-Exhibit B (Site Plan)
13-Exhibit C (Floor Plans & Elevations)
14-Exhibit D (Circulation & Line of Sight Exhibits)
15-Exhibit E (Landscaping Plans)
16-Exhibit F (Perspective Drawings)
17-Comments from Neighborhood Groups
18-Support Letters from Neighbors
19-Concern Letters from Neighbors

Description/Analysis

Issue Detail: The applicant proposes to demolish a former plant nursery and two single unit dwellings and construct a new 108,165 square foot commercial center on approximately 9.9 acres in the General Commercial, Single-Unit Dwelling, Single-Unit or Duplex Dwelling, and Multi-Unit Dwelling zones (C-2, C-2-EA-4, R-1, R-1-EA-4, R-1A-EA-4, R-2A-R-EA-4, R-2A-EA-4) with Executive Airport Overlay (EA) and Review (R) zone designations. The center includes a 55,000 square foot anchor tenant and six commercial pads ranging from 6,000 to 11,900 square feet. The request requires a General Plan Amendment, Rezone, a Tentative Map, a Conditional Use Permit for a retail use that is over 40,000 square feet, Site Plan and Design Review for the overall shopping center and a variance for the relocation of an existing neon sign for the anchor tenant.

Policy Considerations: The 2035 General Plan Update was adopted by City Council on March 3, 2015. The 2035 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. Although a majority portion of the project site was used as nursery for many decades, the existing zoning and general plan designations are not representative of the previous commercial use resulting in mixed commercial and residential designations. The eastern portion of the site of the proposed commercial project is designated as Urban Corridor Low in the 2035 General Plan, but the western portion is designated as Suburban Residential Low & Medium Density. In order to develop the proposed commercial center, the applicant is requesting to amend the General Plan designation of approximately 4.6 acres designated Suburban Neighborhood Low Density (SNLD) Designation and 0.6 acres designated Suburban Neighborhood Medium Density (SNMD) Designation to 5.2 acres designated Urban Corridor Low Density (UCLD) Designation. The General Plan recognizes that the UCLD designation will often exist adjacent to neighborhoods and low intensity single-use residential development. The Urban Corridor Low designation provides for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes the following:

- Retail, service, office, and residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses
- Large-scale development should include a mix of nonresidential and residential uses with more intense development near major intersections

In addition, in the 2013-2021 Housing Element, the zones that provide land capacity for above-moderate and moderate income units exceeds our Regional Housing Needs Allocation by 2,514 homes. The proposed rezone from R-1 to C-2 will not affect the City's ability to meet its Regional Housing Needs Allocation for 2013-2021. Moreover, revitalization of the subject site

can provide economic benefits to the neighborhood and can set a precedent for streetscape improvements along Freeport Boulevard.

The proposed project meets the 2035 General Plan goals and policies, in that the proposed project: 1) includes design features such as enhanced landscaping design with large public gathering spaces and high quality materials; 2) provides uses that are compatible with the surrounding residential and commercial uses and supports the revitalization of Freeport commercial corridor; 3) will improve the pedestrian and bicycle traffic environment by constructing an additional signalized crossing of Freeport and providing pedestrian-friendly streetscape improvements along the project's street frontage; and 4) will revitalize and enhance this infill commercial site by providing appropriate transitions to adjoining residential areas and contributing positively to the existing neighborhoods and surrounding communities.

Economic Impacts: None.

Environmental Considerations:

California Environmental Quality Act: As part of compliance with the California Environmental Quality Act (CEQA), the City prepared a Draft Environmental Impact Report (DEIR) for the Land Park Commercial Center project. The DEIR includes measures to mitigate identified significant effects and feasible alternatives to the proposed project. This "Project EIR," was prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 CCR 15000 et seq.), and the City's procedures for implementing CEQA.

The City determined that the DEIR should address the following technical issue areas: aesthetics/light and glare, air quality, biological resources, cultural resources, greenhouse gases, hazards and hazardous materials, hydrology, water quality, and drainage, noise and vibration, public services and utilities, transportation and circulation. The EIR evaluated a range of alternatives for the proposed project. The alternatives considered include the No Project/No Build Alternative; No Project/Existing Zoning Alternative; Alternative Site Plan Alternative; and Reduced Intensity Alternative.

The Draft EIR along with a Final EIR that includes written comments and responses, as well as any changes in the text of the Draft EIR, and appropriate Findings (pursuant CEQA Guidelines Section 15091), will be provided to the City Council prior to final action on the project. Both Draft and Final EIR are available on the City's website at: http://www.cityofsacramento.org/ Community-Development/Planning/Environmental/Impact-Reports

Sustainability: Not applicable.

Commission/Committee Action: The Park Project was heard by the Planning and Design Commission on October 20, 2016. Thirty-two members of the public spoke on the items, and the majority were in favor of the project. A few members of the public raised their concerns about traffic, noise, and future tenants of the proposed project. At the close of public testimony, the Commission voted (12 ayes and 1 no) to forward staff recommendation of approval of the Project to the City Council with the following formal requests:

- Evaluate modifying hours of construction
- Evaluate modifying truck deliveries for larger trucks
- Explore additional methods to reduce noise including constructing an overhang or extending the wall height or through other operational measures.
- Provide notification to residents living w/in 400' of the Raley's store that specifies conditions Raley's and the overall project must adhere to and identify who to contact if there is a violation
- Set up outreach meetings with those individuals and neighborhood groups that will be affected by construction and operations.

In addition to the formal requests above, but a request was made by a commissioner to forward the comment that the Freeport Boulevard elevations could be improved by moving main entries of the shops buildings from the rear of the buildings to the Freeport side of the buildings.

Staff have worked with applicant for the above items and below are staff findings and conditions for the concerns.

Construction noise

The main concern was noise created from the construction. The City's noise ordinance (§8.68) currently governs the standards for exterior noise with relation to residential properties. The provisions of this section of the code do not limit the overall hours of construction, but they do limit the hours for which construction activities can exceed the allowable exterior noise standard of 50 decibels between the hours of 10:00 p.m. and 7:00 a.m. and 55 decibels between the hours of 7:00 a.m. and 10:00 a.m.

The noise ordinance does exempt construction activities from the noise ordinance, but those activities are only exempted for the hours from 7:00 a.m. to 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 6:00 p.m. on Sunday. This ordinance applies to all construction projects and the applicant's construction schedule assumes that its construction schedules will adhere to these requirements. Further restricting daily construction activities beyond the constraints defined by City Code could lead to longer

overall construction times.

Operational Noise

The Commission's recommendation forwarded operational noise concerns including noise from trucks making deliveries once the center is operational. Though it was noted that the proposed project did not create any significant noise impacts, limiting the hours of delivery, reducing loading dock noise, and reducing back-up noise were all mentioned. Staff and the applicant have considered these items and provide the following responses:

- Limiting the hours of deliveries

  Raley's expects to receive multiple deliveries each day from various vendors and trucking companies. Raley's will only be in direct control or deliveries from its own warehouses. Attempting to limit deliveries to the store through restricted delivery numbers or restricted hours would require coordination and specificity beyond what could be achieved through conditions that could be placed on the project.

- Reducing loading dock noise

  The proposed project already includes several measures that directly address loading dock noise including:

  - A 12' solid wall between the subject property and the adjacent residential properties;
  - Signage alerting truck drivers that idling is limited to a maximum of 5 minutes; and
  - Electrical outlets for trucks to reduce the need for compressors, generators, and idling for refrigerated trucks and other trucks needing power.

  In addition to these original components of the project, the applicant has re-evaluated the project and is agreeing to provide loading dock seals and dock shelters at the project's two loading doors. These added components are expected to reduce the noise associated with unloading trucks by approximately 5 to 7 decibels.

- Additional measures

  As an additional noise reduction measure, the applicant has also agreed to install shielding around rooftop equipment including refrigeration units and condensers.

Noticing and Outreach

In its recommendation, the Commission requested additional noticing and outreach to neighbors that could potentially be affected by the proposed project. In response, the applicant is agreed to the following condition:

- The applicant shall establish a community outreach/good neighbor policy that requires the applicant to provide current residents located within 400 feet of the property line with the following: (l) a copy of the conditions of approval and mitigation monitoring plan for the project, and (2) an opportunity to attend one pre-construction meeting with the applicant. In addition, any party that wishes to register complaints regarding the applicant's compliance with the conditions of approval may do so by calling the following numbers: 800-925-9989 (Raley's Service Center) or 916-452-6861 (Raley's Land Park store manager).

Staff believes that this condition adequately addresses the recommendation by the Planning and Design Commission. Pre-construction would be the optimal time for the applicant to convene a meeting with interested parties. Once operational, the conditions of approval would be in effect and enforceable by City Staff.

Rationale for Recommendation: The proposed commercial project is consistent with the goals of the 2035 General Plan as it: 1) will redevelop an underutilized site and an active and lively commercial center that can transform Freeport Boulevard; 2) has been designed to be compatible with the surrounding properties and incorporates features to minimize the effects of noise, light, and visual intrusion; 3) has been found not to have any significant effects that cannot be addressed with appropriate mitigation; and 4) will improve bicycle, pedestrian, and vehicle circulation in the immediate vicinity.

Financial Considerations: None.

Local Business Enterprise (LBE): Not applicable.

Background: The subject site is occupied by a former plant nursery. Capital Nursery had operated on the site since 1931, but closed down and sold the nursery property to Raley's in 2012. Currently, Raley's has a store that has operated since 1958 just to the south at 4850 Freeport Boulevard. Raley's purchased two single family home lots facing Wentworth Avenue from Capital Nursery in 2014. Three other small parcels on Wentworth Avenue that are currently used as overflow parking for the existing Raley's were purchased in 1984 by Raley's and by MGM Limited Partnership in 2015. MGM Limited Partnership is the main developer of this proposed commercial center and Raley's will be the anchor tenant in this commercial center. West and North of the project site are mainly single family homes. Across the street from Freeport Boulevard there is a Chase Bank and a few commercial services shops. There are two banks (Bank of America & EastWest Bank) located on the same side of Freeport Boulevard on the same block.

Public/Neighborhood Outreach

Staff routed the proposal to various neighborhood groups and associations, including the Land Park Community Association (LPCA), Hollywood Park Neighborhood Association(HPNA), Freeport Renovation On the Move, College Plaza Neighborhood Association, South Land Park Neighborhood Association, Sierra Curtis Neighborhood Association, Environmental Council of Sacramento, Walk Sacramento, and the Sacramento Area Bicycle Advocates. Staff also mailed out early notification of the project to property owners within 500 feet when the application was submitted to the City in September of last year. Staff has received numerous comments on the project. These comments were included on the staff report for the Planning and Design Commission Review & Comment meeting on June 2, 2016. The applicant team has also conducted outreach efforts to various neighborhood groups and businesses near the project site which began well before they submitted the application to the City in 2015. After the Planning and Design Commission Review & Comment on June 2, 2016, applicant team again met with various neighborhood associations to discuss the alternative designs of the project and explain the reasons for the final design of the project.

The groups listed above, and all property owners within 500 feet of the project site were sent a notice of the Planning and Design Commission hearing on October 20, 2016. The project site is posted with a notice announcing this public hearing as well. During the Planning and Design Commission hearing on October 20, 2016, Commission, applicant, and neighbors continued discussing issues and solutions that were raised through the review process. These comments are summarized below with responses from both applicant and staff:

Policies

- Catalyst site on Freeport - Revitalization vs. Protection of Existing Neighborhood

Discussion: The subject site is a former plant nursery located on Freeport Boulevard, one of Sacramento's prominent commercial corridors. Though the site was a former commercial use, it was a low intensity use on a large site in close proximity to several established neighborhoods. While developing the site would

be consistent with economic development goals related to redevelopment and revitalization of an existing commercial corridor, goals related to the protection of the surrounding neighborhood must also be considered.

Response: The former Capital Nursery site is located along one of Sacramento's major commercial corridors in close proximity to the well-established South Land Park, Hollywood Park, and Land Park Neighborhoods. This corridor houses vital service and retail opportunities. The current project proposes to redevelop an underutilized site with a significant commercial project. While policies related to economic development and revitalization support such development, the projects effect on the surrounding neighborhood must be considered.

The effects of infill development on an existing neighborhood often relate to traffic, noise, visuals/aesthetics, and light spillover. These potential effects were addressed though the City's review of the project including the project's EIR that concluded that there are no impacts that cannot be mitigated to a less than significant level.

To address these potential effects of the project includes, or has been conditioned to include:

- Significant vehicle circulation improvements including a new signalized intersection at Freeport Boulevard and Meer Way, improvements to the existing signalized intersection at Freeport Boulevard and Wentworth Avenue/Stacia Way, a new left turn pocket on Freeport boulevard into the site, a raised pedestrian crossing on Wentworth Avenue, and the removal of vehicle parking on the west side of Freeport in order to provide a 6-foot buffered bike lane.
- A 12-foot solid wall at the property boundaries shared with residential development. Additional tree plantings will be provided at the west property line.
- Full cutoff light fixtures to limit light spillover from adjacent properties
- Low parapet height of 24 feet at the west elevation of the anchor tenant space to reduce visual intrusion.
- Green screening on the rear elevation of the anchor tenant building.
- Operational measures limiting the idling of trucks in the loading area, limiting the testing of emergency generators, and providing an electrical connection for trucks in the loading area.

❖ Commercial Project vs. Mixed-use Project

Discussion: Should the project be a commercial project only or a mixed-use project that includes residential uses as a buffer between commercial buildings and surrounding residences

Responses: The applicant has maintained that the economics of constructing a vertical mixed-use commercial/residential project would not make such a project viable at the subject site. Additionally, the limited size of the site is not sufficient to accommodate a commercial development with a major anchor store and a separate residential component as a buffer to the existing neighborhood without

significantly detracting from the site plan that includes a number of dedicated outdoor plazas for eating and gathering. Furthermore, vertical, mixed-use development inevitably have invasive views onto the neighbors below.

❖ Auto Oriented Design vs. Walkability / Pedestrian Friendly Design
Discussion: Staff has received a number of comments related to access to the site for pedestrians and bicyclists.

Responses: The Freeport corridor has long been dominated by vehicle oriented design. On-street parking combined with strip shopping centers that are inconsistent with today's maneuvering and landscaping standards make for a streetscape that could be much improved in terms of bicycle and pedestrian access, bicycle and pedestrian safety, and street presence.

In response to comments related to pedestrian and bicycle access to the site, the applicant has worked with staff to revise the site plan and create conditions of approval to improve access to the site. The most significant improvement will be the construction of a new, fully signalized intersection just to the north of the site at Freeport Boulevard and Meer Way. Other intersections improvements will include improvements to the intersection at Freeport and Wentworth including a new raised median extending from Freeport Boulevard to the Wentworth Avenue entrance to the site. Improvements at the Wentworth entrance will also include a new, raised pedestrian crosswalk.

In breaking from the existing commercial development pattern on Freeport Boulevard, the proposed project will get rid of on-street parking on the west side of Freeport Boulevard. Replacing the parking will be a 6-foot wide bike lane with a 3-foot buffer area between the bike lane. In keeping with the City's pedestrian oriented streetscape standards, the project will provide separated sidewalks with a street-side landscape planter along Freeport Boulevard.

Land Use

❖ Retaining the R-1 zone as a buffer between the proposed commercial center and the existing neighborhood to the west and to the north.
Discussion: Property owners on Marion Court have commented that the R-1 zone portion of the project site should remain as a buffer to future commercial development.

Reponses: The project site was formerly occupied by Capital Nursery and was used for commercial purpose for over 50 years. A total of 4.6 acres of the 9.9 gross acre site is being requested to rezone from residential to commercial use. The proposed General Commercial (C-2) zone is not considered incompatible adjacent to residentially zoned parcels, in fact, the Zoning Code anticipates such situations and contains use limitations and development standards to address such compatibility concerns. In terms of use limitations, the Zoning Code prohibits many industrial uses in the C-2 zone, allows manufacturing only on a limited basis (less

than 6,400 square feet), and requires that many noise generating operations to be conducted indoors and only between the hours of 6:00 am and 10:00 pm. On top of these use limitations are development standards that require a 15-foot rear setback adjacent to residentially zoned lots, a solid wall separation between commercial and residential uses, and height standards that require a building step down from a general C-2 height limit of 65 feet down to 45 feet for any portion of a building located less than 40 feet from a residential zone.

Staff supports the Rezone request single-family housing adjacent to the C-2 zone is not an unusual situation. In this case, the EIR has shown that this development will have no significant environmental impacts, and the project has been designed to limit noise from loading trucks, light intrusion, and that has a reduced visual impact with its low profile along the rear property line.

In its recommendation to the City Council, the Planning and Design Commission included a request for staff and the application to explore the following:

- Evaluate modifying hours of construction
- Evaluate modifying truck deliveries for larger trucks
- Explore additional methods to reduce noise including constructing an overhang or extending the wall height or through other operational measures.
- Provide notification to residents living within 400' of the Raley's store that specifies conditions Raley's and the overall project must adhere to and identify who to contact if there is a violation
- Set up outreach meetings with those individuals and neighborhood groups that will be affected by construction and operations.

Findings and conditions were discussed at the "Commission/Committee Action" section of the staff report.

❖ C-1 Zone vs. C-2 Zone (allowed uses & development standards)

Discussion: Would the Limited Commercial (C-1) zone for the project site offer better compatibility with the existing development surrounding the site?

Responses: The C-1 zone is intended for small lots surrounded by residential development for the provision of certain offices, retail stores, and commercial service establishments that are compatible with residential developments. The key differences between the C-1 and C-2 zones are as follows:

- The C-1 zone is intended for lots several acres in size or smaller.
- The C-2 allows drive-through uses, and auto uses, with the issuance of a Conditional Use Permit, these uses are prohibited in the C-1 zone.
- The C-1 zone limits building heights to 35 feet whereas the C-2 zone allows heights up to 65 feet when further than 80 feet from any residential zone.

Permitted uses in C-1 and C-2 zones are similar as both zones allow anchor retail stores greater than 40,000 square feet with the issuance of a conditional use permit. While there are auto and drive through uses allowed in the C-2 zone that are prohibited in the C-1 zone, these uses are not proposed with this project and

would be subject to the issuance of a CUP if such uses were proposed with future development.

The project site is at the vital location of the Freeport commercial corridor where commercial properties are in the C-2 zone. Moreover, the subject site is almost 10 acres and is significantly larger than the typical C-1 lot that is several acres or less. Although the height limit in C-2 zone allows for a maximum of 65 feet compared to the 35 feet height limit in the C-1 zone, the proposed project has a maximum roof height of 37 feet with an overall height of 40 feet, well within the height limit of the C-2 zone and only slightly higher than the C-1 height allowance. Thought the tallest structure on site is proposed to be 40 feet tall, this structure will be located more than 150 feet away from the nearest residential property. To respect the adjacent properties, a majority of the main anchor building is proposed with a 25-foot overall height, well within the height limit of even the R-1 zone that allows a maximum height of 35 feet.

❖ Provide community beneficial uses (job opportunities)

Discussion: Can the project create more youth job opportunities or other community beneficial uses?

Responses: The applicant expects the center to create approximately 235 jobs. The proposed project would affect the local economy through the construction of a new retail center anchored by a state of the art Raley's store. The center will encourage people to stay in the neighborhood to take advantage of the restaurant and shopping opportunities in a neighborhood oriented shopping center. The proposed project represents a significant commercial investment that can spur the redevelopment and revitalization of other commercial properties along the Freeport corridor.

❖ New Raley's vs Old Raley's ("Flagship" store roughly same size as existing store)

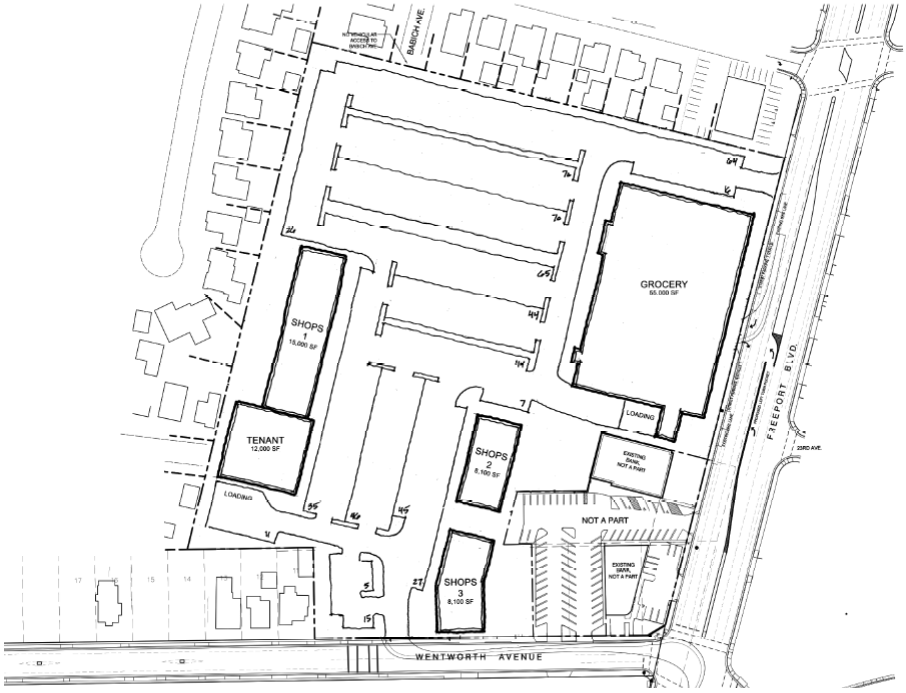
Discussion: Why a new Raley's is needed if its size is similar to the old one next door?

Responses: The existing Raley's is an aging store; it has been expanded multiple times and combines multiple structures. Raley's finds that its layout is very inefficient. Raley's purpose in constructing a new store is to resolve these issues and provide a much better shopping experience by providing a state of the art store that will create a more modern shopping experience for their customers. The new store be finished with high quality and the surrounding center will incorporate open plazas and tenant spaces that will complement the anchor store's flagship status. The Raley's anchor will provide more food offerings, updated displays, and abundant natural light in the center of the store. Raley's concept is to be fresh, modern and invigorating. The proposed Raley's store will not be a flagship due to its size, but due to its high quality design and overall shopping experience.

Site Design

❖ Location of main building (place anchor store close to Freeport)
Discussion: Some have suggested the anchor tenant be placed close to Freeport

Responses: The applicant has drafted a several site alternatives including the alternative depicted below that was formally analyzed in the EIR. Staff and the applicant have concluded that the current site plan, as attached to this report, is the most appropriate plan for the site. While the anchor store will draw the most customers to the site, placing the anchor at the street will not necessarily result in a more active streetscape.



The above scenario was presented as an alternative design in the EIR. The EIR concluded that the impacts of this alternative would not differ greatly than the selected plan. Visual impacts would be reduced for those properties to the west as the large building mass would be placed further away. Additionally, noise impacts would be reduced for properties to the west as the anchor tenant loading area would be shifted to the east. Though these impacts could potentially be reduced, this alternative places a large amount of incoming traffic in close proximity to the residential properties to the north. This alternative also greatly reduces the possibility of a left-turn pocket into the property as the driveway placement would be too close to the intersection with Meer Way.

The rationale behind placing buildings at the street is to promote easy access to pedestrians and bicyclists and create active streetscapes. Staff does not believe that placing the anchor tenant building at the street is a better solution for this site. Staff questions how “active” an anchor tenant storefront can be when a large majority of customers will arrive by vehicle and enter the store at the west side of the building.

Staff believes placing smaller buildings with active elevations and outdoor patios to be a superior solution. Instead of simply entering and exiting a retail store at the street, the smaller pads provide opportunities for patrons to take advantage of outdoor seating to activate the streetscape. Additionally, the smaller pad buildings lend themselves to periodic tenant changes that can bring new and invigorating tenants to the boulevard.

Placing the store to the rear of the center provides access to the largest parking field in front of the center and creates a noise buffer from the residents along the property lines. The site has been designed to minimize the area where trucks will not be able to circulate around the entire rear of the shopping center. With active entrances and public spaces along the Freeport Boulevard frontage and multiple locations for outside seating and dining, the shop space and restaurants will bring life and energy to the center and belong in the front of the center along Freeport Boulevard. The proposed plan maximizes the shopping experience at the center and is a more pedestrian-friendly solution.

❖ Site Design reflective of suburban commercial site planning

Discussion: Some have commented that the site design is more reflective of suburban commercial shopping.

Responses: The scale of the buildings and design of the site is generally consistent with the surrounding neighborhood where detached single-family homes are the dominant land use. Though the massing and scale of the buildings do reflect the low-rise nature of their surroundings, the proposed plans bring a number of significant urban design changes to the Freeport corridor:

- Buildings are pushed up against Freeport and Wentworth with outdoor programmed spaces in full view of the public street, activating the streetscape.
- Bicycle and pedestrian safety and experience is prioritized with the removal of on-street parking on Freeport and the addition of a buffered bike land. Additionally, a separated sidewalk with enhances street-side planters is proposed.
- Smaller, pedestrian scale buildings with patios are planned along the highly visible Freeport frontage.
- Significant outdoor spaces and programmed plazas throughout the site that promote gathering and an active and lively atmosphere.
- Buildings with high quality contemporary design and finished with a mix of contemporary and classic materials such as steel, wood/wood composite, brick and stone
- A Class A commercial center with Class A buildings that will attract quality tenants.

Though the proposed design is suburban in scale, the building and site design represent high quality architecture that that not only transforms and underutilized infill commercial site, but will transform the Freeport Boulevard streetscape and can act as a catalyst for future revitalization efforts along the corridor.

One of the Planning Commissioners commented that the street facing elevations could be improved and that the street fronting pads should orient the front entries to the street.

❖ Connections to the existing residential neighborhood at the current dead-end streets of Babich Avenue and Sherwood Avenue.

Discussion: Why are no connection proposed between the shopping center and existing neighborhood streets.

Responses: The applicant was open to connecting the center to the surrounding neighborhood. When asked, the surrounding community provided strong feedback that an opening to the shopping center through the existing streets that border the center was undesirable, even if the access was limited to pedestrians only. The residents were worried open access points would create additional foot traffic from people outside of the neighborhood and could potentially affect crime and personal safety as such connections would create spaces with low visibility that would be difficult to monitor.

❖ Parking

Discussion: Parking ratio and how the proposed parking ratio compares to other similar centers

Responses: The proposed parking ratio is 4 spaces for every 1000 square feet , or one (1) space per 250 square feet (1 space/250 square feet). The Safeway at R Street is 3.5 spaces for every 1000 square feet, or one (1) space per 285 square feet (1 space/285 square feet). The Safeway on Del Paso Road in North Natomas provides the same parking ratio as the proposed project. Steff believes that the proposed parking ratio is appropriate given the low density character of the surrounding neighborhoods. Though customers will be able to walk or bike to the proposed center, a majority of customers are still expected to arrive by car.

Building Design

❖ Save Raley's Pylon sign – incorporate into new project.

Discussion: Many comments have requested the preservation of the existing pylon sign at the old Raley's store.

Responses: The applicant is requesting the Variance and Site Plan and Design Review necessary to move the sign from the current Raley's site to the new on. Currently, the relocation of the sign has included and the applicant is working on the technical feasibility of moving the whole pylon sign to the new site.

❖ Context of architectural style/materials

Discussion: how and why the project was designed with current design context

Responses: After applicant's very first meetings with the LPCA, it became clear that they did not want another Mediterranean shopping center, but instead wanted a design that would be embraced by the community and speak to the quality of the

neighborhood. As a result, architect came up with an architectural vernacular that combined both traditional and contemporary styles. The buildings are designed to have their own identities and appear as if they "grew up" in the neighborhood. The buildings are designed with high quality materials including brick, stone, metal and wood, with steel and glazing to provide a more contemporary feel. The color palette includes tan, gold, brown, gray, red brick and neutral stone. Additional architectural features include metal and wood lattices; metal canopies; green-screen walls with vines; and architectural arbors. Freestanding buildings with multiple exposures propose architectural detailing on all visible sides. Applicant felt that it was important to relate to the neighborhood, and a great way to express this relationship was through the landscape plan. The surrounding neighborhood has an abundance of matures trees and lush planting. Consequently, site plan proposes an extensive landscape design with over 250 trees featuring several native trees and plants.

Impacts

- Noise (Trucks/loading vehicles, Garbage pickup, Truck back up, HVAC/Mechanical Units)

Discussion: What are the plans to minimize noise impacts to the adjacent neighbors?

Responses: Impacts related to noise have been a chief concern of residents and property owners adjacent to the subject site. A noise analysis was completed as part of the EIR and noise concerns were kept in mind as staff reviewed the project.

Loading and deliveries for Raley's grocery store would originate from the Wentworth Avenue site entrance. A depressed loading dock on the southern side of the grocery store will be provided for larger trucks. Raley's anticipates that approximately two to three trucks per day would access the site for deliveries. To minimize noise, the dock will be screened with a 12-foot high concrete block wall separating the residences to the west. When a truck enters the service area, it will make one back-up to enter the grocery loading dock. The truck will need to back up approximately 80 feet to enter the dock. At one mile per hour, a truck will take approximately one minute to back up. Therefore, there may be two or three times per day when for one minute a truck is entering the loading dock. Additional measures to reduce noise related to truck deliveries will include signs limiting truck idling to 5 minutes, and electrical outlets accessible to trucks in the loading dock.

The following elements will also be incorporated to minimize noise of roof-mounted mechanical units on the grocery and shops buildings adjacent to residential properties: 1) mechanical units with lower noise ratings will be selected with fans to operate at peak efficiency; 2) the equipment will be mounted to the roof with vibration-reducing curbs/blocks; 3) the units will be mounted as far away from the edge of the building as possible, and the interior side of the parapet screen wall will contain an acoustical absorptive material. In addition to the roof-mounted mechanical equipment, the anchor tenant store will employ an emergency back-

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up generator that will require periodic testing. The project has been conditioned to limit testing of the generator to one 30-minute period per month during normal business hours.

Commission also asked staff and applicant to explore the following to see if the impact could be minimized more.

- Evaluate modifying hours of construction
- Evaluate modifying truck deliveries for larger trucks
- Explore additional methods to reduce noise including constructing an overhang or extending the wall height or through other operational measures.

Also see "Commission/Committee Action" section of the staff report for discussion of these.

❖ Light Pollution

Discussion: light spillover from the proposed center could negatively affect the surrounding neighborhood homes

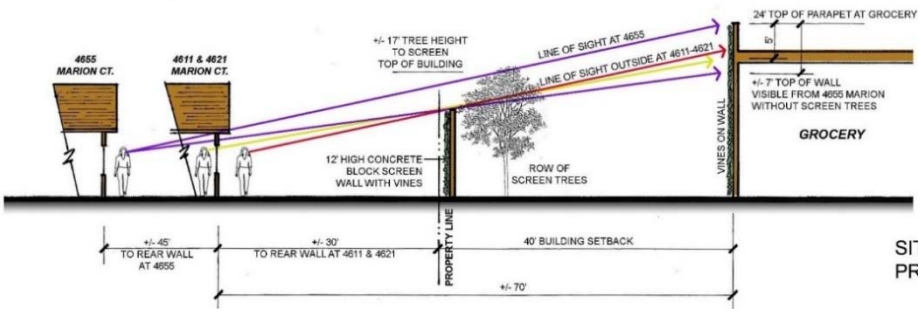
Responses: As stated previously, there will be 12-foot high concrete block wall separating the adjacent residences and the center. All lighting for parking lot and loading area illumination will be downward facing with a requirement for full-cutoff light fixtures to limit glare an light trespass to adjacent residences. Additionally, on-building lighting will be limited to a maximum height of 12 feet for building elevations facing the western property boundary.

❖ Visual impacts of building height (to existing neighbors to the back)

Discussion: what would neighbors see to their backyard.

Responses: The applicant will be constructing 12-foot high concrete block wall separating the adjacent residences and the center. For properties to the north of the proposed center, the anchor tenant building will be set back more than 80 feet from the property line and evergreen trees will be planted at the property line to provide additional screening.

A 40-foot setback is proposed from the anchor tenant building to the western property line. Heavy evergreen tree screening and a vined wall that will be installed at the rear of the Raley's building. The exhibit shows the line of sight from houses at Marion Court. This exhibit shows that the screen trees will obscure much of the view of the proposed building and even without the screen trees, only the upper portion of the building wall would be visible.

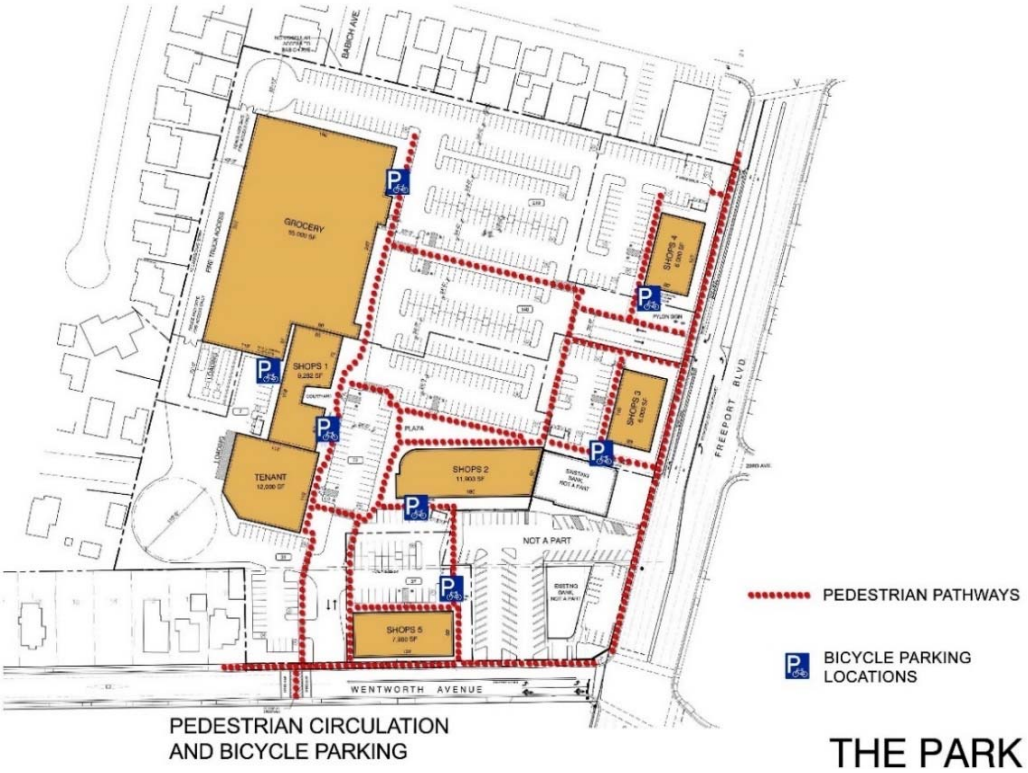


❖ Traffic Congestion (increase vehicle traffic to surrounding residential streets)
Discussion: What will the traffic impacts be to surrounding streets.

Responses: A full traffic study was complete for the proposed project and concluded that the project would not generate any significant traffic impacts. The study recommended several improvements be implemented as part of the project to improve the traffic operation within the project vicinity. The applicant is required to install a full traffic signal at the intersection of Meer Way and Freeport Boulevard to improve pedestrian/ bicycle connectivity. Additionally, the applicant is required to construct full street frontage (sidewalk and planter area) on Freeport Boulevard and provide a protected bike lane. Additionally, the applicant will also enhance the existing traffic signal at the intersection of Wentworth and Freeport and provide a raised cross walk midblock along Wentworth. Staff believes the proposed DEIR mitigation monitoring program and the conditions of approval address the traffic issues with minimal impacts to the existing neighborhoods.

❖ Circulation
Discussion: SABA & WalkSacramento want to ensure the project will provide safe access for pedestrian and bicyclists.

Responses: Based on the conclusions of the traffic study, multiple discussions with SABA and WalkSacramento, and coordination between City Staff and the applicant, the final site plan provides multiple points of access with clear paths and signals to patrons who will be coming from different direction of the neighborhoods in close proximity of the site. Below are the circulation plans identify the path of travel for pedestrians and bicyclists.



Tenant spaces

❖ Drive-through restaurants

Discussion: Staff has heard concerns related to the potential for drive-through restaurants in the future.

Responses: There are no drive through uses proposed at this time and the applicant does not foresee providing drive-thru opportunities in the future. Applicant believes drive-through restaurants will lessen the quality of the tenants attracted to the center. The proposed plan allows for a number of dine-in options with ample dedicated outdoor seating areas. Should drive through uses be proposed for the site in the future, they would be subject to Design Review and the issuance of a Conditional Use Permit.

Staff continue working with the applicant to review Commission's recommendations and look for feasible solutions to address those concerns and provide feedback on the next report or at the Council hearing on October 22, 2016.

Land Use/Zoning

The project site is currently zoned with four zoning designations: 2.0 acres currently zoned Single-Unit Dwelling (R-1), 1.7 acres zoned Single-Unit Dwelling Executive Airport Overlay (R-1-EA-4), 0.5 acres zoned Single-Unit or Duplex Dwelling Executive Airport Overlay (R-1A-EA-4), and 0.4 acres zoned Multi-Unit Dwelling Executive Airport Overlay and Review (R-2A-EA-4 & R-2A-R-EA-4). The applicant is requesting

to Rezone the residentially zoned portions of the site to the General Commercial Executive Airport Overlay (C-2-EA-4) zone and the General Commercial (C-2) zone. The proposed rezone from R-1 to C-2 will not affect the City's ability to meet its Regional Housing Needs Allocation for 2013-2021.

The General Commercial C-2 zone is meant to provide for the sale of goods and the performance of services. Rezoning the property to General Commercial (C-2) zone is compatible with the surrounding uses and will work in concert with the General Plan Amendment to allow for the existing commercial site to develop the proposed commercial project and be consistent with the Freeport commercial corridor. Retail stores, restaurants, and commercial services and typical uses found within the C-2 zone

In addition, the southern half of the project site is also within the Executive Airport Overlay (EA-4) zone. The overflight zone (EA-4) is not within the approach-departure zone and is the least restrictive of the overflight zones. Retail stores, restaurants, and commercial service are all permitted uses in the EA-4 overlay and are allowed with no restrictions.

Tentative Map

Map Design: The Tentative Map entitlement proposes to subdivide the almost 10-acre project site, total of 7 existing parcels, into 5 parcels for the development of the commercial center. The proposed lot size range from 0.59 acre to 4.4 acre. Each new parcel will have public street access and easements will provide cross access between the new parcels

Vehicular Circulation: The project site is located at the west of Freeport Boulevard between Wentworth Avenue & Meer Way. The project site will have vehicular access from both Freeport Boulevard & Wentworth Avenue. The applicant is required to construct a full traffic signal at the intersection of Meer Way and Freeport Boulevard. The applicant is also required to upgrade the existing traffic signal at the intersection of Freeport Boulevard & Wentworth Avenue for signalized pedestrian and bicycle crossing.

Pedestrian Circulation: The project is required to construct standard subdivision improvements per City standards including a five (5) foot separated sidewalk, six and a half foot (6.5) foot landscape planter, and marked bicycle lane. The proposed sidewalk will connect to the existing sidewalk on Freeport Boulevard.

Walls, Fencing & Trees: The existing fence at all property line adjacent to existing residential homes will be conditioned to be replaced with twelve (12) foot masonry wall.

The City Arborist surveyed the existing trees on the site and determined that all of them could be saved or removed at the developer's discretion. City services are available to serve all of the proposed parcels and all improvements shall be designed and constructed to the satisfaction of the Development Engineering Division.

Subdivision Review Committee: On October 5, 2016, the Subdivision Review Committee voted unanimously to recommend approval of the proposed Tentative Map subject to the recommended Findings of Fact and Conditions of Approval listed in Attachment 5

Site Plan

The Park Commercial Center will be a contemporary styled neighborhood shopping center and will be a primary gathering center for the Land Park, South Land Park, and Hollywood Park Communities. A total of 457 parking stalls will be provided on site to accommodate the range of retail, service, and restaurant uses resulting in a parking ratio of 4 spaces per 1000 square feet of building area. The parking ratio meets the minimum 1 space per 2000 square feet parking requirement of 109 spaces. A total of 68 bicycle parking spaces are provided meeting the minimum bicycle parking requirement. There will be total of 6 commercial pad buildings, ranging from 6,000 square feet to 12,000 square feet plus one anchor retail building of approximately 55,000 square feet, totaling of 108,165 square feet of commercial space.

The main vehicle and pedestrian entrance from Freeport Boulevard will feature wide sidewalks with ample room for outdoor seating areas and enhanced paseo areas between the two pad buildings facing Freeport Boulevard. These two pad buildings also create an active pedestrian experience on Freeport Boulevard and screen the large parking area between these buildings and the anchor tenant building. These buildings will be small multi-tenant pads that are will provide commercial service and restaurant space.

These two buildings will serve as gateway to the shopping center and the outdoor seating/plaza areas are envisioned as a prominent gathering place for the community. Though both buildings are 6,000 square feet, the elevations are not identically. Each building has its own color theme and materials to provide variation on the Freeport commercial corridor.

The main building of the commercial center is the 55,000 square foot grocery store, which is partially two story high building, sitting at the back of the site away from Freeport Boulevard. Two pad buildings are proposed next to the anchor retail that will screen the loading area from street views. There will be a courtyard outdoor seating area at one of the pad buildings. The area behind these two pad buildings is the loading area for Raley's. There will be no public access through that area except loading trucks and fire trucks.

There are two other pad buildings proposed at the shopping center. One building of approximately 11,000 square feet in size is proposed behind the existing Bank of America building at the middle of the site. The other is an approximately 8,000 square-foot building facing Wentworth Avenue at the south end of the site. Both pad buildings propose outdoor seating area and pedestrian connections to the anchor tenant building. These two buildings are intended for small multi-tenant commercial service and restaurant uses. The color theme and materials of each pad building echo to the

anchor tenant the other pad buildings. The two existing commercial buildings (Bank of America & Eastwest Bank) that access from Freeport Boulevard are not part of the project and their vehicle access are not connected with the proposed shopping center.

Architectural Design

The overall architecture will be contemporary in nature featuring flat roof forms; clean, geometric lines; and a mix of traditional and modern materials including plaster, wood/wood composite, brick/stone veneer, and metal. The base colors will be earth tones in various shades of beige to be contrasted with the metal finishes on the louvers, canopies, and awnings. These architectural features will be carried throughout the commercial center.

The applicant has provided architectural elevations for all proposed buildings. As tenants for most of the buildings have yet to be selected, most of the elevations are presented as typical elevations only. Staff expects that the final building designs will have minor tenant requested color and design modifications. Such modifications would be subject to review for consistency with the overall materials, design, and colors within the center.

Landscaping/Pedestrian Amenities

The site plan includes landscaped and pedestrian amenities throughout the site in addition to six dedicated plaza areas. Pedestrian paths will be provided throughout the site with paths through the parking areas and in front of the proposed commercial spaces. Though not readily apparent from the site plans, widened sidewalks will be provided in front of the major in-line tenant spaces and anchor buildings. With a width of up to 30 feet in some places, the applicant proposes outdoor seating/waiting areas and mini plazas throughout the site. All parking areas and driveways are conditioned to meet the tree shading requirements in Title 17.

Signage – Variance for Old Raley's Sign

The applicant has not submitted a sign program for the project at this time. There is some interest however, by the applicant, historic preservation and neighborhood groups in relocating the existing historic Raley's neon, pylon sign at their current location to the Freeport Boulevard frontage of the subject site. The street frontage along Freeport Boulevard. at the new site is 70 feet which would allow one 70 square foot detached sign. In addition, the maximum height permitted for a detached sign in the C-2 zone is 35 feet. The existing 49-foot high and 21.5-foot wide Raley's sign exceeds these requirements, therefore a variance is required to relocate the existing sign.

Conclusion

Staff finds that: A) The proposal is consistent with the goals of the General Plan that will redevelop an underutilized site and an active and lively commercial center that can transform Freeport Boulevard, B) Has been designed to be compatible with the

surrounding properties and incorporates features to minimize the effects of noise, light, and visual intrusion, C.) Has been found not to have any significant effects that cannot be addressed with appropriate mitigation, and D) Will improve bicycle, pedestrian, and vehicle circulation in the immediate vicinity.

Attachment 1

Record of Decision of
Planning & Design Commission
for The Park Project (P15-048)

A. The Planning and Design Commission has reviewed and considered the information contained in the Environmental Impact Report (EIR) for the Project in making the recommendations set forth in Attachment 2.

B. The Planning and Design Commission recommends approval and forwards to the City Council the Mitigation Monitoring Plans (MMP) for the Park Project as set forth in Attachment 2, Exhibit 2A.

C. The Planning and Design Commission recommends approval and forwards to the City Council the General Plan Amendment for the Park Project based on the findings set forth in Attachment 3.

D. The Planning and Design Commission recommends approval and forwards to the City Council the Rezone for the Park Project based on the findings set forth in Attachment 4.

E. The Planning and Design Commission recommends approval and forwards to the City Council the Tentative Map, Conditional Use Permit, Site Plan and Design Review, and the Variance for Signage for the Park Project based on the findings and subject to the conditions of approval set forth in Attachment 5.

F. The Planning and Design Commission recommends to the City Council continue exploring solutions on the following items:

- Evaluate modifying hours of construction
- Evaluate modifying truck deliveries for larger trucks
- Explore additional methods to reduce noise including constructing an overhang or extending the wall height or through other operational measures.
- Provide notification to residents living w/in 400’ of the Raley’s store that specifies conditions Raley’s and the overall project must adhere to and identify who to contact if there is a violation
- Set up outreach meetings with those individuals and neighborhood groups that will be affected by construction and operations.

RESOLUTION NO. 2016-

Adopted by the Sacramento City Council

November 22, 2016

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT

AND ADOPTING THE MITIGATION MONITORING PLAN FOR THE PARK PROJECT (P15-048)

BACKGROUND

A. On October 20, 2016, the Planning and Design Commission conducted a public hearing on the Park Project, and

B. On November 22, 2016, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) (a), (b), and (c) (publication, posting, and mail (500 feet)) and received and considered evidence concerning the Park project.

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

Section 1. The City Council finds that the Environmental Impact Report for Land Park Commercial project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings

of Fact in support of approval of the Project as set forth in the attached Exhibit A and Table A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Plan as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City Manager shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Table of Contents:

Exhibit 2A - CEQA Findings of Fact

Exhibit 2B: Mitigation Monitoring Plan

CEQA FINDINGS OF FACT

OF THE CITY COUNCIL OF THE CITY OF SACRAMENTO

for the

LAND PARK COMMERCIAL CENTER PROJECT

P15-048

SCH# 2015112025

November 22, 2016

I. INTRODUCTION

The Environmental Impact Report (EIR) evaluates the environmental impacts of the proposed Land Park Commercial Center Project (Project) in the City of Sacramento (City). The Project includes development of a neighborhood-serving retail center that would include a 55,000 square foot grocery store and 53,165 square feet (sf) of additional retail uses on an approximately 10-acre site located in the South Land Park neighborhood.

These findings have been prepared to comply with requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.). These findings refer to the Notice of Preparation (NOP) or Final EIR (FEIR) where the material appears in either of those documents. Otherwise, references are to the Draft EIR (DEIR).

CEQA generally requires that a lead agency must take reasonable efforts to mitigate or avoid significant environmental impacts when approving a project. In order to effectively evaluate any potentially significant environmental impacts of a proposed project, an EIR must be prepared. The EIR is an informational document that serves to inform the agency decision-making body and the public in general of any potentially significant environmental impacts. The preparation of an EIR also serves as a medium for identifying possible methods of minimizing any significant effects and assessing and describing reasonable alternatives to the project.

The EIR for this Project was prepared by the City as the "lead agency" in accordance with CEQA and has been prepared to identify and assess the anticipated effects of the Project. The City, as the lead agency, has the principal responsibility for approval of the Project.

II. TERMINOLOGY OF FINDINGS

CEQA and the CEQA Guidelines require that, for each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of the three allowable conclusions:

1. Changes or alterations which avoid or mitigate the significant environmental effects as identified in the EIR have been required or incorporated into the project;

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency; or

3. Specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the DEIR.

(Pub. Resources Code, § 21081, subd. (a)(1)-(3); CEQA Guidelines, § 15091, subd. (a)(1)-(3).)

For purposes of these findings, the terms listed below will have the following definitions:

- "Mitigation measures" shall constitute the "changes or alterations" discussed above.

- "Avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. The term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

- "Feasible," pursuant to the CEQA Guidelines, means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

When the City of Sacramento City Council (City Council) finds a measure is not feasible, it will provide evidence for its decision and may adopt substitute mitigation that is feasible, and designed to reduce the magnitude of the impact. In other cases, the City Council may decide to modify proposed mitigation. Modifications generally update, clarify, streamline, or revise a measure to comport with current engineering practices, budget conditions, market conditions or existing City policies, practices, and/or goals. Modifications achieve the intent of proposed mitigation without reducing the level of protection.

III. DEFINITIONS AND ACRONYMS

Unless otherwise stated, these findings use the same definitions and acronyms used in the EIR.

IV. PROJECT DESCRIPTION

A. PROJECT SITE HISTORY

The majority of the project site was previously developed as a plant nursery and operated as a nursery for over 70 years from approximately 1936 through 2012. The former nursery site along with one residence (the other residence was previously owned by Raley's) was purchased in 2012 by Raley's Fine Foods for construction of a new grocery store. The approximately 60,000-square-foot Raley's store has been at its current location on Freeport Boulevard for over 57 years and has outgrown the space. This project site was selected as the new Raley's location due to its proximity to the existing store, to remain in the community, and for the ability to provide more retail opportunities.

B. PROJECT SITE

The project site is located south of downtown Sacramento in the South Land Park neighborhood. The project site is situated near the intersection of Wentworth Avenue and Freeport Boulevard. Existing access to the site is from Freeport Boulevard.

The project site includes the following Assessor Parcel numbers (APNs) 017-0121-001, -006, -007, -008, -009, and -010, which includes 4700 Freeport Boulevard, 2009 Wentworth Avenue, 1929 Wentworth Avenue, 1927 Wentworth Avenue, 1919 Wentworth Avenue, and 1913 Wentworth Avenue.

C. EXISTING LAND USE DESIGNATIONS AND ZONING

The project site is located within the Land Park Community Plan Area and is designated Suburban Neighborhood Low Density, Suburban Neighborhood Medium Density and Urban Corridor Low Density in the City's 2035 General Plan. Executive Airport is located approximately three miles to the south; therefore, a portion of the project site is within the Executive Airport (EA) overlay zone.

The site is zoned Residential Single Family (R-1), Residential Single Unit or Duplex (R-1A-EA-4), General Commercial (C-2, C-2EA-4), and Residential Multi-Unit Dwelling(R-2A-R-EA-4/R-2A-EA-4).

Land surrounding the project site is designated in the City's 2035 General Plan Suburban Neighborhood Low Density to the west, north and south; Suburban Neighborhood Medium Density to the south, and Urban Corridor Low to the east, north and south.

D. PROJECT SETTING AND ADJACENT USES

The project site is located in an existing developed area of the City along a neighborhood retail corridor on the site of a former nursery (Capital Nursery). The project site is bounded by an existing residential neighborhood to the west, Freeport Boulevard and commercial uses to the east, a small retail area and residences to the north, two banks (Bank of America and East West Bank) a grocery store (Raley's) and residences to the south.

The project site contains vacant buildings, sheds, and greenhouses that were part of the former nursery, Capital Nursery, which occupied the site from roughly 1936 through 2012. Prior to 1936, the project site included stables and the land in the area, including the project site, was used to grow crops. There are two single-family homes located along Wentworth Avenue (1919 Wentworth Avenue, and 1913 Wentworth Avenue) and a parking lot that are also included within the project site. The homes are currently vacant and were constructed in 1938 and 1950, respectively. All of the buildings on the site including both homes would be demolished as part of the project.

The project site is flat and does not contain any streams, waterways or wetland areas. A variety of non-native grasses and weedy or ornamental plant species are present throughout the site. The site contains a few ornamental trees located in the center of the site, but no trees that would be protected under the City's tree ordinance are present on the site.

The project site is currently 36% developed with impervious surfaces (e.g., parking lot, structures) with the remaining 64% of the site undeveloped.

E. THE PROJECT

The project includes development of a mix of retail uses on an approximately 10-acre site in the South Land Park neighborhood. The project includes a 55,000-square-foot (sf) full service Raley's grocery store (including a pharmacy) to be occupied by the existing Raley's grocery store currently located just south of the project site at 4850 Freeport Boulevard. The new Raley's store would be approximately 5,000 sf smaller than the existing store and would be designed as a "flagship" store that showcases the best of everything Raley's has to offer. It would include décor and merchandise that is state-of-the-art with the most modern and innovative displays and equipment of any store in the chain. The exterior would include high-quality building materials unique to this location. In addition to a Raley's grocery store the project proposes to construct an additional six buildings to include 53,165 sf of retail space for a total of 108,165 sf, as shown in the table below.

Proposed Project Land Use

Proposed Buildings	**Square Footage**
Grocery Store	55,000
Shops 1	9,282
Tenant Building	12,000
Shops 2	11,903
Shops 3	6,000
Shops 4	6,000
Shops 5	7,980
Total	**108,165**
Proposed Parking	**Spaces**
Vehicles	457
Bicycles	
Short term	57
Long term (lockers)	11

Immediately adjacent to the project site on the southeast corner of Wentworth Avenue and Freeport Boulevard are two existing banks - East West Bank and Bank of America. The project applicant has purchased the parcel leased by East West Bank, but no changes to this property are proposed as part of this project. The project applicant currently owns one residence at 1919 Wentworth Avenue and has purchased a second residence, located at 1913 Wentworth Avenue. Both residences would be removed to accommodate the project.

The existing Raley's grocery store would close and relocate to the new site. The project developers are working with Raley's to secure a new tenant for the existing space to ensure the existing retail center remains an active part of the community. The targeted replacement tenant would have a use that is complementary to Raley's, such as a health club or a large format soft goods retail or hardware store.

However, changes to the existing store are not a part of this project and would be subject to its own review and entitlement process once a new tenant is identified.

A small retail building is proposed adjacent to Wentworth Avenue (Shops 5); two other retail buildings are proposed adjacent to Freeport Boulevard (Shops 3 and 4); and the other four buildings, including the Raley's grocery store, are proposed internal to the site. The retail shops adjacent to Freeport Boulevard and Wentworth Avenue would be designed to provide access from internal to the site as well as from the adjacent roadways.

The EIR also analyzed a slight variation to the site plan to accommodate the inclusion of Bank of America if, in the future, the bank wishes to be included within the project boundary (Scheme B). Although the potential impacts of Scheme B were analyzed in the EIR, the applicant is seeking the City's approval of Scheme A.

To minimize noise and to provide privacy for the adjacent residences, the project includes a 40-foot-wide setback for the proposed Raley's store along the western boundary of the site. Within this area a paved driveway would be provided behind the Raley's store for emergency vehicle access along with a 12-foot-high masonry block wall adjacent to the western boundary. For security reasons, a locked gate and an 8-foot-high fence would be located on the north and south sides of the Raley's store to eliminate access to the setback area (the west and north sides of the building). Access would only be provided for fire trucks in the event of an emergency or fire, using a "knox box." The fence would be constructed of tubular steel or another similar material that is vandal resistant.

Along the northern boundary there would be an 82-foot setback and a 10 to 12-foot-high masonry wall along with trees planted adjacent to the wall. A 95-foot setback would be provided between the project driveway along Wentworth Avenue and the closest residence to the south. Creeping ivy is proposed on the back side of the Raley's grocery store that would soften the appearance of the wall. In addition, trees are proposed adjacent to the wall along the western boundary of the site to provide additional privacy for adjacent residences.

The loading area for Raley's grocery store would include a depressed loading dock that includes two truck bays for larger trucks and a compactor. The loading dock would be recessed 4-feet on the southern side of the building. To minimize noise, the loading dock would be screened with a 12-foot-high masonry wall separating the residences to the west. The closest residence is approximately 50 feet from the loading dock area. Currently Raley's receives 30-40 deliveries per week with a majority of the deliveries occurring between 6 a.m. and noon. It is anticipated a similar number of deliveries would occur for the new store. Trucks in the loading area would be instructed by Raley's not to leave their engines idling and to turn off their vehicles. Electrical hookups would be provided in the loading docks for use by trucks needing electricity.

To provide power in the event of a power outage, one generator would be located near the Raley's loading dock. The generator would be designed with a "LEVEL 2" aluminum housing that provides protection from the elements and sound attenuation as well as a catalytic converter to reduce air emissions. The generator is required to run for 30 minutes once a month to ensure it is operating properly. The monthly test would occur between the hours of 10 a.m. to 5 p.m. Monday through Friday.

The remaining Shops tenants would be serviced by small delivery trucks either at the front or side of the building. No loading docks would be required for these other retail uses.

Trash and recycling containers would be contained within a 10-foot by 18-foot space enclosed within a 6-foot-high concrete block wall. A total of four trash and recycling enclosures would be located throughout the project site. The trash enclosures would be located on the north side of Shops 4 and 5, the west side of Shops 3, the south side of Shops 2, and near the loading dock on the south side of the Raley's store.

Raley's currently employs 115 people at its Freeport Boulevard location and at this time does not anticipate increasing the number of employees. Store hours would remain 6 a.m. to 11 p.m. seven days a week. An additional 120 employees is assumed for the associated retail space for a total of 235 employees.

Project Revisions

Following publication of the Draft EIR, City staff and the project applicant made minor changes to the project in response to City staff requests as well as in response to input provided by the public. None of the changes alter any of the significance findings in the Draft EIR. A summary of the changes made to the project are listed below and also reflected in text revisions to Chapter 2, Project Description of the Draft EIR.

- Additional outdoor seating is included adjacent to the south side of Shops 4 and the north side of Shops 3 (shown in revised Figure 2-4).
- A more defined pedestrian/bike pathway is included adjacent to the west side of the project driveway off of Wentworth Avenue.
- The revised site plan Figure 2-4, Revised Scheme A and landscape plan Figure 2-7, Revised Landscaping Plan are attached to the FEIR.
- A back-up generator is required for the Raley's store. The generator would be located adjacent to the loading dock at the rear of the store. The text of the Draft EIR has been revised to address this change.
- The bicycle access in the northeast corner of the project site for southbound bicyclists on Freeport Boulevard shown in Figure 2-6 has been removed because the City determined this access is not feasible and would be unsafe.
- The historic Raley's neon sign will be incorporated into the project design at the location identified on the site plan as "Pylon Sign."

Access, Circulation, and Parking

Vehicle access would be provided by the main project entrance, a driveway off of Freeport Boulevard that would provide both ingress and egress to the site. A left turn lane is proposed from Freeport Boulevard to allow access for vehicles traveling north. A secondary access point would be provided along Wentworth Avenue. This would be the primary access for delivery trucks

entering the site for deliveries to Raley's and the other retail uses located in the southern portion of the site.

Vehicle circulation throughout the site would be provided via striped on-site drive lanes that would permit vehicle access and parking.

A total of 457 surface parking spaces would be provided. The City requires 1 space per 2,000 sf restaurant or retail uses. Additional on-street public parking is also available along Wentworth Avenue. The project also includes bicycle parking consistent with the City's Zoning Ordinance. Long-term Class I and short-term Class III parking would be provided throughout the site. Class I parking would be provided by 11 secure bike lockers with an additional 57 bike spaces provided in bike racks throughout the project site.

Pedestrian and Bicycle Access

Pedestrian access would be provided from a 6-foot-wide pedestrian and bike pathway along the west side of the driveway that accesses the project site from Wentworth Avenue. A sidewalk would connect the project site to Freeport Boulevard and would provide pedestrian access through the parking lot to the Raley's store and Shops located in the western half of the project site. Sidewalks and pedestrian plazas would provide pedestrian access throughout the site. The project also includes new sidewalks along the project frontage along Freeport Boulevard and Wentworth Avenue consistent with City standards. Figure 2-6 illustrates the project's plan for pedestrian and bicycle access.

Bicycle access would be provided along all internal driveways within the project site. Signs would be included encouraging bicyclists to walk their bikes on the pedestrian sidewalks.

Public Spaces, Lighting and Landscaping

The project includes approximately 17.600 sf in outdoor public spaces, including a public gathering space in front of Shops 2 with seating and landscape features. This gathering space would provide a small outdoor plaza and places for people to sit and gather. The project may also include public art or other architectural features (i.e., decorative paving materials) that would create visual interest. The most likely location for any public art would be in the plaza area in front of Shops 2. There would be no amplified speakers or programmed events within the public spaces.

Project lighting would include building lights and parking lot lights. All lighting would conform to the City's General Plan policy 6.1.12, which requires lighting be "shielded and directed downward to minimize impacts on adjacent residential uses." Parking lot and driveway lighting would use pole-mounted, multi-head fully shielded fixtures approximately 25-feet tall (similar in height to the existing Raley's parking lot light fixtures). The pole placement would provide security lighting throughout the site and fixture heads would be shielded to avoid light spillage into adjacent properties. Pedestrian and plaza lighting would incorporate ambient and decorative fully shielded fixtures for nighttime dining. Security lighting along the rear of the Raley's store and the loading dock area would consist of wall-mounted fixtures mounted at between eight to ten feet above grade with cut-off shields and motion sensors to avoid light spillage into adjacent properties. Building lights on the Raley's grocery store and the adjacent shops would be mounted at a height of between 10 feet to 14 feet. No separate lighting would be necessary for the enclosed trash and recycling containers.

The project includes an extensive landscaping plan that relies on drought tolerant species. A total of approximately 259 trees would be planted throughout the site. Species of trees includes Western Redbud, Italian Cypress, Crape Myrtle, Olive, Sycamore, Yew Pine and Southern Live Oak. Creeping ivy would be planted along the back side of the Raley's grocery store. This would help soften the appearance of this wall for the surrounding neighbors.

The project's landscaping plan is designed to help blend the relationship between the project site and the mature landscaping that is prominent throughout Land Park and surrounding neighborhoods. The landscaping plan is consistent with the City's Parking Lot Tree Shading Design and Maintenance Guidelines (City of Sacramento 2003) that require all new parking lots to include tree plantings designed to result in 50% shading of parking lot surface areas within 15 years. Landscaping would be irrigated using drip irrigation with "smart" irrigation controls to minimize water usage.

Other landscape elements include decorative pots with seasonal plantings; raised planters with decorative walls; shade structures; decorative paving patterns using multiple materials and built-in seating areas. Hardscape areas may also introduce a mix of different paving applications, ranging from pavers, stamped concrete and possibly more pervious options such as decomposed granite. The goal is to create an environment that provides a mix of materials and textures.

Building Design

The buildings have been designed to ensure compatibility with the surrounding South Land Park, Land Park and Hollywood Park neighborhoods. The style of the buildings is contemporary with exterior materials that include composite siding, stucco, stone veneer, and brick veneer. The color palette includes tan, gold, brown, gray, red brick and neutral stone. Buildings would vary in height from 20 to 23 feet for Shops 2 through 5 and 25-feet for Shops 1 and the tenant building. The roof height of the grocery store would be 25 feet around the sides and rear of the building increasing to up to 40 feet at the highest point on the east side (front) of the building facing the parking lot. The increase in building height is due to architectural features on the front of the building. There is a small stone accent wall that increases the total height of the building to 40 feet. Additional architectural features include metal and wood lattice; metal canopies; green walls with vines; and architectural arbors. Freestanding buildings with multiple exposures include architectural detailing on all visible sides. There are no windows proposed along the west or north facing sides of the Raley's store.

The primary HVAC unit for the Raley's building would be located on the roof generally in the center. There would be an additional 3 or 4 smaller units required, but their location would depend on the final store layout. However, it is anticipated these units would be located closer to the northwest corner of the roof. The HVAC units for the remaining buildings (Shops 1 through 5) are centered over each tenant space along the central spine of the building's roof.

All building mounted signage would comply with the City's zoning requirements and would include individually mounted and internally illuminated letters/signs. In accordance with City standards, "two attached (wall-mounted) signs are permitted for each occupancy. Such signs shall not exceed a total aggregate area of three square feet of sign area for each front foot of building occupancy" (City of Sacramento 2016a). The existing Raley's neon sign will be incorporated into the project design at the location identified on the site plan as "Pylon Sign."

Infrastructure and Energy Features

Water

The City of Sacramento has an existing public water system consisting of multiple public water mains adjacent to the project site in Wentworth Avenue, Sherwood Avenue, and Freeport Boulevard. The existing water mains vary in size from 6-inches to 10-inches in diameter. Existing public fire hydrants are distributed along the public roadways adjacent to the project site.

The proposed project's water infrastructure system would attempt to use existing water connections where feasible, and abandon any connections determined inadequate for the project. Water and irrigation would be metered with City approved backflow devices and in accordance with City standards. In accordance with City standards, individual domestic water service would be provided to each lot. It is anticipated pipe sizes would range from 2-inch to 4-inch in diameter, with connections to the existing water mainlines in Wentworth Avenue and Freeport Boulevard. A common irrigation system would be used to irrigate the entire site with service provided from the existing water main located in Wentworth Avenue.

Water for fire services would also include approved backflow devices, but would not be metered in accordance with existing City polices. The project's fire service water system would be a separate, private looped system, with multiple points of connection to the City's system to increase on-site fire supply and pressure. The minimum lines would be 8-inches in diameter, with connections to the existing mainline in Wentworth Avenue, Freeport Boulevard, and Sherwood Avenue. On-site private fire hydrants and individual building fire sprinkler services would be served by the on-site system.

Wastewater

There are existing City sewer main lines ranging in size from 9-inches to 12-inches in diameter adjacent the project site in Wentworth Avenue, Sherwood Avenue and Freeport Boulevard. It is anticipated the proposed on-site improvements would be served by 8-inch sewer lines, with a single 8-inch connection to the city's existing sewer mainline in Wentworth Avenue.

Stormwater and Drainage

Existing public storm drain main lines ranging in size from 12-inches to 42-inches in diameter are located adjacent to the project site. It is anticipated the proposed on-site stormwater and drainage system would be served by a network of on-site private storm drain pipes ranging in size from 10-inches to 24-inches, with a single 24-inch service connection to the existing city public storm drain mainline located in Freeport Boulevard.

The percent of the project area covered by impervious surfaces would increase from about 36% under existing conditions to 88% under the proposed project.

The City of Sacramento requires all infill development comply with the City's "Do No Harm" policy, which requires "drainage systems function as well, or better, as a result of the proposed construction, and that there is no increase in flooding or in water surface elevation with negative impacts to individuals, streets, structures, infrastructure, or property" (City of Sacramento 2009, p. 11-3). In order to comply with this standard, underground storage facilities through the use of

oversized pipes, storm vaults, or similar methods, would be incorporated into the project design to ensure adequate storm drainage is provided and there is no increase in stormwater.

The project is also required to provide post construction stormwater quality treatment in accordance with current City requirements. Post construction treatment methods may include stormwater planters, vegetated swales, subsurface infiltration methods, and underground mechanical systems, as noted previously.

Energy Efficiency Features

The project has been designed to meet and exceed by 5% the current California Building Energy Efficiency Standards (Title 24 2013 standards). In addition, the project includes energy efficient features such as low flow plumbing fixtures; energy efficient HVAC systems; LED lighting; low VOC paints and adhesives; interior daylighting; and energy efficient building envelopes including windows and insulation, consistent with the California Green Building Code. The project would also comply with the CALGreen Tier 1 water efficiency and conservation standards.

Off-Site Improvements

Off-site improvements include new curb, gutter and sidewalk along Freeport Boulevard and Wentworth Avenue adjacent to the project frontage. In addition, the project applicant would install new street lighting along Freeport Boulevard and a new left turn lane on Freeport Boulevard to access the project site for vehicles traveling north (if feasible, per roadway safety standards). New water, sewer and storm drain connections would be required to tie into public mainlines located in Wentworth Avenue and Freeport Boulevard.

F. PROJECT OBJECTIVES

The overarching goal of the proposed project is the development of an integrated neighborhood commercial center that meets the goals and policies of the City of Sacramento 2035 General Plan, including the Land Park Community Plan, and is compatible with the aesthetic character of the South Land Park, Land Park and Hollywood Park neighborhoods. Accordingly, the project applicant has developed the following objectives for the proposed project:

- Develop a Flagship grocery store and pharmacy along with a commercial center that includes a mix of small retail and restaurant uses that will support the Land Park, South Land Park, Hollywood Park, Curtis Park and other surrounding neighborhoods.
- Provide a mix of retail services and uses along the block of Freeport Boulevard south of Sutterville Road and north of Wentworth Boulevard that complement the existing businesses, is proximate to residential neighborhoods, and minimizes disruption in service to existing customers of the Raley's grocery store.
- Provide for a welcoming neighborhood outdoor dining and gathering place for local residents that complements the existing urban fabric in the area.
- Design aesthetically pleasing buildings that maximize natural light to the extent possible and provide a mix of landscaping that adds interest and color to this portion of Freeport Boulevard.

- Develop uses that are appropriate to the neighborhood and promote infill development consistent with the City's 2035 General Plan and the Metropolitan Transportation Plan and Sustainable Communities Strategy.
- Create a pedestrian-friendly development that promotes pedestrian and bicycle use from the surrounding neighborhoods and provides bicycle and pedestrian access to other surrounding uses to reduce regional vehicle miles traveled and greenhouse gas emissions.
- Locate buildings and parking areas to minimize potential noise disturbance to the majority of adjacent residences.

G. PROJECT CONSTRUCTION

The first phase of project construction would include removing all the buildings and clearing the site. This is anticipated to take approximately 4 months. Subsequent phases would include site grading and utility trenching, followed by building construction. It is anticipated that approximately 11,000 cubic yards of soil would be required to be exported off the project site.

Construction staging, including equipment and construction worker vehicles would generally occur on site. Per City requirements, the project applicant is required to prepare a traffic management plan for construction vehicles and equipment that would be reviewed and approved by the City's Department of Public Works prior to beginning any construction activities. Daily construction trips would range from 30 to 60 vehicle trips including construction deliveries and workers. The majority of traffic would be along Freeport Boulevard to Sutterville Road to access Interstate 5. Most of this traffic would be from construction workers arriving between 7:00 a.m. and 8 a.m., and leaving between 4 p.m. and 5 p.m. The roads used for access would be in the construction traffic management plan to be reviewed and approved by the city.

Project Schedule

If the project is approved in late 2016 project construction would commence in late Spring or early Summer 2017. All of the buildings would be constructed in the same phase and there would not be any phasing of project components. Construction is anticipated to take 14 months, with completion scheduled by August 2018.

H. REQUIRED DISCRETIONARY ACTIONS

The City of Sacramento requires the following discretionary actions for project approval:

- **Certification of the EIR and adoption of the Mitigation Monitoring Plan.** Before the City can approve the proposed project, it must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento. Approval of the EIR also requires adoption of a Mitigation Monitoring Program (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City would also be required to adopt Findings of Facts part of project approval.

- **Rezone.** The project requires a rezone from Multi-Unit Dwelling Executive Airport Overlay (R-2A-R-EA-4 & R-2A-EA-4) zone and Single-Unit or Duplex Dwelling Executive Airport Overlay (R-1A-EA-4) to General Commercial Executive Airport Overlay zone (C-2-EA-4).
- **General Plan Amendment.** The project requires redesignating the site from Suburban Neighborhood Low Density and Suburban Neighborhood Medium Density to Urban Corridor Low Density.
- **Conditional Use Permit** for a retail store exceeding 40,000 gross square feet.
- **Site Plan and Design Review** for the construction of a commercial center on a 9.87-acre site.
- **Tentative Map** to subdivide six (6) parcels, total of 9.87 acres into five (5) commercial parcels that each contains a commercial building.

Other Required Ministerial Permits

Grading Permit and Stockpile Permit. The City regulates land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities. Prior to any earth-disturbing activities directed by the project applicant, the project applicant will be required to obtain a permit from the City per the City's grading ordinance (Sacramento City Code, Chapter 15.88, City of Sacramento 2016b). All grading must be done in compliance with the conditions of grading approval.

Conditions of Project Approval

The City's Conditions of Project Approval require the project applicant to install a new traffic light, with a "U-turn", at Freeport Boulevard and Meer Way and add a raised striped pedestrian crossing of Wentworth Avenue near the project's driveway off of Wentworth Avenue. This crossing would provide access to the future uses at the existing Raley's store site, as well as to the sidewalk on the south side of Wentworth Avenue. A short median on Wentworth Avenue would also be constructed near the driveway to Bank of America. Traffic signal phasing at the intersection of Freeport Boulevard with Wentworth Avenue/Stacia Way would also be modified to improve pedestrian crossing of Freeport Boulevard.

The City has also included a Condition of Project Approval for the applicant to make provisions for bus stops and shelters, etc. to the satisfaction of Regional Transit. These provisions would include improving the existing bus stop, located on the northeast corner of the property, to Regional Transit's specifications and to meet current ADA requirements.

The City has included a Condition of Project Approvals for the applicant to install signs prohibiting idling more than 5 minutes in the Raley's loading dock area, and to maintain the public side of the block wall. In addition, the City has included the applicant prepare a security plan for the project site to the satisfaction of the Police Department.

These are not mitigation measures and are not required to reduce any environmental effects. The project applicant has voluntarily agreed to these conditions of approval as requested by the City.

Responsible and Permitting Agencies

Responsible and permitting agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an EIR or Initial Study/Negative Declaration. A list of potential trustee, responsible and/or permitting agencies is included below. However, this list may be over-inclusive or under-inclusive and is not intended to represent an exhaustive list. While CEQA is not binding on federal agencies, and no federal agencies have been identified that would be required to take action on the project, any such agency may use the analysis in the EIR in order to assist with the preparation of their own analyses required by federal law.

Central Valley Regional Water Quality Control Board (CVRWQCB). Ensures compliance with the City's National Pollutant Discharge Elimination System (NPDES) Permit for any stormwater discharge associated with construction activity.

Sacramento Metropolitan Air Quality Management District (SMAQMD). Oversees air quality and has the authority to require mitigation fees.

Sacramento County Environmental Compliance Division. Oversees the removal or abandonment of septic systems and issues a Septic Tank Destruction Permit.

California Department of Fish and Wildlife. Responsible for protecting natural resources including protected plant and animal species.

V. ENVIRONMENTAL REVIEW PROCESS

Notice of Preparation and Scoping

In accordance with CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was circulated for public and agency review from November 12, 2015 to December 14, 2015. The purpose of the NOP was to provide notification that an EIR for the proposed project was being prepared and to solicit guidance on the scope and content of the document. During the NOP circulation period, the Community Development Department sponsored an "open house format" Scoping Meeting on December 2, 2015 at the California Middle School. City staff, the environmental consultant, and the applicant team were in attendance. Approximately 30 members of the public attended the two-hour meeting. In response to the NOP, the City received a total of 21 letters. Comment letters were received from two public organizations including Hollywood Park Neighborhood Association and Sacramento Modern. A majority of the stated concerns related to noise and light pollution associated with the project in close proximity to residences, increased traffic on side streets resulting from vehicles avoiding Freeport Boulevard, and air quality associated with idling vehicles, construction and truck exhaust.

The project also went before the City's Planning and Design Commission (P&DC) for review and comment on June 2, 2016. There were a total of eight people that spoke before the commission and there was one letter received from the public prior to the meeting.

Pursuant to CEQA Guidelines Section 15082, the lead agency held a public scoping meeting on December 2, 2015. Responsible agencies and members of the public were invited to attend and provide input on the scope of the EIR.

In addition, the applicant held a number of public meetings on the project, including several meetings with Land Park Community Association and meetings with Hollywood Park Neighborhood Association, Walk Sacramento and Sacramento Area Bicycle Advocates.

DEIR and Public Review

In accordance with CEQA Guidelines Section 15105, the DEIR was circulated for public review and comment for a period of 45 days beginning August 1, 2016 and ending September 15, 2016.

FEIR

The FEIR was released on October 14, 2016. The FEIR includes written comments on the DEIR received during the public review period and the City's responses to those comments. The FEIR also includes the Mitigation Monitoring Program (MMP) prepared in accordance with Section 21081.6 of the Public Resource Code.

The FEIR addresses any revisions to the DEIR made in response to agency or public comments. The DEIR and FEIR together comprise the EIR for the proposed project.

VI. RECORD OF PROCEEDINGS

For the purposes of CEQA, and the findings herein set forth, the administrative record for the Project consists of those items listed in Public Resources Code section 21167.6, subdivision (e). The record of proceedings for the City's decision on the Project consists of the following documents, at a minimum, which are incorporated by reference and made part of the record supporting these findings:

- The NOP and all other public notices issued by the City in conjunction with the Project;
- The DEIR for the Project and all documents relied upon or incorporated by reference;
- All comments submitted by agencies or members of the public during the 45-day comment period on the DEIR;
- All comments and correspondence submitted to the City during the public comment period on the DEIR, in addition to all other timely comments on the DEIR;
- The FEIR for the Project, including the Planning Commission staff report, minutes of the Planning Commission public hearing; City Council staff report; minutes of the City Council public hearing; comments received on the DEIR; the City's responses to those comments; technical appendices; and all documents relied upon or incorporated by reference;
- The Mitigation Monitoring Plan (MMP) for the Project;
- All findings and resolutions adopted by the City in connection with the Project, and all documents cited or referred to therein;

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project;
- All documents submitted to the City by other public agencies or members of the public in connection with the Project, up through the close of the public hearing on November 22, 2016;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings and public hearings;
- All resolutions adopted by the City regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- The City's General Plan and applicable Specific Plans and all updates and related environmental analyses;
- Matters of common knowledge to the City, including, but not limited to Federal, State, and local laws and regulations;
- The City's Zoning Code;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

Pursuant to Guidelines section 15091(e), the administrative record of these proceedings is located at, and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

The City Council has relied on all of the documents listed above in reaching its decisions on the proposed project even if not every document was formally presented to the City Council or City Staff as part of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City Council was aware in approving the Project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-391; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City Council as final decisionmakers. For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to approval of the Project. (See Pub. Resources Code, § 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

VII. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in

systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FEIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR. (CEQA Guidelines, § 15091.) Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." CEQA Guidelines section 15364 adds another factor: "legal" considerations. (See also *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 565 (*Goleta II*).)

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 [court upholds CEQA findings rejecting alternatives in reliance on applicant's project objectives]; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) ["an alternative 'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'"] (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.39, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ["[i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary project objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal"].) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar*, *supra*, 133 Cal.App.3d at p. 417; see also *CNPS*, *supra*, 177 Cal.App.4th at p. 1001 ["an alternative that 'is impractical or undesirable from a policy standpoint' may be rejected as infeasible"] [quoting *Kostka*, *supra*, § 17.29, p. 824]; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 17.)

For purposes of these findings (including the table described below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. Although CEQA Guidelines section 15091 requires only that approving agencies specify that a particular significant effect is "avoid[ed] *or* substantially lessen[ed]," these findings, for purposes of clarity, in each case will specify whether the effect in question has been "avoided" (i.e., reduced to a less than significant level).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II*, *supra*, 52 Cal.3d at p. 576.) The EIR for the Land Park Commercial Center Project concluded the Project would not create any significant and unavoidable impacts; thus, no Statement of Overriding Considerations is required.

VIII. LEGAL EFFECT OF FINDINGS

These findings constitute the City's best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various mitigation measures outlined in the FEIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the Project.

IX. MITIGATION MONITORING PLAN

A Mitigation Monitoring Plan (MMP) has been prepared for the Project, and is being approved by the City Council by the same Resolution that has adopted these findings. The City will use the MMP to track compliance with Project mitigation measures. The Mitigation Monitoring Plan will remain available for public review during the compliance period. The Final Mitigation Monitoring Plan is attached to and incorporated into the environmental document approval resolution and is approved in conjunction with certification of the EIR and adoption of these Findings of Fact.

X.
SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The DEIR identified a number of potentially significant environmental effects (or impacts) that the Project will cause or contribute to. All of these significant effects can be substantially lessened by the adoption of feasible mitigation measures. Therefore, a statement of overriding considerations is not required. In other words, the City need not consider whether overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the Project, because the Project simply will not create any significant unavoidable effects.

Table of Impacts, Mitigation Measures and CEQA Findings

The City Council's findings with respect to the Project's significant effects and mitigation measures are set forth in the table attached to these findings ("Table A"). The findings set forth in the table are hereby incorporated by reference and the Council adopts all of the mitigation measures identified therein. This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the applicable mitigation measures identified in the Draft or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the EIR's determinations regarding mitigation measures and the Project's impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analysis and explanation in the Draft and Final EIRs, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft and Final EIRs relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

XI.
GROWTH INDUCEMENT

As required by Section 15126.2(d) of the CEQA Guidelines, an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, the EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, the stimulation of economic activity within the region, or the establishment of policies or other precedents that directly or indirectly encourage additional growth. Under CEQA, this growth is not to be considered necessarily detrimental, beneficial, or of significant consequence. Induced growth would be considered a significant impact if it can be demonstrated that the potential growth, directly or indirectly, significantly affects the environment.

In general, a project could foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service,

the provision of new access to an area, or a change in zoning or General Plan amendment approval), or economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion). These circumstances are further described below.

- **Elimination of Obstacles to Growth:** This refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.
- **Economic Effects:** This refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the "multiplier effect." A "multiplier" is an economic term used to describe interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

Elimination of Obstacles to Growth

The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect, though not necessarily a significant one. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

Removal of Infrastructure Limitations or Provisions of Capacity

The elimination of physical obstacles to growth is considered a growth-inducing effect, though not necessarily a significant one. There are no known physical constraints to growth in the vicinity of the project site.

The proposed project site has previously been used for residential and retails uses and includes existing on-site infrastructure to serve development approved under the project. Utility infrastructure is also stubbed to the site so no off-site connections would be required. The existing on-site infrastructure would be replaced to accommodate a larger, more intense use, but it would not remove an obstacle to permit additional growth. The project site is immediately adjacent to Freeport Boulevard to the east, which would preclude development immediately east of the site; and an existing residential neighborhood and retail/commercial development, as well as Wentworth Boulevard borders the project site to the south, north, and west which would preclude inducing growth in these areas. The connection to existing City infrastructure to serve the project site would not induce growth in this area. Due to the location of the project site, the proposed project would not eliminate any constraints that are currently obstacles to growth in this portion of the City that would hasten development of this area.

Economic Effects

The proposed project would affect the local economy through the construction of a new retail center anchored by a grocery store that would be relocating from an adjacent site. This would help encourage people to stay in the City to take advantage of these facilities.

Additional local employment can be generated through the multiplier effect, as discussed previously in this chapter. The multiplier effect tends to be greater in regions with larger, diverse economies due to a decrease in the requirement to import goods and services from outside the region.

Two different types of additional employment are tracked through the multiplier effect. *Indirect* employment includes those additional jobs that are generated through the expenditure patterns of direct employment associated with the project. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.

The multiplier effect also calculates *induced* employment. Induced employment follows the economic effect beyond the expenditures of the residents within the project area to include jobs created by the stream of goods and services necessary to support residences within the proposed project. When a manufacturer buys or sells products, the employment associated with those inputs or outputs are considered *induced* employment.

For example, when an employee of the project goes out to lunch, the person who serves the employee lunch holds a job that is *indirectly* related to the proposed project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered *induced* employment.

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees and residents who support the employees of the project.

Increased future employment generated by employee spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this physical space and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be predicted, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the City, Sacramento County, and beyond.

Impacts of Induced Growth

The growth induced directly and indirectly by the proposed project could contribute to the environmental impacts in the City as well as the greater regional area. Any such environmental effects, however, are too diffuse and speculative to predict or describe with any particularity.

In summary, the proposed project would not induce growth given its location as an infill project in a developed area of the City, on a site that is currently developed. Growth-inducing effects are less than significant.

XII.
SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2 (c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental change that would be caused by the proposed project. Generally, a project would result in significant irreversible changes if:

- The primary and secondary impacts would generally commit future generations to similar uses (such as highway improvement that provides access to a previously inaccessible area);
- The project would involve a large commitment of nonrenewable resources (CEQA Guidelines Section 15126.2(c));
- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- The project would involve a large commitment of nonrenewable resources; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Implementation of the proposed project would result in the long-term commitment of resources of the project site to urban land use. The development of the proposed project would likely result in or contribute to the following irreversible environmental changes:

- Irreversible consumption of energy and natural resources associated with the future use of the site.

Resources that would be permanently and continually consumed by project implementation include water, electricity, natural gas, and fossil fuels. Wood products, asphalt, and concrete would be used in construction along with gas and diesel fuel. With respect to operational activities, compliance with all applicable state and local building codes, as well as mitigation measures, planning policies, and standard conservation features, would ensure that resources are conserved to the maximum extent possible. The project would incorporate a number of sustainable practices that reduce the consumption of energy. Nonetheless, construction activities related to the proposed project would result in an irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels, natural gas, and gasoline and diesel for automobiles and construction equipment.

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by environmental accidents associated with the project. While the project would result in the use, transport, storage, and disposal of minor amounts of hazardous materials during project construction and operation, all such activities would comply with applicable local, state and federal laws related to the use, storage and transport hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage. The project itself does not include any uniquely hazardous uses that would require any special handling or storage. Further, the project does not contain any industrial uses that would use or store acutely hazardous materials.

Implementation of the proposed project would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts include the use of non-renewable and/or slowly renewable natural and energy resources, such as lumber and other forest products and water resources during construction activities. Operations associated with future uses would also consume natural gas and electricity. These irreversible impacts, which are unavoidable consequences of urban growth, are described in detail in the appropriate sections of the EIR.

XIII.
MITIGATION MEASURES/CONDITIONS PROPOSED BY COMMENTERS

A few commenters suggested additional conditions of approval, mitigation measures or modifications to the measures recommended in the DEIR. In considering specific recommendations from commenters, the City has been cognizant of its legal obligation under CEQA to substantially lessen or avoid significant environmental effects to the extent feasible. The City recognizes, moreover, that comments frequently offer thoughtful suggestions regarding how a commenter believes that a particular mitigation measure can be modified, or perhaps changed significantly, in order to more effectively, in the commenter's eyes, reduce the severity of environmental effects. The City is also cognizant, however, that the mitigation measures recommended in the EIR represent the professional judgment and long experience of the City's expert staff and environmental consultants. The City therefore believes that these recommendations should not be lightly altered.

Thus, in considering commenters' suggested changes or additions to the mitigation measures as set forth in the Draft and Final EIRs, the City, in determining whether to accept such suggestions, either in whole or in part, has considered the following factors, among others: (i) whether the suggestion relates to an environmental impact that can already be mitigated to less than significant levels by proposed mitigation measures in the DEIR; (ii) whether the proposed language represents a clear improvement, from an environmental standpoint, over the draft language that a commenter seeks to replace; (iii) whether the proposed language is sufficiently clear as to be easily understood by those who will implement the mitigation as finally adopted; (iv) whether the language might be too inflexible to allow for pragmatic implementation; (v) whether the suggestions are feasible from an economic, technical, legal, or other standpoint; and (vi) whether the proposed language is consistent with the Project objectives.

As is often evident from the specific responses given to specific suggestions, City staff and consultants spent time carefully considering and weighing proposed or requested mitigation language. In some instances, the City revised mitigation measures in accordance with the comments. In other instances, the City developed alternative language or proposed conditions of approval addressing the same issue that was of concern to a commenter. In no instance, however, did the City fail to take seriously a suggestion made by a commenter or fail to appreciate the sincere effort that went into the formulation of suggestions.

XIV.
FINDINGS REGARDING RECIRCULATION OF THE DEIR

The City Council adopts the following findings with respect to whether to recirculate the DEIR. Under section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the DEIR for public review but prior to certification of the FEIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(CEQA Guidelines, § 15088.5.)

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is "not intend[ed] to promote endless rounds of revision and recirculation of EIRs." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132.) "Recirculation was intended to be an exception, rather than the general rule." (*Ibid.*)

The City Council recognizes that the FEIR contains additions, clarifications, modifications, and other changes to the DEIR. As noted above, some comments on the DEIR either expressly or impliedly sought changes to proposed mitigation measures identified in the DEIR and/or suggested additional mitigation measures or project conditions. As explained in the FEIR (Text Revisions), some of the suggestions were found to be appropriate and feasible and were adopted in the FEIR. Where changes have been made, these changes do not change the significance of any conclusions presented in the DEIR.

CEQA case law emphasizes that "'[t]he CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights

may emerge during investigation, evoking revision of the original proposal.'" (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736-737; see also *River Valley Preservation Project v. Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154, 168, fn. 11.) "'CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process.' [Citation.] In short, a project must be open for public discussion and subject to agency modification during the CEQA process." (*Concerned Citizens of Costa Mesa, Inc. v. 33rd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 936.) Here, the changes made to the DEIR in the FEIR are exactly the kind of revisions that the case law recognizes as legitimate and proper.

The City Council finds that none of the revisions to the DEIR made by, or discussion included in, the FEIR involves "significant new information" triggering recirculation because the changes do not result in any new significant environmental effects, substantial increase in the severity of previously identified significant effects, or feasible project alternatives that would clearly lessen the environmental effects of the project. Similarly, no documentation produced by, or submitted to, the City and relied on by the City Council after publication of the FEIR identifies any new significant effect, substantial increase in the severity of any environmental effect, or feasible project alternatives that would clearly lessen the environmental effects of the project. All project modifications were either environmentally benign or environmentally neutral and all additional documentation relied on by the City Council merely clarifies or amplifies conclusions in the EIR, and thus represent the kinds of common changes that occur and supplemental information that is received during the environmental review process as it works towards its conclusion. Under such circumstances, the City Council finds that recirculation of the EIR is not required.

XV. PROJECT ALTERNATIVES

A. BASIS FOR ALTERNATIVES

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where significant environmental impacts will not occur.

As is evident from the text of the EIR and the attached table describing the disposition of the significant effects of the Project, all significant effects of the Project have been avoided (that is, rendered less than significant) by the adoption of feasible mitigation measures. There are no impacts that remain as significant and unavoidable.

Under CEQA, project alternatives are developed in order to give agency decision-makers options for reducing or eliminating the significant environmental effects of proposed projects, while still meeting most if not all of the basic project objectives. "Alternatives and mitigation measures have the same function – diminishing or avoiding adverse environmental effects." (*Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 403.) Here, the adoption of mitigation measures set forth in the EIR are sufficient to reduce all significant

impacts to less than significant levels. Under CEQA then, the City Council has no obligation even to consider the feasibility of the alternatives set forth in the EIR. (*Laurel Hills Homeowners Association v. City Council of City of Los Angeles* (1978) 83 Cal.App.3d 515, 521.)

B. ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER CONSIDERATION

The purpose of an alternatives analysis is to develop alternatives to the proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. Here, the project does not result in any significant and unavoidable impacts, but does result in impacts that, in the absence of mitigation, would be significant. Construction-related impacts identified that require mitigation include potential disturbance to nesting birds; soil disturbance and the potential to unearth any unknown archeological or historic resources, or evidence of soil contamination; noise from construction equipment; and an increase in construction vehicles and construction employees accessing the project site. The only impact associated with project operation was noise associated with back up warning devices on delivery trucks.

Off-site alternative

The proposed project site is located in close proximity to the existing Raley's grocery store, approximately 400 feet to the south, and is considered an infill project. Replacing the existing Raley's grocery store is dependent, in part, on location, meeting the needs of an existing customer base, providing a mix of uses along Freeport Boulevard that complements the existing businesses, and is close to residential neighborhoods. Based on a review of potential sites it was determined there are no sites within the South Land Park neighborhood slated for infill development that would be large enough to accommodate the project components and would meet the project objectives. The closest site is located further south at the corner of Freeport Boulevard and Florin Road. However, this site is not located near other existing retail uses or a residential neighborhood and lacks infrastructure. Other possible locations would be in the northern part of the City in the North Natomas neighborhood; however, this area would not be suitable because it would not be located along Freeport Boulevard and would not serve the neighborhoods in the vicinity of Land Park. Therefore, it would not meet the project objectives. Because no project sites would fulfill most of the project objectives or be suitable/feasible to accommodate the project, an off-site alternative was dismissed from further consideration.

Mixed use alternative

The project applicant team met with the Land Park Community Association (LPCA) starting in 2013 and explored a variety of site plans including adding a mixed-use component. Based on input from the LPCA the option of increasing the project density to include a housing component was determined to not be suitable for this site. Therefore, this was dismissed from further consideration.

Revised project site configurations

A few different site configurations were also evaluated including locating the Raley's store adjacent to Freeport Boulevard and the northern boundary of the project site (perpendicular to Freeport Boulevard) and locating the Raley's store parallel to Freeport Boulevard with shops located in the western portion of the site. The alternative site plan to locate the Raley's store adjacent to the northern boundary of the site was determined not suitable because it would create

a longer route for delivery trucks which would create more noise for adjacent residences to the west; would not allow for smaller freestanding shops to be included; and would eliminate the ability to create a left turn from Freeport Boulevard. This design would also not fully meet the City's desire to have buildings that engage the street (Policy LU 2.7.7) and was determined to not be economically feasible.

Re-use of existing Raley's store

Another alternative considered was re-use of the existing Raley's store. However, this was dismissed as an infeasible option due to the extensive remodeling that would be required. Essentially, the existing building would need to be demolished and re-built in order to meet current building codes and space requirements for more modern grocery stores. This would require Raley's to close for a minimum of 12 months in order to construct the new building. Raley's has determined this would not be feasible and would be disruptive to their loyal customers. In addition, the existing site is not large enough to accommodate additional retail stores to provide more neighborhood retail opportunities (per the project objectives). Therefore, the re-use of the existing space was considered and determined to be infeasible.

Alternatives suggested by commenters

A few commenters proposed additional project alternatives in their comments. One commenter requested the EIR analyze a project alternative that includes a plant nursery/gardening section along the western boundary of the project site, behind the proposed Raley's store. One commenter suggested an alternative that relocates Shops 4 and 5 to the northeast side of the project. Another requested an alternative site plan that locates the entire Raley's store along the northern boundary of the site. Some commenters requested a residential or partially residential alternative. CEQA does not require the alternatives analysis to evaluate these alternatives. First, "[t]he pertinent statute and EIR guidelines require that an EIR describe alternatives to the proposed *project*." (*Big Rock Mesas Property Owners Assn. v. Board of Supervisors* (1977) 73 Cal.App.3d 218, 227 (original emphasis).) That requirement is "applicable only to the project as a whole, not to the various facets thereof, such as grading and access roads." (*Ibid*.; see also *A Local & Regional Monitor v. City of Los Angeles* (1993) 16 Cal.App.4th 630, 642, fn. 8 ["the statutes do not require alternatives to various facets of the project"].)

Second, as mitigated, the proposed project does not result in any potentially significant environmental impacts. In the absence of a significant effect, CEQA does not require an examination of other project alternatives that impose additional mitigation measures that are not required to reduce any impacts. Specifically, mitigation measures must be consistent with all applicable constitutional requirements. Therefore, "[t]here must be an essential nexus (i.e. connection) between the mitigation measure and a legitimate governmental interest. *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987)." (CEQA Guidelines, § 15126.4, subd. (a)(4)(A).) Furthermore, "[t]he mitigation measure must be 'roughly proportional' to the impacts of the project. *Dolan v. City of Tigard, 512 U.S. 374* (1994). Where the mitigation measure is an ad hoc exaction, it must be 'roughly proportional' to the impacts of the project. *Ehrlich v. City of Culver City*, (1996) 12 Cal.4th 854." (CEQA Guidelines, § 15126.4, subd. (a)(4)(B).) These statements of constitutional principle, added to the CEQA Guidelines in 1998, essentially provide that, in fashioning mitigation measures, agencies should be careful to ensure that the mitigation actually relates to impacts caused by the project in question. An applicant cannot be forced to

provide a generalized public benefit unrelated to the impacts of its project or to provide measures that would do more than fully mitigate the impacts of the project.

Finally, as discussed in further detail in the FEIR, "alternatives and mitigation measures have the same function – diminishing or avoiding adverse environmental effects." (*Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 403.) Here, the adoption of mitigation measures set forth in the Project EIR are sufficient to reduce all significant impacts to less than significant levels. Under CEQA then, the City has no obligation to consider the feasibility of the alternatives. (*Laurel Hills Homeowners Association v. City Council of City of Los Angeles* (1978) 83 Cal.App.3d 515, 521; *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507-1508).)

For each of these reasons, CEQA does not require any further analysis of the alternatives identified by commenters. CEQA does not require that all possible alternatives be evaluated, only that "a range of feasible alternatives" be discussed so as to encourage both meaningful public participation and informed decision making. (CEQA Guidelines, Section 15126.6, subd. (a).) "The discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds. 'Crystal ball' inquiry is not required." (*Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979) 89 Cal.App.3d 274, 286; see also CEQA Guidelines, Section 15126.6, subd. (f)(3).)

Indeed, as stated by the court in *Village of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal.App.3d 1022, 1028, although there may be "literally thousands of "reasonable alternatives' to the proposed project . . . 'the statutory requirements for consideration of alternatives must be judged against a rule of reason.'" (*Ibid*., quoting *Foundation for San Francisco's Architectural Heritage v. City and County of San Francisco* (1980) 106 Cal.App.3d 893, 910.) "'Absolute perfection is not required; what is required is the production of information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned.'" (*Id.*, at p. 1029.) The requirement has been fulfilled here; the FEIR examined a range of project alternatives in detail, exploring their comparative advantages and disadvantages with respect to the project.

Lastly, the FEIR provides a comprehensive overview of all potential impacts associated with construction and operation of the proposed project and identifies no significant and unavoidable impact. As all potential impacts of the proposed project have been reduced to a less than significant level, none of the project alternatives identified by commenters has the potential to substantially reduce or avoid any significant environmental impacts. The City Council finds that this fact further supports its conclusion that the FEIR adequately responds to additional alternatives identified by commenters and that the alternatives analysis fully complies with CEQA.

C. ALTERNATIVES CONSIDERED IN THE EIR

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where significant environmental impacts will not occur. As is evident from the EIR, all significant effects of the project would be mitigated

to less than significant levels by the adoption of feasible mitigation measures. There are no impacts that remain as significant and unavoidable and which cannot be substantially lessened.

The potentially significant impacts identified under the alternatives analysis are assumed to be fully mitigated through compliance with mitigation measures identified in Sections 4.1 through 4.10 of the EIR

The project alternatives analyzed in the EIR address the significant construction-related impacts (before mitigation) identified for the project including an increase in construction noise and construction-related traffic as well as concerns raised in response to the NOP regarding the height of the building and the density of the project. Thus, the alternatives developed for the project contemplate a smaller project to address these impacts as well as an alternative that includes a lower roof line and more public gathering space. In many instances, the impacts are virtually identical to the proposed project and are described as such.

This Draft EIR has incorporated a reasonable range of project alternatives that, collectively, attain a majority of the project objectives in a reasonable manner while reducing the severity of the significant impacts (before mitigation) identified under the proposed project. As discussed above, the proposed project does not result in any significant impacts after mitigation.

The alternatives to the proposed project analyzed in this Draft EIR are:

- Alternative 1: No Project/No Development
- Alternative 2: No Project/Existing Zoning
- Alternative 3: Alternate Site Plan
- Alternative 4: Reduced Intensity

Each of the alternatives is described in more detail, below, followed by an assessment of the alternative's impacts relative to the proposed Project.

ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Description

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines, Section 15126.6(e)(1)). The No Project Alternative "shall discuss the existing conditions at the time the [NOP] is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (CEQA Guidelines, Section 15126.6(e)(2)). "The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project" (CEQA Guidelines, Section 15126.6(e)(1)).

The No Project/No Development Alternative considers the effects of forgoing the project entirely, and leaving the project site in its current condition with vacant buildings on the site of the former Capital Nursery, along with a parking lot and two vacant residences along Wentworth Avenue.

The No Project/No Development Alternative allows decision-makers to compare the impacts of the proposed project to retaining the existing condition of the site. The No Project/No Development Alternative describes the environmental conditions that exist at the time that the environmental analysis commenced (CEQA Guidelines, Section 15126.6 (e)(2)).

Comparative Analysis of Environmental Effects

The No Project/No Development Alternative would produce no changes on the project site, because the site would remain in its current condition. The existing vacant buildings would not change resulting in the potential for the site to be characterized as blight. There would be no air emissions associated with project construction and operation and there would be no change in the visual environment, or increase in the number of vehicles or delivery trucks accessing the site and on area roadways and intersections. There would be no changes in ambient noise levels.

Relationship to Project Objectives

The No Project/No Development Alternative would not achieve any of the project objectives.

Feasibility of the No Project/No Development Alternative

Although the City is not required by law to consider the feasibility of the No Project/No Development Alternative, the City Council nevertheless does so and rejects the Alternative as undesirable and infeasible. The City believes the proposed Project is consistent with the City's development goals and regulatory planning documents. The City Council therefore sees no need to forestall development on the Project site and instead chooses to approve the Project as proposed. The Project also reflects the applicant's/landowner's judgment regarding how to develop its property in light of the realities of the marketplace. The City Council believes it is appropriate to give some weight to this judgment. (See *Laurel Hills, supra,* 83 Cal.App.3d at p. 521 [a "public agency may approve a developer's choice of a project once its significant adverse effects have been reduced to an acceptable level – that is, all avoidable damage has been eliminated and that which remains is otherwise acceptable"].) Moreover, as the No Project/No Development Alternative would result in no development on the project site, the No Project/No Development Alternative is inconsistent with the City's General Plan, Community Plan and Sacramento City Code, all of which assume development of the site. (*San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 26 ["A reviewing court accords 'great deference' to an agency's determination that a project is consistent with its own general plan, recognizing that 'the body which adopted the general plan policies in its legislative capacity has unique competence to interpret those policies when applying them in its adjudicatory capacity.'"], quoting *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 142.)

ALTERNATIVE 2: NO PROJECT/EXISTING ZONING

Description

The project site is currently zoned for residential and commercial uses. There are 4.2 acres zoned residential R-1/R-1A along the western portion of the site, which allows 8 dwelling units/acre for

up to 32 units. There is another 0.5 of an acre zoned R-2A in the southern portion of the site, which allows up to 17 units/ac. For the purposes of this alternative it is assumed up to 8 units could be developed on this half-acre parcel. Therefore, a total of 40 residential units could be developed on the 4.7 acres designated and zoned residential. In the eastern portion of the site, the 5.3 acres along Freeport Boulevard are zoned C-2 (Urban Corridor Low), which permits a FAR of 3 with no lot coverage requirement. According to the City a building as large as 692,604 square feet (sf) could be built under a FAR of 3. However, that would be a very large, multi-story building for this site and probably not a realistic or appropriate level of development for this area of the City. Therefore, a FAR of 1 is assumed that would allow a 250,000 sf building.

This alternative considers the site could be developed with 40 multi-family units and a 250,000 sf building under the existing zoning. It is assumed this would be a multi-story building to accommodate on-site parking in a parking garage in addition to surface parking. It is assumed retail would occupy the first level with office space on the upper levels. For the purposes of the analysis a total of 125,000 sf in retail uses and 125,000 sf in office uses is assumed. A 55,000 sf grocery store could be accommodated within the retail space leaving an additional 70,000 sf for other retail uses. Access to the site would be from Freeport Boulevard for the commercial uses with access from Wentworth Avenue for the residential uses. It is anticipated a through driveway would allow vehicles to access the entire site from either access point. In addition, it is assumed a 10-12-foot high masonry wall would be included along the northern boundary of the site the same as the project. However, a 6-foot high wood fence, similar to what currently exists would be adjacent to the existing residences along the western boundary of the site.

Comparative Analysis of Environmental Effects

The amount of retail space would be more than the proposed project (approximately 16,800 sf more) but would add 125,000 sf of office use and 40 residential units, which differs from the project. Due to the larger project it is anticipated the increase in air pollutants associated with project construction would be slightly greater than the project. However, under this alternative the entire project site would be cleared and would require removal of the buildings, and essentially creation of the same amount of impervious surface area as the proposed project. Therefore, construction-related impacts associated with biological and cultural resources, hazardous materials, and drainage would essentially be the same as the proposed project, less than significant with mitigation. It is anticipated the same mitigation measures for impacts to nesting birds (biological) and the potential to unearth any previously unknown historic or archeological resource (cultural), and potential exposure of construction workers to hazardous materials and conditions (hazards) would be still be required. The potential impacts are compared below.

<u>Impacts Identified as Being the Same or Similar to the Proposed Project</u>

Biological and cultural impacts would be similar to the proposed project. The entire site would still require clearing, which could affect any nesting birds and would remove buildings. Mitigation would be still required for nesting birds (Mitigation Measure 4.3-1) and for potential impacts to unknown cultural resources (Mitigation Measures 4.4-1), the same as the proposed project.

Site clearing and building demolition would be the same as the proposed project and the potential to expose construction workers to contaminated soil and groundwater could still occur, the same as the proposed project. Mitigation would still be required (Mitigation Measure 4.6-1) to ensure potential impacts would be less than significant. In addition, the increase in impervious surface

area and runoff would be similar to the proposed project and impacts would remain less than significant, the same as the proposed project. Impacts associated with project construction activities would also be reduced to less than significant with Mitigation Measure 4.10-5, the same as the project.

Noise from parking lot activity would likely be similar to the proposed project. This assumes the proposed commercial structure would be located along the west side of the commercial zone boundary, with surface parking provided along Freeport Boulevard. In this configuration, the surface parking lot would likely be located with the same setback to the northern property boundary as the proposed project (leading to similar parking lot noise levels at the northern property boundary). The building itself would shield future on-site residences and existing residences (on the western portion of the site) from the parking lot activity noise.

Construction noise mitigation measures specified for the proposed project would continue to be required (Mitigation Measure 4.8-1) and impacts associated with construction noise could be mitigated to less than significant, the same as the project.

Impacts Identified as Being Less Severe than the Proposed Project

No impacts were identified as being less severe than the proposed project.

Impacts Identified as Being More Severe than the Proposed Project

Under Alternative 2, construction-related (short-term) air emissions of NO_x would exceed the SMAQMD significance threshold of 85 pounds per day, which would result in a potentially significant impact to air quality. Emissions quantification was based on the same construction schedule as the proposed project, but with equipment usage hours during building construction scaled up proportionally per the ratio of building square footage of Alternative 2 versus the project. Mitigation would be required, such as increased equipment engine tiers or purchasing off-site NO_x offset fees, which would reduce the impact to less than significant. However, it is possible that the construction schedule for Alternative 2 would be extended, which could result in reduced emissions and negate the need for mitigation. Operationally, the amount of emissions, including greenhouse gas (GHG), would be greater than the project based on the increase in building size and associated energy, as well as greater daily vehicle trips. However, for operations, criteria air pollutant emissions would remain less than significant and the land uses to be developed under Alternative 2 could be planned to comply with the City's CAP, the same as the project.

The change in visual character would be similar to the proposed project because the existing development would be removed and replaced, but would result in taller buildings than the project. Overall, development of residential and retail/office uses would be more dense than the project, but would still occupy a formerly developed site surrounded by development. The change in visual character, while potentially still less than significant would be slightly more intense than the proposed project due to the increase in density and height of the proposed retail/commercial building.

Construction of the site to develop up to 40 residential units and up to a 250,000 sf commercial structure would involve earthwork encompassing the same total site area; however, noise associated with structural development (particularly a multi-story commercial structure) could involve peak construction noise levels greater than the proposed project. Construction activities

would require a longer timeframe, but construction projects are exempt from complying with the City's noise standards providing construction occurs within the allowable times.

Construction vibration impacts could also be marginally greater than the proposed project, assuming compaction levels might need to be greater for a multi-story commercial structure compared to the single level construction proposed for the project.

Operational noise associated with roof-mounted mechanical equipment could be greater for this alternative, as compared to the proposed project. A substantially larger commercial building (250,000 total sf as compared to the 108,160 sf of commercial space for the proposed project) would involve a greater number of roof-mounted HVAC units. Noise levels from HVAC operation for the immediately adjacent new residences under this alternative would be greater than for the residences on adjacent properties under the proposed project.

It is assumed the loading dock area would be located in approximately the same location as the proposed project and there could be noise from back up warning devices on delivery trucks. It is anticipated noise from the loading dock would be a concern for the on-site residences. However, the residential uses along the western and southern portions of the site would help attenuate the noise for existing residences located to the west. It is anticipated mitigation would be required for on-site residences to address project operation.

Off-site traffic noise and operational noise impacts associated with up to 40 residential units and up to a 250,000 sf commercial structure would be greater than the proposed project. Project trips on roadways adjacent to noise-sensitive land uses would increase and could potentially result in noise level increases, which are significant (i.e., greater than 3 dBA CNEL).

The increase in demand for public services and utilities would be greater under this alternative because a new residential and office population would be introduced resulting in increased demand for basic services (police, fire, schools, parks) and utilities (water, sewer, solid waste disposal, energy). The increase in demand for water, wastewater and solid waste disposal is considerably higher than the proposed project.

Demand for police and fire protection is based on population. Under this alternative the permanent population would increase to approximately 104 new residents. The number of employees (for the purposes of this analysis) is assumed would increase to 564. The overall demand for fire protection would be similar to the proposed project. Due to the residential component this alternative would generate a small number of students and would require payment of school fees as well as Quimby Act fees for parks.

The main driveway and access point for the retail component would be from Freeport Boulevard with secondary access for the residences from Wentworth Avenue. On-site circulation and adequate access for delivery trucks and turn radii may be compromised under this alternative and may result in a potentially significant impact. The number of vehicle trips would increase to 7,552 daily trips, an increase of approximately 985 trips compared to the proposed project. The number of AM and PM peak hour trips is also more than under the proposed project by approximately 100 trips. This would result in the potential for impacts to off-site intersections and roadway segments. In addition, there would be an increase in vehicles accessing I-5. However, it is anticipated the same recommendations required for the project would also be required for this alternative. It is anticipated any impacts would be reduced to less than significant with the City's conditions of

approval, or with mitigation measures. It is anticipated bicycle and pedestrian circulation would be similar under this alternative, and not anticipated to result in any significant impacts.

Relationship to Project Objectives

If the proposed project was not approved and development was to occur consistent with the underlying zoning, the proposed project under the No Project/Existing Zoning Alternative would meet some of the project objectives. Under this alternative, a full service grocery store and pharmacy could be included within the retail component to support the surrounding neighborhoods. The remaining 70,000 sf of retail could include a mix of retail services, but the size and scale of the building would be much larger than any of the existing neighborhood-serving commercial uses in the neighborhood. On site circulation for delivery trucks, vehicles, bicycles and pedestrians would more than likely be compromised under this alternative. In addition, the ability to provide outdoor dining and gathering places would also be difficult to provide under this alternative. Finally, this alternative would add 125,000 sf of commercial/office uses and 40 dwelling units that were not identified as being an objective for development of this site.

Feasibility of the No Project/Existing Zoning Alternative

As noted earlier, because the Project as mitigated would not result in any significant and unavoidable environmental impacts, the City Council has no obligation to assess the feasibility of any of the alternatives set forth in the EIR, including the No Project/Existing Zoning Alternative. Furthermore, even if the Project as mitigated would result in one or more significant unavoidable impacts, the City Council would not be required to assess the feasibility of any alternative that was not environmentally superior to the mitigated Project with respect to any such specific significant, unavoidable impacts. As discussed in the EIR and findings of fact, the No Project/Existing Zoning Alternative is environmentally inferior to the Project in a number of categories. (See DEIR, pp. 5-6 to 5-9.) Thus, the City Council rejects the No Project/Existing Zoning Alternative.

ALTERNATIVE 3: ALTERNATE SITE PLAN

Description

Under the Alternate Site Plan, the proposed grocery store would be re-located to the eastern portion of the site, closer to Freeport Boulevard to address the desire expressed by the public to provide a less suburban and more urban style project. A General Plan Amendment and re-zone would still be required for this alternative, the same as the project. The building height would be approximately 25-feet, consistent with this type of a building and would not include any architectural features that would raise the roof line. Parking would be located behind the store with the loading dock remaining on the south side of the proposed Raley's building. A 10 to 12-foot high masonry wall would be adjacent to the western and northern boundaries of the project site. Access to the site would still be provided from Freeport Boulevard and Wentworth Avenue. The access from Freeport Boulevard would be located within approximately 115 feet of the intersection with Meer Way, which may present some access challenges. The grocery store would remain 55,000 sf with a total of 43,200 sf of additional retail uses along with 590 parking spaces could be developed under this alternative. There would be approximately 10,000 sf less retail under this alternative compared to the proposed project.

Comparative Analysis of Environmental Effects

Impacts under the Alternate Site Plan Alternative would be similar to those of the proposed project, but slightly less intense because it would generate a small reduction in vehicle trips due to less retail. Impacts associated with site disturbance would be the same as the proposed project because the entire site would still require site clearing, building removal, grading and construction of new buildings, parking, and exterior amenities. Construction noise would be essentially the same as the proposed project along with the potential to damage or destroy unidentified subsurface archaeological or historical resources, disturb nesting birds, and expose construction workers to potentially hazardous materials associated with building demolition. In addition, there would be no change to the drainage assessment since the amount of impervious surface area would essentially be the same as the proposed project. The same mitigation measures would still be required to reduce the impacts to less than significant. The change in visual character is also assumed to be similar to the proposed project because although fewer stand-alone buildings would be constructed the entire site would still be developed with new buildings, parking and landscaping. The proposed Raley's grocery store would be oriented closer to the street, which would differ from the existing retail environment along Freeport Boulevard that favors a more suburban design with parking in front of the buildings. Vehicle access to the retail shops would be along the northern side of the grocery store (northern property boundary), which may not be desirable from a vehicle access stand point. However, the re-orientation of the buildings on the site would not change the less than significant finding identified for the project.

<u>Impacts Identified as Being the Same or Similar to the Proposed Project</u>

Under this alternative, construction-related (short-term) air emissions would result in similar emissions to the project, which would be less than the SMAQMD thresholds. Emissions would remain less than significant, the same as the proposed project.

The change in visual character would be similar to the proposed project because the existing use would be removed and replaced. Overall, under this alternative development would be very similar to the proposed project and would still occupy a formerly developed site surrounded by development. The building height would be approximately 25-feet and would not include any design features that would increase the height of the roof line. Therefore, the change in visual character would slightly less intense compared to the proposed project because there would not be any portion of the building that would exceed 25 feet. However, the change in visual character and visual impacts would be the same as the proposed project, less than significant.

Impacts associated with project construction and development would be the same or similar to the proposed project. It is assumed under this alternative that the entire site would still be disturbed associated with project development. Therefore, impacts associated with potential loss of cultural resources and biological resources, exposure to hazardous materials, and construction noise would essentially be the same as the proposed project. Mitigation identified for the project to address potential impacts to nesting birds (Mitigation Measure 4.3-1), cultural resources (Mitigation Measure 4.4-1), exposure to hazardous materials (Mitigation Measure 4.6-1) associated with building demolition would still be required.

Peak construction noise levels (associated with earthmoving and construction of the largest structure) would remain the same as the proposed project, although the total duration of

construction and attendant average construction noise levels would be slightly less due to the smaller development. Construction noise mitigation specified for the proposed project would continue to be required (Mitigation Measure 4.8-1). Construction vibration impacts would be the same or similar to the proposed project, and would remain less than significant.

Noise from parking lot activity under Alternative 3 would be similar to the proposed project. The alternative site plan would shift the grocery store component from the western to eastern property boundary, but would maintain a parking area with the same setback distance along the northern site boundary; a parking area would also be provided within the footprint of the original grocery store location, with a western site boundary setback about twice the distance of the northern property boundary setback. Masonry walls would be constructed along the western and northern site boundaries, the same as the project. Given the same or greater setback distance between the parking area and the adjacent property boundary, parking lot activity would result in noise levels along the northern and northwestern property boundary of 51 dBA CNEL or less (the same as the proposed project).

Loading dock operational noise impacts would be the same for Alternative 3 as for the proposed project. The loading dock for the Tenant building is proposed to be the same distance from the western property boundary as the originally proposed grocery store loading dock; this loading dock would therefore generate the same noise levels along the western property boundary as evaluated for the original grocery store location (i.e., 60 dBA CNEL with no wall, 50 dBA CNEL assuming a 12 foot tall wall at the property line). The grocery store loading dock under this alternative would be located closer to the eastern property boundary (adjacent to Freeport Boulevard), approximately 560 feet from the western property boundary. At this distance, the grocery store loading dock would produce an average noise level of 38 dBA at the western property boundary (this noise level added to the noise level from the closer loading dock would not result in any change to the total loading dock noise level at the western property boundary).

Impacts associated with project construction activities would be reduced to less than significant with Mitigation Measure 4.10-5, the same as the project.

Under this alternative, the increase in demand for public services and utilities, increase in stormwater drainage, change in visual character, and increase in air emissions associated with project construction and operation would remain less than significant, the same as the project.

<u>Impacts Identified as Being Less Severe than the Proposed Project</u>

Operationally, the amount of emissions, including greenhouse gas (GHG), would decrease in comparison to the project based on the reduction in building size and associated energy, as well as fewer daily vehicle trips. Emissions would remain less than significant, the same as the proposed project.

Operational noise associated with roof-mounted mechanical equipment would be slightly less for Alternative 3 and possibly imperceptible, as compared to the proposed project. This is due to the minor decrease in the number of structures, and therefore fewer HVAC units overall. As with the proposed project, mechanical equipment noise would remain less than significant.

Off-site noise impacts associated with project-generated traffic trips would be marginally lower than the proposed project, due to a decrease in the structural floor area compared to the proposed

project (and therefore a decrease in project trip generation). As with the proposed project, these off-site noise impacts would remain less than significant.

Overall, the amount of retail space would be approximately 10,000 sf smaller compared to the proposed project; therefore, the number of vehicles accessing the site would be reduced compared to the project. This alternative would generate approximately 6,275 daily vehicle trips, compared to 6,568 daily vehicle trips under the proposed project. The AM and PM peak hour trips would also be reduced from 213 trips during the AM peak hours and 597 trips during the PM under the proposed project to 207 AM peak hour trips and 570 PM peak hour trips under this alternative. It is anticipated the same transportation conditions of approval would be required under this alternative, the same as the project.

Under this alternative, air emissions associated with project construction and operation would be less than the proposed project. But, the same as the proposed project, the impact would be less than significant. The same is true for climate change. The project's contribution to an increase in greenhouse gas emissions would be less than the project, but would remain less than significant the same as the project.

The increase in demand for water, generation of wastewater, and amount of solid waste generated under this alternative would be slightly less than the proposed project. However, impacts would remain less than significant the same as the proposed project.

Under this alternative, pedestrian and bicycle access to the grocery store is improved, as it is not necessary to cross the parking lot coming from Freeport Boulevard.

<u>Impacts Identified as Being More Severe than the Proposed Project</u>

Under this alternative, there would not be fire access behind the Tenant building, which could potentially be in violation of the City's current fire codes. The Tenant building may need to be shifted east, which would eliminate some of the parking. In addition, primary vehicle access to the project site would be limited to the northeastern corner of the site off of Freeport Boulevard. This would create a primary internal driveway immediately adjacent to the northern boundary of the site and the residences along this area. This could result in a small increase in vehicle-related noise to those residences. Under this alternative, there is no ability to implement the southbound right turn lane that the City has requested, as the adjacent property to the north is not controlled by the project applicant. Also, depending upon specific location, the median break in Freeport Boulevard may result in the need to shorten the northbound left turn lane approaching Meer Way. These impacts would be slightly more severe than the proposed project. In addition, this alternative would not meet the City's FAR requirement under the Urban Corridor Low Density designation (Policies LU 1.1.1 and LU 1.1.5).

Relationship to Project Objectives

Under the Alternative Site Plan Alternative, a majority of the project objectives could be met. However, this alternative does not provide significant environmental advantages, and is more constrained in terms of ingress/egress and circulation compared to the proposed project. It does not include outdoor dining or gathering areas and as currently configured would not maximize natural light in the proposed grocery store to reduce dependence on artificial light sources.

Feasibility of the Alternative

Because the proposed Project would not result in any significant and unavoidable environmental impacts, the City Council need not address the feasibility of the Alternative. Even so, the City Council has determined that the alternative is infeasible.

Specifically, the Alternative Site Plan will increase a number of impacts associated with the project including impacts related to fire access, noise, transportation and traffic, and land use. The City Council finds that each of the increased impacts of the Alternative Site Plan Alternative will likely remain less than significant after implementation of feasible mitigation measures. Nevertheless, CEQA does not require that a lead agency consider adopting an alternative that increases impacts as compared to a proposed project. (*City of Maywood v. Los Angeles Unified School Dist.* (2012) 208 Cal.App.4th 362, 415-422.) Therefore, the City Council rejects the Alternative Site Plan Alternative as infeasible because it is both less capable of achieving the full range of project objectives and because it is not environmentally superior to the project.

ALTERNATIVE 4: REDUCED INTENSITY

Description

Under this alternative the overall height of the grocery store would be limited to 25-feet, which would reduce the size and number of windows to allow for natural light. A General Plan Amendment and re-zone would still be required for this alternative, the same as the project. The Shops 1 building would not be constructed and the parking area between Shops 1 and Shops 2 would be removed to allow for a plaza area between the grocery store and the 12,000 sf tenant building. An internal roadway connecting to Wentworth Avenue would go through this area. A 10 to 12-foot high masonry wall would be adjacent to the western and northern boundaries of the project site, the same as the project. Access would be from both Freeport Boulevard and Wentworth Avenue, essentially the same as the project. A total of 98,883 sf of retail space could be developed, which includes 55,000 sf for the grocery store and additional 43,883 sf of retail uses and 427 parking spaces. There would be approximately 9,000 sf less retail space than under the proposed project.

Comparative Analysis of Environmental Effects

Impacts under the Reduced Intensity Alternative would be similar to those of the proposed project, but slightly less intense because it would generate a small reduction in vehicle trips due to less retail space. In addition, the height of the grocery store would be 25 feet tall, which is in response to comments received on the Notice of Preparation that expressed concerns regarding the height of this building Decreasing the building height facing the front, or east side of the building would not allow the same amount of natural light as the proposed project. Impacts associated with site disturbance would be the same as the proposed project because the entire site would still require site clearing, building removal, grading and construction of new buildings, parking, and exterior amenities. In addition, construction noise would be essentially the same as the proposed project, the potential to damage or destroy unidentified subsurface archaeological or historical resources, disturb nesting birds, and exposure of construction workers to potentially hazardous soil and groundwater would be the same as the project. The same mitigation measures would still be

required to reduce the impacts to less than significant. The change in visual character is also assumed to be similar to the proposed project because although fewer stand-alone buildings would be constructed the entire site would still be developed with new buildings, parking and landscaping. The main building (grocery store) would be designed as a single-story building with a building height of 25-feet with no architectural features that would maximize natural light through large windows.

Impacts Identified as Being the Same or Similar to the Proposed Project

Under this alternative, construction-related (short-term) air emissions would result in similar emissions to the project, which would be less than the SMAQMD thresholds. Emissions would remain less than significant, the same as the proposed project.

Similar to Alternative 3 and the proposed project, impacts associated with project construction and development would be the same or similar. It is assumed under this alternative that the entire site would still be disturbed associated with project development. Therefore, impacts associated with potential loss of cultural resources and biological resources, exposure to hazardous materials, drainage, and construction noise would essentially be the same as the proposed project. Mitigation identified for the project to address potential impacts to nesting birds (Mitigation Measure 4.3-1), cultural resources (Mitigation Measure 4.4-1), construction worker exposure to potential contaminated soils or groundwater (Mitigation Measure 4.6-1) associated with building demolition would still be required, as well as construction noise (Mitigation Measure 4.8-1).

Noise from parking lot activity for Alternative 4 is anticipated to be the same or similar as for proposed project. The Shops 1 building would be replaced with an open plaza area which would provide more outdoor gathering spaces. This plaza area would be shielded from the residences to the west by the loading dock. Parking areas would be preserved with the same configuration and setbacks from adjacent property lines as the proposed project; therefore, parking lot activity noise level impacts would be the same or similar to the proposed project, and would remain less than significant.

Loading dock operational noise impacts would be the same for Alternative 4 as for the proposed project. The grocery store loading dock location remains the same under this alternative as for the proposed project, and no other loading docks are included. A wall would be included adjacent to the western and northern property boundaries that would shield adjacent existing residences from operational noise. It is assumed loading dock operations would continue to result in less than significant noise impacts.

Traffic impacts would be reduced compared to the proposed project, due to the reduction in retail space; however, the reduction is not substantial – for both the project and the Reduced Intensity Alternative traffic impacts would be less than significant. The total number of daily vehicle trips would be reduced to 6,299 trips compared to the project. The AM and PM peak hour trips would also be reduced compared to the project (AM peak hour traffic would be reduced to 207, while PM peak hour traffic would be reduced to 572, as compared to 213 and 597, respectively, under the proposed project). It is anticipated that the impacts would be similar to the proposed project (less than significant) given the presence of intersections that currently operate at an acceptable levels of service in the existing and future condition. The City's conditions of project approval to include specific traffic improvements would still be required under this alternative, the same as the proposed project. Bicycle and pedestrian circulation would essentially be the same as the proposed

project. In addition, impacts due to project construction would be reduced to less than significant with Mitigation Measure 4.10-5.

Impacts Identified as Being Less Severe than the Proposed Project

Operationally, the amount of emissions, including greenhouse gas (GHG), would decrease in comparison to the project based on the reduction in building size and associated energy, as well as fewer daily vehicle trips. Emissions would remain less than significant, the same as the proposed project.

Operational noise associated with roof-mounted mechanical equipment would be slightly less for Alternative 4 and probably imperceptible, as compared to the proposed project. This is due to the replacement of the Shops 1 building with an open plaza, and the elimination of the HVAC equipment previously proposed for the Shops 1 building. As with the proposed project, mechanical equipment noise would remain less than significant.

Off-site noise impacts associated with project-generated traffic trips would be marginally lower than the proposed project, due to a decrease in the structural floor area compared to the proposed project (and therefore a decrease in project trip generation). As with the proposed project, these off-site noise impacts would remain less than significant.

Impacts Identified as Being More Severe than the Proposed Project

Under this alternative, there would be no impacts that would be identified as being more severe than the proposed project. However, this alternative would not meet some of the City's General Plan policies. Specifically, this design would not meet the City's FAR requirement under the Urban Corridor Low Density designation (Policies LU 1.1.1 and LU 1.1.5). Nor would this design meet the City's desire to consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively (Policy LU 2.6.4)

Relationship to Project Objectives

Under the Reduced Intensity Alternative, a majority of the project objectives could be met. However, this alternative would arguably not maximize the retail infill opportunities at the site consistent with the City's 2035 General Plan and would not maximize natural light to reduce the dependence on artificial light sources. This alternative also does not provide significant environmental advantages.

Feasibility of Alternative

Because the proposed Project would not result in any significant and unavoidable environmental impacts, the City Council need not address the feasibility of the Alternative. Even so, the City Council has determined that the alternative is infeasible.

This alternative would not meet some of the City's General Plan policies, including the City's FAR requirement under the Urban Corridor Low Density designation (Policies LU 1.1.1 and LU 1.1.5) (DEIR, p. 5-26) Nor would this design meet the City's desire to consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively (Policy LU 2.6.4). (*Ibid.*) In addition, as compared to the proposed project, the Reduced Intensity Alternative is less capable of implementing the City's General Plan and achieving the full range of project objectives. This

alternative also has the potential to create off-site vehicle travel because it would provide a more limited selection of retail uses that would counteract some of its benefits. Finally, this alternative would not avoid any of the significant impacts associated with project construction and does not provide significant environmental advantages as compared to the proposed project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project/No Development alternative is the environmentally superior alternative. It would avoid all project-related environmental impacts. It has the potential to contribute to urban blight by allowing vacant buildings to remain in the current state. However, this impact may be less than significant, or may be mitigated through maintenance and code enforcement activities.

CEQA Guidelines Section 15126.6(e)(3)(A) requires that when the No Project alternative is environmentally superior, another alternative be selected as the environmentally superior alternative. The environmentally superior alternative would be the Reduced Intensity alternative. This alternative would reduce on-site noise and air emissions due to the overall smaller project, and the corresponding reduction in vehicle trips. However, this alternative would not avoid any of the significant impacts associated with project construction and all of the identified mitigation would still be required. In addition, this alternative has the potential to create off-site vehicle travel because it would provide a more limited selection of retail uses that would counteract some of its benefits.

Moreover, as discussed above, the proposed Project would not result in any significant and unavoidable environmental impacts. As such, the City Council's discretionary determination whether or not to adopt or reject a project alternative, including the environmentally superior alternative, is not a CEQA issue. (See, e.g., *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341, 350 ["The required [CEQA] findings constitute the principal means chosen by the Legislature to enforce the state's declared policy 'that public agencies should not approve projects as proposed if there are feasible alternatives [] available which would substantially lessen the significant environmental effects of such projects… .'"].) Nevertheless, as discussed herein, the City Council has considered each of the alternatives analyzed in the EIR and rejects each of the alternatives as infeasible.

LAND PARK COMMERCIAL CENTER PROJECT
SACRAMENTO, CALIFORNIA
TABLE A TO CEQA FINDINGS

TABLE OF IMPACTS, MITIGATION MEASURES AND CEQA FINDINGS

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
AESTHETICS			
4.1-1: The proposed project could change the existing visual character or quality of the site and its surroundings. (LS)	None required (DEIR, p. 4.1-32.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.1-2: The proposed project could create a new source of light or glare which could cause an annoyance to adjacent residential uses. (LS)	None required (DEIR, p. 4.1-33.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
Cumulative Impact 4.1-3: The proposed project could contribute to cumulative changes in the existing visual character of the area. (LS)	None required (DEIR, p. 4.1-35.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
Cumulative Impact 4.1-4: The proposed project could contribute to a cumulative increase	None required (DEIR, p. 4.1-35.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, §

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
in nighttime light in the area. (LS)			15126.4, subd. (a)(3).)
AIR QUALITY			
4.2.1: The proposed project would not result in short-term (construction) emissions of NOx above 85 pounds per day, or PM10 above 80 pounds per day or PM2.5 above 82 pounds per day (with all feasible best available control technology (BACT) or best management practices (BMPs) for particulates implemented). (LS)	None required (DEIR, p. 4.2-22.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.2-2: The proposed project would not result in long-term (operational) emissions of NOx or ROG above 65 pounds per day, or PM10 above 80 pounds per day or PM2.5 above 82 pounds per day (with all feasible best available control technology (BACT) or best management practices (BMPs) for particulates	None required (DEIR, p. 4.2-24.)	Less than significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
implemented). (LS)			
4.2-3: The proposed project would not result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm). (LS)	None required (DEIR, p. 4.2-25.)	Less than significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
4.2-4: The proposed project would not result in objectionable odors affecting a substantial number of people. (LS)	None required (DEIR, p. 4.2-26.)	Less than significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
4.2-5: The proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations. (LS)	None required (DEIR, p. 4.2-27.)	Less than significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
4.2-6: The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-	None required (DEIR, p. 4.2-30.)	Less than significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
attainment under an applicable federal or state ambient air quality standard (including the release of emissions that exceed quantitative thresholds for ozone precursors). (LS)			
Cumulative Impact 4.2-7: The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under an applicable federal or state ambient air quality standard (including the release of emissions that exceed quantitative thresholds for ozone precursors). (LS)	None required (DEIR, p. 4.2-32.)	Less than significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
BIOLOGICAL RESOURCES			
4.3-1: The proposed project could result in substantial degradation of the quality of the environment and substantially reduce the habitat of a fish or	4.3-1 Should construction activities begin during the breeding season (March 1 through September 15), a qualified biologist shall conduct appropriate pre-construction surveys for any raptor and native bird nests within or immediately adjacent to the project site no more than 30 days before any construction activity commences. The pre-construction surveys shall be conducted between March and September and shall follow accepted survey protocols. The purpose of the surveys shall be to determine if active nests are present in the disturbance zone or within 350 feet of the disturbance zone boundary (1/4 mile for Swainson's hawk). If active	Less than Significant	Implementation of Mitigation Measure 4.3-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council hereby directs that

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
wildlife species. (PS)	nests are found, ground-disturbing activities shall be postponed or halted, and a suitable buffer from the nest shall be determined and flagged by a qualified biologist based on the species, planned construction activity, and the location of the nest. Construction activity may resume within the buffer when the nest is considered inactive by the qualified biologist, either after the eggs have hatched and the chicks have fledged, or upon failure of the nest. All active nests shall be monitored during construction activity by the qualified biologist. If adult birds are exhibiting agitated behavior, construction shall be halted and the buffer may be increased to prevent abandonment of the nest. Consultation with the California Department of Fish and Wildlife shall be sought, as necessary. Limits of construction to avoid impacts to an active nest during construction activities shall be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel shall be instructed on the sensitivity of nest areas. (DEIR, p. 4.3-11.)		this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a)(1).)
4.3-2: The proposed project could interfere with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. (LS)	None required (DEIR, p 4.3-12.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
Cumulative Impact 4.3-3: The proposed project could contribute to a cumulative loss of habitat for common and special-status wildlife species. (LS)	None required (DEIR, 4.3-13.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
CULTURAL RESOURCES			
4.4-1: Project construction,	4.4-1(a) If any cultural resources (including tribal cultural resources), such as structural features, unusual amounts of bone or shell, artifacts, or	Less than Significant	Implementation of Mitigation Measure 4.4-1,

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
including off-site utility connections could disturb, damage or destroy unidentified subsurface archaeological or historical resources as defined in CEQA Guidelines Section 15064.5. (PS)	architectural remains are encountered during any construction activities, the Contractor shall implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following: • Suspend work within 100 feet of the find; and, • Immediately notify the City's Community Development Director and coordinate any necessary investigation of the site with a qualified archaeologist or Native American representative, as needed, to assess the resource (i.e., whether it is a "historical resource" or a "unique archaeological resource" or a "tribal cultural resource"); and, • Provide management recommendations should potential impacts to the resources be found to be significant; o Possible management recommendations for identified resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects. • In addition, the Contractor in consultation with the City's Preservation Director, State Historic Preservation Officer, and if applicable, Tribal representatives, may include preparation of reports for resources identified as potentially eligible for listing in the California Register of Historical Resources. (b) If a Native American site or a tribal cultural resource is discovered, the evaluation process required by Mitigation Measure 4.3-1(a) shall include consultation with the appropriate Native American representative. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by a qualified archaeologist, who is certified by the Society of Professional Archaeologists (SOPA) and/or meets the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and by Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American representative is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archaeological sites are involved, all identified treatment (e.g., conduct additional archaeological surveys and provide measures to preserve the integrity or minimize damage or destruction of significant resources) is to be carried out by qualified historical		which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a)(1).)

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
	archaeologists, who shall meet either the Register of Professional Archaeologists (RPA) or 36 CFR 61 requirements. (c) If a human bone or bone of unknown origin is found during earth-moving activities, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. (DEIR, pp. 4.4-19 to 4.4-20.)		
4.4-2: Project construction could disturb, damage, or destroy an unidentified historical resource as defined in CEQA Guidelines Section 15064.5. (LS)	None required (DEIR, p. 4.4-21.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.4-3: Project construction could adversely affect tribal cultural resources or disturb unknown human remains. (PS)	4.4-3 Implement Mitigation Measures 4.4-1(a) and 4.4-1(b). (DEIR, p. 4.4-22.)	Less than Significant	Implementation of Mitigation Measures 4.4-1(a) and 4.4-1(b), which have been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council hereby directs that these mitigation measures be adopted. The City Council, therefore, finds that changes or alterations

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
			have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a)(1).)
Cumulative Impact 4.4-4: The proposed project could contribute to cumulative losses of prehistoric resources, historic-period resources, and human remains in the greater Sacramento region. (PS)	4.4-4 Implement Mitigation Measures 4.4-1(a) and 4.4-1(b). (DEIR, p. 4.4-23.)	Less than Significant	Implementation of Mitigation Measures 4.4-1(a) and 4.4-1(b), which have been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council hereby directs that these mitigation measures be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a)(1).)
GREENHOUSE GAS EMISSIONS			
4.5-1: The proposed project could impede the City or state efforts to meet AB 32 standards for the	None required (DEIR, p. 4.5-17.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, §

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
reduction of greenhouse gas emissions or conflict with the City's Climate Action Plan. (LS)			15126.4, subd. (a)(3).)
HAZARDS AND HAZARDOUS MATERIALS			
4.6-1: The proposed project could expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities. (LS)	None required (DEIR, p. 4.6-12.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.6-2: The proposed project could expose people (e.g., residents, construction workers) to asbestos-containing materials or other hazardous materials or situations. (PS)	4.6-2 In the event that grading or construction of the proposed project reveals evidence of soil contamination (e.g., suspicious odors, non-soil material, or stained soils) a Hazardous Materials Contingency Plan shall be prepared. The plan shall be prepared by a qualified environmental professional registered in California. The plan shall identify specific measures to take to protect worker and public health and safety and specify measures to identify, manage, and remediate wastes. The plan shall include the following: • Contamination evaluation and management procedures: o Information on how to identify suspected contaminated soil. o Identification of air monitoring procedures and parameters and/or physical observations (soil staining, odors, or buried material) to be used to identify potential contamination. o Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potential contamination is encountered. o Procedures for limiting access to the contaminated area to properly trained personnel. o Procedures for notification and reporting, including internal management and local agencies (fire department, SCEMD,	Less than Significant	Implementation of Mitigation Measure 4.6-2, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines, § 15091, subd.

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
	etc.), as needed. o A worker health and safety plan for excavation of contaminated soil. o Procedures for characterizing and managing excavated soils in accordance with CCR Title 14 and Title 22. o Procedures for certification of completion of remediation. (DEIR, p. 4.6-14.)		(a)(1).)
4.6-3: The proposed project would not substantially increase the risk of exposure of site occupants to inadvertent or accidental release of hazardous substances transported on adjacent roadways or rail lines near the site. (LS)	None required (DEIR, p. 4.6-15.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
Cumulative Impact 4.6-4: The proposed project could contribute to cumulative increase in the potential exposure of people to sites where soil and/or groundwater contamination could be present from past or current uses. (LS)	None required (DEIR, p. 4.6-16.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
HYDROLOGY, DRAINAGE, AND WATER QUALITY			
4.7-1: Construction activities associated with the proposed	None required (DEIR, p. 4.7-22.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
project could generate increases in sediment and/or other contaminants which could violate water quality objectives and/or waste discharge requirements set by the State Water Resources Control Board. (LS)			are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.7-2: The proposed project would increase impervious surface area and commercial activities that could result in substantial long-term effects on water quality. (LS)	None required (DEIR, p. 4.7-25.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.7-3: The proposed project could affect the rate and amount of surface runoff in a manner that could exceed the capacity of the stormwater drainage system and/or exacerbate off-site drainage or flooding issues. (LS)	None required (DEIR, p. 4.7-27.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.7-4: Development of the proposed project could increase the exposure of people and/or property to the risk of	None required (DEIR, p. 4.7-28.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
loss, injury, damage, or death in the event of a levee breach or dam failure. (LS)			
4.7-5: The proposed project could substantially deplete groundwater supplies or interfere with groundwater recharge. (LS)	None required (DEIR, p. 4.7-29.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
Cumulative Impact 4.7-6: The proposed project, in addition to other projects in the watershed, could result in the generation of polluted runoff that could violate water quality standards or waste discharge requirements for receiving waters. (LS)	None required (DEIR, p. 4.7-30.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
NOISE			
4.8-1: Short-term construction noise levels could violate the City of Sacramento Noise Ordinance or cause a substantial temporary increase in ambient noise levels. (PS)	4.8-1 (a) All construction equipment employing an internal combustion engine shall be equipped with suitable exhaust and intake silencers which are in good working order. (b) Stationary construction equipment such as generators or compressors shall be located on site as far away from adjacent residential property boundaries as is practicable. (c) To reduce construction noise levels on adjacent properties, the proposed masonry wall along the western and northern property boundary shall be installed as early in the construction process as is practicable.	Less than Significant	Implementation of Mitigation Measure 4.8-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations

No Impact = NI Less than Significant = LS Beneficial = B Significant = S Potentially Cumulatively Significant = PCS Significant and Unavoidable = SU Potentially Significant = PS

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
	(DEIR, p. 4.8-19.)		have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a)(1).)
4.8-2: Existing residential and commercial areas could be exposed to vibration peak-particle velocities greater than 0.5-inch per second or vibration levels greater than 80 VdB due to project construction. (LS)	None required (DEIR, p. 4.8-20.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.8-3: Noise from parking lot activities could result in noise levels at adjacent residential properties which exceeds exterior noise exposure limits. (LS)	None required (DEIR, p. 4.8-21.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.8-4: Noise from roof-mounted mechanical equipment could result in noise levels at adjacent residential properties which exceeds exterior noise exposure limits.	None required (DEIR, p. 4.8-23.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
(LS)			
4.8-5: Noise from loading dock activities during project operation could result in excessive noise exposure levels for nearby residences. (LS)	None required (DEIR, p. 4.8-26.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.8.6: Long-term project operations could result in vibration impacts upon nearby residences. (LS)	None required (DEIR, p. 4.8-27.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.8-7: Proposed project vehicle trips could result in off-site roadway noise level increases that impact noise sensitive land uses located along such roadways. (LS)	None required (DEIR, p. 4.8-28.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
Cumulative Impact 4.8-8: The proposed project, in addition to cumulative development in the in South Land Park neighborhood, could increase traffic noise that exceeds the City's noise standards. (LS)	None required (DEIR, p. 4.8-29.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
PUBLIC SERVICES AND UTILITIES			

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
4.9-1: The proposed project could increase demand for police services and fire protection services requiring the need to construct new facilities, or expand existing facilities. (LS)	None required (DEIR, p. 4.9-30.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.9-2: The proposed project could cause or accelerate the physical deterioration of existing parks or recreational facilities or create a need for construction or expansion of recreational facilities beyond what was anticipated in the City's General Plan or Land Park Community Plan. (LS)	None required (DEIR, p. 4.9-31.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.9-3: The proposed project could result in an increase in demand for potable water in excess of existing supplies and result in inadequate capacity in the City's water supply facilities to meet demand requiring the construction of new water supply facilities.	None required (DEIR, p. 4.9-32.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
(LS)			
4.9-4: The proposed project could exceed existing wastewater capacity to serve the project's demand in addition to existing commitments and result in either the construction of new or expansion of existing wastewater treatment facilities. (LS)	None required (DEIR, p. 4.9-33.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.9-5: The proposed project could require the expansion or construction of new solid waste facilities which could cause significant environmental effects. (LS)	None required (DEIR, p. 4.9-34.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
4.9-6: Operation of the proposed project could require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities. (LS)	None required (DEIR, p. 4.9-34.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
Cumulative Impact 4.9-7: The proposed project could contribute to a cumulative increase in demand for police	None required (DEIR, p. 4.9-36.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
services and fire protection services that could result in the need for new or physically altered facilities. (LS)			15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
Cumulative Impact 4.9-8: The proposed project could contribute to a cumulative increase in demand for parks and recreation facilities. (LS)	None required (DEIR, p. 4.9-36.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
Cumulative Impact 4.9-9: The proposed project could contribute to a cumulative increase in demand for water supply in excess of existing supplies. (LS)	None required (DEIR, p. 4.9-37.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
Cumulative Impact 4.9-10: The proposed project could contribute to a cumulative increase in the demand for water and wastewater treatment, which could result in inadequate capacity and require the construction of new or expansion of existing wastewater treatment facilities.	None required (DEIR, p. 4.9-37.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
(LS)			
Cumulative Impact 4.9-11: The proposed project could contribute to a cumulative increase in solid waste, which could result in either the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects. (LS)	None required (DEIR, p. 4.9-38.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
Cumulative Impact 4.9-12: The proposed project could contribute to a cumulative increase in energy demand, which could result in the need for construction of new energy production and/or transmission facilities or expansion of existing facilities. (LS)	None required (DEIR, p. 4.9-38.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
TRANSPORTATION AND CIRCULATION			
4.10-1: The proposed project could cause potentially significant impacts to study area	None required (DEIR, p. 4.10-56.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant.

No Impact = NI Less than Significant = LS Beneficial = B Significant = S Potentially Cumulatively Significant = PCS Significant and Unavoidable = SU Potentially Significant = PS

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
intersections. (LS)			(CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.10-2: The proposed project could cause potentially significant impacts to transit. (LS)	None required (DEIR, p. 4.10-57.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.10-3: The proposed project could cause potentially significant impacts to pedestrian facilities. (LS)	None required (DEIR, p. 4.10-57.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.10-4: The proposed project could cause potentially significant impacts to bicycle facilities. (LS)	None required (DEIR, p. 4.10-58.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
4.10-5: The proposed project could cause potentially significant impacts due to construction-related activities. (PS)	4.10-5 Prior to the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City's Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include: • Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns. • Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage. • Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. • Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open	Less than Significant	Implementation of Mitigation Measure 4.10-5, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the

Environmental Impact (Significance Before Mitigation)	Mitigation Measures	Level of Significance After Mitigation	Findings of Fact
	trench, special signage, and private vehicle accesses. • Provisions for parking for construction workers. (DEIR, p. 4.10-58.)		final EIR. (CEQA Guidelines, § 15091, subd. (a)(1).)
4.10-6: The proposed project could cause potentially significant impacts to study area freeway system. (LS)	None required (DEIR, p. 4.10-59.)	Less than Significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).)
Cumulative Impact 4.10-7: The proposed project could cause potentially significant impacts to study area intersections under cumulative plus project conditions. (LS)	None required (DEIR, p. 4.10-63.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)
Cumulative Impact 4.10-8: The proposed project could cause potentially significant impacts to study area freeway system under cumulative plus project conditions. (LS)	None required (DEIR, p. 4.10-64.)	Less than Significant	Under CEQA, no mitigation measures are required for cumulative impacts that are less than cumulatively considerable. (CEQA Guidelines, §§ 15064, subd. (h), 15126.4, subd. (a)(3), 15130.)

City of SACRAMENTO
Community Development

Land Park Commercial Center Project (P15-048)

SCH #2015112025

MITIGATION MONITORING PLAN

INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require monitoring or reporting on of mitigation measures adopted as part of the environmental review process.

The following is the Mitigation Monitoring Plan (MMP) for the Land Park Commercial Center project (proposed project). The intent of the MMP is to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted from the Land Park Commercial Center Project Draft EIR.

MITIGATION MEASURES

The mitigation measures are taken from the Land Park Commercial Center Project Draft EIR (and any text revisions included in the Final EIR) and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP COMPONENTS

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: All mitigation measures that were identified in the Land Park Commercial Center Project Draft EIR are presented, and numbered accordingly.

Action: For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the

criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This identifies the entity that will undertake the required action.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Sacramento Metropolitan Air Quality Management District (SMAQMD), may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

Table 1
Land Park Commercial Center Project Draft EIR Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.3 Biological Resources					
4.3-1: The proposed project could result in substantial degradation of the quality of the environment and substantially reduce the habitat of a fish or wildlife species.	**4.3-1:** Should construction activities begin during the breeding season (March 1 through September 15), a qualified biologist shall conduct appropriate pre-construction surveys for any raptor and native bird nests within or immediately adjacent to the project site no more than 30 days before any construction activity commences. The pre-construction surveys shall be conducted between March and September and shall follow accepted survey protocols. The purpose of the surveys shall be to determine if active nests are present in the disturbance zone or within 350 feet of the disturbance zone boundary (1/4 mile for Swainson's hawks). If active nests are found, ground-disturbing activities shall be postponed or halted, and a suitable buffer from the nest shall be determined and flagged by a qualified biologist based on the species, planned construction activity, and the location of the nest. Construction activity may resume within the buffer when the nest is considered inactive by the qualified biologist, either after the eggs have hatched and the chicks have fledged, or upon failure of the nest. All active nests shall be monitored during construction activity by the qualified biologist. If adult birds are exhibiting agitated behavior, construction shall be halted and the buffer may be increased to prevent abandonment of the nest. Consultation with the California Department of Fish and Wildlife shall be sought, as necessary. Limits of construction to avoid impacts to an active nest during construction activities shall be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel shall be instructed on the sensitivity of nest areas.	Retain a qualified Biologist to perform pre-construction surveys and monitoring for special status bird species and their habitat in the area of disturbance. Consultation with the California Department of Fish and Wildlife shall be initiated, if determined necessary by the biologist.	Project applicant/ Biologist	Prior to issuance of grading permit and during construction	Community Development Department
4.4 Cultural Resources					
4.4-1: Project construction, including off-site utility connections, could disturb, damage or destroy unidentified subsurface archaeological or historical resources as defined in CEQA Guidelines Section 15064.5**.**	**4.4-1** (a) If any cultural resources (including tribal cultural resources), such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains are encountered during any construction activities, the Contractor shall implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following: ▪ Suspend work within 100 feet of the find; and, ▪ Immediately notify the City's Community Development Director and coordinate any necessary investigation of the site with a qualified archaeologist or Native American representative, as needed, to assess the resources (i.e., whether it is a "historical resource" or a "unique archaeological resource"); and,	Cease operation within 100 feet of discovery and immediately notify the City's Community Development Department.	Project applicant/Contractor	During construction	Community Development Department

Table 1
Land Park Commercial Center Project Draft EIR Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	▪ Provide management recommendations should potential impacts to the resources be found to be significant; o Possible management recommendations for identified resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects. ▪ In addition, the Contractor in consultation with the Preservation Director, State Historic Preservation Officer, and if applicable, Tribal representatives, may include preparation of reports for resources identified as potentially eligible for listing in the California Register of Historical Resources. (b) If a Native American site or a tribal cultural resource is discovered, the evaluation process required by Mitigation Measure 4.4-1(a) shall include consultation with the appropriate Native American representative. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by a qualified archaeologist, who is certified by the Society of Professional Archaeologists (SOPA) and/or meets the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and by Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.	If Native American resources are discovered during any ground-disturbing activity, work shall cease within 100 feet of the resources and a qualified archeologist retained. The archeologist must be certified and meet federal standards to identify and propose treatment for any resources uncovered.	Community Development Department and Project Applicant	During construction	Community Development Department
	In the event that no such Native American representative is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archaeological sites are involved, all identified treatment (e.g., conduct additional archaeological surveys and provide measures to preserve the integrity or minimize damage or destruction of significant resources) is to be carried out by qualified historical archaeologists, who shall meet either Register of Professional Archaeologists (RPA) or 36 CFR 61 requirements. (c) If a human bone or bone of unknown origin is found during earth-moving activities, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts.	Ground-disturbing activity within 100 feet of the remains shall be halted and Community Development Department and the County coroner shall be notified immediately if any bones are identified.	Community Development Department and Project Applicant	During Construction	Community Development Department/ Native American Heritage Commission

Table 1
Land Park Commercial Center Project Draft EIR Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.				
4.4-3: Project construction could adversely affect tribal and cultural resources or disturb unknown human remains.	**4.4-3** Implement Mitigation Measures 4.4-1(a) and 4.4-1(b).	See above			
4.4-4: The proposed project could contribute to cumulative losses of prehistoric resources, historic-period resources, and human remains in the greater Sacramento region.	**4.4-4** Implement Mitigation Measures 4.4-1 (a) and 4.4-1 (b).	See above			
4.6 Hazards and Hazardous Materials					
4.6-2: The proposed project could expose people (e.g., residents, construction workers) to asbestos-containing materials or other hazardous materials or situations	**4.6-2** In the event that grading or construction of the proposed project reveals evidence of soil contamination (e.g., suspicious odors, non-soiled material, or stained soils) a Hazardous Materials Contingency Plan shall be prepared. The plan shall be prepared by a qualified environmental professional registered in California. The plan shall identify specific measures to take to protect worker and public health and safety and specify measures to identify, manage, and remediate wastes. The plan shall include the following: ▪ Contamination evaluation and management procedures: o Information on how to identify suspected contaminated soil. o Identification of air monitoring procedures and parameters and/or physical observations (soil staining, odors, or buried material) to be used to identify potential contamination. o Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potential contamination is encountered. o Procedures for limiting access to the contaminated area to properly trained personnel. o Procedures for notification and reporting, including internal management and local agencies (fire department, SCEMD, etc.), as needed. o A worker health and safety plan for excavation of contaminated soil. o Procedures for characterizing and managing excavated soils in accordance with CCR Title 14 and Title 22. o Procedures for certification of completion of remediation.	Retain a qualified environmental professional to prepare a Hazardous Materials Contingency Plan if any evidence of soil contamination is identified during grading or construction.	Project applicant/Contractor	During grading and construction	Community Development Department

Table 1
Land Park Commercial Center Project Draft EIR Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.8 Noise and Vibration					
4.8-1: Short-term construction noise levels could violate the City of Sacramento Noise Ordinance or cause a substantial temporary increase in ambient noise levels.	**4.8-1** (a) All construction equipment employing an internal combustion engine shall be equipped with suitable exhaust and intake silencers which are in good working order. (b) Stationary construction equipment such as generators or compressors shall be located on site as far away from adjacent residential property boundaries as is practicable. (c) To reduce construction noise levels on adjacent properties, the 12-foot tall proposed masonry wall along the western property boundary and 10-12-foot tall masonry wall along the northern property boundary shall be installed as early in the construction process as is practicable.	Document construction equipment is equipped with exhaust and intake silencers in good working order. Locate stationary construction equipment as far from residential property boundaries as practicable. Masonry walls along the northern and western property boundaries shall be installed as early in construction as is practicable.	Project applicant/Contractor	During project construction	Community Development Department
4.10 Transportation and Circulation					
4.10-5: The proposed project could cause potentially significant impacts due to construction-related activities.	**4.10-5:** Prior to the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include: ▪ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns. ▪ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage. ▪ Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. ▪ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. ▪ Provisions for parking for construction workers.	A detailed Construction Traffic and Parking Management Plan shall be prepared to the satisfaction of the City's Traffic Engineer and shall include description of trucks, staging areas, street closures, and driveway access plan. Construction worker parking shall also be identified.	Project applicant/Contractor	Prior to Construction	Department of Public Works

RESOLUTION NO. 2016-

Adopted by the Sacramento City Council

November 22, 2016

RESOLUTION AMENDING THE GENERAL PLAN LAND USE MAP FROM SUBURBAN NEIGHBORHOOD LOW DENSITY (SNLD) AND SUBURBAN NEIGHBORHOOD MEDIUM DENSITY (SNMD) TO URBAN CORRIDOR LOW DENSITY (UCLD) FOR THE PARK PROJECT LOCATED AT 4700 FREEPORT BLVD (P15-048)

BACKGROUND

A. On October 20, 2016, the Planning and Design Commission conducted a public hearing on the Park Project, and

B. On November 22, 2016, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Sections 17.812.010(A)(2) (a), (b), and (c) (publication and mail 500 feet), and received and considered evidence concerning The Park 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 Park Project, the City Council approves the General Plan Amendment for The Park project.

Section 2 The 9.9± acre area described on the attached Exhibit 3A is hereby designated on the City of Sacramento General Plan land use map from 4.6 acres designated Suburban Neighborhood Low Density (SNLD) Designation and 0.6 acres designated Suburban Neighborhood Medium Density (SNMD) Designation to 5.2 acres within Urban Corridor Low Density (UCLD) Designation based on the following findings of fact:

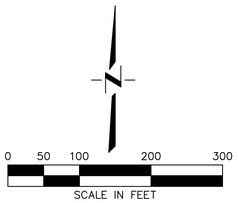
A. As amended, this title complements, supports, and facilitates the implementation of the goals, policies, and other provisions of the general plan and the city's specific plans and transit village plans; and

B. The amendment promotes the public health, safety, convenience, and welfare of the city.

Table of Contents:

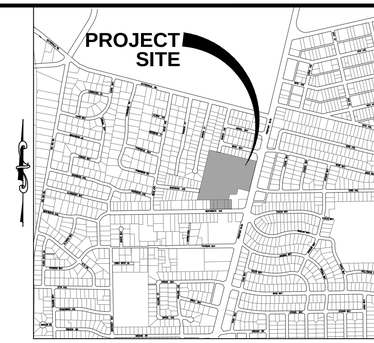
Exhibit 3A: General Plan Amendment Exhibit

Exhibit 3A: General Plan Amendment Exhibit

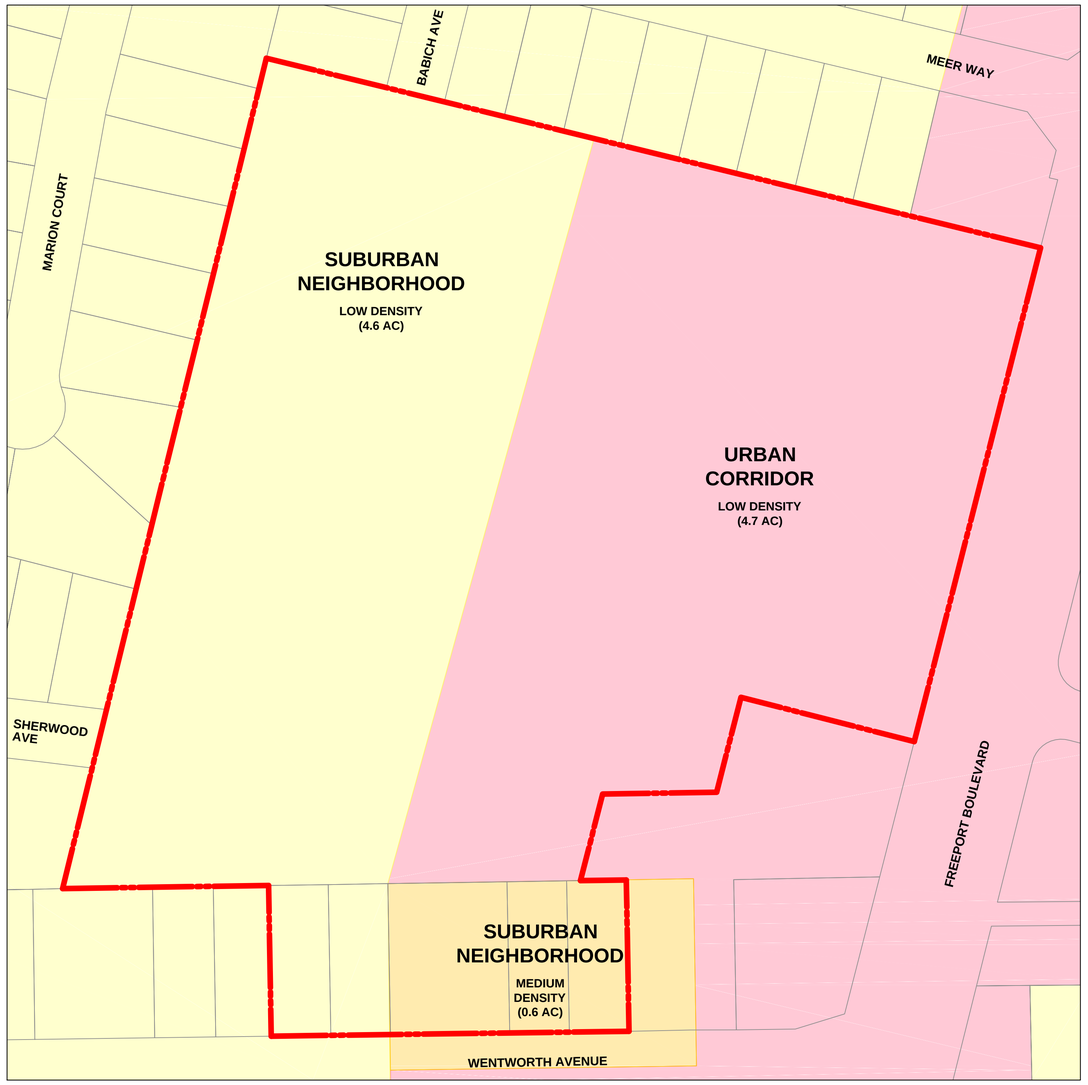


SUMMARY TABLE

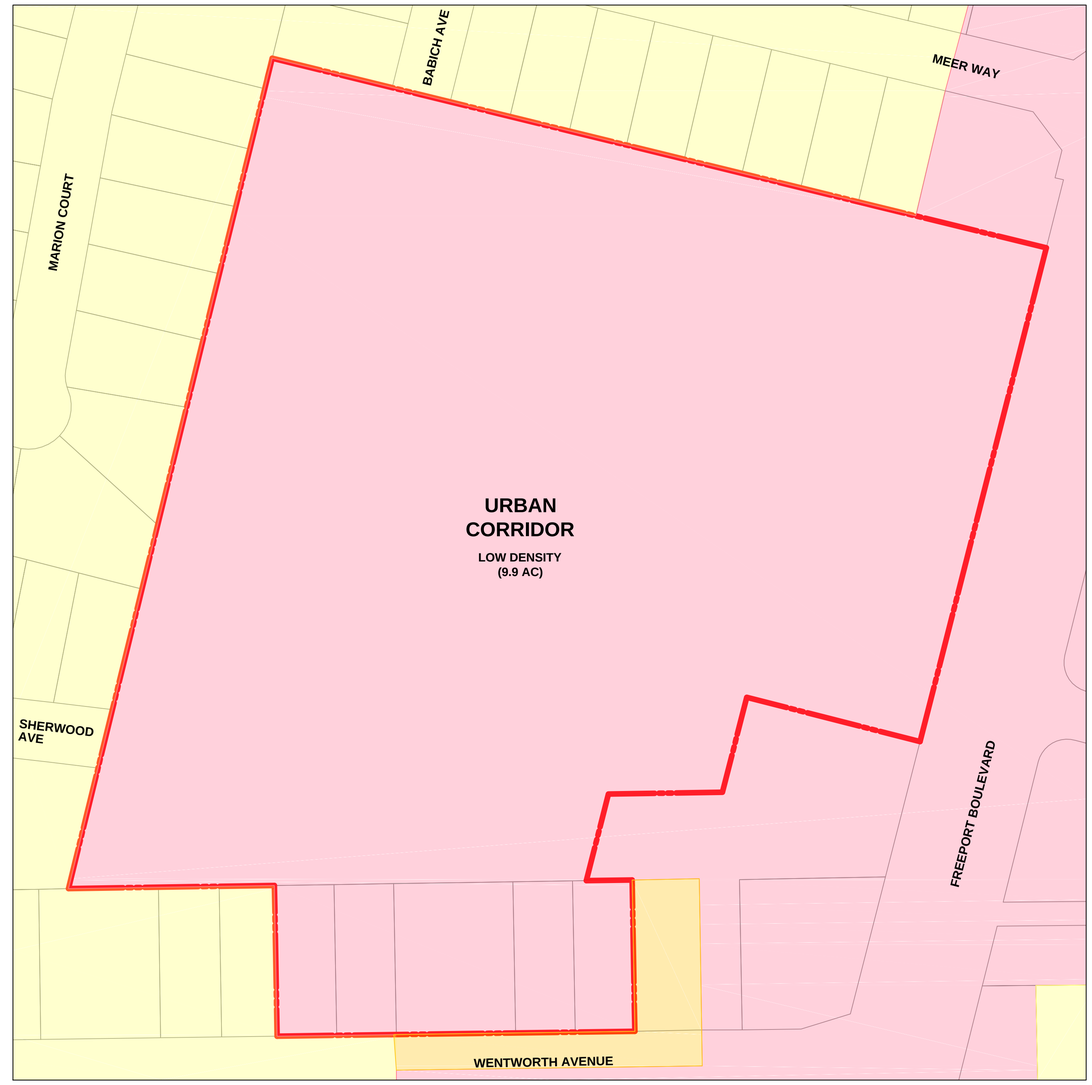
LAND USE	EXISTING	PROPOSED	DIFFERENCE
URBAN CORRIDOR LOW	4.7 AC. ±	9.9 AC. ±	+5.2 AC. ±
SUBURBAN NEIGHBORHOOD LOW DENSITY	4.6 AC. ±	0 AC. ±	-4.6 AC. ±
SUBURBAN NEIGHBORHOOD MEDIUM DENSITY	0.6 AC. ±	0 AC. ±	-0.6 AC. ±
TOTALS	9.9 AC. ±	9.9 AC. ±	



VICINITY MAP
NTS



EXISTING LAND USE DESIGNATIONS



PROPOSED LAND USE DESIGNATIONS

DESIGNED BY —
DRAWN BY DW
CHECKED BY AP
SCALE 1" = 200'

NO.	DATE	REVISIONS	BY	APPD.

CECWEST.COM
Project Planning ■ Civil Engineering ■ Landscape Architecture
■ Sacramento Office: 2200 20th Street, Suite Three, Sacramento, CA 95818, (916) 452-2028
■ Davis Office: 2840 Spafford Street, Suite 200, Davis, CA 95618, (530) 758-2028

CUNNINGHAM ENGINEERING

LAND PARK COMMERCIAL CENTER
GENERAL PLAN AMENDMENT EXHIBIT
SACRAMENTO CALIFORNIA

SHEET 1 OF 1
DATE: 09/23/2015
JOB NO: 1428-02

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Attachment 4: **Recommended Ordinance for Rezone**

ORDINANCE NO. 2016-

Adopted by the Sacramento City Council

November 22, 2016

AN ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE PLANNING AND DEVELOPMENT CODES, TITLE 17 OF THE SACRAMENTO CITY CODE, AS AMENDED, BY REZONING APPROXIMATELY 2.0 ACRES CURRENTLY ZONED SINGLE-UNIT DWELLING (R-1), 1.7 ACRES SINGLE-UNIT DWELLING EXECUTIVE AIRPORT OVERLAY (R-1-EA-4), 0.5 ACRES SINGLE-UNIT OR DUPLEX DWELLING EXECUTIVE AIRPORT OVERLAY (R-1A-EA-4), AND 0.4 ACRES ZONED MULTI-UNIT DWELLING EXECUTIVE AIRPORT OVERLAY AND REVIEW (R-2A-EA-4 & R-2A-R-EA-4) TO 2.6 ACRES GENERAL COMMERCIAL EXECUTIVE AIRPORT OVERLAY (C-2-EA-4) ZONE AND 2.0 ACRES GENERAL COMMERCIAL (C-2) ZONE LOCATED at 4700 FREEPORT BLVD (P15-048)

BACKGROUND

A. On October 20, 2016, the Planning and Design Commission conducted a public hearing on The Park Project, and

B. On November 22, 2016, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Sections 17.812.010(A)(2) (a), (b), and (c) (publication and mail 500 feet), and received and considered evidence concerning The Park Project.

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

Section 1 Title 17 of the Sacramento City Code (the Planning and Development Code) is amended to rezone the properties, generally described, known and referred to as Park Project (APN: 017-0121-001-0000, 017-0121-006-0000, 017-0121-007-0000, 017-0121-008-0000, 017-0121-009-0000, and 017-0121-010-0000), which is depicted in the attached Exhibits A, consists of 2.0 acres currently zoned Single-Unit Dwelling (R-1), 1.7 acres Single-Unit Dwelling Executive Airport Overlay (R-1-EA-4), 0.5 acres Single-Unit or Duplex Dwelling Executive Airport Overlay (R-1A-EA-4), and 0.4 acres zoned Multi-Unit Dwelling Executive Airport Overlay and Review (R-2A-EA-4 & R-2A-R-EA-4),said property, totaling 4.6± acre, to the proposed zones as 2.6 acres General Commercial Executive Airport Overlay (C-2-EA-4) zone and 2.0 acres General Commercial (C-2) zone.

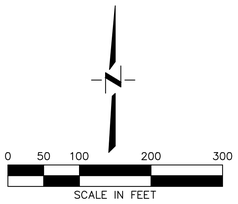
Section 2 The rezoning is consistent with the applicable general plan land use designation, use, and development standards; the goals, policies, and other provisions of the general plan; and any applicable specific plan. The rezoning promotes the public health, safety, convenience, and welfare of the city.

Section 3 The City Clerk of the City of Sacramento is hereby directed to amend the official zoning map, which is a part of said Planning and Development Code, Title 17 of the City Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A: Rezone Exhibit

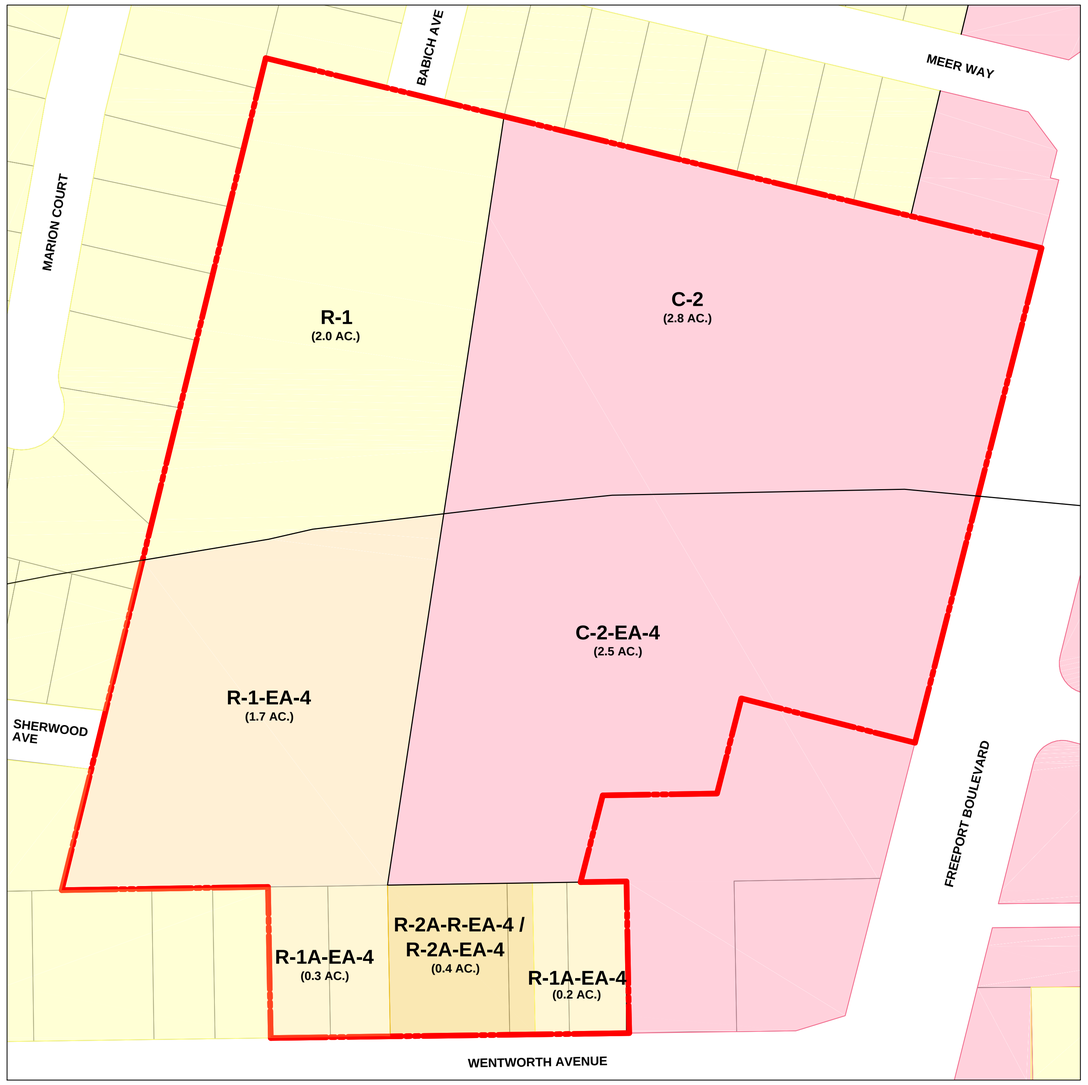
Exhibit 4A: Rezone Exhibit



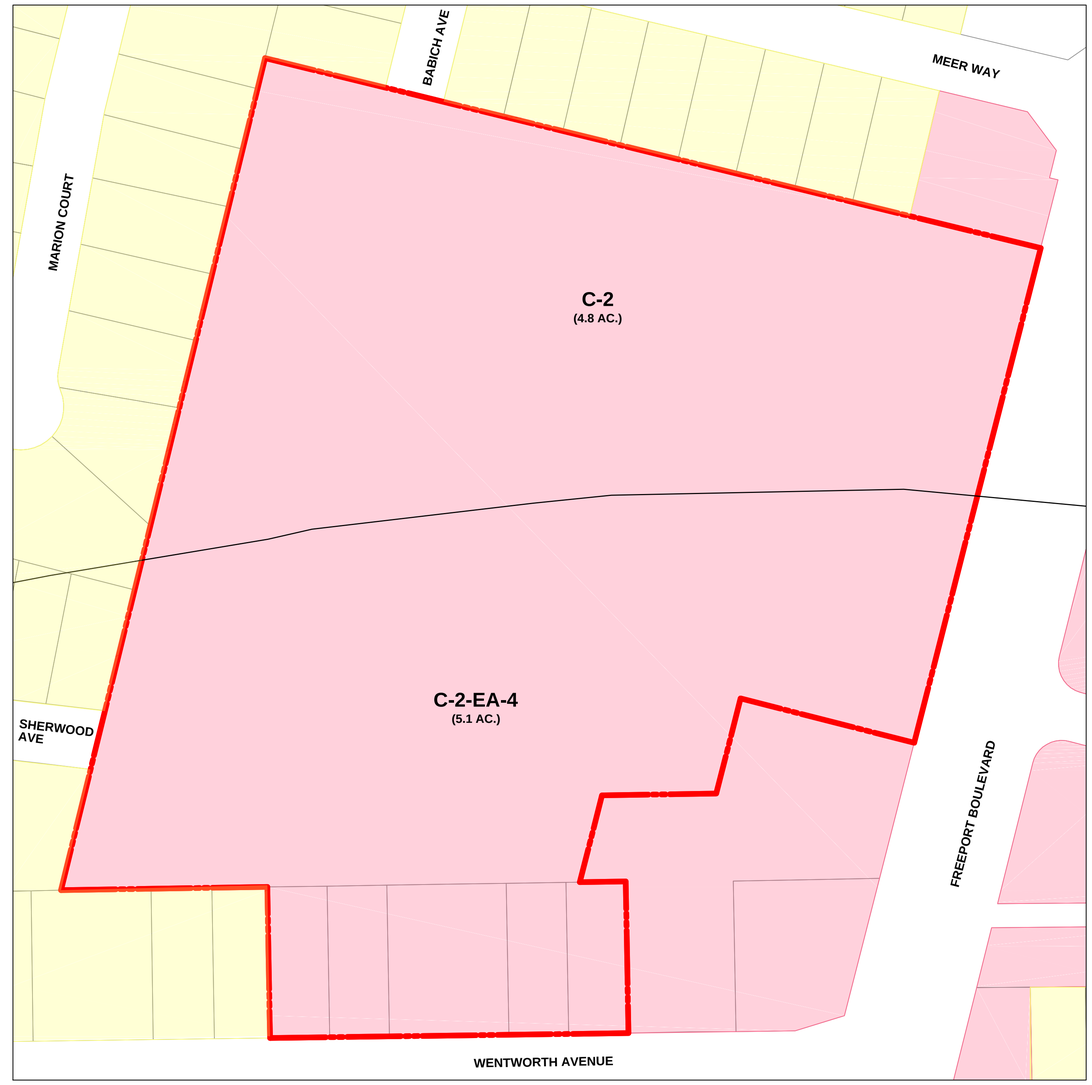
SUMMARY TABLE

ZONING	EXISTING	PROPOSED	DIFFERENCE
C-2	2.8 AC. ±	4.8 AC. ±	+2.0 AC. ±
C-2-EA-4	2.5 AC. ±	5.1 AC. ±	+2.6 AC. ±
R-2A-R-EA-4 / R-2A-EA-4	0.4 AC. ±	0.0 AC. ±	-0.4 AC. ±
R-1	2.0 AC. ±	0.0 AC. ±	-2.0 AC. ±
R-1-EA-4	1.7 AC. ±	0.0 AC. ±	-1.7 AC. ±
R-1A-EA-4	0.5 AC. ±	0.0 AC. ±	-0.5 AC. ±
TOTALS	9.9 AC. ±	9.9 AC. ±	

VICINITY MAP
NTS



EXISTING ZONING DESIGNATIONS



PROPOSED ZONING DESIGNATIONS

DESIGNED BY —
DRAWN BY DW
CHECKED BY AP
SCALE 1" = 200'

NO.	DATE	REVISIONS	BY	APPD.

CECWEST.COM
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(530) 758-2026
CUNNINGHAM ENGINEERING

LAND PARK COMMERCIAL CENTER REZONE EXHIBIT
SACRAMENTO CALIFORNIA

SHEET 1 OF 1
DATE: 01/28/2016
JOB NO: 1428-02

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Attachment 5: **Recommended Resolution for the Development Project**

RESOLUTION NO. 2016-

Adopted by the Sacramento City Council

November 22, 2016

RESOLUTION APPROVING
THE PARK PROJECT
(P15-048)

BACKGROUND

A. On October 20, 2016, the Planning and Design Commission conducted a public hearing on the Park Project, and

B. On November 22, 2016, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Sections 16.24.097 and 17.812.010(A)(2)(a), (b), and (c) (publication and mail 500 feet), and received and considered evidence concerning the Park 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 Park Project, the City Council approves the Project entitlements based on the Findings of Fact as set forth below.

E. The **Tentative Map** to subdivide six (6) parcels, total of 9.9± acres into five (5) commercial parcels that each contains at least one commercial building is **approved** based on the following Findings of Fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;

   a. The design and improvement of the proposed subdivision is community and specific plans, and Title 16 of the City Code, which is a specific consistent with the City's General Plan, all applicable plan of the City;

   b. The site is physically suitable for the type of development proposed and suited for the proposed density;

   c. The site is suited for the proposed density of the development;

   d. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;

e. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

f. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

g. The land is not subject to a contract entered into pursuant to the California Land Conservation Act of 1965 (commencing with Section 51200 of the Government Code).

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6);

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).

5. The Planning & Design Commission has considered the effect of the approval of this tentative map on the commercial ownership needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

F. **Conditional Use Permit** to construct a commercial/retail store that exceeds 40,000 square feet in size is **approved** based on the following Findings of Fact:

A. The proposed use and its operating characteristics are consistent with the general plan and any applicable specific plan or transit village plan;

The proposed use and its operating characteristics are consistent with general plan policies in that the proposed shopping center will enhance the existing neighborhood, enrich the commercial corridor, create a community gathering place, and improve infrastructure of an infill site.

B. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning district in which it is located, and of all other provisions of this title and this code;

The proposed commercial uses and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the Planning and Development Code, and it requires no deviations. Based upon careful consideration of the site characteristics and surrounding land uses, the proposed

project is determined to be appropriate and not detrimental to neighboring properties.

C. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities;

The proposed use is situated on a parcel that allows pedestrian, bicycle, and vehicular access into the site, and the use can be adequately served by public services and utilities.

D. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance.

The proposed commercial center and its operating characteristics, as conditioned, are determined to not be detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance. The proposed use, as described and conditioned, is appropriate for the location and will provide services to the residents in the community.

G. Site Plan and Design Review for the construction of a commercial center on a 9.9± acre site and relocation of an existing neon sign for the anchor tenant is **approved** based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan and any applicable specific plan or transit village plan;

The proposed development is consistent with the goals and policies of the general plan land use designation of Urban Corridor Low Density. The use is compatible with adjacent uses in the neighborhood and the proposed commercial center provides services and retail opportunities for residents within the community.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards;

The proposed development is consistent with the purpose and intent of the neighborhood commercial design guidelines and with applicable development standards for the C-2 zone; and the project requires no deviations and meets all development standards in the Planning and Development Code.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards;

   The project has been analyzed by City departments and it is determined that all streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood;

   The proposed development is visually and functionally compatible with the surrounding neighborhood which is currently developed with commercial and residential uses.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged;

   The proposed development will ensure energy consumption is minimized and use of renewable energy sources is encouraged.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance.

   The proposed development is not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that: 1) the development is compatible with other uses found in the surrounding neighborhood, and 2) the project meets all development standards in the Planning and Development Code.

H. **Variance for Signage** to exceed the allowed sign dimensions in order to relocate an existing detached sign to the proposed project site is **approved** based on the following Findings of Fact:

1. That exceptional or extraordinary circumstances or conditions apply to the project that do not apply generally in the same district and the enforcement of the regulations of chapter 15.148 would have an unduly harsh result upon the utilization of the subject property;
2. That the variance will not result in a special privilege to one individual property owner and that the variance would be appropriate for any property owner facing similar circumstances;

3. That 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.

Section 2 The City Council approves the project to construct a shopping center with approximately 108,165 square feet of commercial spaces based on the following Conditions of Approval:

E. The **Tentative Map** to subdivide six (6) parcels, total of 9.9± acres into five (5) commercial parcels that each contains at least one commercial building is **approved** based on the following Conditions of Approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P15-048). The design of any improvement not covered by these conditions shall be to City standard.

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

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

GENERAL: All Projects

E1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.

E2. Private reciprocal ingress, egress, and maneuvering easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City stating that a private reciprocal ingress/egress, and maneuvering easement shall be conveyed to and reserved from Lots 1, 2, 3, 4 and 5, at no cost, at the time of sale or other conveyance of either parcel.

E3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P15-048).

E4. Show all continuing and proposed/required easements on the Final Map.

PUBLIC WORKS

E5. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along Wentworth Avenue per City standards to the satisfaction of the Department of Public Works.

E6. Dedicate and construct full frontage improvements along Freeport Boulevard consistent with the City's 4-lane arterial standard with separated sidewalks, Bike lanes and no parking. The bike lanes shall be 6-feet wide from the face of curb (standard) plus a 3-foot bike buffer adjacent to the travel lane as shown on the Tentative Map cross section to the satisfaction of the Department of Public Works. The limit of work on the buffered bike lanes shall be from Meer way to Wentworth Avenue with sidewalk and bike lane transitions provided where needed to the satisfaction of the Department of Public Works.

E7. The applicant shall construct a left turn pocket along Freeport Boulevard to allow left-in movements from Freeport Boulevard to the site's main driveway. The left turn pocket shall be constructed per the recommendations of the traffic analysis to the satisfaction of the Department of Public Works.

E8. The applicant shall construct a 2-foot wide solid median along Wentworth Avenue from the intersection with Freeport Boulevard to the site's driveway along Wentworth Avenue (adjacent to lot 5) to the satisfaction of the Department of Public Works.

E9. The applicant shall remove the existing speed humps along Wentworth Avenue, and reconstruct new speed humps west of the proposed driveway along Wentworth Avenue. In between the newly constructed two sets of speed humps, the applicant shall construct a raised pedestrian cross walk to the satisfaction of the Department of Public Works.

E10. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. Any existing driveways that are not proposed for use with the proposed project shall be removed and the frontage improvements reconstructed to the satisfaction of the Department of Public Works.

E11. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.

E12. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters.

Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

E13. The applicant shall modify the existing signal phasing at the intersection of Freeport Boulevard and Wentworth Avenue consistent with the traffic analysis recommendations and to the satisfaction of the Department of Public Works.

E14. Construct traffic signals at the following intersections when required by the Department of Public Works (if not already in place):

a. Freeport Boulevard and Meer Way

NOTE: The Department of Public Works shall determine the need for signals, based on CalTrans signal warrants and known pending development projects prior to the Issuance of any building permit. If required, signals shall be constructed as part of the public improvements for the Final Map. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of Transportation Division (Signal Operations Section).

E15. The applicant shall submit a Traffic Signal Design Concept Report (TSCDR) per section 15.10 of the City's Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The TSCDR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.

E16. Pursuant to City Code Section 17.700.060, the applicant shall be required to submit a Transportation System Management Plan and pay all required fees prior to issuance of Building Permits. The Transportation System Management Plan shall be subject to review and approval of the City, Department of Public Works.

SMUD

E17. Existing SMUD overhead facilities are within this development plan. The developer shall work with SMUD if removal and or relocation of these facilities are required. If customer request and/or SMUD determine that the overhead facilities are in conflict, the facilities may need to be relocated at the expense to the customer.

E18. Any necessary future SMUD facilities located on the customer's property may require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the customer's property.

E19. Dedicate a 12.5-foot PUE for overhead and underground facilities adjacent to the public roadway right of way along Freeport Blvd.

E20. SMUD equipment shall be accessible to a 26,000-pound SMUD service vehicle in all weather. SMUD equipment shall be no further that 15-feet from a drivable surface. The drivable surface shall have a minimum width of 20-feet.

SASD

E21. Developing this property will require the payment of Regional San sewer impact fees. Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

DOU

E22. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

E23. Each parcel shall have a separate, metered irrigation service; provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels may request a common irrigation service for such parcels, and C.C. & R.s shall be approved by the City and recorded assuring maintenance and payment of the common irrigation, on such terms and conditions as may be determined by the DOU.

E24. Utilities record indicates that this property has a septic sewer system. If the applicant plans to connect into the City's sewer system, then the septic system shall properly be abandon under permit from the County Environmental Health Division.

E25. The onsite water, sewer and storm drain systems shall be private systems maintained by the owner or association.

E26. The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map."

E27. There is an existing drainage main along the northwest corner of the project site. Prior to design, the applicant shall field verify the exact location of the all City drainage systems on the subject property and show these utilities with the distances dimensioned from the property line on the onsite plans. Utilities record did not indicate that there is an existing drainage easement. If no easement exists then the applicant shall dedicate a 15-ft minimum drainage easement (centered over the existing main) to the satisfaction of the Department of Utilities.

E28. Per City Code 13.04.230, no permanent structures (i.e. trees, concrete slabs, pavers, fences, etc.) shall be constructed on top of water or drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the City Attorney.

E29. Per Section 11.2.2 of the City's Design and Procedures Manual, under no circumstances shall proposed infill drainage systems result in increased flooding that does harm. The applicant shall provide a drainage study that meets the "Do No Harm" criteria. The drainage study must be reviewed and approved by the Department of Utilities prior to building permit issuance. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Section (916-808-1400) at the early planning stages to address any drainage related requirements.

E30. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap.

E31. Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

E32. Finished floor elevations shall be above the 100-year HGL or 1.5-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.

E33. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

E34. 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.

E35. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by an existing regional water quality control facility, both source control and on-site treatment control measures are required. A maintenance agreement is required for all on-site treatment control measures. Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the "Stormwater Quality

Design Manual for the Sacramento and South Placer Regions (May 2007)" for appropriate source control measures. Runoff reduction measures (e.g. porous pavement) are optional control measures. Refer to the Runoff Reduction Credit Worksheet in the above Manual for porous pavement design.

FIRE

E36. 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

E37. 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

E38. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105. Verify that all fire hydrants are served from the fire water service line. The hydrant located due south of the structure identified as 12000 sq ft Tenant space is located on a 4" domestic water service line.

E39. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided. Two fire service mains for structures on Lot 2 are shown crossing over areas of Lot 1 and one fire service main for Lot 5 is shown crossing through Lot 2.

E40. A reciprocal ingress egress agreement shall be provided by applicant, subject to review and approval by the City Attorney, for all shared driveways being used for Fire Department access.

E41. Maintenance agreements shall be provided for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:

a. Provisions for the necessary repair and maintenance of the roadway surface.

b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20').

c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping.

d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems.

e. Unrestricted use of and access to the roadways covered by the agreements.

f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.

g. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

MISCELLANEOUS

E42. CC&R's or equivalent shall be approved by the City and recorded assuring maintenance of private drives, common landscaping and lighting.

ADVISORY NOTES

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

E43. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.

E44. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

E45. The truck loading dock must be designed per the Stormwater Quality Design Manual for source control measures for loading areas. A roof overhang that extends 10-feet over the back of the truck is required as well as a sanitary sewer connection at the base of the dock.

E46. The proposed project is located in a Shaded Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

E47. Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $46,861. This is based on 108,980 square feet at Commercial Services Rate of $ 0.43 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. The project may be eligible for credit on prior use for existing commercial square footage, but that will be determined at time of building permit submittal.

F. **Conditional Use Permit** to construct a commercial/retail store that exceeds 40,000 square feet in size is **approved** based on the following Conditions of Approval:

PLANNING

F1. The business hours shall be limited between 6 a.m. to 11:00 p.m. every day. Any requests to modify these hours shall require additional planning review and approval.

F2. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the building storefront as a Good Neighbor Policy measure.

F3. Applicant shall place signage for truck drivers at the loading dock limiting idling to a maximum 5 minutes.

F4. Applicant shall provide electrical hookups for use by trucks at needing electricity.

F5. Testing of the emergency generator shall be limited to one 30-minute period per month. Testing shall occur between the hours of 10:00 a.m. and 5:00 p.m. Monday through Friday.

F6. The shopping center operator shall be responsible for the daily removal of all litter generated by its business on site and be responsible for the maintenance of the masonry walls that are separating the adjacent residential uses.

F7. Any modification to the attached plans shall be subject to review and approval by Planning Department staff prior to the issuance of building permits.

F8. **The applicant shall provide loading dock seals and dock shelters at the two loading doors of the anchor retail store.**

F9. **The applicant shall install shielding around the rooftop equipment including refrigeration units and condensers, etc.**

F10. **The applicant shall establish a community outreach/good neighbor policy that requires the applicant to provide current residents located within 400 feet of the property line with the following: (l) a copy of the conditions of approval and mitigation monitoring plan for the project, and (2) an opportunity to attend one pre-construction meeting with the applicant. In addition, any party that wishes to register complaints regarding the applicant's compliance with the conditions of approval may do so by calling the following numbers: 800-925-9989 (Raley's Service Center) or 916-452-6861 (Raley's Land Park store manager).**

G. **Site Plan and Design Review** for the construction of a commercial center on a 9.9± acre site and relocation of an existing neon sign for the anchor tenant is **approved** based on the following Conditions of Approval:

PLANNING/DESIGN REVIEW

G1. The building shall have a consistency of detail and quality as indicated in the report and exhibits. Final heights, massing, and details shall be reviewed and approved by Design Review staff prior to Building Permit submittal.

G2. Auto access and site layout shall be as indicated in the report and exhibits. Final details and pedestrian circulation treatments shall be reviewed and approved by Planning staff prior to Building Permit submittal.

G3. The project shall have building entry and setbacks as indicated in the exhibits.

G4. The exterior building materials shall include various types as indicated on the exhibits. Final plans, color and material board shall be submitted to Design Review staff for final review and approval prior to Building Permit submittal.

G5. Parking shall be provided per approved plans.

G6. A minimum of 2 electric vehicle charging stations shall be provided and locations shall be subject to planning staff to review and approve.

G7. The proposal is required to meet the Sacramento City Code regulations regarding bicycle parking; and bicycle parking shall be provided per the approved plans. Bicycle parking shall be provided in close proximity to building entries. Location of bicycle parking shall be reviewed and approved by Design Review staff prior to Building Permit submittal.

G8. Exterior lighting style and design shall be compatible and complementary to the building design, and the site should be adequately illuminated for safety and security. Maximum pole height shall be 18 feet. Appropriate lighting should light up wall surfaces and/or landscape areas. The applicant shall submit all site light fixtures cut sheets and plan locations for review and approval by Design Review staff prior to submitting for Building Permit. All light fixtures provided for parking lot, loading dock, and drive aisle illumination shall be full cutoff to reduce glare and light spillover.

G9. On-building light fixtures shall be limited to a height of 12 feet for rear building elevations facing the western property boundary.

G10. All roof mounted and ground mounted mechanical equipment shall be screened and not visible from any street views. Site mechanical equipment and utility vaults shall be incorporated into the project site as provided including generators, SMUD transformers, fire pump, etc. Backflow prevention devices shall be placed at a location that will minimize street and pedestrian views. The applicant shall submit final site mechanical locations for review and approval by Design Review staff prior to Building Permit submittal.

G11. Trash enclosures shall meet all requirements of the Sacramento City Code regulations, including, but not limited to, perimeter landscaping, masonry walls, solid metal gate, concrete apron, overhead clearance and signs.

G12. The project shall include landscaping elements as indicated per the approved plans. Trees shall be planted and maintained throughout surface parking lot to ensure that, within fifteen (15) years after establishment of the parking lot, at least fifty (50) percent of the parking area will be shaded. Automatic irrigation shall be provided for all planting and landscaping. Final landscape plans and details shall be reviewed and approved by Design Review staff prior to Building Permit submittal.

G13. Any signage shall comply with the city's sign code and final design is subject to additional planning and design review at the time of submittal for sign permits.

G14. Any changes to the final approved set of plans shall be subject to review and approval by Design Review prior to Building Permit submittal. Applicant shall comply with all current building code requirements.

G15. No building permit shall be issued until the expiration of the 10-day appeal period. If an appeal is filed, no permit shall be issued until final approval is received.

G16. Final occupancy shall be subject to approval and involve an on-site inspection by Planning Staff.

PUBLIC WORKS

G17. 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 the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along Freeport Boulevard and Wentworth Avenue per City standards to the satisfaction of the Department of Public Works.

G18. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P15-048).

G19. Dedicate and construct full frontage improvements along Freeport Boulevard consistent with the City's 4-lane arterial standard with separated sidewalks Bike lanes and no parking. The bike lanes shall be 6-feet wide from the face of curb (standard) plus a 3-foot bike buffer adjacent to the travel lane as shown on the Tentative Map cross section to the satisfaction of the Department of Public Works. The limit of work on the buffered bike lanes shall be from Meer way to Wentworth Avenue with sidewalk and bike lane transitions provided where needed to the satisfaction of the Department of Public Works.

G20. The applicant shall construct a left turn pocket along Freeport Boulevard to allow left-in movements from Freeport Boulevard to the site's main driveway. The left turn pocket shall be constructed per the recommendations of the traffic analysis to the satisfaction of the Department of Public Works.

G21. The applicant shall construct a 2-foot wide solid median along Wentworth Avenue from the intersection with Freeport Boulevard to the site's driveway along Wentworth Avenue (adjacent to lot 5) to the satisfaction of the Department of Public Works.

G22. The applicant shall remove the existing speed humps along Wentworth Avenue, and

reconstruct new speed humps west of the proposed driveway along Wentworth Avenue. In between the newly constructed two sets of speed humps, the applicant shall construct a raised pedestrian cross walk to the satisfaction of the Department of Public Works.

G23. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.

G24. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. Any existing driveways that are not proposed for use with the proposed project shall be removed and the curb reconstructed to the satisfaction of the Department of Public Works.

G25. The applicant shall modify the existing signal phasing at the intersection of Freeport Boulevard and Wentworth Avenue consistent with the traffic analysis recommendations and to the satisfaction of the Department of Public Works.

G26. Construct traffic signals at the following intersections when required by the Department of Public Works (if not already in place):

a. Freeport Boulevard and Meer Way

NOTE: The Department of Public Works shall determine the need for signals, based on CalTrans signal warrants and known pending development projects prior to the Issuance of any building permit. If required, signals shall be constructed as part of the public improvements for the Final Map. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of Transportation Division (Signal Operations Section).

G27. The applicant shall submit a Traffic Signal Design Concept Report (TSCDR) per section 15.10 of the City's Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signals work. The TSCDR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.

G28. Pursuant to City Code Section 17.700.060, the applicant shall be required to submit a Transportation System Management Plan and pay all required fees prior to issuance of Building Permits. The Transportation System Management Plan shall be subject to review and approval of the City, Department of Public Works.

G29. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.

G30. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.

G31. 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). 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.

DOU

G32. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

G33. Each parcel shall have a separate, metered irrigation service; provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels may request a common irrigation service for such parcels, and C.C. & R.s shall be approved by the City and recorded assuring maintenance and payment of the common irrigation, on such terms and conditions as may be determined by the DOU.

G34. Utilities record indicates that this property has a septic sewer system. If the applicant plans to connect into the City's sewer system, then the septic system shall properly be abandon under permit from the County Environmental Health Division.

G35. The onsite water, sewer and storm drain systems shall be private systems maintained by the owner or association.

G36. There is an existing drainage main along the northwest corner of the project site. Prior to design, the applicant shall field verify the exact location of the all City drainage systems on the subject property and show these utilities with the distances dimensioned from the property line on the onsite plans. Utilities record did not indicate that there is an existing drainage easement. If there no easement exists, then the applicant shall dedicate a 15-ft minimum drainage easement to the satisfaction of the Department of Utilities.

G37. Per City Code 13.04.230, no permanent structures (i.e. trees, concrete slabs, pavers, fences, etc.) shall be constructed on top of water or drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the City Attorney.

G38. Per Section 11.2.2 of the City's Design and Procedures Manual, under no circumstances shall proposed infill drainage systems result in increased flooding that does harm. The applicant shall provide a drainage study that meets the "Do No Harm" criteria. The drainage study must be reviewed and approved by the Department of Utilities prior to building permit issuance. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Section (916-808-1400) at the early planning stages to address any drainage related requirements.

G39. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required

and shall be connected to the street drainage system by means of a storm drain service tap.

G40. Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

G41. Finished floor elevations shall be above the 100-year HGL or 1.5-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.

G42. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

G43. 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.

G44. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by an existing regional water quality control facility, both source control and on-site treatment control measures are required. A maintenance agreement is required for all on-site treatment control measures. Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)” for appropriate source control measures. Runoff reduction measures (e.g. porous pavement) are optional control measures. Refer to the Runoff Reduction Credit Worksheet in the above Manual for porous pavement design.

DOU ADVISORY NOTES

G45. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

G46. The proposed project is located in a Shaded Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the

project site lies in an area with no requirements to elevate or flood proof.

FIRE

G47. 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

G48. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4

G49. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4, FD Standard. The representations on sheet A1 for the turning radii are not accurate. They must represent a full width of 20' for the fire lane approach into the turn with the inside and outside radii remaining consistent throughout the turn. Where one-way traffic is concerned, medians must be taken into consideration to maintain enough road for apparatus to complete the turn without crossing over the median. See examples.

G50. Provide appropriate Knox access for structures. CFC Section 506

G51. 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. CFC Fire Code Amendments 903.2 (a)

G52. 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 and not more than 30 feet from a paved roadway. FDC's shall be located on the same side of the street or fire lane so that when connecting to a fire apparatus the fire hose does not obstruct access for other emergency responding vehicles.

G53. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. CFC Amendments 903.4.1.1

G54. Minimum gate width shall provide 20 feet clear access. An approved key box (Knox) shall be installed at least 48 inches above grade on the outside of the gate. It shall be provided with a key to open the gate.

POLICE

G55. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K.

G56. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

G57. Parking and bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 10:1 maximum to minimum ratio during business hours.

G58. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of ¼ foot candles per square foot of surface area at a 2 foot candle average and a 4:1 average to minimum ratio from one-half hour before dusk to one-half hour after dawn.

G59. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

G60. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading (SCC 17.608.040).

G61. All light fixtures shall be vandal resistant (SCC 17.608.040).

G62. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties (SCC 17.608.040).

G63. All mature landscaping shall follow the two foot six foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance and eliminates hiding areas within the landscape.

G64. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.

G65. Pedestrian paths shall be a minimum of 6’ wide.

G66. All solid core exterior doors shall be equipped with a 180 degree viewing device to screen persons before allowing entry, and shall remain locked at all times except for emergencies and deliveries.

G67. A decorative tubular steel fence is required at the norther border of the property to prevent pedestrians from walking through the landscaped area north of “Shops 4.” Fence shall extend from the public sidewalk on Freeport Boulevard to the required CMU wall at the easternmost residential unit and be at least 42” high.

G68. Steps shall be taken to mitigate an impromptu pedestrian path along Freeport north of “Shops 4.” Possible mitigation measures include a 6’ sidewalk to allow such entrance onto the property or a 4’ decorative tubular steel fence to prevent such entrance onto the property.

G69. Applicant shall enter into partnership with the Sacramento Police Department to install two (2) POD cameras within six (6) months of the first tenant occupying the site. One camera shall be positioned with the intention of recording vehicles entering and exiting the property via Wentworth Avenue. The other camera shall be positioned with the intention of recording vehicles entering and exiting the property via Freeport Boulevard. The maximum cost for these cameras to the applicant shall be $6000 total ($3000 per POD).

G70. Sales of beer and malt beverages for off-premises consumption shall be in quantities of not less than a six-pack.

G71. Sales of wine for off-premises consumption shall be in containers of at least 750 ml.

G72. Sales of wine coolers for off premises consumption, whether made for wine or malt products, shall not be sold in quantities of less than factory packs of four.

G73. Sales of distilled spirits for off-premises consumption shall be in containers of at least 200 ml.

G74. Electronic “point of sale” age verification system is required for alcohol sales, including:

- scans and authenticates ID
- identifies fake IDs
- has the ability to create a “banned patron” list

G75. No more than 33 percent of the square footage of the windows and clear doors shall be blocked by advertising, signs, shelves or anything else. All advertising, signs, and shelving shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises, including the area in which the cash registers are maintained, from the exterior public sidewalk or entrance to the premises. All signs shall comply with the City Code.

G76. The names of all stores shall be printed on all receipts.

G77. No public pay phones/telephones shall be allowed on the premises.

G78. The applicant is responsible for reasonably controlling the conduct of persons on the site and shall immediately disperse loiterers. This does not imply that full time security must be employed.

G79. All dumpsters shall be kept locked.

G80. Trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.

G81. Any graffiti painted or marked upon the premises or on any adjacent area under the

control of the applicant shall be removed or painted over with matching paint within seven (7) days of being applied.

G82. The operator shall be responsible for the daily removal of all litter from the site.

G83. Seat walls and benches shall be designed and built with the intent that the user sit upright and not lie down. Seat walls and benches shall also be designed to make skateboarding less attractive. Final design approval from the Sacramento Police Department CPTED Sergeant or designee is required.

G84. Internal sidewalks around "Shops 5" shall be integrated with the pedestrian paths from the neighboring property to the east to prevent the creation of dirt paths.

G85. Bike racks on the south side of "Shops 2" shall be in front of windows to promote natural surveillance.

G86. Bike racks shown west of "Shops 1" shall be moved to another location that provides natural surveillance (e.g. in front of a window). This would not apply to "long term bicycle parking."

REGIONAL TRANSIT

G87. Project construction shall not disrupt transit service or pedestrian access to transit stops.

G88. Developer to contact Robert Hendrix, RT Facilities (916) 869-8606 to determine if upgrades for the existing bus stop are required or if a bus shelter pad shall be provided. If determined appropriate (by RT) provide a bus shelter pad as directed. Additionally, bus stop accessibility to and from the site should be discussed with Robert to ensure clear and easy connectivity for all transit users, including those with disabilities

G89. Transit information shall be displayed in prominent locations within the businesses for both patrons and employees. Please use the Request Form available on www.sacrt.com to order transit information materials.

H. **Variance for Signage** to exceed the allowed sign dimensions in order to relocate an existing detached sign to the proposed project site is **approved** based on the following Conditions of Approval:

H1. The variance is for the relocation of the existing pylon sign from the current Raley's location to the south only.

H2. Building permit is required to relocate the pylon sign.

H3. All other signage on site shall comply with the city's sign code and final design is subject to additional planning review at the time of pulling sign permits.

TENTATIVE SUBDIVISION MAP
FOR
LAND PARK COMMERCIAL CENTER

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA
SEPTEMBER 2016
SHEET 1 OF 2

Exhibit 5A: Tentative Map

VICINITY MAP
NTS

NOTES:

1. THIS MAP WAS PREPARED UNDER THE DIRECTION OF CHARLES W. CUNNINGHAM, RCE 30339.
2. ALL INFORMATION ON THIS MAP IS DEEMED TO BE OF A PRELIMINARY NATURE, AND IS NOT TO BE RELIED ON FOR SURVEY OR PROPERTY LINE INFORMATION.
3. THE EXISTING BOUNDARY AND TOPOGRAPHY INFORMATION IS BASED ON A FIELD SURVEY PERFORMED BY MORROW SURVEYING DATED SEPTEMBER 2014.
4. THE PROPOSED SITE IMPROVEMENTS ARE BASED ON A SITE PLAN PREPARED BY MCG ARCHITECTURE DATED MAY 2016.
5. OWNER RESERVES THE RIGHT TO FILE FINAL MAPS IN PHASES.
6. THIS SUBDIVISION IS A MERGER AND RESUBDIVISION OF THE FOLLOWING PARCELS:

REAL PROPERTY IN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE:

LOTS 18 AND 19, AS SHOWN ON THE "PLAT OF WEISMAN AND WULFF SUTTERVILLE HEIGHTS TRACT", RECORDED IN THE OFFICE OF THE COUNTY RECORDER, SACRAMENTO COUNTY, JANUARY 23, 1904, IN BOOK 5 OF MAPS, MAP NO. 30; EXCEPTING THEREFROM THE FOLLOWING:

BEGINNING AT A POINT ON THE SOUTHEAST CORNER OF SAID LOT 19 (SAID POINT BEING LOCATED ON THE CENTERLINE OF FREEPORT BOULEVARD AS SHOWN ON SAID PLAT), AND RUNNING THENCE FROM SAID POINT OF BEGINNING ALONG THE SOUTHERLY LINE OF SAID LOT 19, SOUTH 89°51' WEST 292.50 FEET; THENCE PARALLEL TO THE EASTERLY LINE OF SAID LOT 19, NORTH 15°04'15" EAST 75.00 FEET; THENCE PARALLEL TO THE SOUTHERLY LINE OF SAID LOT 19, NORTH 89°51' EAST 95.60 FEET; THENCE PARALLEL TO THE EASTERLY LINE OF SAID LOT19, NORTH 15°04'15" EAST 190.00 FEET TO A POINT IN THE EASTERLY LINE OF SAID LOT 19 AND THE CENTERLINE OF FREEPORT BOULEVARD; THENCE FOLLOWING THE SAID EASTERLY LINE OF LOT 19 AND THE CENTERLINE OF FREEPORT BOULEVARD, SOUTH 15°04'15" WEST 105.51 FEET TO THE POINT OF BEGINNING.

PARCEL TWO:

LOT 6 OF PLAT OF MEAD TRACT, ACCORDING TO THE OFFICIAL PLAT THEREOF FILED IN THE OFFICE OF THE RECORDER OF SACRAMENTO COUNTY, CALIFORNIA, ON OCTOBER 14, 1908 IN BOOK 9 OF MAPS, MAP NO. 18.

PARCEL THREE:

LOTS 7 AND 8 AS SHOWN ON THE "PLAT OF MEAD TRACT," RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SACRAMENTO COUNTY, ON OCTOBER 14, 1908, IN BOOK 9 OF MAPS, MAP NO. 18.

PARCEL FOUR:

LOT 9 OF PLAT OF MEAD TRACT, ACCORDING TO THE OFFICIAL PLAT THEREOF FILED IN THE OFFICE OF THE RECORDER OF SACRAMENTO COUNTY, CALIFORNIA, ON OCTOBER 14, 1908 IN BOOK 9 OF MAPS, MAP NO. 18.

PARCEL FIVE:

LOT 10 AS SHOWN ON THE "PLAT OF MEAD TRACT," RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SACRAMENTO COUNTY, ON OCTOBER 14, 1908, IN BOOK 9 OF MAPS, MAP NO. 18.

PARCEL SEVEN:

LOT 5, AS SHOWN ON THE "PLAT OF MEAD TRACT", RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SACRAMENTO COUNTY, ON OCTOBER 14, 1908, IN BOOK 9 OF MAPS, MAP NO. 18.

OWNER :
EXISTING PARCELS ONE, TWO, THREE, FOUR AND FIVE
RALEY'S, A CALIFORNIA CORPORATION
500 WEST CAPITOL AVENUE
WEST SACRAMENTO, CA 95605
(800) 925-9989

OWNER :
EXISTING PARCEL SEVEN
MGM LP, A CALIFORNIA LIMITED PARTNERSHIP
260 SELBY LANE
ATHERTON, CA 94027
(415) 828-0619

OWNER :
EXISTING PARCEL SEVEN
TODD D. OLIVER FAMILY TRUST
1140 DEANNA DRIVE
MENLO PARK, CA 94025
(415) 517-3809

ARCHITECT:
MCG ARCHITECTURE
250 SUTTER STREET, SUITE 500
SAN FRANCISCO, CA 94108
(415) 974-6002

CIVIL ENGINEER:
CUNNINGHAM ENGINEERING
2120 20th STREET, SUITE 3
SACRAMENTO, CALIFORNIA 95818
(916) 455-2026

ASSESSORS PARCEL NUMBERS:
PARCEL 1: 017-0121-001
PARCEL 2: 017-0121-007
PARCEL 3: 017-0121-008
PARCEL 4: 017-0121-009
PARCEL 5: 017-0121-010
PARCEL 7: 017-0121-006

PROJECT ADDRESS:
PARCEL 1: 4700 FREEPORT BOULEVARD
PARCEL 2: 1929 WENTWORTH AVENUE
PARCEL 3: 1927 WENTWORTH AVENUE
PARCEL 4: 1919 WENTWORTH AVENUE
PARCEL 5: 1913 WENTWORTH AVENUE
PARCEL 7: 2009 WENTWORTH AVENUE

EXISTING AREA:
PARCEL 1: 9.0 Acres
PARCEL 2: 0.15 Acres
PARCEL 3: 0.29 Acres
PARCEL 4: 0.15 Acres
PARCEL 5: 0.15 Acres
PARCEL 7: 0.15 Acres

PROPOSED AREA:
LOT 1: 4.4 Acres
LOT 2: 3.4 Acres
LOT 3: 0.59 Acres
LOT 4: 0.81 Acres
LOT 5: 0.62Acres

EXISTING ZONING:
PARCEL 1: C2
PARCEL 2: R-1A-EA-4
PARCEL 3: R-2A-EA-4
PARCEL 4: R-1-EA-4
PARCEL 5: R-1-EA -4
PARCEL 7: R-1-EA-4

PROPOSED ZONING:
LOT 1: RETAIL/COMMERCIAL
LOT 2: RETAIL/COMMERCIAL
LOT 3: RETAIL/COMMERCIAL
LOT 4: RETAIL/COMMERCIAL
LOT 5: RETAIL/COMMERCIAL

EXISTING GENERAL PLAN LAND USE:
PARCEL 1: RETAIL/COMMERCIAL
PARCEL 2: RETAIL/COMMERCIAL
PARCEL 3: RETAIL/COMMERCIAL
PARCEL 4: RESIDENTIAL
PARCEL 5: RESIDENTIAL
PARCEL 7: RETAIL/COMMERCIAL

PROPOSED GENERAL PLAN LAND USE:
LOT 1: RETAIL/COMMERCIAL
LOT 2: RETAIL/COMMERCIAL
LOT 3: RETAIL/COMMERCIAL
LOT 4: RETAIL/COMMERCIAL
LOT 5: RETAIL/COMMERCIAL

SERVICE PROVIDERS:

WATER:	CITY OF SACRAMENTO
SEWER:	SACRAMENTO AREA SEWER DISTRICT
DRAINAGE:	CITY OF SACRAMENTO
SCHOOL DISTRICT:	CITY OF SACRAMENTO
PARK & RECREATION:	CITY OF SACRAMENTO
FIRE PROTECTION:	CITY OF SACRAMENTO
POLICE PROTECTION:	CITY OF SACRAMENTO
ELECTRIC:	SMUD
GAS:	PG&E

BASIS OF BEARINGS:
THE BASIS OF BEARINGS FOR THIS SURVEY IS IDENTICAL WITH THAT OF THE "F2" LINE OF FREEPORT BOULEVARD AS SHOWN ON THE STATE OF CALIFORNIA DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAY RIGHT OF WAY MAP, FILED IN BOOK 4 OF HIGHWAY MAPS, AT PAGES 44-48, SACRAMENTO COUNTY RECORDS, BASED UPON FOUND MONUMENTS SHOWN HEREON.

FLOOD ZONE:
FLOOD ZONE: X (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS OF LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD PER FEMA COMMUNITY PANEL 06067C0190H, DATED AUGUST 16, 2012.

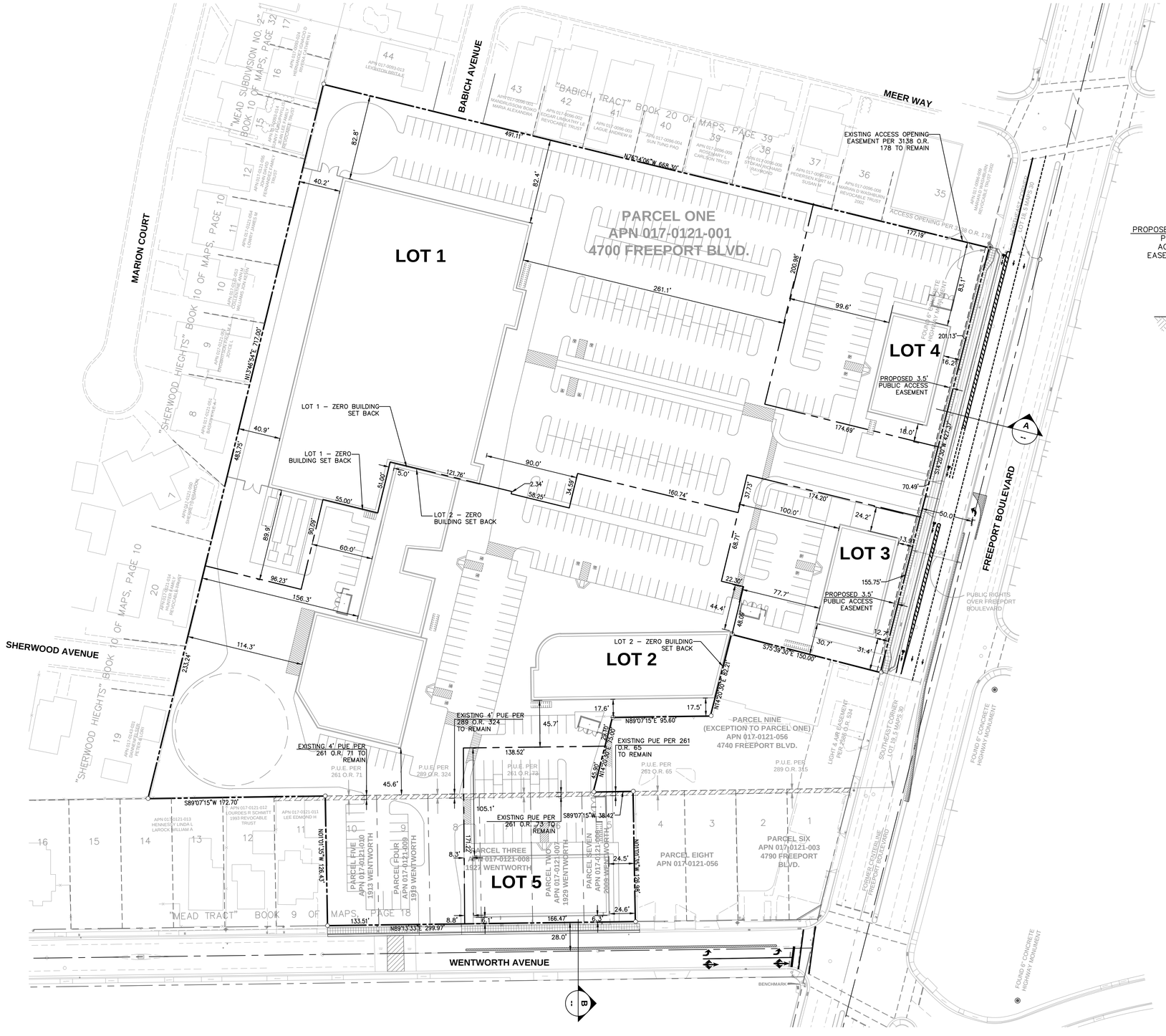
BENCHMARK:
CITY OF SACRAMENTO BENCHMARK 317-C3E, A RAMSET IN THE TRAFFIC SIGNAL BASE AT THE SOUTHWEST CORNER OF FREEPORT BOULEVARD AND WENTWORTH AVENUE. ELEVATION 20.276 FEET (NAVD88)

DATE SIGNED: _____
THESE DRAWINGS ARE NOT CONSIDERED FINAL UNTIL THE ENGINEER'S SEAL BELOW HAS BEEN SIGNED AND DATED.

REGISTERED PROFESSIONAL ENGINEER
CHARLES W. CUNNINGHAM
No. C30339
CIVIL
STATE OF CALIFORNIA

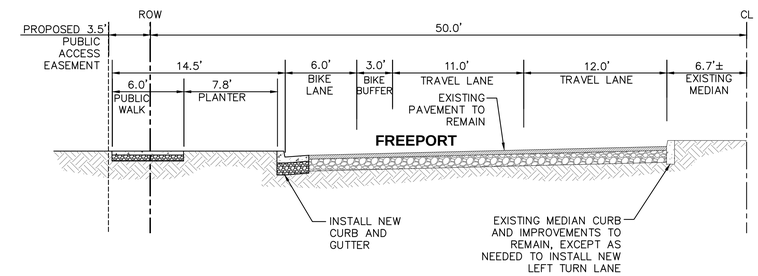
TENTATIVE SUBDIVISION MAP
FOR
LAND PARK COMMERCIAL CENTER

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA
SEPTEMBER 2016
SHEET 2 OF 2

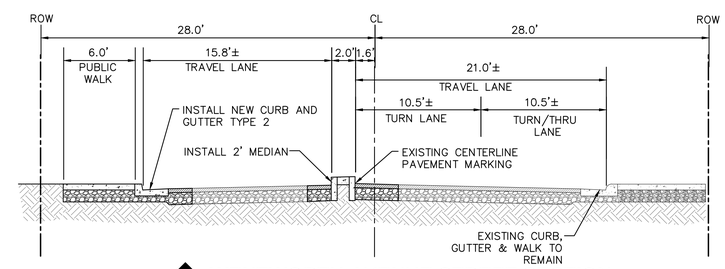


LEGEND

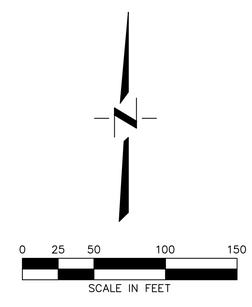
- SUBDIVISION BOUNDARY
- NEW LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- PROPOSED SITE IMPROVEMENTS
- EXISTING LOT LINE
- ADJACENT PROPERTY LINE
- EXISTING STREET CENTERLINE



A — FREEPORT BOULEVARD STREET SECTION
NTS



B — WENTWORTH AVENUE STREET SECTION
NTS



DATE SIGNED: _____
THESE DRAWINGS ARE NOT CONSIDERED FINAL UNTIL THE ENGINEER'S SEAL BELOW HAS BEEN SIGNED AND DATED.

REGISTERED PROFESSIONAL ENGINEER
GIMBES W. CUNNINGHAM
No. C30339
CIVIL
STATE OF CALIFORNIA

Exhibit 5B: Site Plan

PROJECT SUMMARY

STREET ADDRESS
4700, 4740 & 4790 FREEPORT BLVD.,
1913, 1919, 1927 & 2009 WENTWORTH AVE.

ZONING
COMMERCIAL (C-2-EA-4, C-2)
RESIDENTIAL (R-1,R-1-EA-4, R-1A-EA-4)
RESIDENTIAL (R-2A-R-EA-4/R-2A-EA-4)

ASSESSOR'S PARCEL NUMBERS
017-0121-001, 017-0121-007, 017-0121-008,
017-0121-009, 017-0121-010, 017-0121-006

SITE AREA:	9.867 ACRES (429,806.5 SF)
NET SITE AREA:	8.3 ACRES
TOTAL BUILDING AREA:	108,165 SF
FLOOR AREA RATIO:	0.24

PARKING

TOTAL ON-SITE PARKING:	457 STALLS
PARKING RATIO:	4.2/1000
STANDARD STALL SIZE:	8.5' X 18'
MINIMUM AISLE WIDTH:	24'

BICYCLE PARKING
LONG-TERM PARKING PROVIDED IN LOCKERS

1 STALL PER 10,000 SF:	11 STALLS

SHORT-TERM PARKING PROVIDED BY RACKS
DISTRIBUTED THROUGHOUT THE SITE

1 STALL PER 2,000 SF:	57 STALLS
BICYCLE PARKING AREA:	2' X 6'

THE PARK

SACRAMENTO, CALIFORNIA

DATE:	SEPTEMBER 8, 2016
MCG JOB #:	14.259.02

DATE	REVISIONS

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NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guaranties of any kind are given or implied by the Architect.

SITE PLAN

Scale : 1" = 50'
0 25' 50' 100'
N

MO CAPITAL
MENLO PARK, CALIFORNIA

A1

250 Sutter Street, Suite 500
San Francisco, California 94108
T 415.974.6002
mcgarchitecture.com

THE PARK

SACRAMENTO, CALIFORNIA

STREETSCAPE FROM FREEPORT BLVD.

A2

Scale : N.T.S.

MO CAPITAL

MENLO PARK, CALIFORNIA

DATE:	SEPT. 8, 2016
MCG JOB #:	14.259.02

DATE	REVISIONS

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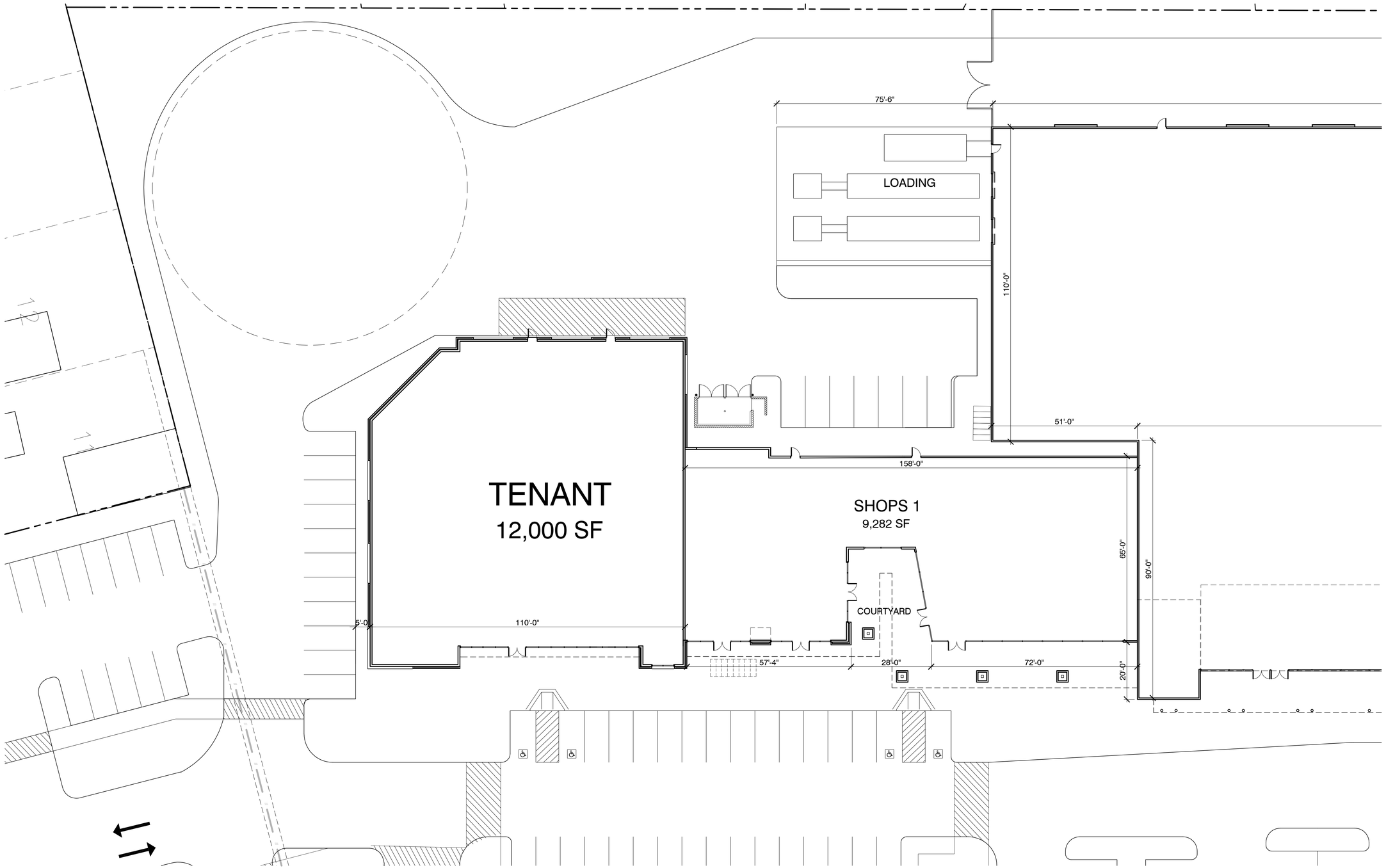

LAND PARK COMMERCIAL CENTER

SACRAMENTO, CALIFORNIA

FLOOR PLAN
Tenant / Shops 1

A3

DATE: SEPTEMBER 8, 2016
MCG JOB #: 14.259.02

DATE	REVISIONS

Scale : 1" = 16'

0 8' 16' 32'

N

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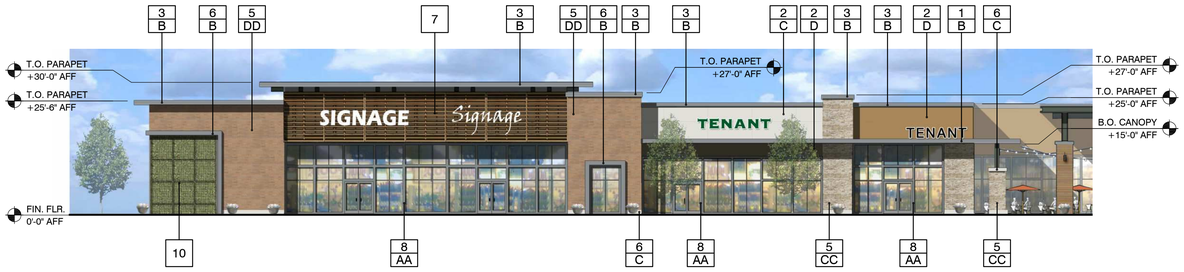
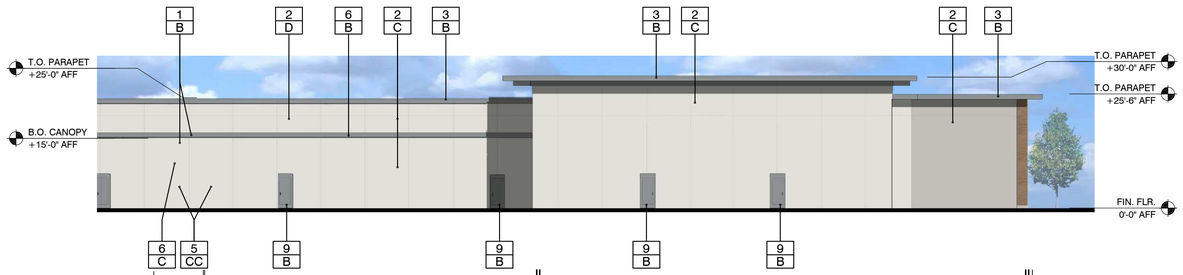


EAST



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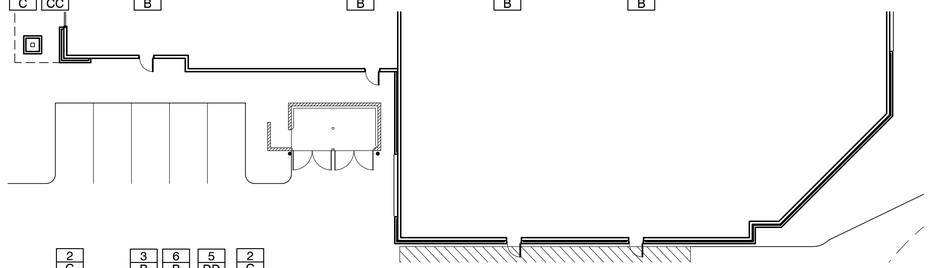


SOUTH

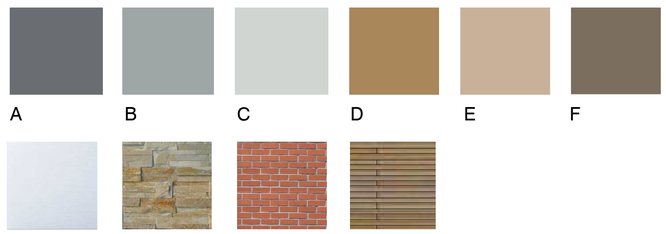
NORTH

FINISH MATERIAL KEYNOTES:

1	METAL CANOPY	6	STUCCO ACCENT
2	STUCCO	7	WOOD LOUVER
3	COPING	8	STOREFRONT
4	NOT USED	9	METAL DOOR
5	MASONRY VENEER	10	GREEN SCREEN
		11	WOOD SIDING

LEGEND:

MATERIAL/TYPE		MANUFACTURER	COLOR/NUMBER
EXTERIOR CEMENT PLASTER, WALLS AND TRIM:			
A	PAINT	BENJAMIN MOORE	ASHLAND SLATE, #1608
B	PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C	PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D	PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E	PAINT	BENJAMIN MOORE	LATTE, #2163-60
F	PAINT	BENJAMIN MOORE	WHITALL BROWN, #HC-69
ALUMINUM STOREFRONT:			
AA	ALUM STOREFRONT	KAWNEER	ANODIZED ALUMINUM, CLEAR
EXTERIOR WALL FINISHES:			
CC	STONE VENEER	---	STACKED SLATE, CHINA NATURAL
DD	BRICK VENEER	MCNEAR	COMMERCIAL SERIES, RED - DIESKIN
EE	COMPOSITE SIDING	RESYSTA	FVG-C24



LAND PARK COMMERCIAL CENTER

SACRAMENTO, CALIFORNIA

ELEVATIONS
Tenant / Shops 1

A4

DATE: JUNE 22, 2015
MCG JOB #: 14.259.02

DATE	REVISIONS

Scale : 1" = 16'

0 8' 16' 32'

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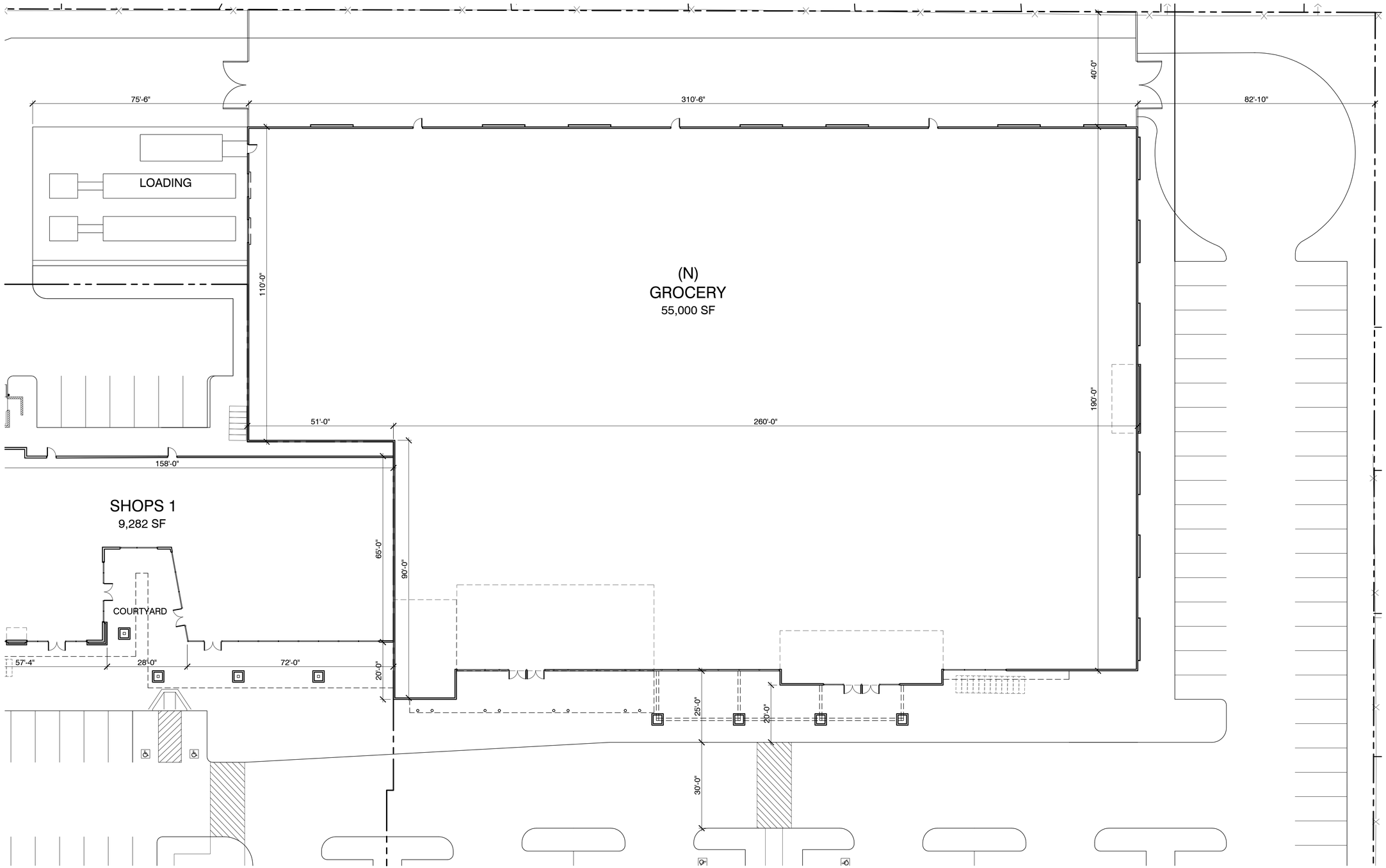

LAND PARK COMMERCIAL CENTER

SACRAMENTO, CALIFORNIA

FLOOR PLAN
Grocery

A5

DATE: SEPTEMBER 8, 2016
MCG JOB #: 14.259.02

DATE	REVISIONS

Scale : 1" = 16'

0 8' 16' 32'

N

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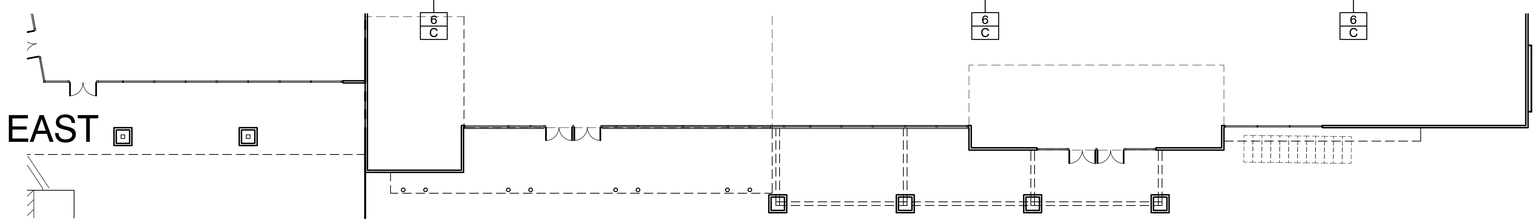
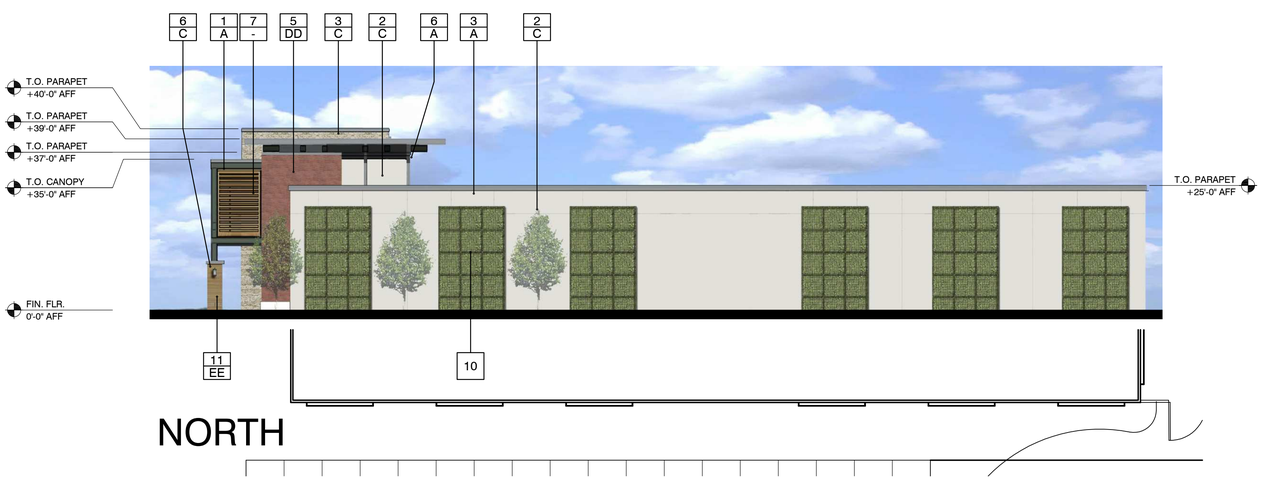


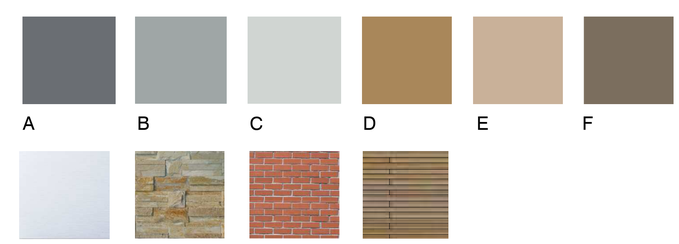


FINISH MATERIAL KEYNOTES:

1	METAL CANOPY	6	STUCCO ACCENT
2	STUCCO	7	WOOD LOUVER
3	COPING	8	STOREFRONT
4	NOT USED	9	METAL DOOR
5	MASONRY VENEER	10	GREEN SCREEN
		11	WOOD SIDING

LEGEND:

MATERIAL/TYPE		MANUFACTURER	COLOR/NUMBER
EXTERIOR CEMENT PLASTER, WALLS AND TRIM:			
A	PAINT	BENJAMIN MOORE	ASHLAND SLATE, #1608
B	PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C	PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D	PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E	PAINT	BENJAMIN MOORE	LATTE, #2163-60
F	PAINT	BENJAMIN MOORE	WHITALL BROWN, #HC-69
ALUMINUM STOREFRONT:			
AA	ALUM STOREFRONT	KAWNEER	ANODIZED ALUMINUM, CLEAR
EXTERIOR WALL FINISHES:			
CC	STONE VENEER	---	STACKED SLATE, CHINA NATURAL
DD	BRICK VENEER	MCNEAR	COMMERCIAL SERIES, RED - DIESKIN
EE	COMPOSITE SIDING	RESYSTA	FVG-C24



DATE: SEPT. 8, 2016
MCG JOB #: 14.259.02

DATE	REVISIONS

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NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guaranties of any kind are given or implied by the Architect.

ELEVATIONS
Grocery / Shops 1

Scale : 1" = 16'
0 8' 16' 32'

THE PARK
SACRAMENTO, CALIFORNIA

A6

MO CAPITAL
MENLO PARK, CALIFORNIA

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WEST

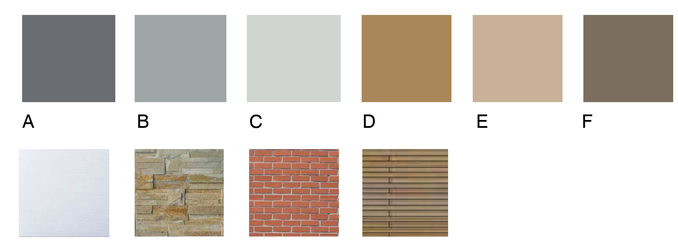
SOUTH

FINISH MATERIAL KEYNOTES:

1	METAL CANOPY	6	STUCCO ACCENT
2	STUCCO	7	WOOD LOUVER
3	COPING	8	STOREFRONT
4	NOT USED	9	METAL DOOR
5	MASONRY VENEER	10	GREEN SCREEN
		11	WOOD SIDING

LEGEND:

MATERIAL/TYPE		MANUFACTURER	COLOR/NUMBER
EXTERIOR CEMENT PLASTER, WALLS AND TRIM:			
A	PAINT	BENJAMIN MOORE	ASHLAND SLATE, #1608
B	PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C	PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D	PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E	PAINT	BENJAMIN MOORE	LATTE, #2163-60
F	PAINT	BENJAMIN MOORE	WHITALL BROWN, #HC-69
ALUMINUM STOREFRONT:			
AA	ALUM STOREFRONT	KAWNEER	ANODIZED ALUMINUM, CLEAR
EXTERIOR WALL FINISHES:			
CC	STONE VENEER	---	STACKED SLATE, CHINA NATURAL
DD	BRICK VENEER	MCNEAR	COMMERCIAL SERIES, RED - DIESKIN
EE	COMPOSITE SIDING	RESYSTA	FVG-C24



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DATE	REVISIONS

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ELEVATIONS
Grocery / Shops 1

Scale : 1" = 16'
0 8' 16' 32'

THE PARK
SACRAMENTO, CALIFORNIA

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MENLO PARK, CALIFORNIA

A7

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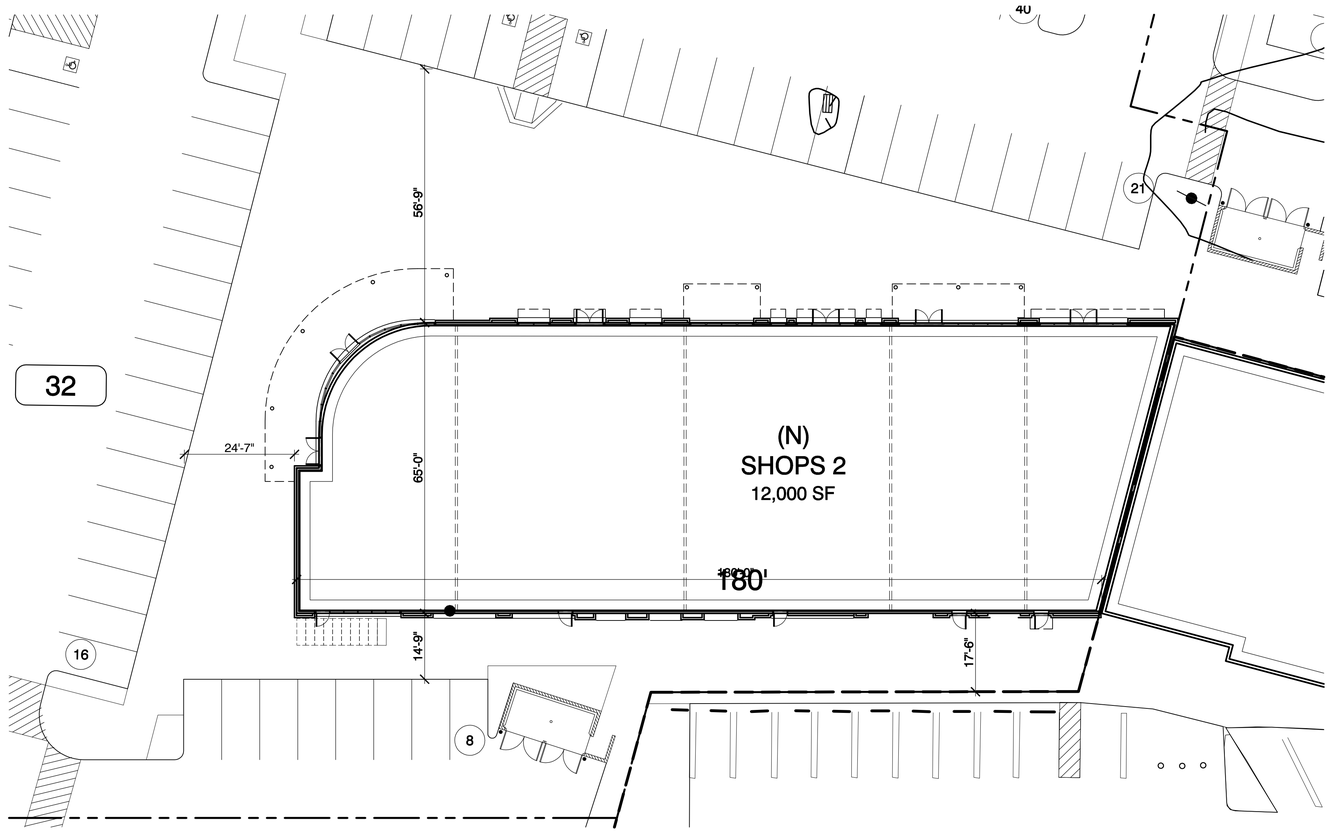

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SACRAMENTO, CALIFORNIA

FLOOR PLAN
SCHEME B

A8

DATE: SEPT. 8, 2016
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Scale : 1" = 16'

0 8' 16' 32'

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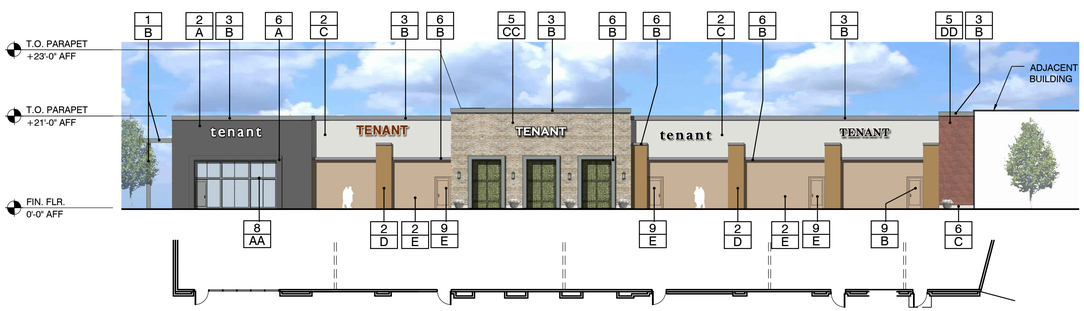
WEST



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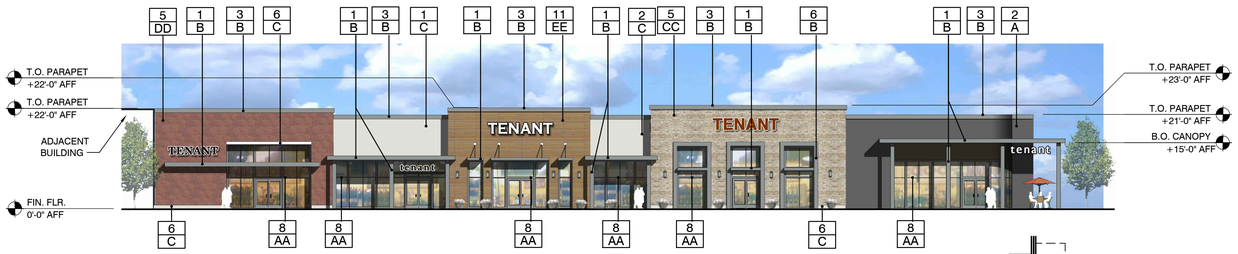

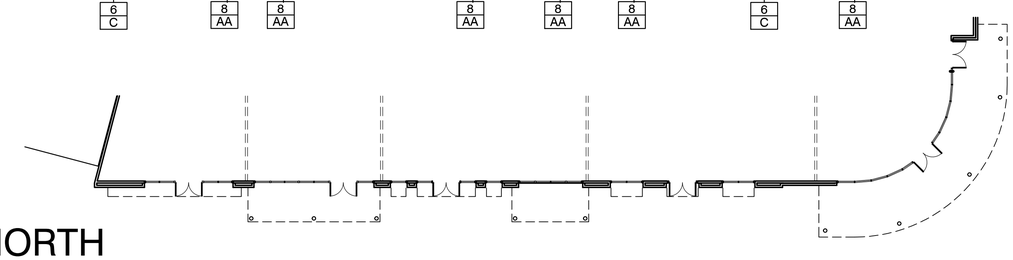

NORTH

FINISH MATERIAL KEYNOTES:

1	METAL CANOPY	6	STUCCO ACCENT
2	STUCCO	7	WOOD LOUVER
3	COPING	8	STOREFRONT
4	NOT USED	9	METAL DOOR
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		11	WOOD SIDING

LEGEND:

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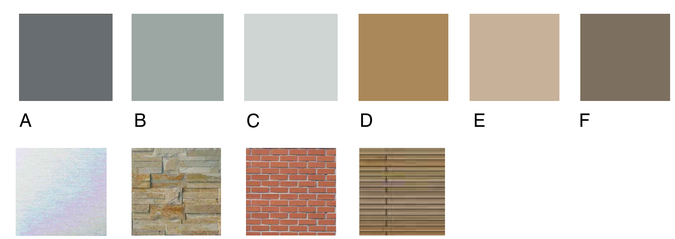
CC	STONE VENEER	---	STACKED SLATE, CHINA NATURAL
DD	BRICK VENEER	MCNEAR	COMMERCIAL SERIES, RED - DIESKIN
EE	COMPOSITE SIDING	RESYSTA	FVG-C24



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SACRAMENTO, CALIFORNIA

ELEVATIONS
Shops 2

A9

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0 8' 16' 32'

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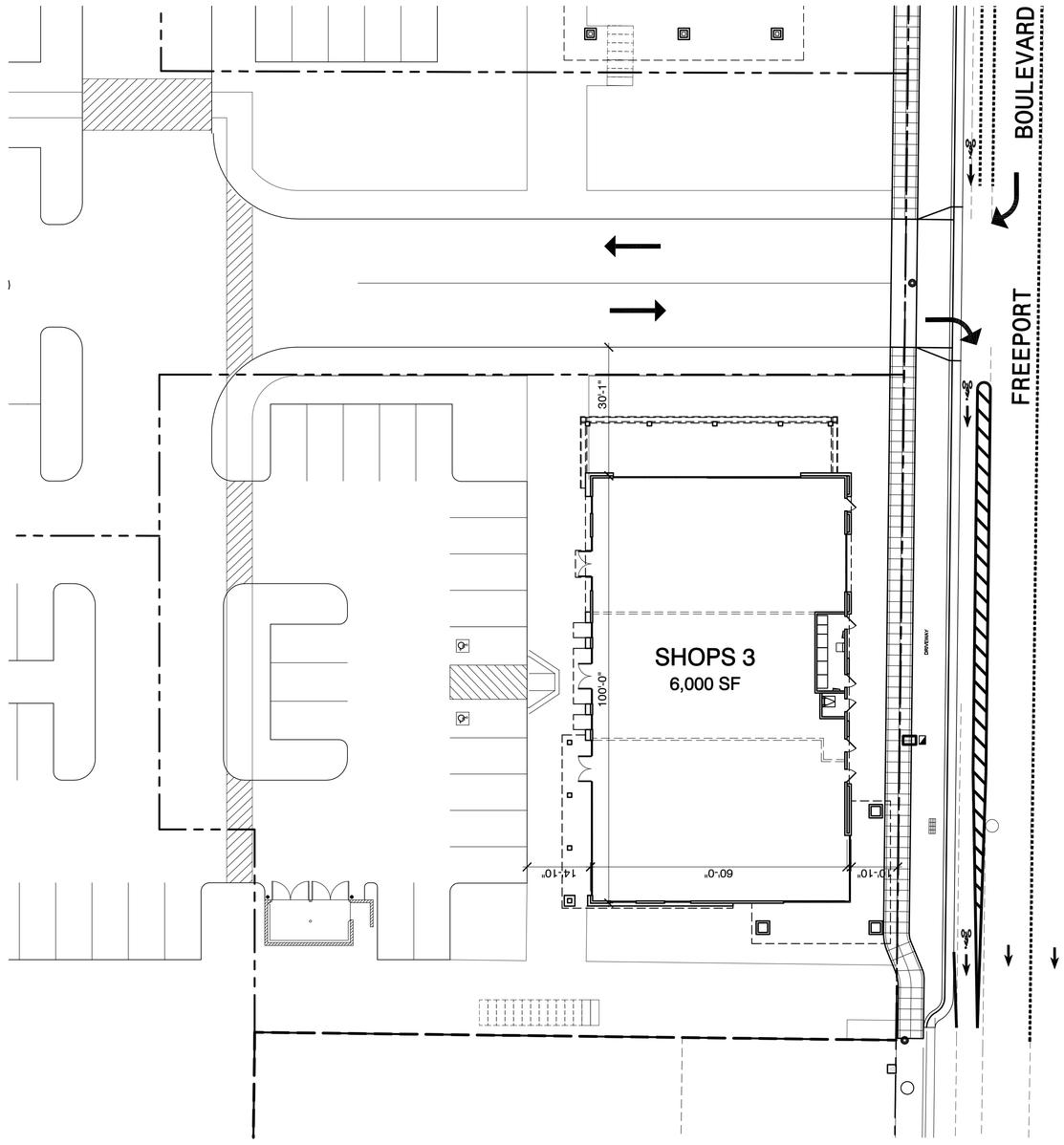

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SACRAMENTO, CALIFORNIA

FLOOR PLAN
Shops 3

A10

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Scale : 1" = 16'

0 8' 16' 32'

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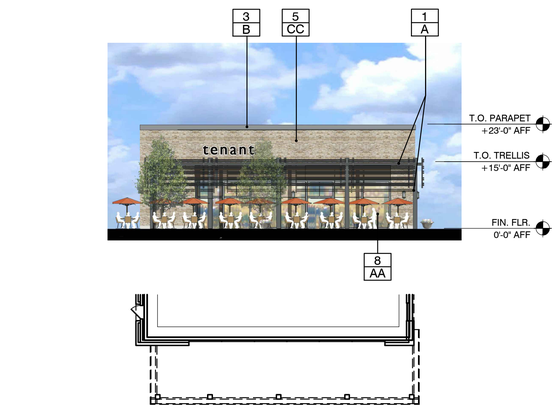
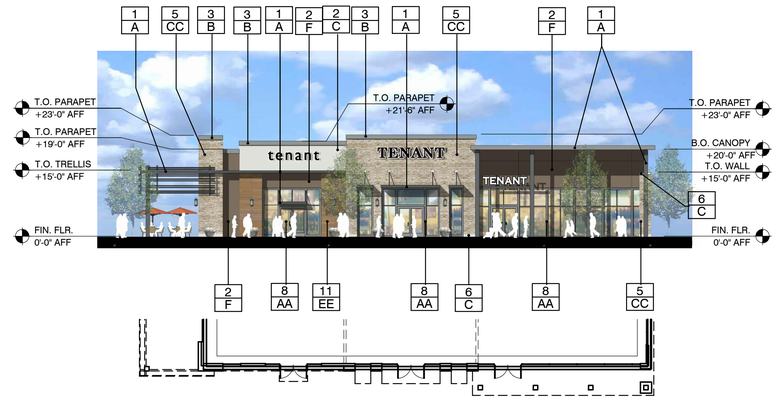


NORTH



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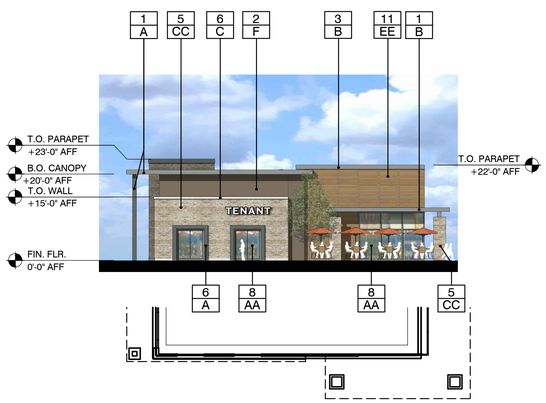
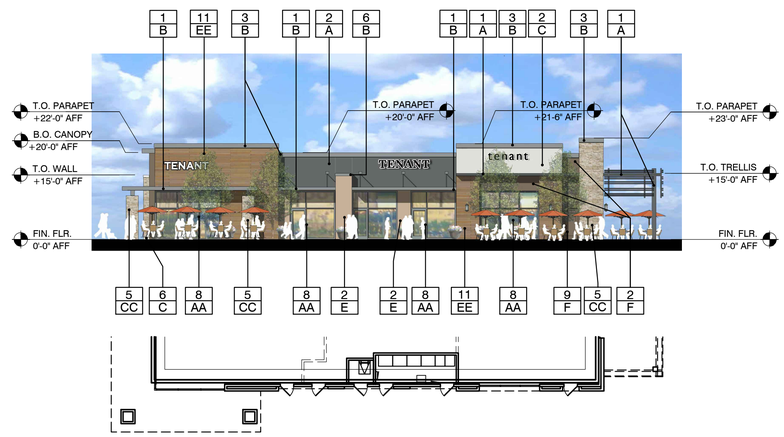


SOUTH



EAST

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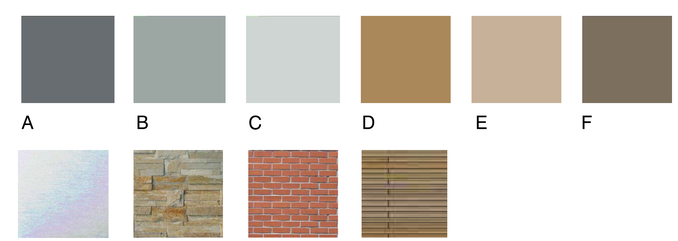

A B C D E F

AA CC DD EE

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ELEVATIONS
Shops 3

Scale : 1" = 16'
0 8' 16' 32'

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A11

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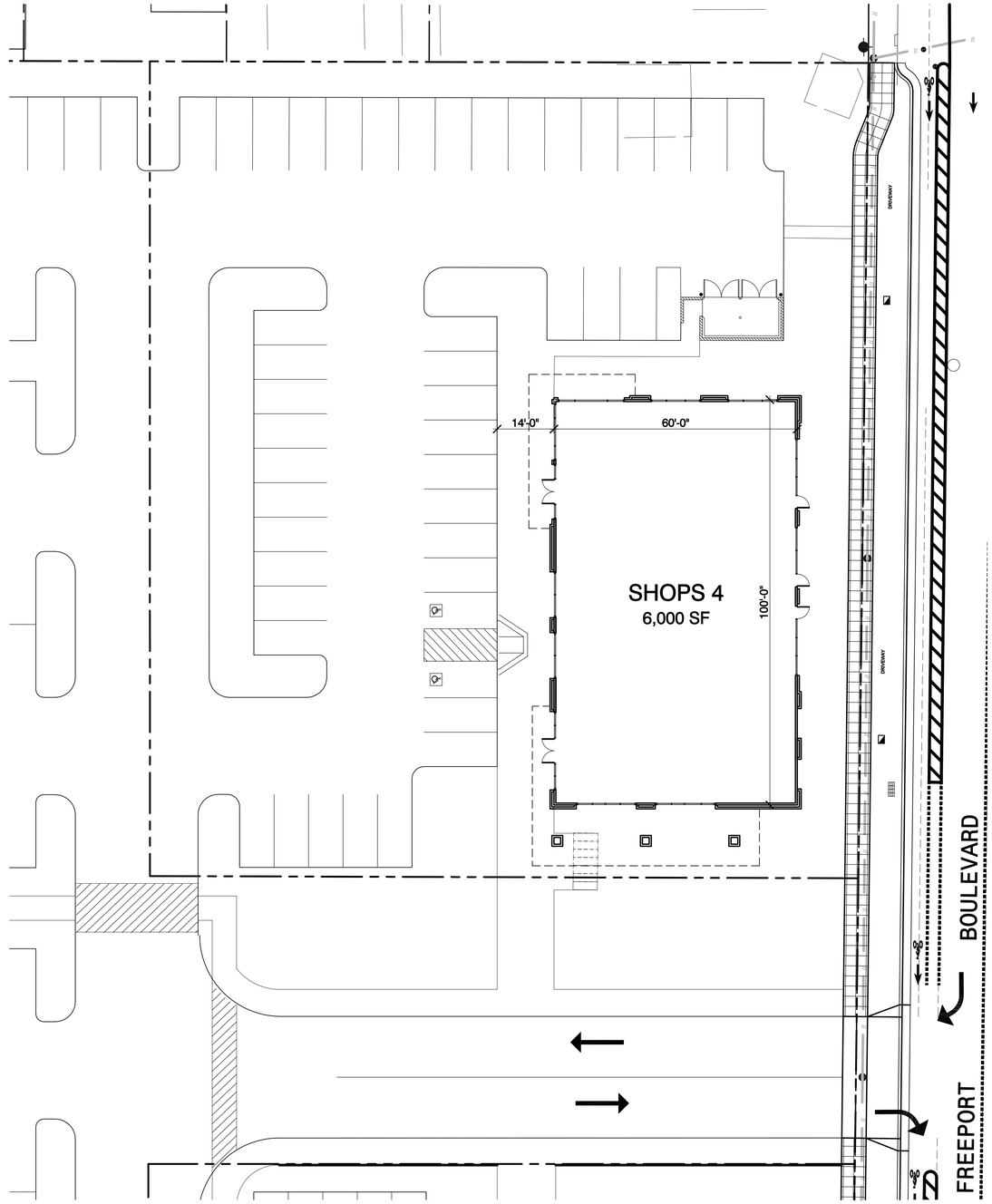

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SACRAMENTO, CALIFORNIA

FLOOR PLAN
Shops 4

A12

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DATE	REVISIONS

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Scale : 1" = 16'

0 8' 16' 32'

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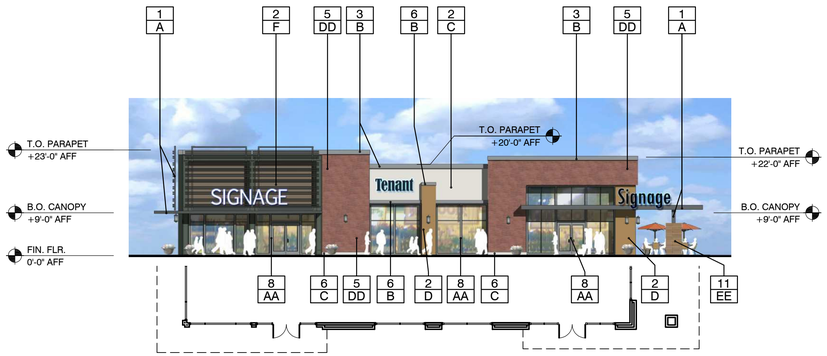

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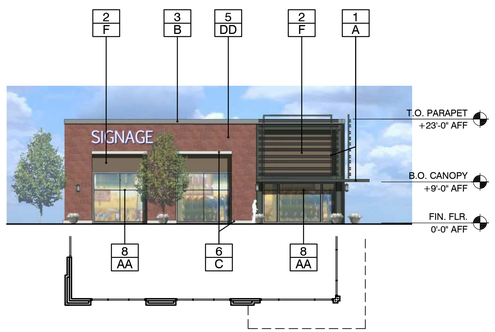

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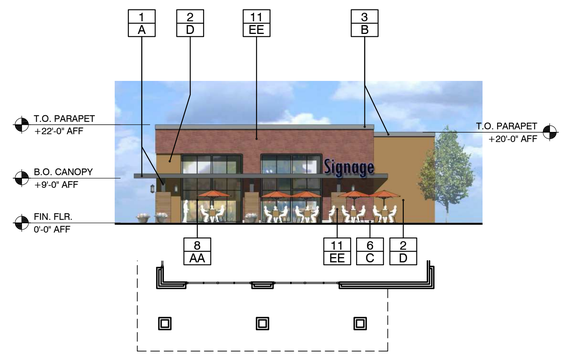

SOUTH

EAST

FINISH MATERIAL KEYNOTES:

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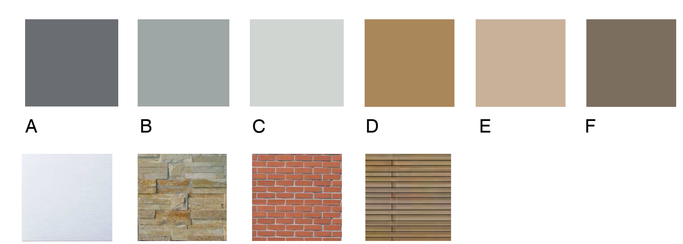

THE PARK

SACRAMENTO, CALIFORNIA

ELEVATIONS
Shops 4

A13

DATE: SEPT. 8, 2016
MCG JOB #: 14.259.02

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Scale : 1" = 16'

0 8' 16' 32'

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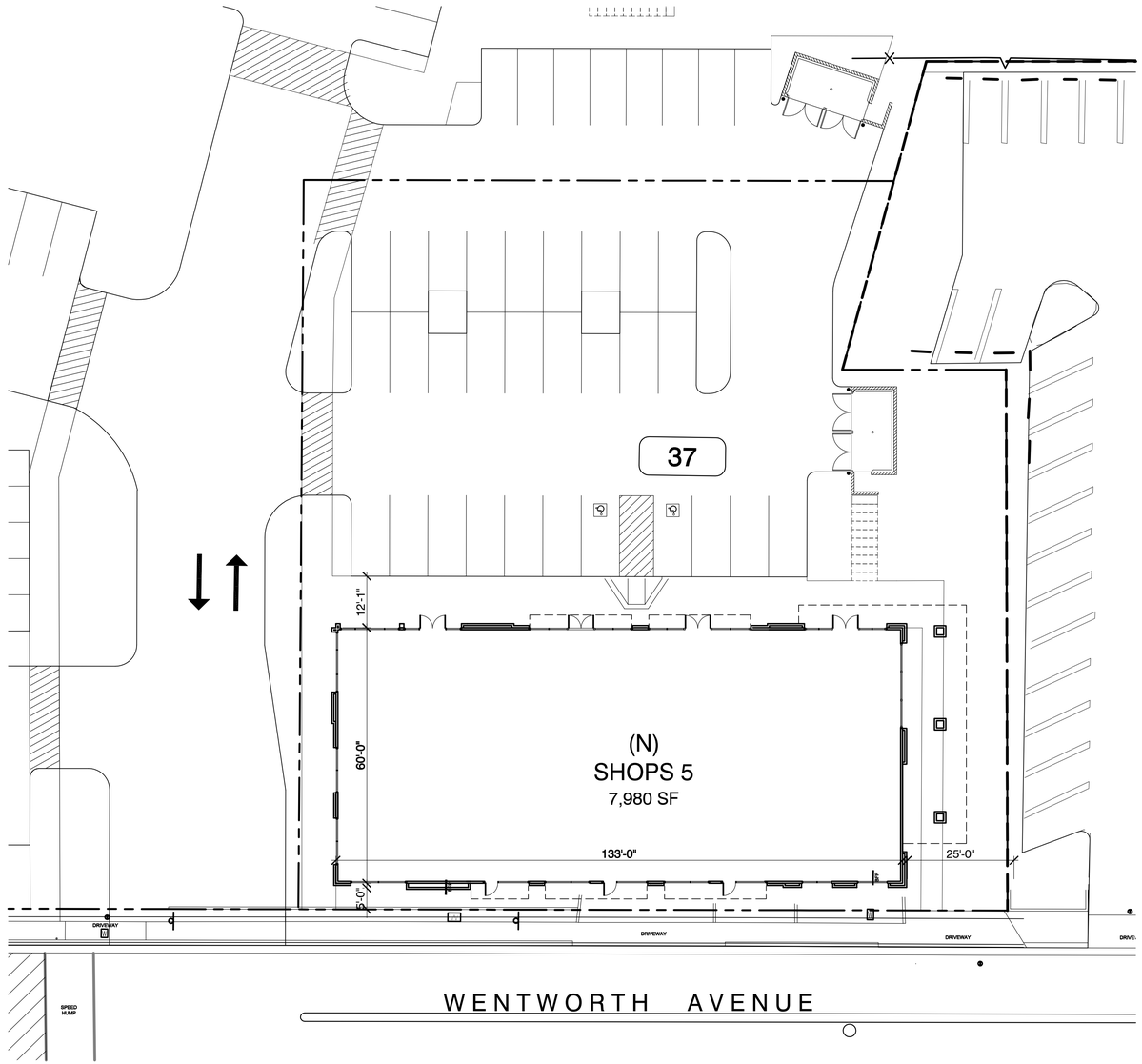

THE PARK

SACRAMENTO, CALIFORNIA

FLOOR PLAN
Shops 5

A14

Scale : 1" = 16'

0 8' 16' 32'

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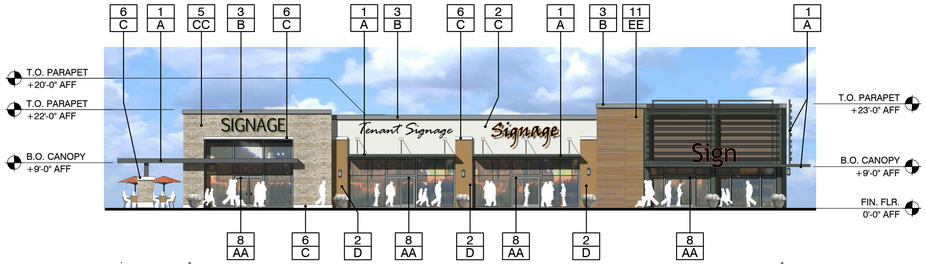
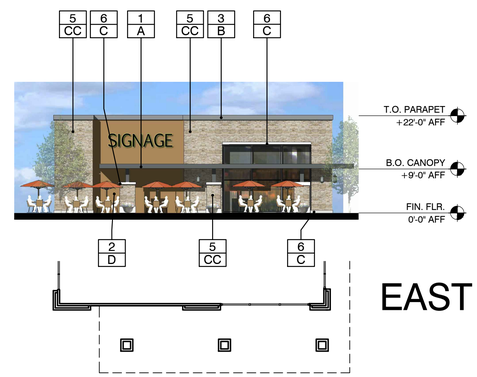


NORTH

WEST



EAST

SOUTH

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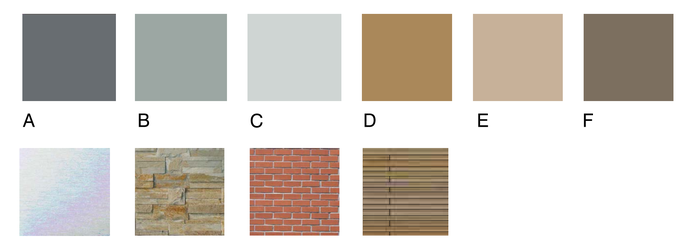

THE PARK

SACRAMENTO, CALIFORNIA

ELEVATIONS
Shops 5

A15

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0 8' 16' 32'

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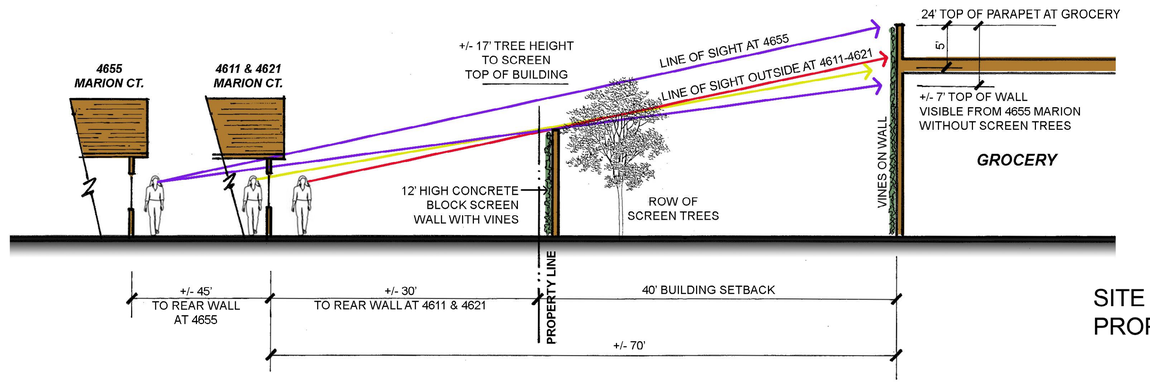
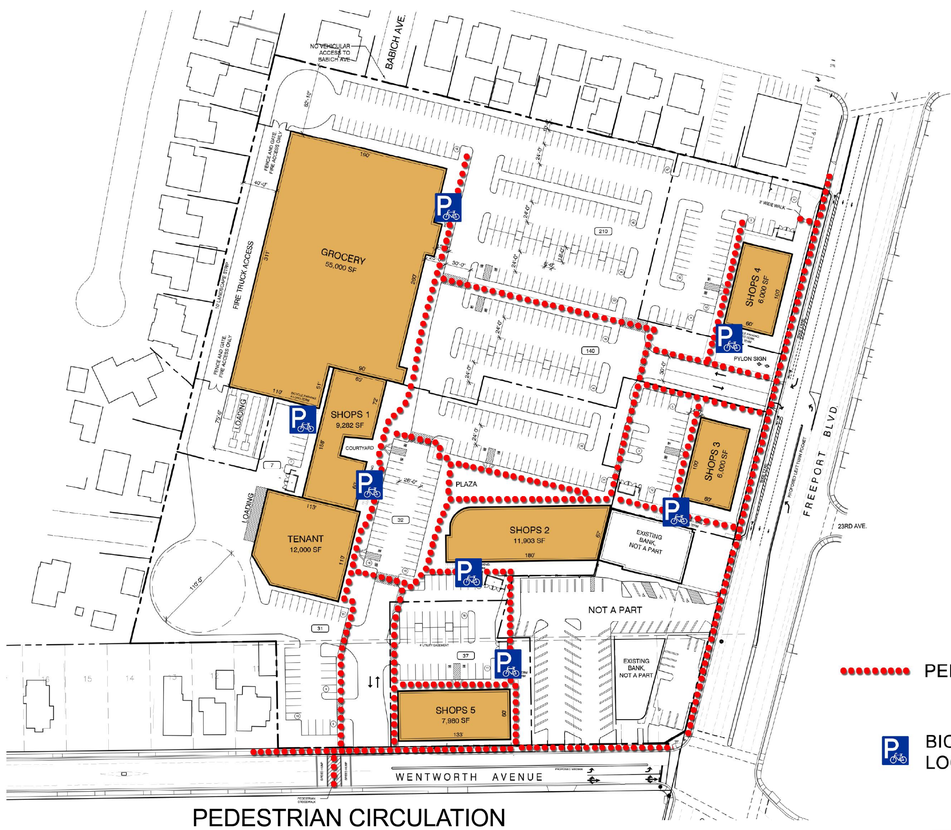


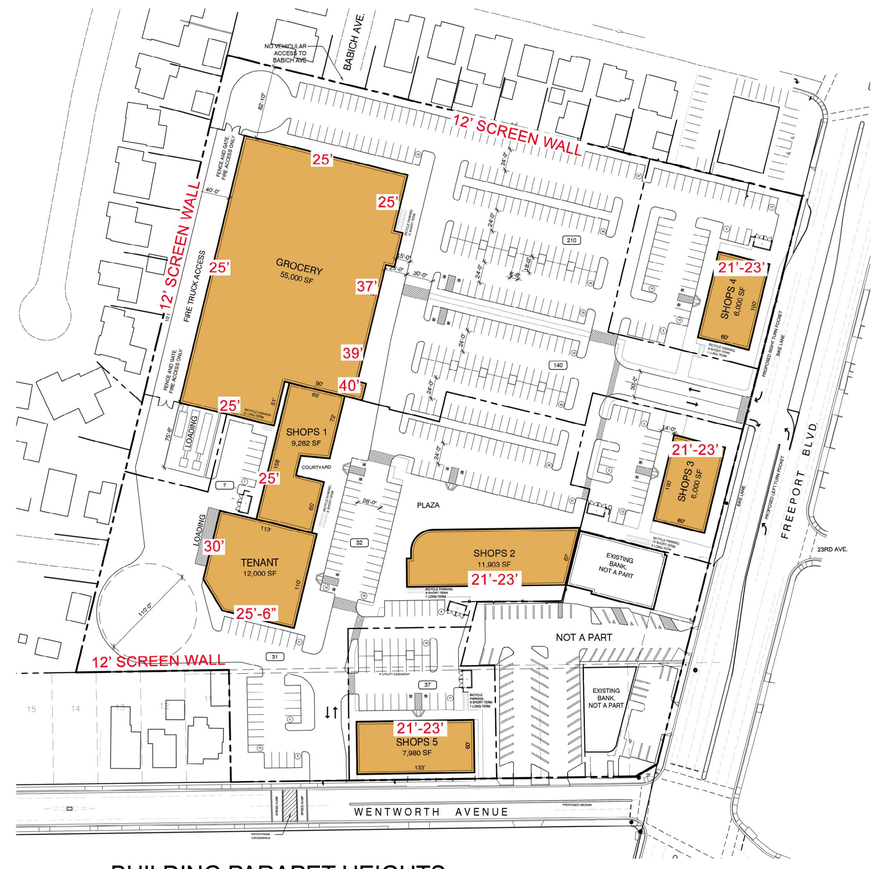
SITE SECTION AT WEST
PROPERTY LINE THROUGH GROCERY



PEDESTRIAN CIRCULATION
AND BICYCLE PARKING

PEDESTRIAN PATHWAYS

BICYCLE PARKING
LOCATIONS



BUILDING PARAPET HEIGHTS

THE PARK

SACRAMENTO, CALIFORNIA

ADDITIONAL GRAPHICS

A16

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UPGRADES

Pedestrian light poles
Large pots with citrus
Shade structures with seating
Special Pavers
Outdoor Fire Place and Fire Pit (As needed)
42" Punched Metal Panel, See through Fencing
Bike Racks
New Entry Monoliths

PLANT LIST

Arbutus 'Marina'
Cercis occidentalis
Cupressus sempervirens
Lagerstroemia i. 'Tuscarora'
Lagerstroemia i. 'Zuni'
Olea europea 'Swan Hill'
Platanus a. 'Columbia'
Podocarpus 'Icee Blue'
Quercus virginiana

0 50 100 200

GATES +ASSOCIATES

RALEY'S LAND PARK SACRAMENTO, CALIFORNIA

OVERALL LANDSCAPE SITE PLAN
OCTOBER 2016

L2

GATES +ASSOCIATES

THE PARK SACRAMENTO, CALIFORNIA

ENLARGED LANDSCAPE PLAN
SEPTEMBER 2016

L3

GATES +ASSOCIATES

THE PARK SACRAMENTO, CALIFORNIA

ENLARGED LANDSCAPE PLAN
SEPTEMBER 2016

ROMAN SHADES

UMBRELLAS

TABLES AND CHAIRS

SEAT WALL

SEAT PADS

PLANTERS

FOUNTAIN

ACTIVE STREET

Exhibit 5F: Perspective Drawings

TENANT
TENANT
tenant

tenant

TENANT
tenant
tenant

TENANT
TENANT
tenant

Raley's
PHARMACY

Hollywood Park Neighborhood Association
P.O. Box 22278 Sacramento CA 95822 - HollywoodPark95822.org - hpna95822@gmail.com

October 19, 2016

Via Email

City of Sacramento Planning Commission
C/O Elise Gumm
Development Manager
City of Sacramento, Planning Division
egumm@cityofsacramento.org

RE: The Park (P15-048)

Dear Commissioners,

Thank you for the opportunity to comment on the September 8, 2016, plans of the Park shopping center project (P15-048), formerly the Land Park Commercial Center.

First, we understand from the Final Environmental Impact Report that the original Raley's neon sign will be will be incorporated into the project design and would like to thank the applicant and the city for ensuring the preservation of this historical landmark to preserve the character of Freeport Boulevard and the adjacent communities. Please ensure that this feature remains part of the project.

The Hollywood Park Neighborhood Association (HPNA) supports the project. However we have remaining reservations and recommend additional modest changes to improve the livability of this portion of the Freeport Boulevard corridor.

The HPNA's mission is to improve the livability of the Hollywood Park and Carleton Tract neighborhoods bordering Freeport Boulevard on the West, Sutterville Road on the North, 24th Street on the East, and Fruitridge Road on the South. Virtually every single one of our residences is located within one mile of the project, a 20 minute walk. In fact, many of us moved to Hollywood Park specifically in order to be able to walk to commercial establishments and Raley's, as the high quality supermarket it is, is understandably the primary destination. As the neighborhood directly facing the project, we are also uniquely positioned to engage with the project in some way or another on a daily basis, even if it is simply to travel by it on our commutes, whether via car, bus, foot or bike.

For these reasons, the HPNA has consistently been concerned with the manner in which the project facilitates pedestrian access and improves the walkability and livability of the entire Freeport Boulevard corridor. As such, our primary concern has been with improving the activation of the buildings that are directly adjacent to our neighborhood along Freeport Boulevard (e.g., in the current site plan, shops 3 and 4) and have previously recommended similar changes to the building along Wentworth Ave. (shops 5). While the project is designed in a manner to facilitate activity via inviting promenades and store fronts, all of these features are oriented towards the parking lot. As a result, we are concerned that the adjacent neighborhoods, including Hollywood Park, are being excluded from the life and energy of the project.

Through conversations with the applicants, we understand that the alternative site plan we previously recommended to move the supermarket to be perpendicular and adjacent to Freeport Blvd. and allow for improved pedestrian access to the most heavily used business would: a) not be commercially viable; and b) have negative consequences to the neighbors located behind the development. We also understand from the applicants that a mixed use type development of a more urban nature was similarly ruled out. As a result, we understand that the proposed site plan is the only feasible option.

That being said, even without changing the site plan itself, we believe the following modest changes would vastly improve the manner in which the project engages with the adjacent neighborhoods.

1. In order to ensure compliance with the letter and spirit of the requirements for the City's Urban Corridor Low designation, ensure that the facades and entrances directly address the street. While the Final Environmental Impact Report concludes that the building entrances are oriented towards Freeport Blvd., the applicants have indicated that while there may be rear entrances that tenants can utilize along the street, the storefronts will face the parking lot. We do not believe that such an orientation sufficiently activates Freeport Boulevard or the adjacent neighborhoods nor do we believe that such an orientation would be in compliance with the 2035 General Plan. As a result, we suggest the following:

    a. Provide the best side of the project, the true "facade" or front, to actually face the street and neighborhoods by improving the eastern facing elevations of shops 3 and 4 and the southern elevation of shops 5 to ensure that the view from the street is at least as inviting as the view from the parking lot.

    We assume this could be a cost-neutral change by simply exchanging design elements so that the current street-facing features are moved to

the parking lot and vice versa. If costs are deemed to provide sufficient benefits, both elevations could be equally as inviting.

b. Re-orient the design of shops 3 and 4 to move the main entrances (with double doors) for the northern and southern units to the northern and southern elevations. Similarly re-orient the design of shops 5 to move the main entrances (with double doors) for the eastern and western units to the eastern and western elevations. An alternative to this recommendation and the following recommendation for these units would be to provide inviting corner entrances at the corners closest to the street.

   Such a change would ensure that the main activity of these units is at least visible from the street, even if the tenant chooses not to utilize the patios envisioned by the current plans. While we understand that the tenants desired by the applicant prefer their entrances to be oriented toward the parking lot, the northern elevation of the northern unit of shops 4 and the eastern elevation of the eastern unit of shops 5 meet this requirement and all other units are at least as close to the parking lot as several units in shops 2.

c. Enhance the secondary street-facing entrances for all units in shops 3, 4, and 5 to ensure that those entrances are as equally as inviting and practical as the main entrances (e.g., if the main entrances have double doors, the street entrances should also have double doors). Make any other necessary changes to allow those tenants who so desire, to easily shift the orientation of their store to face the street (e.g., reconsider the placement of the utility closet from the middle unit of shops 3 or any similar unit to allow for such flexibility).

   Tenant preferences may change in the future as the most favored modes of customer transportation also change. In the meantime, although the street front is not guaranteed to be activated through customer utilization, the back door (facing the street) would at least have the bona fide look and feel of a front door.

2. Widen the proposed sidewalk on Freeport Boulevard to the upgraded level as described in the Sacramento Pedestrian Master Plan.

   To accomplish this, we recommend reducing the width of the planter strip between the sidewalk and street curb on Freeport Boulevard from 7.8 ft and instead widen the sidewalk from 6 ft to 8-9 ft. This would encourage and facilitate two people actually walking side-by-side on the sidewalk without having to stop

for people that may be walking on the sidewalk in the opposite direction and allow for window shopping at shops that front the street.

3. Provide additional enhancements along Freeport Boulevard to facilitate and encourage intermodal transportation to and from the center and to further activate the street front. While the rest of the Freeport Boulevard corridor provides street parking that also serves to activate the street, we understand that street parking will be removed for this stretch to provide room for a protected bike lane and support this change. However, we would appreciate consideration of the following changes to preserve the vitality of the street and to align with a future with many more transportation options:

    a. Move the southbound Freeport Blvd. and Meer Way bus stop a few yards south in front of shops 4 and make the necessary curb improvements to allow for an exclusive carve out for buses similar to what has been accomplished further north as a result of the Freeport Blvd. bike lanes project.

    b. Make similar changes via an exclusive carve out to allow for a passenger loading zone in front of shops 3 along Freeport Blvd.

    We believe that such a change might be prudent in order to prepare for a future of transportation that may well involve many more trips via shared automobiles, either because of the advent of autonomous vehicles or increased efficiencies by ride-sharing solutions like Uber and Lyft.

4. Create a more bicycle-friendly landscape and access to the interior of the shopping center. Add a bicycle-only entrance from Freeport Blvd. at the northeast corner of the development, to allow cyclists to enter and exit without engaging with the vehicle traffic at the main Freeport entrance. Create a safe and well-marked route for cyclists to cross the parking lot from Freeport to the Raley's, with road paint, signs, or even a separate walkway access route between the parking lanes.

    We believe that such a change will increase bicycle traffic to the development and promote safety for bicyclists. Due to the large expanse of parking lot between the street and the shops on the west side of the development, special precautions must be taken to ensure that cyclists are not put in danger when crossing the parking lots and navigating parking cars, pedestrians, and shopping carts.

We admit that we are not experts in land use, architecture or commercial development. However, as homeowners and families, some of whom plan to live out our lives in this neighborhood, we believe we have a long term stake in the future of Freeport Blvd. and that our thoughts and views deserve some consideration. To the extent that our recommended changes are not feasible for one reason or another, we trust that the commission and the city council, as our representatives, have the knowledge and resources to make that determination on our behalf.

Thank you for all your work to make Sacramento such a great place to live.

Sincerely,

Board of Directors

Hollywood Park Neighborhood Association

cc: Councilmember Jay Schenirer (jschenirer@cityofsacramento.org)
Councilmember Steve Hansen (shansen@cityofsacramento.org)
County Supervisor Patrick Kennedy (kennedyp@saccounty.net)
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PO Box 22903 Sacramento, CA 95822

September 15, 2016

Dana Mahaffey
Associate Planner
City of Sacramento
Community Development Department Environmental Planning Services
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

Re: Land Park Commercial Center Draft EIR

Dear Ms. Mahaffey:

The South Land Park Neighborhood Association (SLPNA) is a nonprofit comprised of dues-paying residents and businesses from Sutterville Road to Florin Road, and Interstate to Freeport Blvd. Approximately 13,000 residents live in this area. SLPNA surveyed its membership in August 2016 to seek member input on the proposed Land Park Commercial Center. Our membership and our Board of Directors is generally supportive of the plan.

However, our Board strongly encourages the developer and the City to ensure that the proposal is consistent with the recommendations contained within the Freeport Boulevard Master Plan. Much time, research, and money was spent developing the Master Plan, and it addressed myriad issues including neighborhood aesthetics, parking, landscape, streetscape, signage, traffic, public safety, pedestrian and bicyclist safety, etc. for the corridor, including the area of the proposed commercial center.

Sincerely,

Board of Directors
South Land Park Neighborhood Association
www.slpna.org

P.O. Box 22278 Sacramento CA 95822 - HollywoodPark95822.org - hpna95822@gmail.com

September 15, 2016

Dana Mahaffey, Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Boulevard, Third Floor
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dmahaffey@cityofsacramento.org

RE: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LAND PARK COMMERCIAL CENTER PROJECT

Dear Ms. Mahaffey:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Land Park Commercial Center (LPCC) Project.

The Hollywood Park Neighborhood Association (HPNA) acts as the liaison for the Hollywood Park community with various government agencies, businesses and other organizations. Hollywood Park is a traditional Sacramento neighborhood established in the 1950s and is the neighborhood directly across Freeport Boulevard from both the current Raley's location and the proposed LPCC. The HPNA greatly appreciates Raley's' commitment to contributing to and enhancing the communities surrounding its Freeport Boulevard flagship store. In general, the HPNA supports projects that encourage walking and bicycling and reduce vehicle trips, that enhance public safety and discourage crime, that contribute to giving the neighborhood a unique sense of place, and which preserve and enhance the history and character of the neighborhood.

The HPNA has reviewed the Draft EIR for the LPCC Project and offer the following comments to preserve and enhance the livability of Hollywood Park:

<u>LPPC not consistent with City of Sacramento 2035 General Plan</u>

The HPNA disagrees with the DEIR conclusions that the LPCC Project is consistent with intent of the 2035 General Plan (DEIR Executive Summary Page 2, Chap. 3, and Appendix K).

The proposed LPCC site is comprised of land directly adjacent to Freeport Boulevard designated as Urban Corridor Low (about 50% of the project area), and land not adjacent to Freeport Boulevard currently designated as suburban neighborhood low or suburban neighborhood medium. The project applicant is seeking redesignation of land so that the entire project site is designated Urban Corridor Low. The proposed layout of the buildings of the LPCC however is not consistent with the Urban Corridor Low guidelines, such as building façades and entrances that directly address the street and parking located to the side or behind buildings, or accommodated in parking structures. The proposed LPCC sites two small building (Buildings 3 and 4) adjacent to Freeport Boulevard; however, the grocery store, which will account for over 50% of the retail square footage of the project and likely generate much of the trips to the center, will be at the far interior of the project site and over 400 feet away from Freeport Boulevard,

with a large parking lot in front of the grocery store. The siting of Buildings 3 and 4 in effect provides a way to circumvent the spirit of the Urban Corridor Low guidelines to allow the largest and most important building of the project (grocery store) and the project parking lot to be sited contrary to the guidelines. Additionally, the Floor Area Ratio of the proposed project at 0.3 is also at the minimum for Urban Corridor Low projects, and is actually lower (0.24) if not for the exception allowance for outdoor spaces. The HPNA requests that the City ensure that if land currently designated as suburban neighborhood low/medium is redesignated as Urban Corridor Low, then the use of such redesignated land should actually be consistent with the letter and spirit of the Urban Corridor Low designation and with the 2035 General Plan.

LU.2.7.4 recommends street-fronting uses to promote public safety and discourage crime. The proposed LPCC has two small buildings (Buildings 3 and 4) adjacent to Freeport Boulevard and one (Building 5) adjacent to Wentworth Ave; the grocery store will be over 400 feet away from Freeport Boulevard within the project site interior. Buildings 3 and 4 will block the view of the parking lot and the grocery store from the street. The grocery store will have a blocked view from the street and will not serve as "eyes on the street" and vice versa cannot be seen from the street. At night, the parking lot will be "walled off" from all sides. This does not seem to promote public safety and discourage crime. The HPNA recommends orienting the grocery store to be adjacent to and perpendicular to Freeport Boulevard along the north boundary of the project site, orienting Building 3 perpendicular to Freeport Boulevard with its entrance facing the driveway into the LPCC and visible from the street, and moving Building 2 to the interior of the site; see attached Figure 1. This will create better sightlines of the grocery store and parking lot from the street and vice versa.

LU.2.7.7 recommends that buildings engage the street. The proposed LPCC has two small buildings (Buildings 3 and 4) adjacent to Freeport Boulevard and one (Building 5) adjacent to Wentworth Ave. However, the grocery store, which accounts for over 50% of the proposed retail square footage of the LPCC and will likely account for the majority of visits to the LPCC, will be over 400 feet away from Freeport Boulevard. Furthermore, during the Planning and Design Commission meeting in June 2016, the developer indicated that tenants of the two proposed small buildings adjacent to Freeport Boulevard will have the option of having entrances facing the parking lot rather than facing Freeport Boulevard. The HPNA recommends exploring other alternative layouts of the buildings that would be more consistent with the spirit of the General Plan to engage and activate Freeport Boulevard. The grocery store, as likely the most active building in the project, should be oriented to be adjacent to and perpendicular to Freeport Boulevard along the north boundary of the project site, orienting Building 3 perpendicular to Freeport Boulevard along the driveway into the LPCC and visible from the street, and moving Building 2 to the interior of the site; see attached Figure 1. Entrances to the grocery store and Building 3 should face Freeport Boulevard either directly or at the building corners.

The HPNA is concerned that the proposed LPCC project will create another commercial center that is walled off from the street, does not interact or activate street, and create unsafe spaces not visible from the street such as at the Meadowview Plaza (on Meadowview Road and Freeport Boulevard within city limits) and the Florin Towne Center (on Florin Road and 65th Street in unincorporated South Sacramento).

<u>Pedestrian, bicycle, and public transit access to LPCC</u>

The existing Raley's store is 200 feet away from Freeport Boulevard and already presents a pedestrian or bicyclist with a long and potentially unsafe walk or ride across a large parking lot, although the current

site does offer safer access from the side streets. The grocery store at LPCC is proposed to be along the west boundary of the project site, placing it over 400 feet away from Freeport Boulevard and presenting a pedestrian or bicyclist with an even longer and potentially unsafe trip across a large parking lot with no safer alternative access routes from side streets. The longer distances to be traveled by pedestrians and cyclists across the proposed LPCC parking lot will make shopping a more difficult experience for a pedestrian (especially while carrying grocery bags) and create many more negative interactions between vehicles and pedestrians or cyclists, suggesting that the grocery store is aimed at customers arriving by car. Additionally, while there is a public bus stop on Freeport Boulevard directly across the parking lot from the existing Raley's store, the nearest bus stops to the proposed LPCC project are about 400 to 600 feet north and south of the proposed entrance driveway to LPCC, which would result in adding an even longer walk for grocery store customers arriving by public transportation to shop at the LPCC.

According to the 2006 Sacramento Pedestrian Master Plan, the stretch of Freeport Boulevard adjacent to the proposed LPCC is a pedestrian street corridor that has high pedestrian demand, but also high pedestrian deficiencies and high pedestrian improvement need. The DEIR states that new sidewalks will be installed according to City standards along Freeport Boulevard and Wentworth Ave. Please provide details about the proposed design of the street-fronting sidewalks that will be installed. Please ensure that the sidewalks meet or exceed ADA requirements. Please ensure that the new sidewalks are consistent with the intent of the Sacramento Pedestrian Master Plan and we recommend pedestrian improvements at least at the “upgraded” level outlined in the Pedestrian Master Plan. We would also like to see more detail (such as a figure and description) on the conditions of approval regarding the reconfiguration of the traffic light and stop sign at Sheilah/Stacia and Wentworth on both sides of Freeport Boulevard.

The DEIR states that greenhouse gas emissions impacts are less than significant and no mitigation is required. However under Section 4 .5-1, the City should require a re-evaluation of how the project can contribute to city or state efforts to meet AB 32 standards for reduction of greenhouse gas emissions by reducing automobile trips to the LPCC since the project location is served by bus, bike lanes, and is walkable and bikeable from several surrounding neighborhoods. The transportation survey should be used as a baseline to show current customers’ transportation modes to the existing store, and then implement ways to increase pedestrian and bike transportation percentage by customers. There are significant improvements to the layout and access to the center that can impact pedestrian and bicycle access in a positive direction. As a specific example, bike access from a northbound direction needs to be addressed, and we recommend including a protected bicycle left turn lane either to Wentworth or to the Freeport Boulevard entrance driveway.

<u>Preservation of existing Raley's neon sign</u>

The Aesthetics chapter and Cultural Resources chapter mention that Notice of Preparation comments were received recommending that the vintage neon signage at the current Raley's location be relocated to the proposed LPCC to preserve the history and character of Freeport Boulevard and the adjacent communities. However, no details were provided to address if preservation of the sign will actually occur. The HPNA requests that the disposition of the historic neon sign be specifically addressed.

<u>Need for Consideration of Other Alternatives</u>

The Alternatives Analysis briefly discussed then dismissed one alternative site layout and considered only one other alternative site layout in more detail (Alternative 3). In Alternative 3, the grocery store is sited

adjacent to and parallel with Freeport Boulevard, with the parking lot and smaller buildings behind the grocery store and out of view from Freeport Boulevard. In considering Alternative 3, the DEIR inaccurately generalizes that "the retail environment on Freeport Boulevard favors a more suburban design with parking in front of the buildings." Freeport Boulevard actually currently has many retail buildings that do not have parking in front of buildings, such as Chase, Bank of America, Marie Callender's, Taco Bell, King of Curls, Oto's, and Roberta's. Alternative 3 was found to meet most of the project objectives and most impacts would be similar to or less than those of the proposed project. The only impacts that would be more significant than the proposed project are the lack of fire access to the tenant building and more limited opportunities for implementing southbound right turn and northbound left turn to the project site. The proposed project sites the grocery store at the far west end of the project site while Alternative 3 sites it at the eastern edge of the project site, but there are other site layouts not considered.

The HPNA feels that the alternative that sites the grocery store along the north boundary of the project site (as we recommend in comments above, see attached Figure 1), adjacent to and perpendicular to Freeport Boulevard, was not fully vetted, and therefore, we request a more detailed consideration of such an alternative. Since Alternative 3 was found to have similar or less impacts than the proposed project, it is likely that the northern boundary alternative siting would have similar impacts with similar opportunities for mitigation. As stated in comments above, the northern boundary alternative would also be more consistent with the 2035 General Plan, will likely promote greater public safety, discourage crime, facilitate pedestrian and bicycle access, and allow more traffic mitigation options.

While the HPNA generally supports the LPCC project and greatly appreciates Raley's' commitment to the communities it serves, we remain less than enthusiastic with the current proposed project as considered in the DEIR. Thank you once again for the opportunity to comment. We look forward to working with all parties involved on this exciting project.

Sincerely,

Board of Directors
Hollywood Park Neighborhood Association

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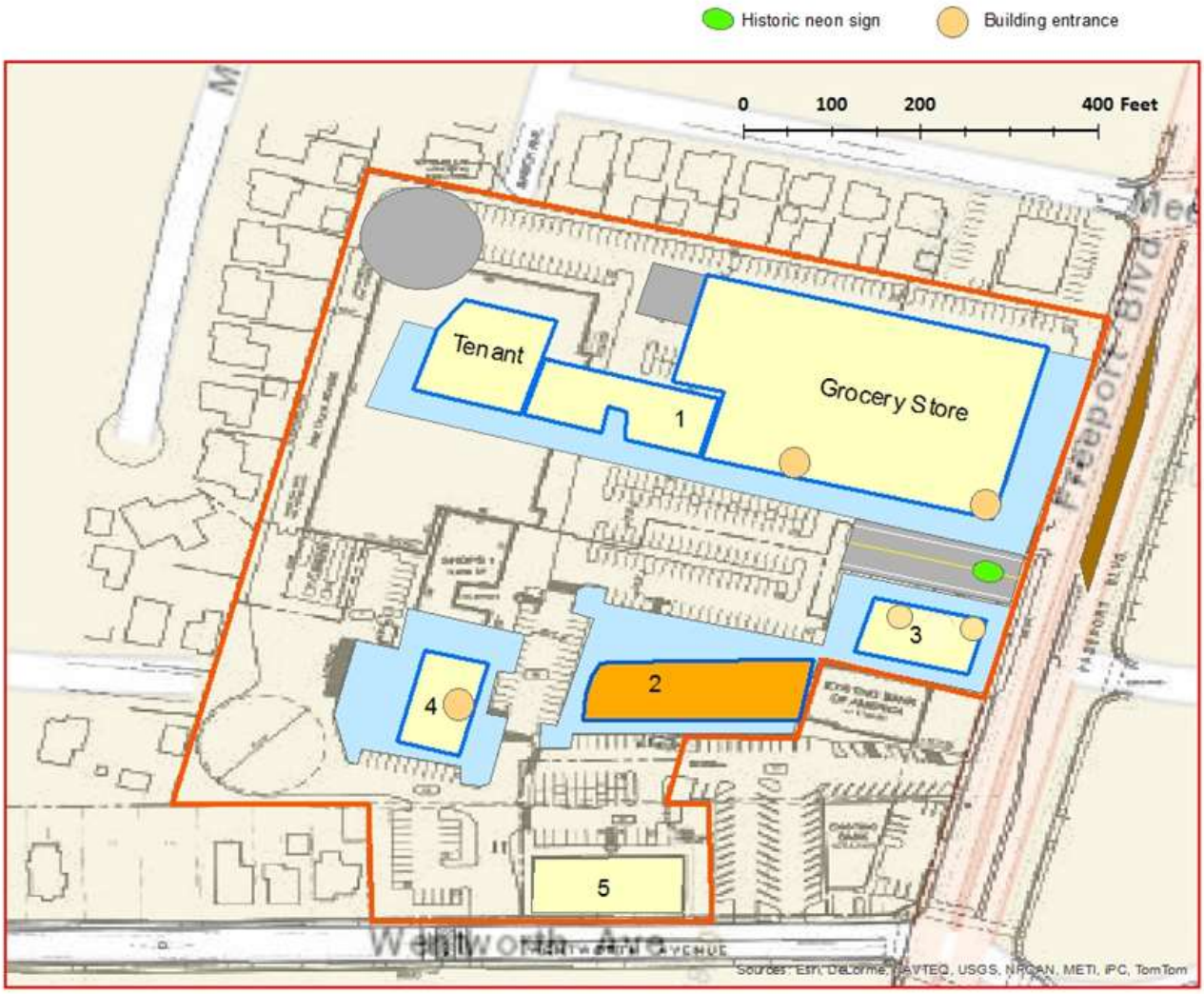

Figure 1: Alternative site layout of project buildings recommended by HPNA.

September 14, 2016

Submitted by e-mail

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Re: Draft Environmental Report for the Land Park Commercial Center (P15-048)

Dear Ms. Mahaffey:

On behalf of Sacramento Modern (SacMod), thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Land Park Commercial Center project. SacMod has been observing the developments and discussions surrounding the proposed plans to demolish and redesign the Capital Nursery site at 4700 Freeport Boulevard. The largest building on the new site would house the Raley's grocery store that is relocating from 4850 Freeport Boulevard.

SacMod is a 501(c)(3) non-profit organization founded in 2010; we are dedicated to preserving modern art, architecture, and design in the Sacramento region. We do this by conducting home tours, bike tours, walking tours, film screenings, preservation campaigns, publications, and educating the public about modernism.

At this time, our comments regarding the proposed project are limited to aesthetics/ design and cultural resources. Both 4700 Freeport Boulevard and 4850 Freeport Boulevard have mid-20th century character-defining features and materials that we believe could be retained and integrated into the new Land Park Commercial project.

4700 Freeport Boulevard/Proposed Project Site

The former Capital Nursery site at 4700 Freeport Boulevard was completed in November 1946.

Capital Nursery Holds Open House In New Building

The Capital Nursery Company at 4700 Freeport Boulevard began a three day open house today in observance of the completion of the firm's new nursery and building program.

Three thousand plants will be presented to visitors at the affair.

The nursery, which was started in 1936 by the late C. R. Armstrong, is owned by Charles G. and Eugene R. Armstrong, his sons.

The expanded business occupies an 11 acre site, with new display gardens which have a 300 foot frontage on Freeport Boulevard. The front elevation has been beautified through the use of Arizona sandstone, and the entrance to the gardens is an octagonal structure from which paths radiate.

The improvements include 45,000 square feet of lath house, a garden supply shop covering 1,400 square feet, a 1,000 square foot display greenhouse, an office building, and a parking area of 15,000 square feet. A paging system has been installed for use in calling customers during rush periods. Under this system their names will be called when a salesman is available.

The above view shows a part of the front of the newly remodeled and expanded Capital Nursery Company at 4700 Freeport Boulevard, which is holding open house today, tomorrow and Sunday. The nursery is operated by Charles G. and Eugene R. Armstrong. *Bee Photo*

^ Article from the Sacramento Bee, dated November 15, 1946.

It was designed by Sacramento architect Leonard F. Starks, whose legacy firm still exists as Nacht & Lewis today. Capital Nursery's design included elements and materials such as an octagonal structure, Arizona sandstone bricks, wooden slats, and radiating pathways with lush landscaping. It also had a green neon sign with a design dating back to 1946 that contributed to the look and feel of the Freeport commercial corridor.

(Photo courtesy of HappyShooter, Flickr) >

Many neighbors have fond memories and recollections of the Capital Nursery site. Authentic vintage footage showing Capital Nursery in the 50s can be seen in a YouTube video. This nostalgia is not only for the site but also of the plants and trees folks took home to grow and thrive in their own yards and homes. Many of the landscapes, trees, and plants in our neighborhood are from Capital Nursery.

^ Advertisement, December 1950 Sacramento Telephone Directory, Pacific Bell Telephone and Telegraph Company

It is our understanding that the project applicant submitted new site drawings during the DEIR response period. Unfortunately, as of the time of this response, these new drawings were not posted on the City of Sacramento's website. This makes it difficult to provide comments on the most current plans, though we understand from the Sacramento Business Journal that: "The resubmitted application for 'The Park' at

4700-4900 Freeport Blvd., adds more bike and walking paths, a new bike entrance, and more outdoor patio space…. 'But the general site plan as a shopping center is pretty much the same….'" (Source: http://www.bizjournals.com/sacramento/news/2016/09/09/plans-change-for-land-park-retail-center.html)

We would like to see the proposed project harken back more to the Capital Nursery site's sense of place. This could be achieved through the adaptive reuse of some of the historic materials, colors, designs, look, and feel (e.g., reintegrating some of the original Arizona sandstone bricks).

ANOTHER ALTERNATIVE FOR CONSIDERATION:

We would also like to introduce another project alternative for consideration: incorporating a plant nursery / gardening section on the site between the new Raley's and existing residences. This is a permitted use under the current C-2 Zoning as delineated in the General Plan.

A dedicated plant nursery / gardening section around the back and sides of the proposed new store could also serve as a much-needed buffer zone between the adjacent residences in South Land Park — while beautifully meeting the needs of the surrounding community after the loss of Capital Nursery. There is much interest in drought-tolerant plants and edible gardens these days. It would be wonderful for Raley's to be a resource that fosters and encourages these consumer practices.

This solution would be a different alternative than those delineated in the DEIR. It would allow a buffer between the proposed project and the residences that would be much like what was there when Capital Nursery occupied the space — only at a smaller scale.

Essentially, we are suggesting that the footprint of the proposed site plan items labeled "Grocery - 55,000 SF," "Shops 1 - 9,282 SF," and "Tenant - 12,000 SF" on DEIR page 2-11 (Figure 2-4, Scheme A) could be relocated farther away from the South Land Park residences adjacent to the property line. The resulting space could be utilized for a plant nursery / garden section that would provide more distance and separation from the proposed project and the residences.

This solution would require adjustments to the design of the parking lot and reorientation of other structures, but still is a viable and workable solution that addresses several community concerns while still meeting the project's objectives. This alternative would also honor the heritage of the site, offer additional opportunities for placemaking, and create beautiful, healthy, community-oriented spaces.

4850 Freeport Boulevard/Current Raley's Site

The current Raley's site was built in 1958 and includes a vintage neon sign designed by Electrical Products Corporation.

(Photo courtesy of HappyShooter, Flickr)

< Advertisement, August 1955 Pacific Telephone and Telegraph Company, Amador, El Dorado, Placer, Sacramento and Yolo County Telephone Directory.

Electrical Products Corporation (also known as "EPCO," "Eplo," and "Zeon" in various City records) was located at 2101 28th Street at the time the Raley's sign was built.

EPCO designed many other favorites in the City of Sacramento, including:

- the Sam's Hofbrau sign that was located at J & 17th;
- the original Tower Records "dancing kids" sign atop Tower Café;
- "Jugglin' Joe" from Gunther's Ice Cream, and;
- the Hollywood Hardware hammer on Freeport Boulevard.

Freeport Boulevard has historically been a commercial corridor and contains many of Sacramento's beloved neon signs. The lost Capital Nursery neon sign and the current Raley's neon sign have contributed to the corridor's authentic and vintage character.

The 1958 Raley's sign from 4850 Freeport should be protected and preserved. We commend the applicant for being amenable to and looking into this possibility. Ideally, the 1958 sign would be relocated if the proposed Land Park Commercial project is realized.

If it is not possible to move the 1958 sign, it should be preserved and the project should include a retro neon or neon-like sign to replace the loss of the Capital Nursery and Raley's vintage signs on Freeport Boulevard's neon corridor.

We are also attaching an interesting article from the Sacramento Bee dated January 7, 1959. At the time the store was built, it was known as "Hollywood Plaza Shopping Center." The article specifically mentions the original neon sign in the parking lot — as well as the store's original design features.

While SacMod is limiting its comments to aesthetics/design and cultural resources, we would like to acknowledge the concerns raised by neighboring communities and the City's Planning and Design Commissioners. These include, but are not limited to, concerns regarding: the need for a better buffer between the store and residences; re-orientation of the buildings to the street; ingress/egress issues; accessibility and safety for pedestrians and bicyclists; the scale and massing of the buildings; light; noise; and the proximity of the loading docks to residences. We are optimistic that the applicant will incorporate thoughtful solutions to these concerns into their next plans and drawings.

We also request that the City regularly update and post the most current project plans and drawings so that they may be readily viewed by the public during the open comment periods.

As the City of Sacramento focuses most of its attention on granting entitlements for new shopping centers, it is vitally important to remember those centers that are already established. Legacy businesses generate civic pride and are part of our community.

SacMod would like to see the better planning practices to ensure the integrity and survival of our already existing and struggling shopping centers near the proposed project. Examples include South Hills Shopping Center on South Land Park Drive and Florin West Center at Florin Road and South Land Park.

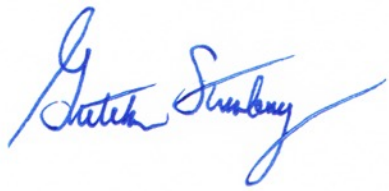
Additionally, we would like to see a comprehensive and articulated plan that addresses the anticipated vacancy at 4850 Freeport after Raley's moves.

SacMod commends Raley's for being a great neighbor all these years. We appreciate Raley's serving and supporting our neighborhood for several decades, well before occupying the current site at 4850 Freeport. We are very appreciative for the opportunity to provide constructive input and comments regarding the proposed Land Park Commercial Center project, and for the applicant's willingness to listen to the surrounding community.

The landscaping for the proposed project — as seen in an animated rendering on YouTube dated July 27, 2016 — is a terrific and welcomed addition to the neighborhood. We also appreciate this video incorporating a neon sign that looks like the 1958 Raley's neon sign.

The site plan could be modified using design solutions that meet the project's objectives and needs of the surrounding community. We are happy to meet and discuss these ideas further.

Respectfully submitted,



Gretchen Steinberg, President, SacMod
In conjunction with the SacMod Board of Directors:
Dane Henas, Vice President
Nick Vinciguerra, Secretary
Zann Gates, Treasurer
Justin Wood, Director At-Large
Jon Hill, Director At-Large

Raley's Readies Formal Opening Of Supermarket And Drug Center

Hollywood Plaza Facility Is Largest In Local Chain

Another new Raley's Supermarket and Raley's Drug Center will have their formal opening tomorrow at 4850 Freeport Boulevard, between Wentworth Avenue and Potrero Way.

They are the first units in a developing Hollywood Plaza Shopping Center in which a second group of retail stores and service firms will start operations next month.

The opening of the Raley stores climaxes one of the most progressive programs to be undertaken by a Sacramento firm in the last year, initiated during a period of recession when many concerns were soft pedaling further expansion.

Two Others Opened

During that time, Thomas P. Raley, president of the locally owned food chain and drug center operations, completed a large supermarket and adjoining drug center in Elkhorn Village between Broderick and Bryte in Yolo County and a similar venture at 410 El Camino in North Sacramento. Scheduled for spring opening are other developments on Sunset Avenue in Fair Oaks and at Mills Station on Folsom Boulevard.

The new Hollywood Plaza Shopping Center embraces 50,000 square feet of floor area, with Raley's Supermarket utilizing 20,000 square feet and the Raley Drug Center an additional 12,000.

The facility is the largest in the chain and replaces the Raley market which operated for years on Freeport Boulevard at Sutterville Road.

Plate Glass Front

The design is contemporary modern, featuring a wall of plate glass windows along the front with green face brick trim. A glass partition separates the market from the drug center, although there is a common entrance to both units.

A large illuminated sign dominates the entrance to the parking lot in front of the building.

Raley pointed out the principal features of the multiple operation is the convenience it provides for one stop shopping. Besides the greatly expanded food inventory carried by the supermarket, the retail drug center has such diversified departments as a complete prescription unit staffed by registered pharmacists and departments devoted to toys, gifts, electrical appliances, housewares, liquor, candy, tobacco, children's ready to wear, sports goods, hardware, notions, cosmetics, pet supplies, camera supplies, costume jewelry, gardening equipment, phonograph records and magazines and periodicals.

Floyd Levick is the supermarket manager and Raymond Duprey manages the drug center.

There are eight checkout stations in the market and four in the drug center.

Building Features

Daylight fluorescence, a soft and pleasing pastel color scheme, wide aisles and the newest in reach in refrigerated food cases feature the supermarket.

The rear wall, back of the fresh and frozen meat departments, is in orange with whimsical illustrations of pigs, steers, lambs and poultry, as well as meat cuts.

The right wall back of the produce department is finished in four sections of orange, green, blue and yellow, with illustrations of various fruits and vegetables.

The Produce Department

There are 72 feet of refrigerated produce cases, plus more than 100 feet for dry produce. Fresh meats require 52 feet of refrigerated cases and delicatessen items take another 56 feet.

Dietetic foods are stocked on shelves above the delicatessen cases.

Frozen food cabinets, 88 feet of them, stretch down the middle of the store on aisles five and six, with gourmet foods on shelves above.

Aisle 10, on the south adjoining the drug center, is devoted to beverage and dairy products, with 16 door type refrigerated units and the balance a new type of four tiered, reach in cabinet shelving.

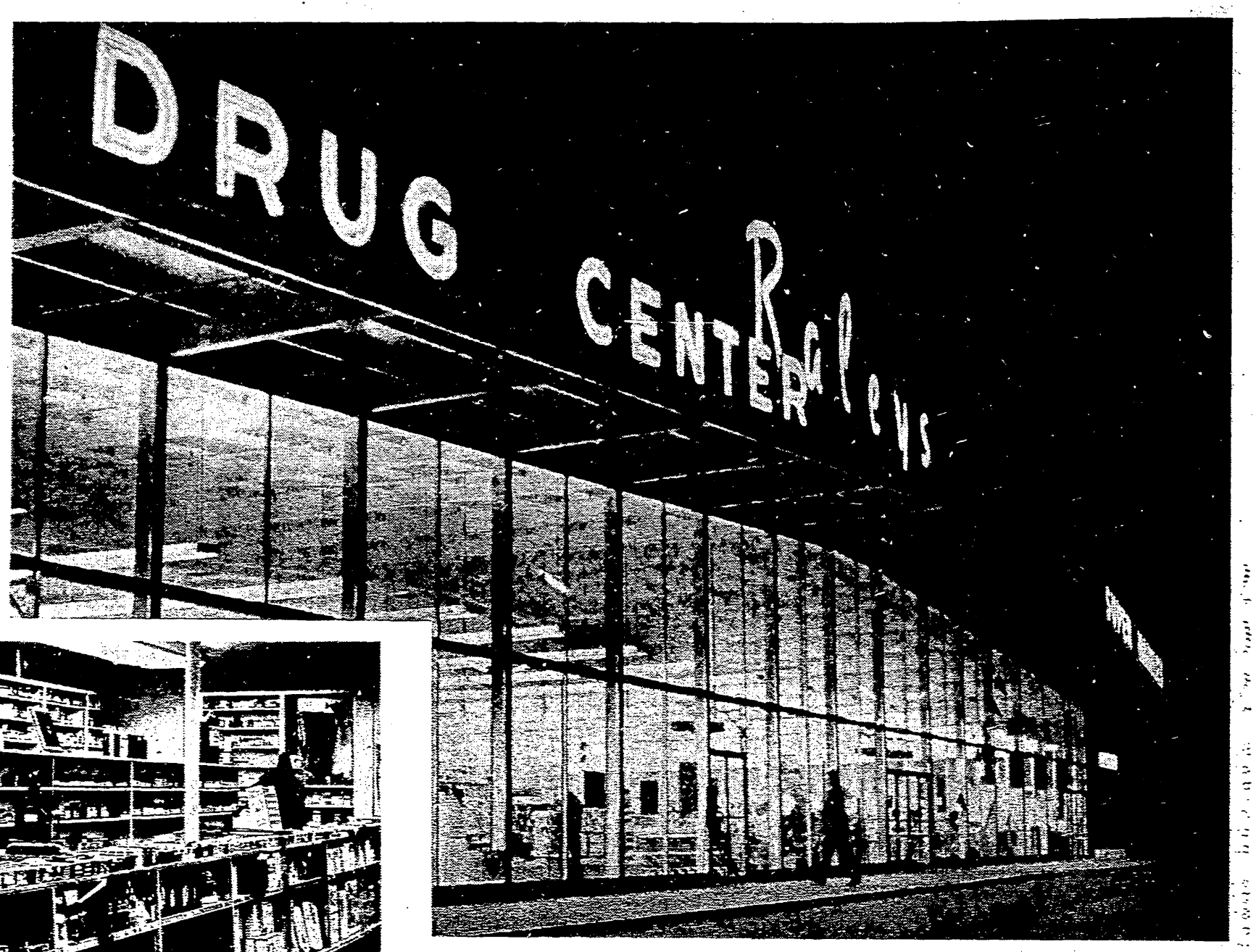
A check cashing booth is along the north wall at the entrance to the market.

Just as the walls of the supermarket have light and airy illustrations of foodstuffs, so does the rear wall of the drug center carry out the theme of that operation, with prescription bottles and a mortar and pestle decorating the yellow wall.

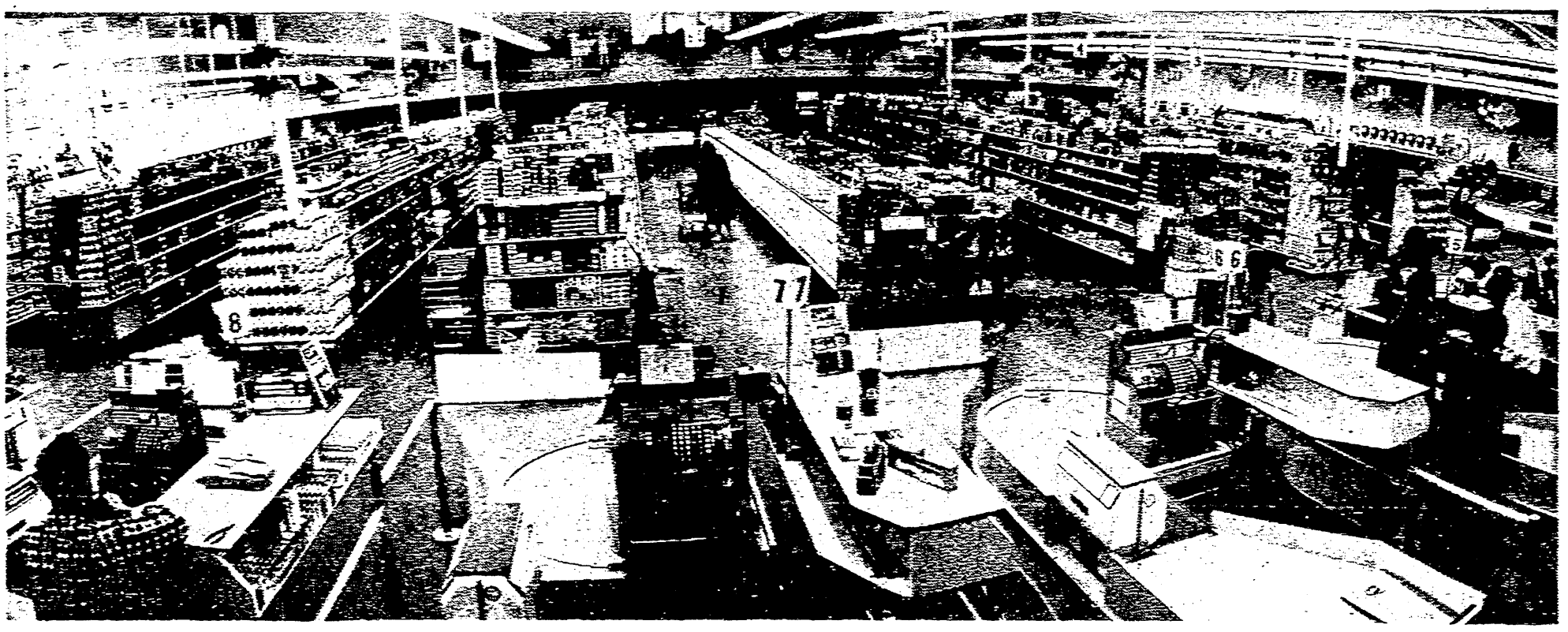
The formal opening of the supermarket and drug center climaxes 24 years of operations by Raley in the Sacramento area. He opened his first grocery store in Placerville, El Dorado County, in 1935, entering the Sacramento food field in 1938 with a store at Stockton Boulevard and 8th Avenue.

The first Raley Drug Center was opened in Elkhorn Village last May, with the second coming a month later in North Sacramento. These set the pattern for future Raley developments.

Other units in the new Hollywood Plaza Shopping Center which are slated to open next month include Lawrence's Department Store, Navlet's Flower Shop, the ABC Fish Company, a branch of Corfee's Laundry and Dry Cleaning, a beauty salon, barber shop, painting and decorating store, a jewelry store and an optometrist office.



A glass facade distinguishes the new Raley's Supermarket and Raley Drug Center at 4850 Freeport Boulevard, largest facility in the locally owned food and drug store operation. Complete prescription service is provided in the drug center, left. Bee Photos



The supermarket, above, utilizes 20,000 square feet, with wide aisles and eight checkout stands.

There are 19 distinct departments in the drug center, right, which occupies 12,000 square feet. There are four checkout stands in the self service store.

The market's produce department, below, has 72 feet of refrigerated cases and 100 feet additional for dry produce.

Eighty eight feet of easy, reach in frozen food cases stretch down aisles five and six in the center of the supermarket, pictured below, with gourmet foods on shelves above.

September 12, 2016

Via Email

Dana Mahaffey, Associate Planner
City of Sacramento
Community Development Dept.
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811-0218
E-mail: DMahaffey@cityofsacramento.org

RE: Land Park Commercial Center

Dear Ms. Mahaffey,

On behalf of the Land Park Community Association ("LPCA"), I write in connection with the draft EIR for the Land Park Commercial Center development (P15-048), better known to us as the Raley's development project. In particular, I write to share the LPCA position *in support* of that proposal.

We would like to commend Raley's and the development team for their intent to create a neighborhood oriented environment, as well as the scale and modern treatment of the project's design. We feel this project is in true context with the surrounding area. Moreover, there are many attractive elements to the design including the Raley's store itself, the extensive use of landscaped outdoor plazas, paseos and seating areas for dining and general public gatherings. We also appreciate the extensive use of trees and would like to add our encouragement that this be a high priority and that as many specimen size trees as possible be included.

After receiving input from the Land Park community as well as surrounding neighborhood associations and bicycle and pedestrian advocates, we feel that the Raley's design team has done their due diligence to respond to neighborhood concerns and adjust their plans accordingly. We appreciate the additional bicycle and pedestrian access points into and out of the project as well as ample bicycle parking. The addition of glazing, windows and other building design elements to soften or break up the mass of the rear

building walls is also noted and welcomed. The Raley's Design Team also integrated the historic Raley's sign per neighbor requests and added foliage, trees, a closed fire lane, and other elements behind the Raley's building to limit the noise and light pollution into the backyards of neighboring homes. Each adjustment that the Raley's Design Team has made to accommodate the neighbors and the Land Park neighborhood continues to show us that they are a great neighbor and are willing to make this project an open and inclusive process.

The Land Park Community Association is excited about the Raley's development project and look forward to having a new Raley's shopping center on the former Capital Nursery site.

Sincerely,

LPCA Board of Directors
Steve Winlock, President
president@landpark.org

Cc: Raley's Design Team (by email only)
Chelsea Minor, Raley's (by email only, at CMinor1@raleys.com)
Planning & Design Commissioners (by email only)
Elise Gumm, Project Planner (by email only, at egumm@cityofsacramento.org)
Councilmember Steve Hansen (by email only, at shansen@cityofsacramento.org)

Elise Gumm

From: Jordan Lang <jordan.lang@att.net>
Sent: Wednesday, May 25, 2016 3:39 PM
To: Elise Gumm
Cc: Jennifer Donlon Wyant; Jim Brown
Subject: Revised Plans for Land Park Commercial Center (P15-048)
Attachments: LTR EGumm Land Pk Comm Ctr 10 16 15.pdf

Hello Elise: Thank you for routing the revised plans for the Land Park Commercial Center project to us. We are very pleased that the project now proposes to provide adequate short-term and long-term bicycle parking as we requested in our October 16, 2015 letter (attached).

We continue to be disappointed by the lack of comfortable access for bicycles onto the project site and to the project site from surrounding residential neighborhoods. Failure to provide comfortable access for bicyclists of all ages and abilities will force many potential customers to use automobiles even though their residences are only fractions of a mile away. We request that the project proponent and the City's Transportation Division work together to improve bicycle access as follows:

1. Along Freeport Boulevard for customers who live in neighborhoods north and south of the project site
2. Across Freeport Boulevard for customers who live in the Hollywood Park neighborhood (particularly at the Wentworth Avenue/Stacia Way intersection)
3. Along Wentworth Avenue for customers who live in neighborhoods west of the project site.

We also request that the project provide lanes for bicyclists into the project site that are separated from the vehicle lanes. The current site plan shows single vehicle lanes with bicyclists forced to share those lanes. Shared lanes will be problematic for many riders especially during heavy shopping periods.

We would appreciate an opportunity to meet with City Transportation Division staff and the project proponent to discuss potential improvements for bicycle access.

Thank you for soliciting our comments.

Jordan Lang
Project Analyst
SABA

From: Elise Gumm [mailto:EGumm@cityofsacramento.org]
Sent: Tuesday, May 10, 2016 2:26 PM
To: Elise Gumm <EGumm@cityofsacramento.org>; Jeffrey Brooks <JBrooks@cityofsacramento.org>; Winfred DeLeon <WDeleon@cityofsacramento.org>; Jeffrey Heeren <JHeeren@cityofsacramento.org>; Kourtney Burdick <KBurdick@cityofsacramento.org>; Hansen, Steve <SHansen@pd.cityofsacramento.org>; Consuelo Hernandez <cahernandez@cityofsacramento.org>; Ryan DeVore <RDeVore@cityofsacramento.org>; Joy Patterson <JPatterson@cityofsacramento.org>; Stacia Cosgrove <SCosgrove@cityofsacramento.org>; Zarah Lacson <ZLacson@cityofsacramento.org>; Melissa Anguiano <MAnguiano@cityofsacramento.org>; Tom Buford <TBuford@cityofsacramento.org>; Dana Mahaffey <DMahaffey@cityofsacramento.org>; Tunson, King <ktunson@sfd.cityofsacramento.org>; Jim McDonald <JMcDonald@cityofsacramento.org>; Linda Tucker <LTucker@cityofsacramento.org>; Yvonne Riedlinger <YRiedlinger@cityofsacramento.org>; Mark Griffin <MGriffin@cityofsacramento.org>; Sheri Smith <SSmith@cityofsacramento.org>; Diane Morrison <DMorrison@cityofsacramento.org>; Mary de Beauvieres <MdeBeauvieres@cityofsacramento.org>; dmlj@pge.com; Wann, William <WWann@pd.cityofsacramento.org>; pphilley@airquality.org; jhurley@airquality.org;

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October 14, 2015

Elise umm, ssociate lanner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811 0218
egumm@cityofsacramento.org

Subject: Planning Application for Land Park Commercial Center (P15 048)

Dear Ms. Gumm:

Thank you for sharing the subject application packet ith s. We are pleased to see that the applicant is proposing to intensify land uses along the important commercial corridor of Freeport Boulevard. The proposed project site is immediately surrounded by residential neighborhoods; residents of these neighborhoods should be provided excellent walking and biking access to the site to encourage them to use those modes to travel to and from the commercial center. Such encouragement will help the City achieve s limate ction lan oals as ell s itigate he raffic pacts f he roject.

We are concerned about 3 aspects of the project: bike parking, bike access on the project site, and bike access to the site from surrounding areas. We request meetings with the project applicant and City traffic planning staff to discuss the measures described below:

Bicycle Parking. The roject ite s ocated n he rban arking District. For both restaurant and retail store ses, he roject s equired o rovide ong term bike parking space per 10,000 sf of building and 1 short term space per 2,000 sf. The project proposes a total of 109,000 sf of restaurant and retail uses in 8 different buildings. Therefore the project is required to provide 11 long term icycle parking spaces for employees and 55 short term paces or ustomers nd isitors. We request that the short term spaces be dispersed in visible and easily accessed ocations ear he ntrances f he usinesses. For example the large grocery building should have spacious parking spaces usable by cargo bikes and bikes with trailers because of the immediate proximity of surrounding residential neighborhoods. (Note: the Site Plan in the application package incorrectly states that the "bicycle parking required" is 1 per 12,000 sf, ithout istinguishing ong term and short term parking.)

Bicycle Access on the Project Site. The proposed site plan shows that bicycle access on the site would be shared ith ehicles n ypical hopping enter arking ot onfiguration. e elieve hat his ype f bicycle access will not be inviting to the many people of all ages and abilities who could bicycle from surrounding neighborhoods if they felt comfortable. In fact, many people, for example many seniors, women, and children, although interested in bicycling, are not comfortable sharing vehicle lanes with cars and trucks. Especially t he mmediate ntrances o he site from Freeport Boulevard and Wentworth Avenue, traffic of cars and delivery trucks may be heavy at times.

The proposed site plan shows access routes for pedestrians from the proposed site entrances. We request that the project provide comparable access routes for bicycles from the ntrances to primary areas for bike parking (for example, at the grocery story entrance, at the plaza in front of the "Shops 2" building, and at the "Paseo" between the "Shops 1A" and "Shops 1B" buildings). These bike access routes should be separated from vehicle lanes where they enter the site, at ast t ide, and demarcated with pavement surface treatments to distinguish them from pedestrian routes. Wayfinding signs hould e rovided o irect icyclists o ike parking cations.

Bicycle Access to the Project Site. Attractive and comfortable bicycle access to the proposed project is critical, given its location amidst abundant residential neighborhoods full of potential customers of all ages and demographics. Unfortunately, he pplication roposes o rovide icycle ccess o he ite t only two locations both shared with car and truck traffic. We request that the applicant work with the City to make the ollowing mprovements o icycle ccess o he ite:

1. From Freeport Boulevard: The proposed site's frontage along Freeport Boulevard currently has 13 car parking spaces and a standard 5 ft bicycle lane. The proposed site plan shows vehicles turning nto he ite nd eaving he ite y sing he ike ane, producing a hazardous situation for bicyclists both entering the site and passing the entrance on their way south along Freeport Boulevard. (Note: we oubt the eed or ar arking long his egment f reeport, iven hat all businesses located there, both existing and proposed, provide abundant off street parking.)

   We request that the 13 parking spaces be removed from the site frontage and be replaced with a separated and protected bike ane. The bike lane should be positioned next to the curb and a 2 ft zone of protective features (e.g. bollards) be placed between the bike lane and the south bound vehicle lane. At the point where vehicles need to move right to turn into the proposed site, the ike ane hould hift eft hus llowing ight urn ane or ehicles nto he roject site. Where the bike lane shifts cross the right turning traffic lane, t should be painted with protective markings (a green band between white dashed lines) to warn vehicle operators that bikes have right of way here. imilarly, where vehicles exiting the site and turning right onto southbound Freeport cross the bike lane, protective markings should also be applied to the bike lane.

   Several exhibits in the application package show a left turn pocket on northbound Freeport so that ehicles ould se t o urn irectly nto he roposed roject ntrance from Freeport. If this eft turn ocket s ndeed roposed, rotective easures ill e eeded o revent conflicts with bicycles headed south bound on Freeport past the project entrance.

2. From neighborhoods to the north and west: The roject ite s isconnected from surrounding residential areas to the north and west. This disconnection is particularly problematic for bicyclists from he orth: although they can get to the site by riding south along Freeport, they will have no easy way to return north without a long circuitous route across and along northbound Freeport.

   We request that he roject rovide icycle nd edestrian ccess o he ite rom he nd f Babich Avenue (at the northwest corner of the site) and from the end of Sherwood Avenue (at the southwest orner). These ccess oints ould e xtremely aluable n roviding comfortable bike riding conditions for people who may be uncomfortable bicycling alongside heavy traffic along Freeport Boulevard and in traffic on Wentworth Avenue (which does not have bike lanes). (Note: f security concerns exist, both access points could be provided with gates that close for appropriate overnight hours.)

3. From Hollywood Park on eastside of Freeport Boulevard: Thousands of potential customers and employees reside within convenient biking distance of the proposed commercial center in Hollywood Park, east of Freeport Boulevard. Currently, however, crossing Freeport Boulevard by bicycle can be hazardous and uncomfortable because of uncertain right of way onditions at the Stacia Way/Wentworth Avenue intersection and at the Meer Way intersection. or example, heavy traffic exiting the existing Raley's store uses the Wentworth Avenue intersection

to make left turns to access northbound Freeport Boulevard; this eastbound traffic is often oblivious or uncertain about right of way priorities for vehicles, bicycles, and pedestrians trying to ross reeport estbound rom tacia ay. These onflicts ill e ncreased ith ncreased traffic from the proposed project seeking to head northbound on Freeport.

We request that he ity ork ith he roject pplicant o mprove right of way conditions for bike and pedestrian crossings of Freeport t the Stacia Way/Wentworth Avenue by providing advance signal phasing for pedestrians and bikes crossing Freeport so that they can establish presence in the intersection before vehicles exiting Wentworth get green signals. Also, we request that he ity nstall uffered ike ane long he orth side of Wentworth leading west from the intersection to protect bicyclists headed into the proposed project, and green backed sharrows n he ight turn/straight ahead eastbound lane of Wentworth approaching the intersection to protect bicyclists headed to Hollywood Park. Finally, we request that the City install bike lanes on both the north and south sides of Stacia Way where it intersects with Freeport to provide refuge spaces from vehicles exiting and entering Freeport.

At eer ay, we request that the City nstall n n demand pedestrian and bicycle traffic signal for crossing Freeport Boulevard. Also, we request that the City remove the 4 parking spaces along the southside of Meer Way east of Freeport so that bicyclists have comfortable traveling space eastbound from Freeport.

We request an opportunity to meet with the project applicant as well as City staff to discuss these requests. ur oal s o ncourage icycle se o his ommercial center in such a convenient bicycling location near so any esidential neighborhoods.

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: Paul Philley, MAQMD (pphilley@airquality.org)
Fedolia Harris, Sacramento Interim Alternative Modes Coordinator (fharris@cityofsacramento.org)

Hollywood Park Neighborhood Association

P.O. Box 22278 Sacramento CA 95822 - HollywoodPark95822.org - hpna95822@gmail.com

October 16, 2015

Submitted Via Email

Elise Gumm
Associate Planner
City of Sacramento, Planning Division
egumm@cityofsacramento.org

RE: Land Park Commercial Center (P15-048)

Dear Ms. Gumm,

Thank you so much for the opportunity to comment on the proposed Land Park Commercial Center (LPCC). The Hollywood Park Neighborhood Association is incredibly enthusiastic about the vision of the project to "create a public gathering and community room environment." As the residential neighborhood directly across Freeport Boulevard from Raley's, Hollywood Park is particularly attached to this Sacramento fixture. Raley's is the general store to our Main Street of Freeport Boulevard. It is an informal neighborhood gathering spot where we catch up on the latest neighborhood news. Raley's is woven into the very fabric of our neighborhood. We love Raley's!

That is why we were so excited when we learned we would be able to witness and experience the next generation of the flagship Freeport Boulevard Raley's. That excitement has subsided as we have reviewed the proposed design. While we love the modern design, the courtyards and the trees, we have come to the realization that because the building facades are all oriented toward the inside parking lot rather than Freeport Boulevard it seems as if the fabulous community vision set forth in the planning documents did not consider the existing neighborhoods to be part of that community. We assume this was not the intention but nevertheless, for us, this is the effect.

We are similarly concerned that the design may not follow the vision that the city has laid out in the 2035 General Plan. As currently proposed, the orientation and layout of the proposed structures of the LPCC do not appear to be consistent with the parcels' pedestrian-oriented, urban low corridor general plan designation. In accordance with that designation, the facades

and entrances of the proposed smaller buildings (e.g., lots 3 and 5) should be required to directly face Freeport Boulevard and Wentworth Avenue rather than have their backs to the street. Also, the urban low corridor designation requires that parking be located behind or to the side of buildings (or within a parking structure). We believe that the positioning of the buildings should be reconsidered to address the orientation of the facades, entrances of the buildings and the location of parking areas in order to have a more pedestrian-friendly and pedestrian-oriented commercial center.

Another concern is the changes in pedestrian and traffic flow across Freeport Boulevard to the new shopping center. We expect the new shopping center to be a popular destination for people from all of the surrounding areas and would like to ensure safe access for all modes of transportation. The intersection of Freeport and Meer Avenue will likely be a natural crossing point for a large portion of our neighborhood, however the intersection as it is currently laid out would not allow access to the development. There is also the concern of people using smaller streets like Helen Way or Irvin Way as a cut-through to avoid lights. Lastly, increased vehicle traffic will create new safety hazards to cyclists and pedestrians who use the adjoining streets and sidewalks to access the shopping center or travel through the neighborhood. The design must incorporate safe means of access for pedestrians such as wide, ADA-compliant sidewalks and proactive solutions that create safe modes of transit by cyclists navigating the increased vehicle traffic. These issues should be examined by the developer and the city through a pedestrian and bicycle safety study and then thoroughly addressed during the construction of this project.

Our final concern is that the existing Raley's neon sign adjacent to Freeport Boulevard has not been properly considered as part of the final design of the Raley's store at its new location. This sign is an important fixture in the neighborhood because it pays homage to Hollywood Park's 50's-era roots and history while also making the neighborhood more unique and distinct from newer, outlying suburbs of Sacramento. Our stretch of Freeport Boulevard is a creative, vibrant place, and we want to encourage the developers and designers of the LPCC to recognize the value of those neighborhood attributes by preserving the vintage Raley's neon sign structure in the new development.

The Hollywood Park Neighborhood Association requests that the developer work with the city and community members to accomplish the following:

1) Modify the design and/or the positioning of the buildings, such as those designated "Shops 3" and "Shops 5", so that entrances face Freeport Boulevard and Wentworth Avenue, and re-orient the location of the parking areas relative to buildings to allow direct pedestrian access to buildings from the street. This would remove the "walled fortress" feeling of the development and conform to the 2035 General Plan by

creating an invitation for customers to visit and enjoy the space directly from natural street access points.

2) Create estimated traffic flow patterns for customers arriving from across Freeport Boulevard and re-examine the intersections to prevent an increase in neighborhood traffic and ensure safety at pedestrian crossings. Conduct a pedestrian and bicycle safety study. Adjust lighting, pedestrian access, and traffic measures to mitigate traffic congestion, vehicle accidents, and increased risk to cyclists and pedestrians who share the road.
3) Commit to preserving neighborhood history by incorporating the existing Raley's neon sign structure in the design and layout of the new Raley's location and overall LPCC project.

Thank you once again for the opportunity to comment. We look forward to working with all parties involved on this exciting project.

Sincerely,

Board of Directors
Hollywood Park Neighborhood Association

cc: City Councilmember Jay Schenirer (jschenirer@cityofsacramento.org)
City Councilmember Steve Hansen (shansen@cityofsacramento.org)
County Supervisor Patrick Kennedy (kennedyp@saccounty.net)
Linda Kelley, Raley's Fine Foods (lwilson3@raleys.com)
David Blair, MCG Architecture (dblair@mcgarchitecture.com)
Land Park Community Association (info@landpark.org)

10/16/2015 VIA EMAIL

Elise Gumm, Associate Planner
City of Sacramento
Community Development Department
300 Richard Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Land Park Commercial Center

Dear Ms. Gumm,

WALKSacramento has reviewed the Development Project Routing for the Land Park Commercial Center on Freeport Boulevard between Meer Way and Wentworth Avenue. Thank you for the opportunity to review and provide comment on the project.

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 30% 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. This project proposes a significantly sized retail destination adjacent to two residential communities, creating the opportunity for a significant amount of walking and biking trips. To best encourage and accommodate those trips it is imperative that the site provides safe, accessible, and direct pedestrian routing to and throughout the site. Based on our review we offer the following observations and recommendations:

WALKSacramento commends the project on its inclusion of several pedestrian walkaways, designated pedestrian entrances, wide outdoor seating areas, buildings that interface well with adjacent roadways, and pedestrian wayfinding signs that all encourage and enable more active transportation. The proceeding recommendations are made with a goal of further enabling safe and convenient access for alternative modes of transportation.

Crossing at 23rd Avenue

An opportunity exists to improve pedestrian access to the site by providing a crossing at the intersection of Freeport Boulevard and 23rd Avenue. A pedestrian actuated crossing here would provide access from the adjacent neighborhood to the major pedestrian site entrance on Freeport, helping to integrate the project into the community at a pedestrian scale. Additionally, because of the location of the major on-site pedestrian entrance and walkway at this location, pedestrians may be encouraged to cross Freeport here rather than first traveling out of their way to use a dedicated

crossing facility to the north or south. WALKSacramento recommends that site entrance across from 23rd be designed in such a way that construction of a future pedestrian crossing is easily implemented should the need for a crossing arise.

Site entrance on Wentworth Avenue

As proposed, the pedestrian entrance and connecting walkway on Wentworth Avenue is on the east side of the vehicle driveway. It should be noted that majority of pedestrians who access this site from Wentworth Avenue will be traveling from the adjacent South Land Park community, west of the project site. Thus, to best accommodate these trips and eliminate the need to cross a vehicle driveway to access the pedestrian walkway, an additional pedestrian travel path should be constructed on the west side of the Wentworth driveway leading to the 12,000 sq. ft. building.

Raised pedestrian crossings

Raised pedestrian crossings are effective in improving visibility of pedestrians and slowing vehicle speeds. Ideal locations for installing raised crosswalks are along main pedestrian paths of travel that cross long, uninterrupted drive aisles. WALKSacramento recommends installing raised crosswalks at crossings within the two main pedestrian paths of travel: between Shops 1A and 1B and Freeport Blvd., and between the grocery store and Freeport Blvd. The raised crosswalks will slow north – south traffic and increase visibility of pedestrians attempting to cross.

Connections to the adjacent community

Another opportunity exists to improve pedestrian access to the site from nearby neighborhoods by creating entrances to the site from Sherwood Avenue and Babich Avenue. Entrances here would encourage and enable more active travel by significantly reducing trip lengths and the need to travel along major roadways. These entrances should be designed with Crime Prevention Through Environmental Design (CPTED) elements to reduce potential safety and criminal issues. WALKSacramento recommends that the applicant reach out to the neighboring communities to discuss the potential for creating pedestrian connections at these locations.

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 kkumar@walksacramento.org

Sincerely,

Kirin Kumar
Project Manager

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

WALKSacramento
909 12th Street, Suite 122
Sacramento, CA 95814
(916) 446-9255

www.sacbike.org

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
916 446-6600

Elise Gumm

From: Emily Hannon <hannon.emily@gmail.com>
Sent: Wednesday, October 19, 2016 6:24 AM
To: Consuelo Hernandez
Cc: Elise Gumm; Kate Gillespie
Subject: support for Raley's redevelopment project on Freeport Blvd

Dear Ms. Hernandez,

I live in Land Park and I am writing to you and Steve Hansen to voice my support for the Raley's development project. I know it is on the agenda for Thursday's City Council meeting.

I have lived in Land Park for 8 years and when I first moved to the area I was shopping at Safeway on 19th and S streets. Then, I discovered Raley's: family-owned, friendly, helpful, and closer to home. I have been a loyal Raley's customer since.

I support the new Raley's development "The Park." I have seen the designs and can't wait to walk across Land Park to the new store. I look forward to the revitalization this project will bring to Freeport Blvd and the currently vacant Capital Nursery space. I know Raley's has worked with the community to develop a project that will fit our neighborhood and our needs.

Please support the proposed Raley's development, "The Park."

Sincerely,
Emily Hannon
3671 East Lincoln Avenue

Elise Gumm

From: Jennifer R. Madden <jmadden@delfinomadden.com>
Sent: Tuesday, October 18, 2016 4:50 PM
To: Elise Gumm; Kate Gillespie
Subject: Support for Raley's Project

Elise Gumm
Project Planner
Planning Department
City of Sacramento

Dear Ms. Gumm,

I am long time Land Park resident and Raley's customer. I write to you in support of the Raley's project, which is before the Planning Commission this coming Thursday, October 20. Please add this email to the list of supporters of the project, so that the Planning Commission is aware of my support. Also, I plan to attend the hearing and give a statement in support.

Most importantly, Raley's has been an exemplary member of the Sacramento Community. Raleys is well know for its support of the arts and other community activities, and its involvement in the community has greatly improved the quality of life in Sacramento.

This strong support of the community by Raley's is due, in large part, because Raley's is headquartered in Sacramento. This blessing is not guaranteed to our community. The grocery business is very competitive, what with new competition from Wal-Mart, Target and, most recently, Amazon.

If Raley's is not allowed to organize its business activities to its benefit, it may lose out to competitors. Again, having a major company headquartered in Sacramento is not guaranteed to the community.

Additionally, Raley's has reached out to local residents, soliciting and responding to their inputs. I am a Land Park resident, I have attended meetings of the Land Park Community Association, and I and have witnessed first-hand Raley's willingness to listen to residents and make appropriate changes to the project.

Thank you for your consideration.

Jennifer Randlett Madden
DELFINO MADDEN O'MALLEY COYLE & KOEWLER LLP
500 Capitol Mall Suite 1550
Sacramento, CA 95814
p 916-661-5810 f 916-661-5701
jmadden@delfinomadden.com
www.delfinomadden.com

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Elise Gumm

From: Jim Randlett <Randlett@RandlettNelson.com>
Sent: Monday, October 17, 2016 7:56 PM
To: Elise Gumm
Cc: Kate Gillespie
Subject: Support for Raley's Project

Elise Gumm
Project Planner
Planning Department
City of Sacramento

Dear Ms. Gumm,

I am writing in support of the Raley's project, which is before the Planning Commission this coming Thursday, October 20. Please add this email to the list of supporters of the project, so that the Planning Commission is aware of my support. Also, I plan to attend the hearing and give a statement in support.

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If Raley's is not allowed to organize its business activities to its benefit, it may lose out to competitors. Again, having a major company headquartered in Sacramento is not guaranteed to the community.

Additionally, Raley's has reached out to local residents, soliciting and responding to their inputs. I am a Land Park resident, I have attended meetings of the Land Park Community Association, and I and have witnessed first-hand Raley's willingness to listen to residents and make appropriate changes to the project.

Thank you for your consideration of my views.

Jim Randlett
1725 13th Avenue
Sacramento, CA 95818

cc: Kathryn Gillespie, Planning Director, City of Sacramento

Elise Gumm

From: Fitzgerald, Jennifer <jfitzger@amgen.com>
Sent: Friday, October 14, 2016 5:46 PM
To: Bodipo50@gmail.com; cburke.realestate@gmail.com; lynnlenzi2@gmail.com; dcovill@cbnorcal.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; ALofaso@sbcglobal.net; phil.pluckebaum@gmail.com; 'mailto:matt@mrpe.com'; wangconnellypdc@gmail.com; wdfarrell@hotmail.com; jyeepdc@gmail.com
Cc: 405dir@raleys.com; cminor1@raleys.com; Steve Hansen; Consuelo Hernandez; Dana Mahaffey; Elise Gumm; Tom Buford
Subject: Raley's Freeport site

To the Planning Commission and City Council,

I am writing today to urge your support of the new Raley's site on Freeport Blvd. I have seen the proposal on YouTube and I am completely thrilled by the project. However, I received a notice from the opponents of the proposal and I wondered if they live in the same neighborhood that I do. In fact, I disagree with every single point they made on the flyer.

We have resided in Land Park for the past 25 years and my husband and I have raised 3 teenage children here . You can imagine how much grocery shopping I do to feed a family of five! However, when I venture into grocery stores in other neighborhoods it shows me just how sad our stores are and how behind we are in Land Park. Additionally, we have the ugliest gas stations and a general lack of useful, updated retail establishments. Based on the flyer I received it appears that there is a vocal minority trying to thwart smart and appropriate upgrades that our neighborhood needs and deserves.

The conversation in Land Park has changed lately from a general pride of neighborhood to a subtle undercurrent of negativity. There is a sense that Land Park is slipping behind other similarly situated neighborhoods. The homeless population congregating in the park, standing outside our stores, and sleeping on our lawns have had a serious negative effect on the way we live here. Traffic has become challenging and property crime is completely out of control.

I believe that support of a core improvement to the neighborhood which provides a basic need (grocery store), supports a Sacramento-based business, and cleans up an old and ugly piece of property on a street in desperate need of beautification, would go a long way to improve the morale of those living here.

Please SUPPORT the plan as proposed.

Jennifer Fitzgerald
Director, State Government Affairs
A
(916) 207-7603 Cell
1001 K Street 6th Floor
Sacramento, Ca. 95814

Elise Gumm

From: Brandon Castillo <bcastillo@bcfpublicaffairs.com>
Sent: Friday, October 14, 2016 6:08 PM
To: Bodipo50@gmail.com; cburke.realestate@gmail.com; lynnlenzi2@gmail.com; dcovill@cbnorcal.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; ALofaso@sbcglobal.net; phil.pluckebaum@gmail.com; 'mailto:matt@mrpe.com'; wangconnellypdc@gmail.com; wdfarrell@hotmail.com; jyeepdc@gmail.com; Steve Hansen; Consuelo Hernandez; Dana Mahaffey; Elise Gumm; Tom Buford
Cc: MONICA Castillo (castillomom6@gmail.com)
Subject: Support Raley's on Freeport

Dear planning commission members and city council members,

As a Land Park resident and taxpayer, I wanted to express my strong support for the planned new Raley's and shopping center on Freeport. Our community needs improved grocery and retail, and Freeport Blvd needs upgrading, particularly of the vacant former Green Acres property.

Thank you for your consideration.
-Brandon & Monica Castillo
6255 Oakridge Way
Sacramento, CA 95831

Brandon A. Castillo
O: (916) 443-0872
C: (916) 730-1011
Bicker, Castillo &Fairbanks Public Affairs
www.bcfpublicaffairs.com

This email message is confidential. If you are not the intended recipient, any disclosure is strictly prohibited. If you received this email in error, please immediately notify the sender at mail@bcfpublicaffairs.com and delete this message from your system. Thank you.

October 2, 2016

TO: Planning Board Commission

FROM: Land Park Resident on Parkridge Road

RE: Support Raley's Development Project for the Land Park Commercial Center

On behalf of my family which includes my wife and 20 month-old son, I write in strong support of this exciting and needed project. This project will be of great benefit to our family, neighbors and the Land Park Community while being the first step in revitalizing this section of Freeport Boulevard. We are grateful of all of the efforts and communication from the Raley's team in pursuing this priority for the community and neighbors.

We are born and raised Sacramentans and have resided on the neighboring street, Parkridge Road, for the past five years. The "old" Raley's has received a lot of our business and we frequently walk to the grocery store because it is a few blocks from our home. However, we have always been optimistic of a "new" Raley's center, community commercial center and the positive face-lift effect of Freeport.

Our family, similar to all of our Land Park friends, very much enjoys our neighborhood and strive to keep its reputation while making it better. It has been fun and exciting watching new and local business succeed in neighboring parts of Sacramento. However, the Land Park area desperately needs its own development. We need to bring in great businesses such as the new Raley's center, but also more local restaurants and shops. The Raley's Development Project and Land Park Commercial Center is the ideal opportunity to continue making Land Park a desirable place to live while further boosting the value of our local neighborhood.

While there will always be some negatives expressed by individuals, the benefits of this new project and center far outweigh those short-sighted concerns. This is a thoughtful and needed project for our community, and my family is very hopeful we can be walking to the new Raley's and center in the very near future.

Sincerely,

Matt B. Robinson (matt.b.robinson@gmail.com)

cc: Dana Mahaffey, Associate Planner, City of Sacramento
Raley's Design Team
Chelsea Minor, Raley's
Planning & Design Commissioners
Elise Gumm, Project Planner, City of Sacramentoamento
Councilmember Steve Hansen

October 2, 2016

Mr. Alan LoFaso
Chair, Planning Commission
City of Sacramento
300 Richard Blvd., Third Floor
Sacramento, CA 95811

Ref: Raley's Development Project – Freeport Boulevard (Land Park)

Dear Mr. LoFaso:

My wife Jennifer and I have been a resident in Land Park for more than twenty years and we have raised our three children since 1998 in the South Land Park Estates area of Land Park. We enjoy Land Park, our neighborhood, and our close proximity to the Sacramento urban core. We both have jobs in downtown Sacramento, and for now, have resisted the temptation for cleaner, more efficient and newer amenities of the suburban neighborhoods. We feel that it is our civic responsibility to support downtown, and to live within the footprint that we have. I have recently moved my company, MarketOne Builders, and our 476 employees, to downtown Sacramento in the R Street District.

With that said, we feel that is the City's equal responsibility to promote smart, sustainable, and economical infill projects that provide the amenities that a growing urban population wants and needs. For these reasons, we are urging the City Planning Commission to support the Raley's Market on Freeport, and provide a cleaner, safer, and more sustainable grocer in the Land Park community.

It is not uncommon for developmental re-use in urban locations, as the private sector strives to find the "best use" for aging real estate assets. The Freeport corridor is already busy with new and adaptive retail projects, and the Raley's relocation project to the old nursery site will add to the excitement and energy of the Land Park community. While we realize there may be some dissenting votes, we urge the Commission to consider the greater population that this project will benefit.

Please vote for the Raley's project, and say yes to smart development in the urban core.

Sincerely,

James Fitzgerald (jfitzgerald@m1b.com)

cc: Jennifer Fitzgerald
Councilmember Steve Hansen, City of Sacramento
Chelsea Minor, Raleys
Dana Mahaffey, Associate Planner, City of Sacramento
Elise Gumm, Project Planner, City of Sacramento

Raley's

the PARK

Petition to build new Raley's location

Petition summary and background	Residents that are interested in seeing the new Raley's location built at the Capitol Nursery site. "The Park" location will include a brand new Raley's as well as other tenants revitalizing the community and promoting social gatherings for the neighborhood.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to approve the building of "The Park" at the Capitol Nursery site.

Printed Name	Signature	Address	Comment	Date
Marti Lewis		7718 Oak Bay C	great idea	9/16/16
Teresa [illegible]	[illegible]	19796 H1/ Cruz		9/17/16
Warren Smith	[illegible]	4230 S. Land Park Dr	Awesome	9/17/16
Teresa Smith	Teresa Smith	4220 South Land Park Dr.	Don't let LP community ASSN get in your way	
Antonio Costa	[illegible]	9952 WINKLE CIR EG 95757	++	9/17/16
Joseph Paul	[illegible]	171 LAGOMARSINO	USE THE PROPERTY	9/16/16
Holly Ellis	Holly Ellis	1924 Bowling Green Dr.	DO IT!!!	9/16/16

Raley's

the PARK

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Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to approve the building of "The Park" at the Capitol Nursery site.

Printed Name	Signature	Address	Comment	Date
Matt Robinson	[illegible]	1551 Parkridge Rd.	Get it done!	9/16/16
Monica Robinson	[illegible]	1551 Parkridge Rd	We need it!	9.16.16
Laura Avila	[illegible]	4823 S.L.P. Dr. Sac	Yes	9-16-16
Jackie Johnston	[illegible]	2824 27th St	its needed	9-16-16
Carol Horn	[illegible]	95841		
Stephanie Rice	[illegible]	95605	Excellent idea!	9-16-16
Flame Tibbs	[illegible]	973 Swanston Dr	Excellent	9-16-16

Printed Name	Signature	Address	Comment	Date
Mark Barros	Mark Barros	2645 Chassella Way Rancho Cordova CA 95673		
Lisa Alder	Lisa Alder	10 Kalmia Ct Sac CA 95685		
Julissa Battimarco	Julissa Battimarco	2016 9th st Sac CA 95818	Love it!	
Tim Conaghan	Tim Conaghan	1631 11th Ave SAC CA 95818	ABOUT TIME!	
Cheryl McCormick	Cheryl McCormick	4122 Packwood Ct EG CA 95758		9/16/16
Becky McAllister	Becky McAllister	6912 Springmont Dr. EG 95758		"
Brad Benito	Brad Benito	64 Starlit Circle Sac		9/16/16
Andy Fiske	Andy Fiske	1120 Robertson Way 95819	Do it!	
Victor Lanzy	Victor Lanzy	1180 Perkins Way 95818		
Nicholas Peletta	Nicholas Peletta	1305 Gaghe 95831	Good luck!!!	9/16/16
Rachel Genus	Rachel Genus	6078 Benham Way Sac CA 95831		9/16/16
Stephen Genus	Stephen Genus	Same ↑		9/16/16
Mary Kessler	MaK	4900 Paloma 95608		
Jerry Baloha	Jerry Baloha	919 Piedmont Dr 95822	Lets Go!	9/16
Kacey Carnazzi	Kacey Carnazzi	PO BOX 221610 SAC CA 95822	lets do it	

Printed Name	Signature	Address	Comment	Date
Samantha Calkins		1624 18th Street. SAC 95818	Yes	
Alexandria Dhaliwal		1624 18th St. Sac. 95818	We want it!	
Scott Artru		1132 Derick WAY		
Molly Artru		1132 Derick Way	Yes!!!	9-16-16
Meredith Morson		10025 Cosumnes Rd Wilton CA	Yes!	9-16-16
Jeremy Morson		" "	yes	9-16-16
Sandra Barton		162 Wagon Way	YES!	9-16-16
Jennifer Rose		6930 S. Land Park	Pretty please, XOXO	9/16/16
JULIAN ANDRADE		6930 S. LAND PARK DR	Yes!	9/16/16
Whitney Jensen Rodrigues		5236 F St	Great idea	9/16/16
Kelly Weske		885 Halidon Way #123 Folsom	yes!	9/16/16
Linda Christiansen		1150 Perkins Way	Yes - about time	9-16-16
Anne Sheehan		1705 11th Avenue	Yes	9-16-16
~~Susan Leffler~~				
Constance Dover		2724 10th Ave	Wonderful	9/16/16

Raley's
4850 Freeport Blvd.
Sacramento, CA 95831

Subject: New Raley's Construction Plan

To Whom It May Concern:

Please continue to strive to complete the new Raley's store. A new, updated site with appropriate lighting, features and an overall better store is much needed in the South Land Park neighborhood. The existing Raley's is old, has insufficient exterior lighting and I am one of many I know who do not feel safe shopping there after dark. The Bel-Air on Florin is in even worse shape and residents don't have many choices. We desperately need a new shopping experience.

Thank you.

Jonel Yelverton-Reis

6760 S. Land Park Dr.

Sacramento, CA 95831

From: semperfitaylor@sbcglobal.net
Sent: Tuesday, August 16, 2016 10:12:40 PM (UTC-08:00) Pacific Time (US & Canada)
To: Solutions
Subject: Go forward with the NEW Raley's Store

Contact From Customer
Title: Mr.
First Name: ART
Last Name: TAYLOR
Address: 3200 LAND PARK DR.
City: SACRAMENTO
State: CA
Zip: 95818
Phone: 916-709-7438
E-mail: semperfitaylor@sbcglobal.net
Chain: Raley's
Store Location: 4850 Freeport Blvd., Sacto., Ca. 95822
Message Date: 08/16/16
Message Time: 10:12 PM

Subject: Go forward with the NEW Raley's Store
Comments: As a Board member of the Land Park Community Association (LPCA), I am voicing my sincere request to Please go forward with the New Raley's Store on Freeport Blvd. I thank the Raley's Team for appearing at LPCA meetings to provide us with the most current designs and updates. Unfortunately there are a few 'naysayers' who are not able to accept change for the betterment of all. Please continue to fine tune your plan, knowing the surrounding communities are with you.
Art Taylor
Board

6/25/16

My name is Rita Vargas and I live in Hollywood Park (5310 Carmen w
I do believe that building a new Raleys in our area is an ~~ideal~~ ideal plan as this would bring value to properties in Hollywood Park, not to mention the addition of small businesses, ~~restaurand~~ restaurants and sevice stores. I am very exciting for the grand lo pening!

Thank you

Rita Vargas

I am very excited about the plans for the new store on Freeport Blvd. I have lived in Hollywood Park since November of 1965, raised a family and would not live anywhere else!

I hope somewhere in your plans you will have a deli in or close to Raleys with outside tables and umbrellas.

As for the old Raleys property how about a small nursery with garden art, cut fresh flowers, bedding plants and Christmas trees, etc, etc, etc. That would keep us in the neighborhood!

Good luck on your new store!

Sincerely,
Patricia Pederson

excited to see the new shopping area that will increase the property values for everyone.
You have my high five & vote to start this new endeavor. Thanks!
Shawna Pompei 916-947-1043

Dear Raley's
As a longtime, loyal Raley's shopper and resident of Southland Park - I say bring on the NEW & improved Raley's. You have shown us your commitment to excellence & community involvement over the years. I am super-

August 9, 2016

Kris Barton, Manager
Raley's Freeport Boulevard
4850 Freeport Boulevard
Sacramento, CA 95822

Dear Mr. Barton:

At a recent gathering with neighbors, the topic of the Raley's project at the Capital Nursery site was discussed. A dozen or so neighbors were present, most of whom had attended at least one informational meeting regarding the future development, and all expressed favorable impressions of the planned store and retail center. It occurred to me that you should be made aware of this approval.

I consider the planned store and development of the property a positive addition to my neighborhood and to the Freeport Boulevard corridor. I was heartbroken when Capital Nursery closed, and of course, the immediate concern was what would become of the large, commercially zoned area. Seeing the development plans and having the opportunity to hear from representatives from Raley's and the developer at a Hollywood Park Neighborhood Association meeting calmed those concerns. I believe this well-designed project can only add value to my neighborhood's aesthetic appeal and property value. The idea of being able to walk to desirable retail businesses and restaurants is very appealing to me.

I would also like to thank Raley's for being such a good neighbor by maintaining the property in the interim. Last year I noticed graffiti and reported it to someone at your store. The graffiti was gone the next day! That quick action proved your commitment to the community and the integrity of Raley's intentions for the future development. I look forward to seeing the project become reality.

Sincerely,

Jannelle W. Rattigan

Jannelle W. Rattigan
2145 23rd Avenue
Sacramento, CA 95822

William & Sharon Dishman

2148 23rd Avenue Sacramento CA 95822
916 455-9477
Dishma4@ att.net

6/24/2016

Dear City of Sacramento,

We have lived in the Hollywood Park neighborhood for the last 48 years and have shopped at Raley's for all of those. We have seen Raley's grow and change to what it is today. It is now time for the store to move into the 21st century with a new updated store to offer its customers. We feel the move to the old Capital Nursery location will enable Raley's to do just that. Having a neighborhood grocery store is very important to Hollywood Park. Our decision to buy a house in this great neighborhood was particaly due to having shopping and eating establishments within walking distance. Stores and resteruants have come and gone over the years, Raley's has continued to be there for its customers. A fresh new store, shops, & eatery complex will continue to offer the homes in the area easy access within walking distance.

Regards,

William & Sharon Dishman

William D. Dish
Sharon L Dishman

Elise Gumm

From: DEBRA <ootie6910@comcast.net>
Sent: Tuesday, September 22, 2015 4:56 PM
To: Elise Gumm
Subject: Submitting a comment on the Land Park Commercial Center project

Hello, Elise,

My husband and I live at 1812 Wentworth Avenue, 95822; we received the notice provided to property owners within a 300-ft. radius of the project. We do have a comment: Hurry up! We can't wait! We're very excited! :)

Thank you so much,

Debra & Victor Muro