



REPORT TO PLANNING and DESIGN COMMISSION City of Sacramento

6

PUBLIC HEARING
August 16, 2012

To: Members of the Planning and Design Commission

Subject: Progressive Insurance Plan Review – Phase I (P12-019)

A request to construct a 21,119 square foot office building on approximately 5.6 acres in the Office (OB) zone.

- A. Environmental Determination:** Addendum to a previously certified Environmental Impact Report.
- B. Mitigation Monitoring Plan**
- C. Plan Review** of a proposed 21,119 square foot office building on approximately 5.6 acres in the Office (OB) zone.
- D. Variance** to reduce the required 26 foot vehicle maneuvering distance to 24 feet.
- E. Variance** to exceed the allowed quantity and area of signs allowed in the Office (OB) zone.

Location/Council District:

2150 Harvard Street, Sacramento, CA 95815

Assessor's Parcel Number: 277-0153-016

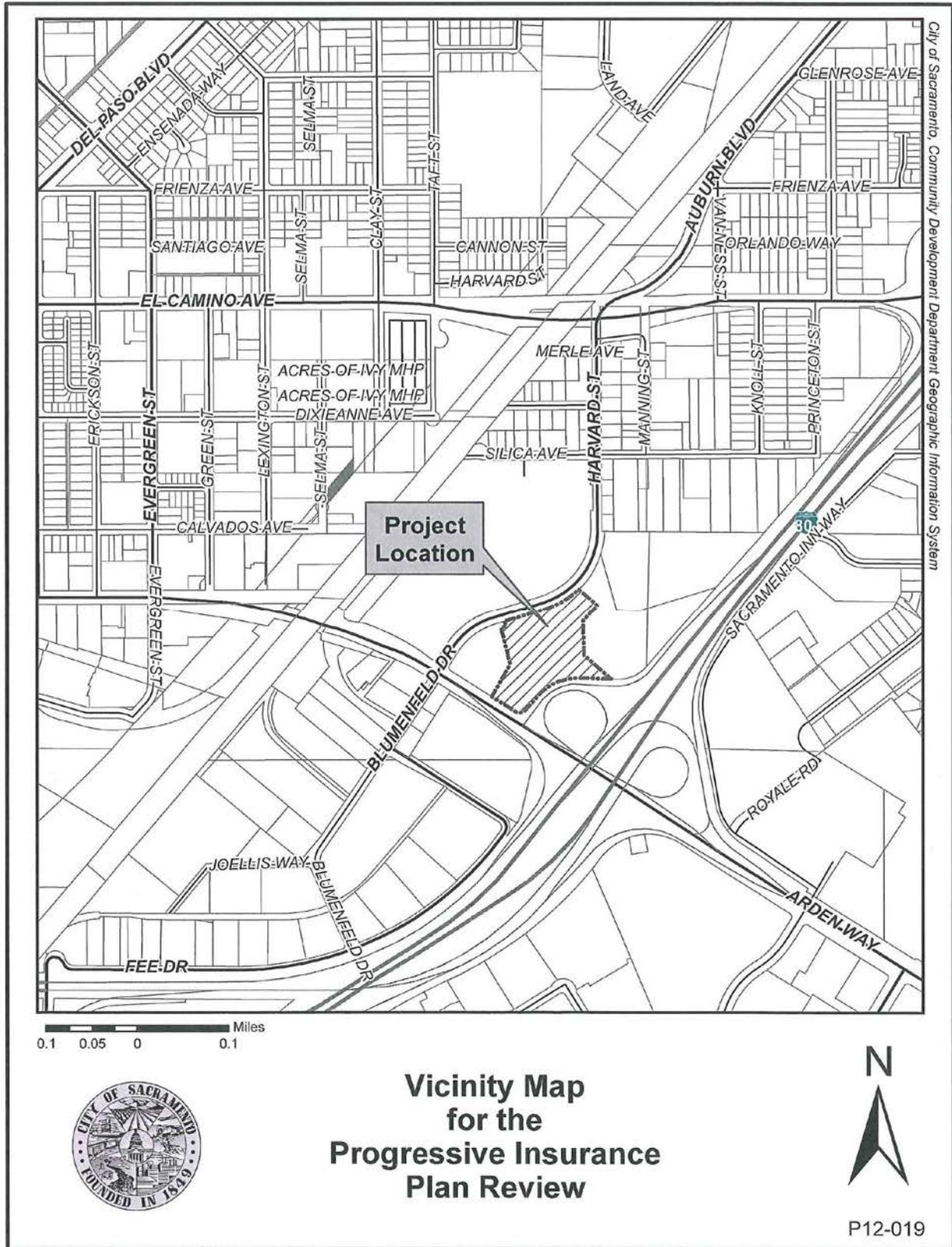
Council District 2

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A, B, C, and D above and its decision may be appealed to the City Council. **The project is not considered to be controversial.**

Contact: Kimberly Kaufmann-Brisby, Associate Planner, 916-808-5590, Lindsey Alagozian, Senior Planner, 916-808-2659

Applicant: Gary Biales-Zaremba Group, LLC, 14600 Detroit Avenue, Suite 1500, Lakewood, OH 44107, (216) 221-2106, gbiales@zarembagroup.com, LLC members-Gary Biales, Walter Zaremba

Owner: Pamela West-TIAA-CREF, 730 Third Avenue, New York, NY 10017, (212) 916-4262, pwest@tiaa-cref.org



Summary: The applicant proposes to develop the 5.6 acre site with a 21,119 square foot regional insurance claim center office building in the Office (OB) zone as Phase 1. Phase 2, to be reviewed and entitled at a later date, comprises a five-story, 64,400 square foot office building. The project requires a Plan Review and variances to reduce the required maneuvering distance from 26 to 24 feet and to increase the quantity and area of signs in the Office (OB) zone. Staff notified all property owners within a 500 foot radius of the project site and has received no opposition from the surrounding neighborhood.

Table 1: Project Information
General Plan Land Use designation: Employment Center Mid-rise, Floor Area Ratio F.A.R.= 0.35-2.0, proposed F.A.R. 0.35 including Phase I and II
Existing zoning of site: Office (OB)
Existing use of site: vacant
Property area: 5.6 gross acres

Background Information: On January 31, 1984, the City Council approved a tentative map (P83-402) to subdivide a 12.87 acre parcel into two parcels which would eventually contain the California Plaza project, Phases I and II. On May 11, 1989, the Planning Commission approved Phase I of California Plaza, comprising a 162,235 sq. ft. office building (P89-130). Phase I construction was completed in the summer of 1991.

On June 27, 1991, the Planning Commission approved a plan review to develop a 162,235 sq. ft. office building and a special permit to exceed 25 percent office space as allowed in the Heavy Industrial (M-2) zone for Phase II of the California Plaza project (P90-009). The Planning Commission approved a one year time extension of the special permit on September 23, 1993, (P93-101) then approved the final two-year special permit time extension on September 8, 1994 which subsequently expired on June 27, 1996 (P94-086).

On June 27, 1996, the Planning Commission approved a new special permit for the same 162,235 sq. ft. California Plaza Phase II office project (P96-003). That special permit was extended in 1998 for an additional three years and then expired on June 27, 2001.

On February 12, 2004, the Planning Commission approved Phase II of the California Plaza office project which comprised a plan review and height and setback variances for a 162,235 square foot, five-story office building on approximately 5 acres adjacent to the existing 162,235 sq. ft. California Plaza Phase I office building. The proposal included a 337 space, 3-story parking structure plus 251 surface parking spaces (P01-139). On June 14, 2007, the Zoning Administrator approved a two year special permit time extension for a special permit for the same project (Z07-037). On March 19, 2009, the zoning administrator approved a Plan Review extension as well as variance time

extensions for the 162,235 sq. ft. office building (Z09-014). The project has not been constructed.

Public/Neighborhood Outreach and Comments: As part of the application review process, Early Notification project application packets are sent to affected and/or interested neighborhood and business associations. For this project there are no neighborhood or business associations in the area so no Early Notification project packets were distributed. For this hearing, public notification was sent to all property owners within a 500' radius of the project and the project site was posted with the public notice. To date, staff has received no inquiries regarding the project.

Environmental Considerations: Environmental Considerations:

The proposed project falls within the scope of the environmental impact report that was prepared for the California Plaza Phase II Project (P01-139). The EIR was certified by the City Council on April 8, 2004 (Resolution No. 2004-258). The EIR evaluated the environmental effects that could result from the prior project, which included development of 162,235 square feet of office space. The entitlements for the prior project, which were approved by the City Council, have expired.

The applicant now proposes development of substantially less square footage than approved for the prior project. The first phase, before the City for approval at this time, consists of 21,120 square feet, with a potential for a second building to follow. The Initial Study, attached to the Addendum, demonstrates that the proposed development of both phases, totaling 85,520 square feet, would have no significant effects that were not evaluated in the EIR.

The California Department of Transportation (Caltrans) submitted a letter dated July 9, 2012 that commented on the proposed project, and suggested that a traffic study should be prepared for the proposed project. (See Attachment 3) The comments of Caltrans have been carefully considered. Staff has concluded, however, that impacts of the proposed project have been evaluated and that no additional study or mitigation is required.

Potential traffic impacts associated with development on the project site have been studied. The proposed project is located on a parcel that was previously entitled for construction of a 162,235 square foot office complex known as the California Plaza Phase II Project. The EIR prepared for the prior project analyzed potential traffic impacts and proposed appropriate mitigation measures.

The Master Environmental Impact Report (Master EIR) for the Sacramento 2030 General Plan analyzed potential impacts of future development on Business 80 from E Street to I-80. The Master EIR concluded that buildout of the General Plan in 2030 would result in no increase in the volume/capacity ratio from E

Street to Exposition Boulevard and would result in an average increase of two percent from El Camino to I-80. Due to its reduced size, the proposed project would generate substantially less traffic than either the California Plaza Phase II Project or a development proposing full build-out under the 2030 General Plan land use designation.

The City of Sacramento employed Fehr and Peers to conduct a focused traffic and access study for the proposed project. The study established that the proposed project, even after the second phase is developed, would result in minimal traffic impacts. (See Addendum and Initial Study, Appendix D)

The proposed project is conditioned on compliance with all applicable mitigation measures from the EIR prepared for the California Plaza Phase II Project, the Master EIR and policies of the 2030 General Plan. Based on the data available in the traffic studies that have been undertaken, the substantial reduced size of the first phase of the proposed project, and the condition requiring implementation of all applicable mitigation measures from the California Plaza Phase II Project and the 2030 General Plan Master EIR, staff has determined that no further studies are required for the first phase of the proposed project to ensure all feasible mitigation measures are implemented to address traffic impacts.

The Environmental Services Manager has reviewed the proposed project for compliance with the requirements of the California Environmental Quality Act (CEQA), and has determined that an Addendum to the certified Environmental Impact Report (EIR) is the appropriate CEQA documentation.

The proposed project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects considered in the certified EIR. Pursuant to CEQA Guidelines Section 15162, a subsequent EIR is not required.

The Addendum and supporting Initial Study prepared for the Progressive Insurance (P12-019) project along with the EIR for the California Plaza Phase II (P01-139) project and the Resolution (2004-258) certifying the EIR are available at the Community Development Department's webpage located at the following link:

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>

Policy Considerations:

The 2030 General Plan land use designation for the site is Employment Center Mid-Rise. Areas designated with the Employment Center Mid-Rise land use play a crucial role in accommodating new businesses and creating new jobs. The proposed regional insurance claims office is consistent with the land use designation.

Key urban form characteristics envisioned for employment center mid-rise areas include: a more compact development pattern with buildings sited at or near front lot lines along primary streets to add character and spatial definition to the public realm; building facades and entrances directly addressing the street and having a high degree of transparency. The Progressive Insurance-Phase I project employs many of the urban forms envisioned for the Employment Center Mid-Rise land use designation.

General Plan Policies

Business Climate. The City shall maintain a supportive business climate and a healthy, sustainable economy that increases the City's ability to expand existing businesses and attract and retain new businesses (Economic Development Goal ED 1.1).

Land Use

The proposed project is consistent with the 2030 Employment Center Mid-Rise land use designation as well as with the Office (OB) zone. The proposed regional insurance claims office will establish the business's presence in the area and will provide new employment opportunities consistent with the land use designation. The project's architectural design and execution will activate the street as well as complement and enhance existing development.

Project Design

The applicant proposes to develop the 5.6 gross acre site in two phases. Phase I, which is currently under review comprises the 21,119 sq. ft. Progressive Insurance Regional Claims Center in the Office (OB) zone.

As noted previously, the Progressive Insurance Phase I project employs many of the urban forms envisioned for the Employment Center Mid-Rise land use designation. It has moderate lot coverage and is within the required Floor Area Ratio (F.A.R.) range of 0.35 to 2.0 with a F.A.R. of 0.35 when the combined Phase I and II building areas of 85,519 sq. ft. are included in the calculation.

The building, though slightly removed from the street by a small parking area, has been designed to address the street and has a high degree of transparency along the northern façade which faces Harvard Street. The building is sited closer to the street than the existing office building to the north with a pedestrian walkway providing pedestrian connectivity from the building to the street. A majority of the Phase I parking is located on the site's interior. The streetscape is existing and the applicant has tried to minimize impacting the street trees with this development though two existing street trees are proposed to be removed to provide driveway access for this project.

Access, Circulation and Parking

Vehicular access to the site is provided at three locations. The design provides adequate access to the site and alleviates possible traffic impacts along Harvard Street by providing limited turning movement, right-in, right-out access directly off Harvard Street through the construction of a center median at the proposed Harvard Street driveway. Two additional driveways into the site will be constructed off the existing driveway and round-about which currently providing access to the California Plaza Phase I office building, adjacent to and north of the project site.

The applicant has provided 77 parking spaces for clients and employees with holding areas for clients' vehicles in the southern portion of the parking lot. A total of 45 holding area spaces have been provided for vehicle storage during clients' claim reviews.

Table 2: Parking			
Use	Required Parking	Proposed Parking	Difference
Office	Not less than 1 space/ 400 sq. ft. of office space and not more than 1 space/275 sq. ft. of office space Minimum of 53 space and a maximum of 77 spaces	77 spaces	0

Table 2a: Bicycle Parking			
Total parking provided	Required bicycle parking	Provided bicycle parking	Difference
77 spaces	3 (2 Class I, 1 Class I, II, or III)	0	3

The applicant has indicated a bicycle rack and two bicycle lockers will be placed in a secure and well-lit area. The project is conditioned to provide a revised Site Plan with the locker and rack locations to staff for review and approval prior to submitting plans for building permits.

Maneuvering Variance

The applicant has designed the parking lot with a reduced drive aisle/maneuvering area width of 24 feet instead of the standard 26 foot width. The standard parking space width has increased to 9 feet to compensate for the reduced maneuvering width. However, because the standard width is currently 26 feet a variance to reduce the required maneuvering distance is required per Section 17.64.030(I) of the Zoning Code.

Section 17.216.030 of the Zoning Code, states the planning and design commission may grant a variance provided the following findings are made:

A. A variance cannot be a special privilege extended to one individual property owner. The circumstances must be such that the same variance would be appropriate for any property owner facing similar circumstances.

The granting of the variance is not a special privilege extended to one individual property owner. The circumstances are such that the same variance would be appropriate for any property owner facing similar circumstances in that the applicant proposes to reduce the maneuvering area to 24 feet and to increase the parking stall width to 9 feet to allow for smooth parking maneuvers even with the reduced maneuvering width.

B. The consideration of “use variances” is specifically prohibited. These are variances which request approval to locate a use in a zone from which it is prohibited by ordinance.

No use variance is requested; the office use is permitted in the Office zone with the approval of a plan review.

C. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.

Granting the variance will not be injurious to public welfare, nor to property in the project vicinity in that the applicant proposes to increase the parking stall width to compensate for the reduced maneuvering area.

D. A variance must be in harmony with the general purpose and intent of this title. It must not adversely affect the general plan of the specific plans of the city, or the open space zoning regulations.

The proposed maneuvering distance reduction is otherwise consistent with the purpose and intent of the zoning regulations in that the safety and proper functioning of the parking lot and adjacent properties is not impaired. Construction of the project is consistent with General Plan Economic Development goal to maintain a supportive business climate and a healthy, sustainable economy that increases the City’s ability to expand existing businesses and attract and retain new businesses.

Because of the pending parking lot standards revision and the additional parking stall width to facilitate ease of maneuvering, a unique hardship does exist and because there is a lack of harm to public safety, staff supports the variance request.

Height, Bulk and Setbacks

Table 3: Height and area standards			
Standard	Allowed/Required	Proposed	Deviation?
Height	35'	22'	no
Front setback	20'	85'	no
Side setback	5'	100''	no
Rear setback	15'	15' for carport, 180' for building'	no
Floor Area Ratio	0.35-2.0	0.35 (Phases I & II)	no

As indicated above, the project meets or exceeds all applicable height and area requirements.

Building design and landscaping

A retro Sixties planar-style architectural design is proposed. A variety of cladding materials will be employed to articulate the building’s massing including metal wall panels of various colors and finishes, brick, and lightly tinted glass with anodized mullions. All the facades include a mixture of the materials which serves to create visual interest.

The commercial buildings in the area have screened the rooftop mechanical equipment but the current design proposal does not sufficiently screen its rooftop mechanical equipment. Accordingly, the project has been conditioned to increase the parapet height sufficiently so as to screen the rooftop mechanical equipment from roadway and street-level views.

The building, though slightly removed from the street by a small parking area, has been designed to address the street and has a high degree of transparence along the northern façade which faces Harvard Street. A pedestrian walkway provides pedestrian connectivity from the building to the street with a majority of

the Phase I parking located on the interior of the site. The proposed landscaping design meets the 50 percent shading requirement and the plant and tree selections require low to medium water use irrigation.

Plan Review

Any development in the Office (OB) zone requires the review and approval of a Plan Review in accordance with Chapter 17.024.050 footnote 18 of the City Code. The Plan Review allows for the review of a proposed development plan to ensure, among other things, the proposed development is consistent with the general plan and any applicable community or specific plans; the utilities and infrastructure are sufficient to support the proposed development and are compatible with city standards; and the proposed development is compatible with surrounding development per Section 17.220.010 of the Zoning Code.

In approving the proposed development the following findings must be made:

1. The proposed development, including but not limited to the density of a proposed residential development, is consistent with the general plan and any applicable community or specific plan.

The proposed regional office for insurance claims project is a use consistent with the Employment Center Medium-Rise land use designation, meets the Floor Area Ratio, and complies with applicable 2030 General Plan policies and goals.

2. Facilities, including utilities, access roads, sanitation and drainage are adequate and consistent with city standards, and the proposed improvements are properly related to existing and proposed streets and highways.

Staff have reviewed the proposal and found it to comply with all applicable city policies related to facilities and infrastructure, and have included conditions to ensure adequate drainage capacity and street frontage improvements.

3. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements of this title.

With approval of the maneuvering variance, the design of the project complies with applicable setback, lot coverage, density, height and parking regulations.

4. Approval of the plan review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties.

The project design, both site and architectural, is consistent with zoning development standards. By maintaining landscaping at appropriate heights, screening project lighting from adjacent streets, and providing ongoing property maintenance, the proposal will comply with safety standards and will not pose a threat to the public health nor be injurious to the surrounding area.

Signage Variance

Proposed Signage			
Type	Dimensions	Sign Area	Location
Attached	20.5' x 2.5	51.25 sq. ft.	North Elevation
Attached	20.5' x 2.5	51.25 sq. ft.	South Elevation
Monument	Height 6'-8" Width 8'	16 sq. ft.	Harvard St. Driveway
Directional	Ht.-4'-8" x 36" width	4.5'	Off round-about

The applicant has requested to increase the number and area of the signage allowed in the Office (OB) zone. The applicant proposes two attached and two detached (one directional, one monument type) signs for this project. The monument sign base materials echo the building's brick cladding and the clean and angular design is reminiscent of the building massing and style.

Per Section 15.148.130 of the Sign Code, signage in the Office (OB) zone is limited to one identification sign and one bulletin board per street frontage not exceeding a total of sixteen (16) square feet in area for all displays. The signs may be attached or detached, with detached signs not to exceed six feet in height and must be a monument-type sign, and be located outside the clear vision triangle which comprises ten feet from any property line and five feet from any driveway.

Because the applicant proposes to exceed the signage allowed in the Office (OB) zone a variance is required. In order to grant Sign Code variances, the following findings must be made per Section 15.148.1040 (A) (B) and (C) of the Sign Ordinance:

1. That exceptional or extraordinary circumstances or conditions apply that do not apply generally in the same district and the enforcement of the regulations of the Sign Code would have an unduly harsh result upon the utilization of the subject property.

Exceptional circumstances do apply in that the OB zoned property is surrounded by commercially zoned properties which have far more generous sign allowances putting this property at a competitive disadvantage for signage. The 16 square feet of attached/detached signage allowed in the OB zone is not sufficient to direct clients to the project location.

2. The variance will not result in a special privilege extended to one individual property owner and the variance would be appropriate for any property owner facing similar circumstances.

No special privilege is being extended to one individual property owner in that the variance would be appropriate for any owner facing similar circumstances where in order to establish a presence in the region and to remain competitive adequate signage is needed which is not afforded with the OB zone sign allowance.

3. 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.
 - a. Granting the variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, nor will it be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood in that the monument sign is located outside the clear vision triangle and the signage quantity and area is not excessive, rather it is proportionally designed and executed.
 - b. The signs will help clients find their way to the building with the attached signage and will be guided by the monument sign and the secondary way finding directional sign that will efficiently guide them to their destination.
 - c. The size of the attached and detached signs is in scale with the design of the buildings, are proposed to be built of high-quality materials, and the lighting is designed to minimize glare to adjacent properties.

Conclusion:

The Progressive Insurance project is consistent with the 2030 General Plan and based on its design will be a positive contribution to area. Staff is in support of the proposal and recommends the Commission approve items A, B, C, D, and E.

Respectfully submitted by:



KIMBERLY KAUFMANN-BRISBY
Associate Planner

Approved by:



LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

for Joy Patterson

GREGORY BITTER, AICP
Principal Planner

Attachments:

- Pg 14 Attachment 1 - Recommended Findings of Fact and Conditions of Approval
- Pg 2 Vicinity Map
- Pg 41 Exhibit A – Site Plan
- Pg 42 Exhibit B – Landscape Plan
- Pg 43 Exhibit C – Floor Plan
- Pg 44 Exhibit D – Elevations
- Pg 45 Exhibit E – Signage Site Plan
- Pg 46 Exhibit F – Harvard Street Elevation with Sign
- Pg 47 Exhibit G – Attached Signage Details and Elevations
- Pg 48 Exhibit H – Monument Sign Elevation and Details
- Pg 49 Exhibit I – Directional Sign Elevation and Details
- Pg 50 Attachment 2 – Building Functions
- Pg 51 Attachment 3 – Caltrans Comment Letter
- Pg 53 Attachment 4 – Land Use and Zoning Map

Attachment 1
Proposed Findings of Fact and Conditions of Approval
Progressive Insurance Plan Review (P12-019)
APN 277-0153-016

Findings Of Fact

A&B. Environmental Impact Report Addendum and Mitigation Monitoring Program:

1. The Planning and Design Commission of the City of Sacramento finds as follows:

a. On April 8, 2004, pursuant to the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, the City Council certified an environmental impact report (EIR) and, having reviewed and considered the information contained in the EIR, adopted findings of fact, adopted a mitigation monitoring program, and approved the California Plaza Phase II (P01-139) Project (Project).

b. The Progressive Insurance project (P12-019) (Progressive Project) proposes to modify the previously-approved project by constructing office buildings with approximately 92,000 square feet of space, a reduction of approximately 50% in the square footage approved as part of the original project and evaluated in the EIR.

c. The initial study prepared for the Progressive project on concluded that the proposed changes did not require the preparation of a subsequent EIR. An addendum to the previously certified EIR has been prepared to address the modification to the Project.

2. The Planning and Design Commission has reviewed and considered the information contained in the previously certified EIR, the previously adopted findings of fact, the addendum, and all oral and documentary evidence received during the hearing on the Progressive Project. The Planning and Design Commission has determined that the previously certified EIR and the addendum constitute an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required based on the reasons set forth below:

a. No substantial changes are proposed by the Project Modification that will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

b. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

c. No new information of substantial importance has been found that shows any of the following:

i. The Project Modification will have one or more significant effects not discussed in the previously certified EIR;

ii. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;

iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification; or

iv. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

3. Based on its review of the previously certified EIR for the Project, the previously adopted findings of fact, the addendum, and all oral and documentary evidence received during the hearing on the Progressive Project, the Planning and Design Commission finds that the EIR and addendum reflect the Planning and Design Commission's independent judgment and analysis, certifies the EIR and the addendum for the Project Modification, and readopts the findings of fact.

4. The mitigation monitoring program for the original project remains in effect and shall be implemented and monitored as set forth in the program, based on the following findings of fact:

1. The mitigation monitoring program has been adopted and implemented as part of the Project;

2. The addendum to the EIR does not include any new mitigation measures, and has not eliminated or modified any of the mitigation measures included in the mitigation monitoring program;

3. Minor corrections have been made in mitigation measures to reflect new regulatory provisions;

4. The mitigation monitoring program meets the requirements of CEQA section 21081.6 and CEQA Guidelines section 15091.

5. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

6. The documents and other materials that constitute the record of proceedings upon which the Planning and Design Commission has based its decision are located in the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811-0218. The custodian of these documents and other materials is the Development Services Department, Environmental Planning Services.

Attachment : **Mitigation Monitoring Program**

Progressive Insurance Project (P12-019) Mitigation Monitoring Program

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to Public Resources Code of California, Statute, 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Name/File Number: Progressive Insurance / P12-019

Owner/Developer/Applicant: Gary Biales
Zaremba Group LLC
14600 Detroit Avenue, Suite 1500
Lakewood, OH 44107
(216) 221-2106

City of Sacramento Contact: Scott Johnson, Associate Planner
Environmental Planning Services
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811
Phone: (916) 808-5842

Project Location

2150 Harvard Street, Sacramento, CA. Assessor's Parcel Number (APN): 277-0153-016-0000 near the intersection of Arden Way and Harvard Street. The project site is generally bounded by Harvard Street to the north, an Extended Stay America Hotel to the west, the Capital City Freeway Arden Way southbound off ramp and Arden Way to the south, and office/commercial development to the east.

Project Components

The project includes development of two office buildings for a total of approximately 85,520 sf of office uses along with associated parking and infrastructure improvements (Figure 3 – Site Plan). The first phase (Phase 1) of the project includes development of a 21,120 sf single-story building and 134 surface parking spaces that includes 21 secured spaces. The second phase (Phase 2) of the project consists of a five-story building with a total of 64,400 sf. The first floor would include podium parking with a total of 120 spaces. The remaining four stories would provide office space. Construction of the second building would not occur immediately, and would proceed based on market conditions.

Infrastructure improvements include an onsite detention basin to be located in the southeast corner of the site, and connections to City water and wastewater systems. Modifications to the existing project driveway may also be required for access into the project site.

The project proposes to include new landscaping, per the City's requirements and all buildings are designed to meet the State's Title 24 energy conservation requirements.

SECTION 2: GENERAL INFORMATION

The Mitigation Monitoring Plan (MMP) includes mitigation for Air Quality, Biological Resources, Cultural Resources, Hydrology and Water Quality, Light and Glare, Noise, Transportation, and Utilities and Service Systems impacts. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study/Mitigated Negative Declaration for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer/applicant identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Initial Study supporting the Addendum to the California Plaza Phase II EIR and are assigned the same number they have in the document. These mitigation measures, described in the Initial Study, are the mitigation measures adopted with the California Plaza Phase II EIR with modifications to address the current Progressive project and the conditions under which the project will be undertaken. The modifications to the mitigation measures are minor and do not constitute a substantial change. The modifications are made to address the current conditions under which the project is being proposed and the reduction in size of the project, by about half the size. The project does not violate the criteria identified in CEQA Guidelines Section 15162, requiring a subsequent 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. The developer would be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento, along with other applicable local, state or federal agencies, would be responsible for ensuring compliance.

**MITIGATION REPORTING PROGRAM CHECKLIST FOR THE
PROGRESSIVE INSURANCE PROJECT (P12-019)**

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>AIR QUALITY</p> <p>The following mitigation measures applicable to the proposed project are incorporated from the California Plaza Phase II EIR.</p> <p>AQ-1: Strict compliance with the Sacramento City Code (SCC) Section 15.40.050 and the SMAQMD's Rule 403 shall be written into construction contracts including a provision requiring excavation to cease when winds exceed 20 mph averaged over one hour.</p> <p>AQ-2: The following dust abatement program is recommended to ensure compliance with Sacramento City Code requirements:</p> <ol style="list-style-type: none"> 1) Water all construction areas at least twice daily; 2) Wash dirt off construction vehicles and equipment within the staging area prior to leaving the construction site; 3) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer). 4) Pave, apply water three times daily, or apply (non-stick) soil stabilizers on all unpaved access roads, parking area and staging areas; and 5) Sweep daily (preferably with water sweepers) all paved access roads, parking areas and staging areas. <p>AQ-3: The project shall provide a plan for</p>	<p>Construction specific actions shall be included in the construction contracts prior to the issuance of building permits. Implementation of the measures shall be prior to and during construction.</p> <p>The plan shall be submitted prior to issuance of Building Permits</p> <p>Equipment inventory shall be submitted prior to issuance of building permits and submitted monthly for the duration of construction.</p>	<p>City of Sacramento-Community Development Department</p> <p>and</p> <p>Sacramento Metropolitan Air Quality Management District (SMAQMD)</p> <p>SMAQMD</p>		

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>approval by SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction.</p> <p>AQ-4: The project representative shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>AQ-5: Contract specifications shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and SMAQMD shall</p>	<p>Specifications shall be included in construction contracts prior to initiation of construction. Visual surveys of in-operation equipment shall be made weekly with a summary submitted monthly.</p>			

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.</p>				
<p>BIOLOGICAL RESOURCES Mitigation Measures BIO-1 and BIO-2 are from the California Plaza Phase II EIR. In some instances the language of the mitigation measure has been updated to reflect changes in either state or local requirements that oversee the protection of biological resources. The new language is reflected as strike through for any text to be deleted and <u>underline</u> for any new text added. These changes constitute minor adjustments (as opposed to substantial changes) to the text of the previously approved mitigation measures.</p> <p><i>Existing Mitigation Measures from the California Plaza Phase II EIR</i></p> <p>BIO-1: Existing trees shall be preserved and protected to the maximum extent feasible, as determined by the City Arborist. A tree protection plan shall be developed consistent with City Ordinance 93-066 (Code Section 12.56.090). An ISA Certified Arborist shall be retained by the developer and/or construction contractor to monitor the tree protection plan and shall make weekly inspections of the project site during construction.</p>	<p>The tree protection plan shall be submitted prior to the issuance of building permits. The protection measures shall be implemented during construction.</p>	<p>City of Sacramento- Urban Forest Services And Community Development Department</p>		

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
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<p>The arborist shall monitor and take any required action to ensure the health of the trees.</p> <p>Street trees shall be protected during construction by the following means:</p> <ul style="list-style-type: none"> a. Prior to the issuance of grading/building permits, a 6-foot chain link fence shall be installed 12 feet from the back of curb and extended 15 feet on either side of the tree(s) along Harvard Street and Arden Way. Fence poles shall be set in the ground if possible. The fencing shall remain in place for the duration of the project except for temporary removal required as part of construction activities. The project Arborist shall make weekly inspections to ensure the protective fencing stays in place and to monitor the health of the trees. b. Excavation for utilities, trenching, grade changes, storage of materials, or parking of vehicles within the fenced area shall be prohibited. Boring or hand trenching for utilities shall be allowed within the fenced areas under the supervision of the project Arborist. c. If, during excavation of the project or for any necessary sidewalk, curb, or gutter repair or driveway construction, tree roots greater than 2 inches in diameter are encountered, work shall stop immediately until the project Arborist can perform an on-site inspection. All roots shall be cut clean. The affected tree may require supplemental irrigation and/or fertilization and pruning as a result of 				

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
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<p>root cutting.</p> <p>d. Pruning shall be allowed by permit when approved by the City Arborist for crane or other equipment clearance.</p> <p>e. The contractor shall be held liable for any damage to existing street trees, that is, trunk wounds, broken limbs, pouring of any deleterious materials, or washing out concrete under the dripline of the tree. Damage shall be assessed using "Guide to Plan Appraisal." The project Arborist shall submit a report for review by the City Arborist.</p> <p>f. The trees to be saved and the protection methods noted above shall be identified on all grading and building site plans for the project</p> <p>BIO-2: If street tree avoidance and/or preservation are not feasible, street trees may be removed and replaced consistent with City Ordinance 93-066 (Code Section 12.56.090). The project developer shall implement a landscape plan in consultation with the City Arborist that assesses what trees need to be removed as a result of the project and satisfactorily mitigates for tree losses as a part of the landscape plan.</p>				
<p>CULTURAL RESOURCES The following mitigation measures applicable to the proposed project are incorporated from the California Plaza Phase II EIR.</p> <p>CUL-1: If any buried cultural resources are discovered during construction activities, all work shall be halted in the vicinity of the find and a qualified archaeologist shall be consulted in order to determine whether the find is an isolated</p>	<p>Measures shall be implemented concurrent with grading and excavation of the site.</p>	<p>City of Sacramento-Community Development Department;</p>		

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
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<p>example or part of a more complex resource. Upon determining the significance of the resource, the consulting archaeologist, in coordination with the City, shall determine the appropriate actions to be taken. The appropriate measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recording, and preservation of the sites that have outstanding cultural or historic significance. A note requiring compliance with this measure shall be indicated on construction drawings and in construction contracts for the review and approval of the Building Department prior to issuance of building permits.</p> <p>CUL-2: Should human remains be found, the Coroner's office shall be immediately contacted and all work shall be halted until final disposition is made by the Coroner. Should the remains be determined to be of Native American descent, then the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains. A note requiring compliance with this measure shall be indicated on construction drawings and in construction contracts for the review and approval of the Building Department prior to issuance of building permits.</p>				
<p>HYDROLOGY AND WATER QUALITY The following mitigation measures applicable to the proposed project are incorporated from the California Plaza Phase II EIR. The text of Mitigation Measure HYD-2 has been updated to reflect changes in the Design and Procedures Manual. The new language is</p>				

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<p>reflected as strike through for text to be deleted and <u>underline</u> for any new text added. These changes constitute minor adjustments (as opposed to substantial changes) to the text of the previously approved mitigation measures.</p> <p>HYD-1: The project proponent shall construct a surface drainage system that connects to the street drainage system by means of a storm service tap. The surface drainage system shall include an onsite storage basin, which should be accounted for in the site plan. All on-site systems shall be designed to the standard for private storm drainage systems.</p> <p>HYD-2: Prior to construction, the project proponent shall conduct a drainage study and prepare a shed map. The study map shall be conducted per the requirements of <u>Section 11.41.73</u> of the Design and Procedures Manual <u>subsection 11.2.9, Storm Drainage Master Plan Design</u> and subject to the approval of the Department of Utilities.</p> <p>HYD-3: The project proponent shall develop a Storm Water Pollution Plan for the project. This site is not served by a regional water quality treatment facility. On-site source and treatment control measure will be developed in accordance with the latest version of the City of Sacramento's Guidance Manual of On-Site Stormwater Quality Control Measures and will be approved by the city of Sacramento Department of Utilities.</p>	<p>The drainage system shall be indicated on the improvement plans prior to their approval.</p> <p>Prior to construction.</p> <p>Prior to the issuance of building permits.</p>	<p>City of Sacramento- Department of Utilities</p> <p>And</p> <p>Community Development Department</p>		
<p>LIGHT AND GLARE The following mitigation measure is from the California Plaza Phase II EIR. The text of the mitigation measure has been updated to</p>				

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
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<p>reflect changes in the names of the City department and freeway. The new language is reflected as strike through for text to be deleted and <u>underline</u> for any new text added. These changes constitute minor adjustments (as opposed to substantial changes) to the text of the previously approved mitigation measures.</p> <p>LAG-1: The applicant shall submit a landscape plan for the review and approval of the Department of <u>Community Development, Planning Division and Building</u> prior to the issuance of building permits that includes screening of <u>Business 80 Capital City freeway</u> and associated ramps. The landscaping plan for the project site shall provide a visual barrier between the buildings and automobiles on the adjacent <u>Business 80 Capital City freeway</u> on-ramps and off-ramps. Based on the geometry of the project site and adjacent ramps, a visual screen of 20 feet in height has been calculated along the property line adjacent to the <u>Business 80 Capital City freeway</u> ramps, which would eliminate all solar glare effects. This height could be obtained by the use of tall trees.</p>	<p>The Landscape Plan shall be submitted prior to the issuance of building permits</p>	<p>City of Sacramento, Community Development Department</p>		
<p>NOISE The following mitigation measure applicable to the proposed project is incorporated from the California Plaza Phase II EIR.</p> <p>NOI-1: Construction activities shall be scheduled to have the least impact on noise sensitive receptors in the area. Construction activity shall be scheduled to occur during the least noise sensitive hours, that is between 7 a.m. and 6 p.m. on weekdays and Saturdays, and 9 a.m. and 6 p.m. on Sundays, as</p>	<p>Allowable hours for construction shall be noted on the Construction Plans for the project prior to issuance of building permits</p>	<p>City of Sacramento-Community Development Department</p>		

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
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<p>set forth in the City's Noise Ordinance. Allowable hours for construction activities shall be noted on the Construction Plans for the project.</p>				
<p>TRANSPORTATION AND CIRCULATION The project would include the Condition of Project Approval from the California Plaza Phase II EIR required under cumulative conditions to ensure the impact to the Harvard Street/California Plaza Driveway is reduced to less than significant. Installation of a traffic signal would improve the LOS to D at this intersection. The modifications to the mitigation measure below provide an update to the measure to reflect current circumstances and the reduction in the intensity of the project as currently proposed. The new language is reflected as strike through for text to be deleted and <u>underline</u> for any new text added. These changes constitute minor adjustments (as opposed to substantial changes) to the text of the previously approved mitigation measures.</p> <p>TRAF-1 The applicant shall install <u>pay a fair share towards installation of</u> a traffic signal and construct northbound and southbound left-turn pockets at the Auburn Boulevard/Van Ness Street/Frienza Avenue intersection. The intersection improvements shall be indicated on the improvement plans for the review and approval of the City prior to the initiation of roadway construction. The improvements shall be complete <u>fair share payment has to be made</u> prior to occupancy <u>issuing the building permit</u> of the project.</p> <p>The EIR discussed site access and circulation and identified a significant impact. Mitigation Measure 5.3-7 was included to address the concerns relating to access and on-site circulation and concluded the</p>	<p>Intersection improvements shall be indicated on improvement plans prior to the initiation of roadway improvements. Intersection improvements shall be completed prior to issuance of building permits.</p> <p>Intersection and site improvements shall be indicated on site plans prior to issuance of building permits. Improvements</p>	<p>City of Sacramento – Public Works Department</p> <p>And</p> <p>Community Development Department</p> <p>City of Sacramento – Public Works Department</p> <p>And</p> <p>Community Development Department</p>		

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<p>mitigation reduced impacts to a less-than-significant level. The mitigation measures identified were reevaluated to ensure consistency with current City transportation policies and practices. Mitigation Measure 5.3-7 has been revised as shown below, to reflect current site conditions and the results of the City's evaluation.</p> <p>TRAF-2 Modify access and on-site circulation as follows:</p> <ul style="list-style-type: none"> a. Do not provide access to the project site from the ESA (hotel) driveway. b. Construct a new driveway to be located approximately 200 feet south of the existing California Plaza driveway. The new driveway should permit inbound and outbound right-turn movements <u>only</u> and outbound left turns. c. Construct a raised median on Harvard Street between the new driveway and the existing California Plaza main driveway to prohibit <u>inbound and outbound</u> left-turns to the new driveway, as required by the Public Works Department. d. Close the proposed opening of the on-site median at the California Plaza driveway. <u>(The current project satisfies this mitigation measure by not including or proposing a break in the median.)</u> 	<p>shall be completed prior to occupancy of the site.</p>			

Mitigation Measure	Reporting Milestone	Monitoring Agency	VERIFICATION OF COMPLIANCE	
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UTILITIES AND SERVICE SYSTEMS Implement MM HYD-1, HYD-2, and HYD-3.	See MM HYD-1, HYD-2, and HYD-3.	See MM HYD-1, HYD-2, and HYD-3.		

B. The **Plan Review** of a proposed 21,119 square foot office building on approximately 5.6 acres in the Office (OB) zone is approved subject to the following Findings of Fact:

1. The proposed development, including but not limited to the density of a proposed residential development, is consistent with the general plan and any applicable community or specific plan in that the proposed regional office for insurance claims project is a use consistent with the Employment Center Medium-Rise land use designation, meets the Floor Area Ratio, and complies with applicable 2030 General Plan policies and goals.
2. Facilities, including utilities, access roads, sanitation and drainage are adequate and consistent with city standards, and the proposed improvements are properly related to existing and proposed streets and highways in that staff have reviewed the proposal and found it to comply with all applicable city policies related to facilities and infrastructure, and have included conditions to ensure adequate drainage capacity and street frontage improvements.
3. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements of this title in that with approval of the maneuvering variance, the design of the project complies with applicable setback, lot coverage, density, height and parking regulations.
4. Approval of the plan review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties in that the project design, both site and architectural, is consistent with zoning development standards. By maintaining landscaping at appropriate heights, screening project lighting from adjacent streets, and providing ongoing property maintenance, the proposal will comply with safety standards and will not pose a threat to the public health nor be injurious to the surrounding area.

C. The **Variance** to reduce the required 26 foot vehicle maneuvering distance to 24 feet is approved subject to the following Findings of Fact:

1. The granting of the variance is not a special privilege extended to one individual property owner. The circumstances are such that the same variance would be appropriate for any property owner facing similar circumstances in that the applicant proposes to reduce the maneuvering area to 24 feet and to increase the parking stall width to 9 feet to allow for smooth parking maneuvers even with the reduced maneuvering width.
2. No use variance is requested; the office use is permitted in the Office zone with the approval of a plan review.
3. Granting the variance will not be injurious to public welfare, nor to property in the project vicinity in that the applicant proposes to increase the parking stall width to compensate for the reduced maneuvering area.
4. The proposed maneuvering distance reduction is otherwise consistent with the purpose and intent of the zoning regulations in that the safety and proper functioning of the parking lot and adjacent properties is not impaired. Construction of the project is consistent with General Plan Economic Development goal to maintain a supportive business climate and a healthy, sustainable economy that increases the City's ability to expand existing businesses and attract and retain new businesses.

D. The **Variance** to exceed the allowed quantity and area of signs allowed in the Office (OB) zone is hereby approved subject to the following findings of fact:

1. Exceptional circumstances do apply in that the OB zoned property is surrounded by commercially zoned properties which have far more generous sign allowances putting this property at a competitive disadvantage for signage. The 16 square feet of attached/detached signage allowed in the OB zone is not sufficient to direct clients to the project location.
2. No special privilege is being extended to one individual property owner in that the variance would be appropriate for any owner facing similar circumstances where in order to establish a presence in the region and to remain competitive adequate signage is needed which is not afforded with the OB zone sign allowance.
3. Granting the variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, nor will it be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood in that:
 - a. the monument sign is located outside the clear vision triangle and the signage quantity and area is not excessive, rather it is proportionally designed and executed.

- b. The signs will help clients find their way to the building with the attached signage and will be guided by the monument sign and the secondary way finding directional sign that will efficiently guide them to their destination.
- c. The size of the attached and detached signs is in scale with the design of the buildings, are proposed to be built of high-quality materials, and the lighting is designed to minimize glare to adjacent properties.

Conditions Of Approval

A. The Plan Review of a proposed 21,119 square foot office building on approximately 5.6 acres in the Office (OB) zone is hereby approved subject to the following conditions:

Planning:

1. The applicant shall obtain all necessary building permits prior to commencing construction.
2. The project shall substantially conform to the approved plans as shown on the attached exhibits and as conditioned to revise (**Exhibits A through I**). Any modification to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits.
3. All rooftop mechanical equipment shall be screened from view. All rooftop mechanical and communications equipment shall be completely screened from view from public streets and the adjacent properties when at grade level by the building parapet, and/or architectural projections that are integral to the building design.
4. The applicant shall paint electrical meters/cabinets, telephone connection boxes, and other utility appurtenances to match the building to which they are attached.
5. A specially stamped pedestrian pathway providing connectivity from the building to the street as well as to Phase II of the development and as shown on the Site Plan site shall be provided. The Site and Landscape plans shall include the pathway.
6. Continuous 6" high, 6" wide concrete curbing shall be provided around all planter areas within or adjacent to parking areas and driveways.
7. Landscaping shall be provided, as allowed, to screen ground-mounted mechanical equipment, backflow preventors, transformers, and other similar appurtenances to the satisfaction of the Planning Director.
8. Adequate spacing shall be provided between the trees to allow the trees to obtain full maturity growth potential. All landscaped area soil surfaces shall be

covered with living drought tolerant groundcover within two years of installation. If groundcover is contraindicated beneath the trees a covering 6" deep with mulch shall be applied and maintained in perpetuity beneath and around the trees to an average diameter of six feet around the base of each tree.

9. The project shall comply with the fifty percent shading requirement (Section 17.64.030(H) of the Zoning Code) for all parking and maneuvering areas, be fully automatically irrigated and landscape with a mix of at least six different (minimum 15 gallon size) tree types (genera), from the City's approved tree list, throughout the required shading area (staff recommends the landscaping plan include no more than 20 percent oak trees). All planter soil surfaces shall be covered with living groundcover within two years of installation unless contraindicated by the Urban Forest staff. All "finger planters" must maintain a minimum inside width dimension (without curb) of 6-feet, be fully automatically irrigated, and enclosed with 6" concrete curbing on all sides.
10. The owner/operator/owner's association shall maintain the grounds and landscaped areas in a clean, weed free and groomed manner. Landscaping shall be replaced with live, healthy plants, trees and turf as needed if original landscaping dies;
11. All landscaping shall be maintained so that ground cover plants and shrubs do not exceed a maximum height of thirty inches (30") except where climbing vines are indicated; and tree limbs shall be trimmed (at maturity) so that they hang no lower than six feet (6') above grade level at maturity.

Fencing:

12. The placement of walls, gates/openings, fencing and the vehicular access points shall conform to the site plan. Any modifications may require additional staff review and/or a Plan Review modification.

Trash enclosures:

13. Trash enclosures shall be constructed of concrete block or similar masonry material and finished with stucco that is compatible in color and texture to the buildings' facades;
14. The trash enclosures shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines and the landscaping shall be automatically irrigated.

Exterior Lighting:

15. Lighting fixtures shall be of a high quality decorative design, having a color and style, which is compatible with the building architecture, as determined by the Planning Director.

16. Lighting shall be designed so as not to produce hazardous and/or annoying glare to motorists and building occupants, adjacent residents, or the general public.
17. The height of pole mounted light fixtures shall not exceed 18' in height.
18. Adequate overall exterior site lighting shall be installed and shall be coordinated with the landscaping plan so there is minimal interference between the light standards and required illumination and the trees and required shading. Project lighting shall be provided as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space during business hours and .25 foot-candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etcetera, from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal-resistant. On-site lighting shall be shielded from adjacent parcels and the street so the on-site illumination will not shine on to, or impact the adjacent residential properties or the street.

Parking:

19. A minimum of 53 parking spaces and a maximum of 77 parking spaces (including ADA spaces) shall be provided onsite.
20. A minimum maneuvering distance of 24 feet shall be provided throughout the parking lot except the fenced vehicle holding enclosure.
21. Parking design shall be provided as required by the Zoning Ordinance. A minimum of 53 parking spaces shall be provided, including the required number of ADA accessible spaces.
22. Prior to the issuance of the Certificate of Occupancy, the applicant shall revise the Site and Landscaping plans to include three bicycle parking spaces and submit the revised plans to the planning director for review and approval. Two (50 percent) of the spaces must be Class I and one shall be either Class I, II, or III. The bicycle parking spaces shall be placed in secure, well lit areas near building entrances and shall be installed prior to the issuance of the Certificate of Occupancy for the building by which the parking spaces will be added.

Signage:

23. Per Exhibits E-I the applicant may install up to two attached signs, each with an area not to exceed 55 sq. ft. as well as two detached signs comprising one monument sign not to exceed seven feet in height, eight feet in width, with no more than 20 sq. ft. of sign area per sign face (dbl.) and one directional sign not to exceed 4 feet in height and 5 sq. ft. in sign area.
24. Except as allowed with the approved sign variance, all signage shall comply with

the City of Sacramento's Sign Ordinance.

25. All monument signs shall be ten feet away from the ultimate right-of-way and property line as well as out of the line of sight triangle as defined by the Development Engineering Division.

Department of Public Works

26. Construct standard improvements as noted in these conditions pursuant to chapter 18 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Harvard Street and Arden Way per City standards and to the satisfaction of the Department of Public Works;
27. All new driveways shall be designed and constructed to City Standards and to the satisfaction of the Department of Public Works. The new proposed driveway along Harvard Street shall be constructed to City standards. The proposed driveway requires the construction of a raised median to restrict the driveway movements to right-in/right-out only. The narrow raised median construction shall extend from the main California plaza driveway creating a 200-foot left turn pocket for the USAA driveway with a 60-foot taper and continue west to create a left turn pocket for the hotel driveway to the west. The median construction shall be to the satisfaction of the Department of Public Works;
28. The applicant shall construct a new on-site customer driveway per the approved site plan that identifies the location a minimum of 80-feet away from the Harvard Street main driveway. The applicant shall be responsible for striping the existing 24-foot inbound California Plaza Driveway to designate the inside lane for through traffic and the outside lane for the Progressive Insurance customer traffic to the satisfaction of the Department of Public Works;
29. The applicant shall pay a fair share contribution to the Department of Public Works prior to issuance of any Building Permits in the amounts shown below for the following off-site improvements:
 - a. Future signalization of the California Plaza main driveway at Harvard Street for the amount of \$169,295.
 - b. Future signalization of the intersection of Auburn Blvd/ Van Ness/ Fianza for the amount of \$26,053.
30. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);

31. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works;

Department of Utilities-Solid Waste Advisories

- a. Project must meet the requirements outlined in Sacramento City Code Chapter 17.72
- b. Solid waste trucks must be able to safely move about the property, with minimum backing, and be able to empty the bins and cans safely.
- c. Solid waste driver must not have to move front-loader bins more than 15 ft. for collection.
- d. The trash enclosures for each commercial property must have enough weekly capacity of both trash and recycling to meet the requirements for the project of 4 cubic yards for trash, and another 4 cubic yards of recycling.
- e. The property must have enough weekly capacity of both trash and recycling to meet the requirements are outlined in 17.72.030. For phase 1, this means at least one cubic yard of recycling, and at least two cubic yards for phase 2.
- f. Statement of Recycling required, including a description of trash and recycling operations after the building is built and occupied.

Department of Utilities:

The applicant requests to construct a 21,119 square foot office building in the Office (OB) zone located at 2150 Harvard Street. This request requires a Plan Review. The following are conditions for the Plan Review that shall be approved by the Department of Utilities prior to issuance of a building permit:

- 32. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each parcel shall only have one metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy," may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU.
- 33. The proposed development is located within the Sacramento Area Sewer District (SASD). Contact SASD for requirements.
- 34. An on-site surface drainage system is required and shall be connected to the

street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual). On-site detention is required for this project. Based on the most current policy and the capacity of the downstream drainage system, this project is required to detain 1900 cubic feet of storm drainage volume per acre or as calculated in the approved drainage study (whichever is greater).

35. A drainage study and shed map as described in Section 11.7 of the City Design and Procedure Manual is required. This study and shed map shall be approved by the Department of Utilities. The design HGL shall be no higher than 6 inches below the lowest DI. Finished floor elevations shall be a minimum of 1.50 feet above the 100-year HGL and approved by the Department of Utilities. The preliminary drainage study may be “finalized” and made satisfactory to the DOU.
36. 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. One-foot off-site contours within a minimum 100’ of the project boundary are required. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
37. The applicant must comply with the City of Sacramento’s Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
38. This project will disturb greater than 1 acre of property, therefore the project is required to comply with the State “NPDES General Permit for Stormwater Discharges Associated with Construction Activity” (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction. The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP’s, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
39. 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 a regional water quality control facility, both source control and on-site treatment control measures (e.g. porous pavement detention, stormwater planters, detention basin, infiltration basin and/or trench, media filters (Austin Sand Filter), multi-functional drainage corridors, vegetated filter strips and/or swales, and proprietary devices) are required. Contact DOU for a list of accepted proprietary devices if considered for

treatment control. Specific source controls are required for (1) vehicle and equipment fueling areas, (2) loading/unloading areas, (3) outdoor storage areas, (4) outdoor work areas, (5) vehicle/equipment wash, repair and maintenance areas, and (6) waste management areas. Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures" for appropriate source control measures.

40. There is an existing 8" public water distribution water main that loops through this site. The civil sheets for the on-site improvements shall show the location of this water main and the extent of its associated easement (10' PUE per 72 P.M. 26). The Applicant may be required to field locate this water distribution main at key locations during the permit process to assure that no permanent structure are located over the main or within its associated easement. Per City Code 13.04.230, no permanent structure (including without limitation garages, patios, concrete slabs, tool shed and similar structures) shall be constructed on top of the existing water main or anywhere within the associated easement, unless approved by the Director of Utilities upon execution of a hold harmless agreement approved by the City Attorney. Minimal landscaping (no trees with invasive roots) and asphalt concrete (AC) paving is allowed within the water easement (PUE). The applicant shall execute a hold harmless agreement for improvements placed within this PUE. Portions of the distribution not within the aforementioned easement shall be abandoned to the satisfaction of the DOU.
41. Submit a title report for the subject parcel with the submittal of the plans for the building permit.

Public Works Advisories:

- a. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression systems.
- b. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during the early planning stages.

Sacramento Area Sewer District (SASD):

42. Connection to the District's sewer system shall be required to the satisfaction of the District. Each parcel with a sewage source shall have a separate connection to SASD public sewer system.
43. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line.

44. In order to obtain public sewer service, construction of necessary SASD sewer infrastructure will be required to serve this project. SASD Design and Construction Standards apply to sewer construction.

45. Sewer impact fee will be required and if required, must be paid before issuance of the building permit. Contact PSU at 916-876-6100 for further information on sewer impact fee.

Department of Parks and Recreation:

Advisory:

- a. The applicant will be responsible to meet his/her obligation as outlined in Chapter 18.44 of City Code pertaining to the Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$11,193. This is based on the construction of a 21,119 square foot office building at the standard office rate of \$0.53 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 a building permit.

Fire Department:

Fire Dept. Advisories:

- a. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4
- b. 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 One-way 12' wide access drive will not be allowed. Must provide 16' wide minimum for One-way traffic. This access must also meet the 35' inside and 55' outside turning radius requirements.
- c. 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
- d. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.
- e. 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

- f. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- g. Provide appropriate Knox access for site. CFC Section 506
- h. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- i. 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.
- j. 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.
- k. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8

Sacramento Regional Transit District Advisories:

- a. Project shall provide clear and easy accessibility and connectivity for all transit users, including those with disabilities. Connectivity of pedestrian ways with amenities such as pavement accents, vertical curbs, painted striping, tree shading, lighting and trellises can be provided to encourage walking to transit. During Phase 2 construction, provide direct pedestrian ways through the parking lot from the Phase 2 building to the exterior sidewalk system for easy transit access.
- b. Transit information shall be displayed in prominent locations within the business for both patrons and employees. Please use the Request Form available on www.sacrt.com to order transit information materials.
- c. Employers should offer employees subsidized transit passes at 50% or greater discount.

D. The **Variance** to reduce the required 26 foot vehicle maneuvering distance to 24 feet is approved subject to the following conditions of approval:

- 1. A minimum maneuvering distance of 24 feet shall be provided throughout the parking lot except the fenced vehicle holding enclosure.

E. The **Variance** to exceed the allowed quantity and area of signs allowed in the Office (OB) zone is approved subject to the following conditions of approval:

- 1. Per Exhibits E-I the applicant may install up to two attached signs, each with an area not to exceed 55 sq. ft. as well as two detached signs comprising one monument

sign not to exceed seven feet in height, eight feet in width, with no more than 20 sq. ft. of sign area per sign face (dbl.) and one directional sign not to exceed 4 feet in height and 5 sq. ft. in sign area.

2. Except as allowed with the approved sign variance all signage shall comply with the City of Sacramento's Sign Ordinance.
3. All monument signs shall be ten feet away from the ultimate right-of-way and property line as well as out of the line of sight triangle as defined by the Development Engineering Division.

Exhibit A – Site Plan

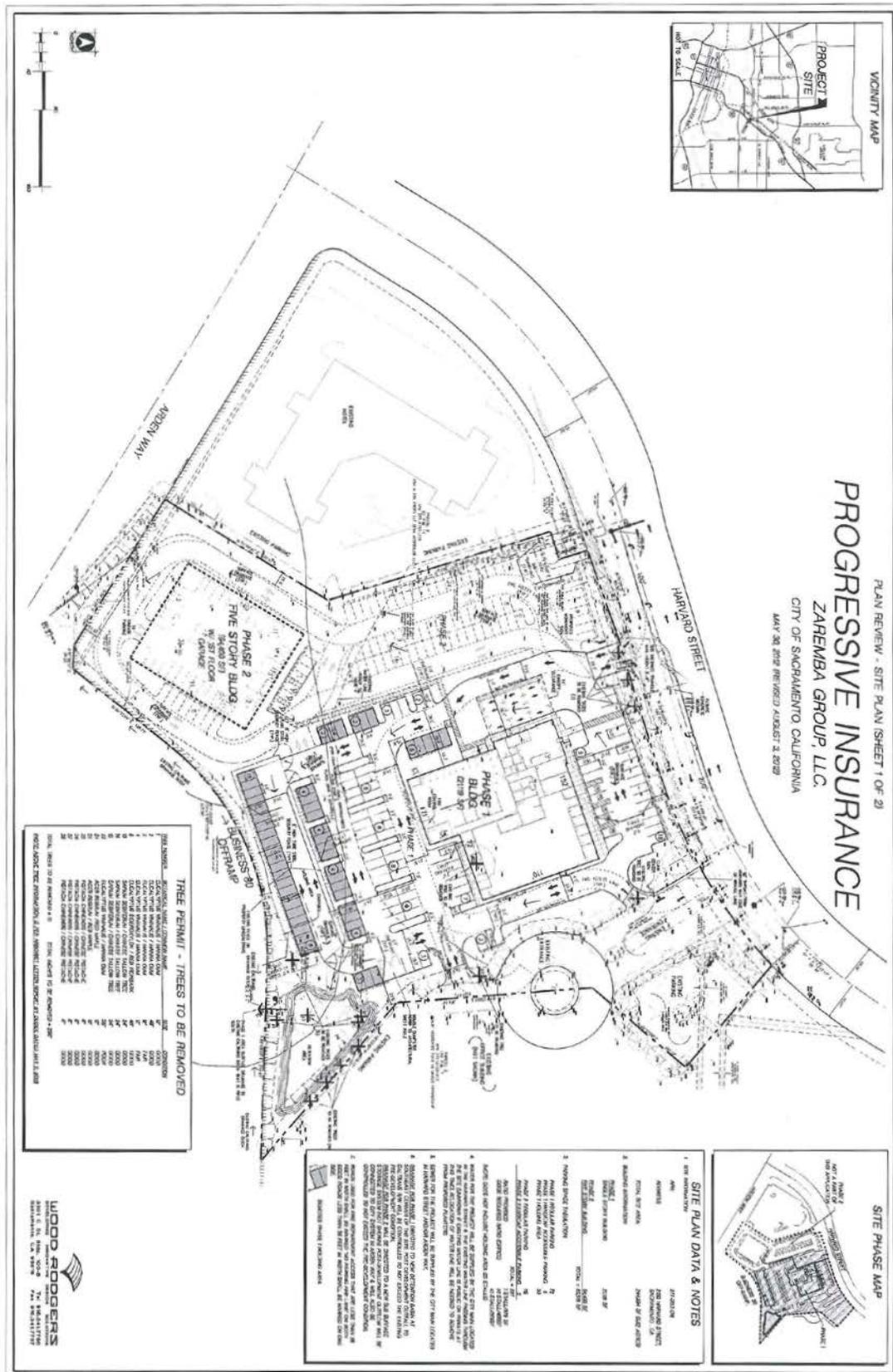


Exhibit C – Floor Plan

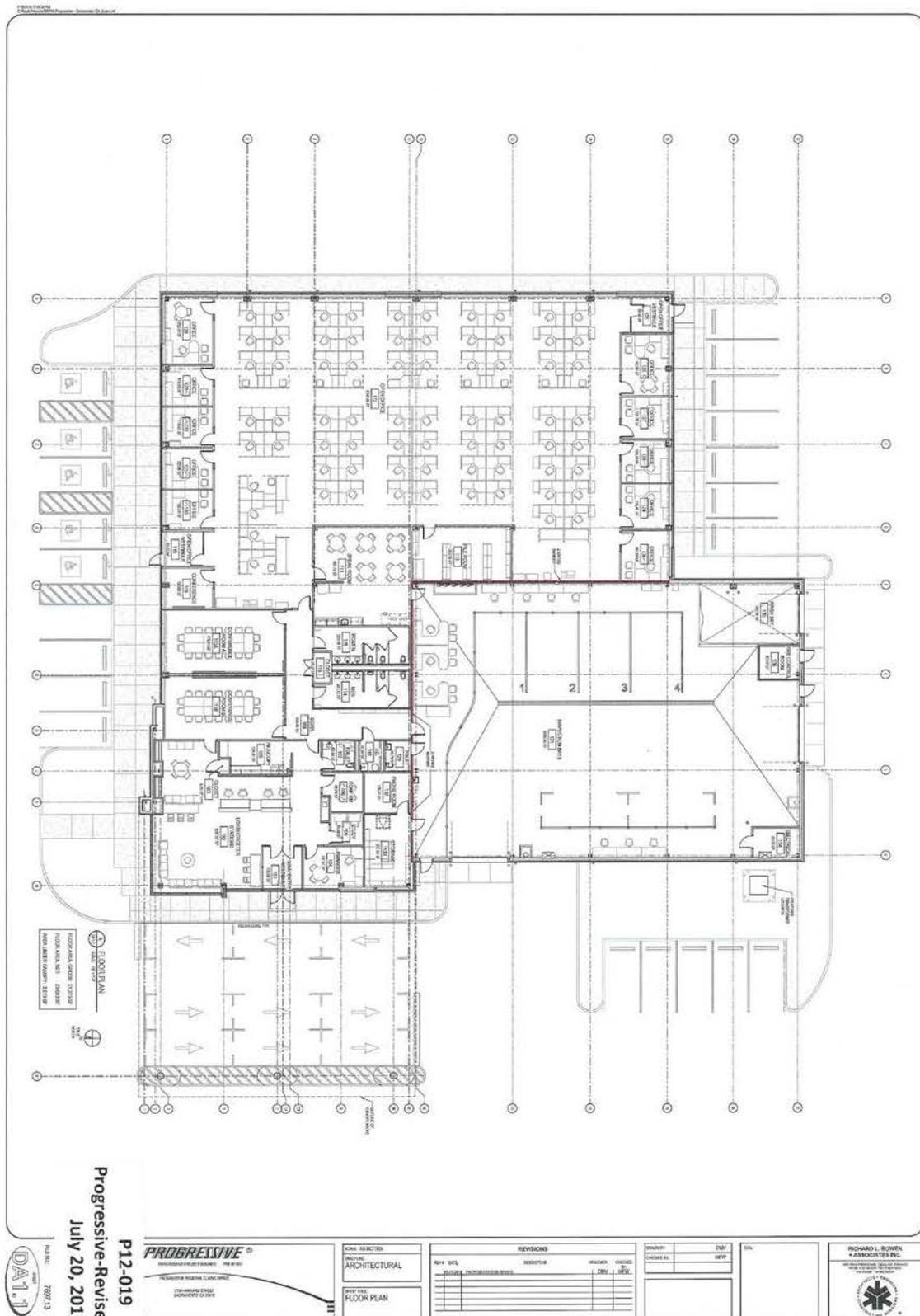


Exhibit D – Elevations

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CROWN METAL PANEL		SQ. FT.		
2	ALUMINUM CLADDING		SQ. FT.		
3	GLASS CURTAIN WALL		SQ. FT.		
4	BRICK		SQ. FT.		
5	CONCRETE		SQ. FT.		
6	WOOD		SQ. FT.		
7	STEEL		SQ. FT.		
8	ASPH/FLT		SQ. FT.		
9	PAINT		SQ. FT.		
10	ROOFING		SQ. FT.		
11	MECHANICAL		SQ. FT.		
12	ELECTRICAL		SQ. FT.		
13	PLUMBING		SQ. FT.		
14	INSULATION		SQ. FT.		
15	FOUNDATION		SQ. FT.		
16	CONCRETE		SQ. FT.		
17	STEEL		SQ. FT.		
18	WOOD		SQ. FT.		
19	GLASS		SQ. FT.		
20	BRICK		SQ. FT.		
21	ASPH/FLT		SQ. FT.		
22	PAINT		SQ. FT.		
23	ROOFING		SQ. FT.		
24	MECHANICAL		SQ. FT.		
25	ELECTRICAL		SQ. FT.		
26	PLUMBING		SQ. FT.		
27	INSULATION		SQ. FT.		
28	FOUNDATION		SQ. FT.		
29	CONCRETE		SQ. FT.		
30	STEEL		SQ. FT.		
31	WOOD		SQ. FT.		
32	GLASS		SQ. FT.		
33	BRICK		SQ. FT.		
34	ASPH/FLT		SQ. FT.		
35	PAINT		SQ. FT.		
36	ROOFING		SQ. FT.		
37	MECHANICAL		SQ. FT.		
38	ELECTRICAL		SQ. FT.		
39	PLUMBING		SQ. FT.		
40	INSULATION		SQ. FT.		
41	FOUNDATION		SQ. FT.		
42	CONCRETE		SQ. FT.		
43	STEEL		SQ. FT.		
44	WOOD		SQ. FT.		
45	GLASS		SQ. FT.		
46	BRICK		SQ. FT.		
47	ASPH/FLT		SQ. FT.		
48	PAINT		SQ. FT.		
49	ROOFING		SQ. FT.		
50	MECHANICAL		SQ. FT.		
51	ELECTRICAL		SQ. FT.		
52	PLUMBING		SQ. FT.		
53	INSULATION		SQ. FT.		
54	FOUNDATION		SQ. FT.		
55	CONCRETE		SQ. FT.		
56	STEEL		SQ. FT.		
57	WOOD		SQ. FT.		
58	GLASS		SQ. FT.		
59	BRICK		SQ. FT.		
60	ASPH/FLT		SQ. FT.		
61	PAINT		SQ. FT.		
62	ROOFING		SQ. FT.		
63	MECHANICAL		SQ. FT.		
64	ELECTRICAL		SQ. FT.		
65	PLUMBING		SQ. FT.		
66	INSULATION		SQ. FT.		
67	FOUNDATION		SQ. FT.		
68	CONCRETE		SQ. FT.		
69	STEEL		SQ. FT.		
70	WOOD		SQ. FT.		
71	GLASS		SQ. FT.		
72	BRICK		SQ. FT.		
73	ASPH/FLT		SQ. FT.		
74	PAINT		SQ. FT.		
75	ROOFING		SQ. FT.		
76	MECHANICAL		SQ. FT.		
77	ELECTRICAL		SQ. FT.		
78	PLUMBING		SQ. FT.		
79	INSULATION		SQ. FT.		
80	FOUNDATION		SQ. FT.		
81	CONCRETE		SQ. FT.		
82	STEEL		SQ. FT.		
83	WOOD		SQ. FT.		
84	GLASS		SQ. FT.		
85	BRICK		SQ. FT.		
86	ASPH/FLT		SQ. FT.		
87	PAINT		SQ. FT.		
88	ROOFING		SQ. FT.		
89	MECHANICAL		SQ. FT.		
90	ELECTRICAL		SQ. FT.		
91	PLUMBING		SQ. FT.		
92	INSULATION		SQ. FT.		
93	FOUNDATION		SQ. FT.		
94	CONCRETE		SQ. FT.		
95	STEEL		SQ. FT.		
96	WOOD		SQ. FT.		
97	GLASS		SQ. FT.		
98	BRICK		SQ. FT.		
99	ASPH/FLT		SQ. FT.		
100	PAINT		SQ. FT.		

P12-019
 Progressive-Revised plans
 July 20, 2012

Exhibit F – Harvard Street Elevation with Sign

PROGRESSIVE REGIONAL CLAIMS OFFICE
SIGNAGE DESIGN PACKAGE



P12-019
Progressive-Revised plans
July 20, 2012

Client Name: Progressive Insurance 5920 Lurlinebrook Drive Mayfield Heights, OH 44134	Start Date: 7/16/12
Location: 2100 Harvard Street Southminster, CA 95815	Last Revision: 7/16/12
	Job #: 12-1006
	Drawing #: PG012-2006
	Page: 1 of 5

Exhibit G – Attached Signage Details and Elevations

Attached Wall Signs - 20'6" w x 30" h x 5" d Cabinet - Progressive Service Center, Sacramento CA

SIGN 2 CHANNEL LETTERS: NORTH ELEVATION 51.25SQ FT
SCALE: 1/4" = 1'-0"

SIGN 3 CHANNEL LETTERS: NORTH ELEVATION 51.25SQ FT
SCALE: 1/4" = 1'-0"

CHANNEL LETTER - TYPICAL SECTION - FRONT-LIT PLASTIC FACE

ELECTRICAL NOTES

Sign Company DOES NOT provide primary electrical to sign. Power to the sign must be done by a licensed electrical contractor or licensed electrician. Each sign must have:

1. A minimum of one dedicated 120V 20A circuit
2. Junction box finished within 6 feet of sign
3. Three wires: Line, Ground, Neutral

SIGN SPECIFICATIONS: (2) 30' LED Channel Letters - Face Lit

FACE LIT, FLUSH MOUNT, LED ILLUMINATED CHANNEL LETTERS, WHITE POLYCARBONATE FACE, WHITE JEWELITE TRIM CAP WITH WHITE FINISHED RETURN, REMOTE 120V POWER SUPPLIES.

P12-019
Progressive-Revised plans
July 20, 2012

<p>815.353.1089 www.brandmark.com</p>	<p>PROGRESSIVE</p> <p>Client Name: Progressive Insurance 5077 Lippert Road Meyersdale, PA 17244</p> <p>Location: 21501 Nevada Street Sacramento, CA 95815</p>	<p>Start Date: 7/16/12 Last Revision: 7/16/12 Job #: 12-2004 Drawing #: P12-006</p> <p>Page: 4 of 5</p>	<p>Client Approval: _____</p> <p>Landlord Approval: _____</p> <p>Sales Rep: _____ Designer: _____ Designer: _____</p>
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Exhibit H – Monument Sign Elevation and Details

Monument Sign - 8'w x 6'8"h x 13"D Cabinet - Progressive Service Center - Sacramento, CA

1 Monument Sign - Front Elevation
Scale 3/4" = 1' For Presentation / Production

Side Elevation

SPECIFICATIONS FOR FABRICATION AND INSTALLATION:

- Internally illuminated double-faced cabinet; built to US specs
- Quantity: one (1)
- Etched aluminum construction; with air vents
- Dimpled aluminum
- Cabinet Height: 8'-0"
- Cabinet Depth: 13"
- Height Above Grade: 6'-8"
- Total Copy Area Square Feet: 15,625 sq ft
- Retainer size: 3"
- Face type: Painted Aluminum with acrylic backer and die-color vinyl (blue during daytime or night)
- Mounting method: angle poles (4"x 4" steel laced) into concrete foundation
- Illumination: Samsung LEDs and Fulham Biotech power supply
- Primary electrical requirement: One (1) 120V, 20A circuit

COLOR SPECIFICATIONS:

- Cabinet Color: Matthews front color to match 9917 Light Grey
- Retainer Color: Matthews front color to match 9917 Light Grey
- Cabinet Interior: Painted white for increased illumination
- Face color: 125 Formed rolled aluminum painted to match Cerium 993 off-white
- Face graphics: First surface applied die-color vinyl to match PMS 2915 - blue during daytime, white at night
- Brick Coping: Polished metal - color to match onroad grey by Metal Etc. Inc.
- Brick: Utility brick 4" x 12" by Endicott Clay Products Inc. 402-729-3303

Progressive-Revised plans
July 20, 2012

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815.353.1089 www.brandmarklogo.com

PROGRESSIVE

Client Name: Progressive Insurance
9920 Lumberport Drive
Mankato, MN 56001
Location: 2160 Pershing Street
Sacramento, CA 95815

Start Date: 7/16/12
Last Revision: 7/16/12
Job #: 12-7006
Drawing #: P12-019
Page: 2 of 5

Client Approval
Landlord Approval

Sales Rep: Terry Packard
Designer: BOB DAVIS
Checked by: [Signature]

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Exhibit I – Directional Sign Elevation and Details

Directional Sign - 36" W x 44" H x 4" D Cabinet - Progressive Service Center - Sacramento, CA

4 Directional Sign - Front Elevation
Scale: 1" = 1' For Presentation / Production

Client Name: Progressive Insurance
5920 JONATHAN DRIVE
MAYFIELD HEIGHTS, OH 44124

Location: 2150 Harvard Street
Sacramento, CA 95815

Start Date: 7/16/12
Last Revision: 7/26/12
Job#: 12-7006
Drawing#: HQ12-7006

Page: 6 of 6

Client Approval

.....

Landlord Approval

.....

Sales Rep: Terry McCloud
Designer: Erickson

brandmark BUSINESS IDENTITY SOLUTIONS
815.333.1089 www.brandmarklogo.com

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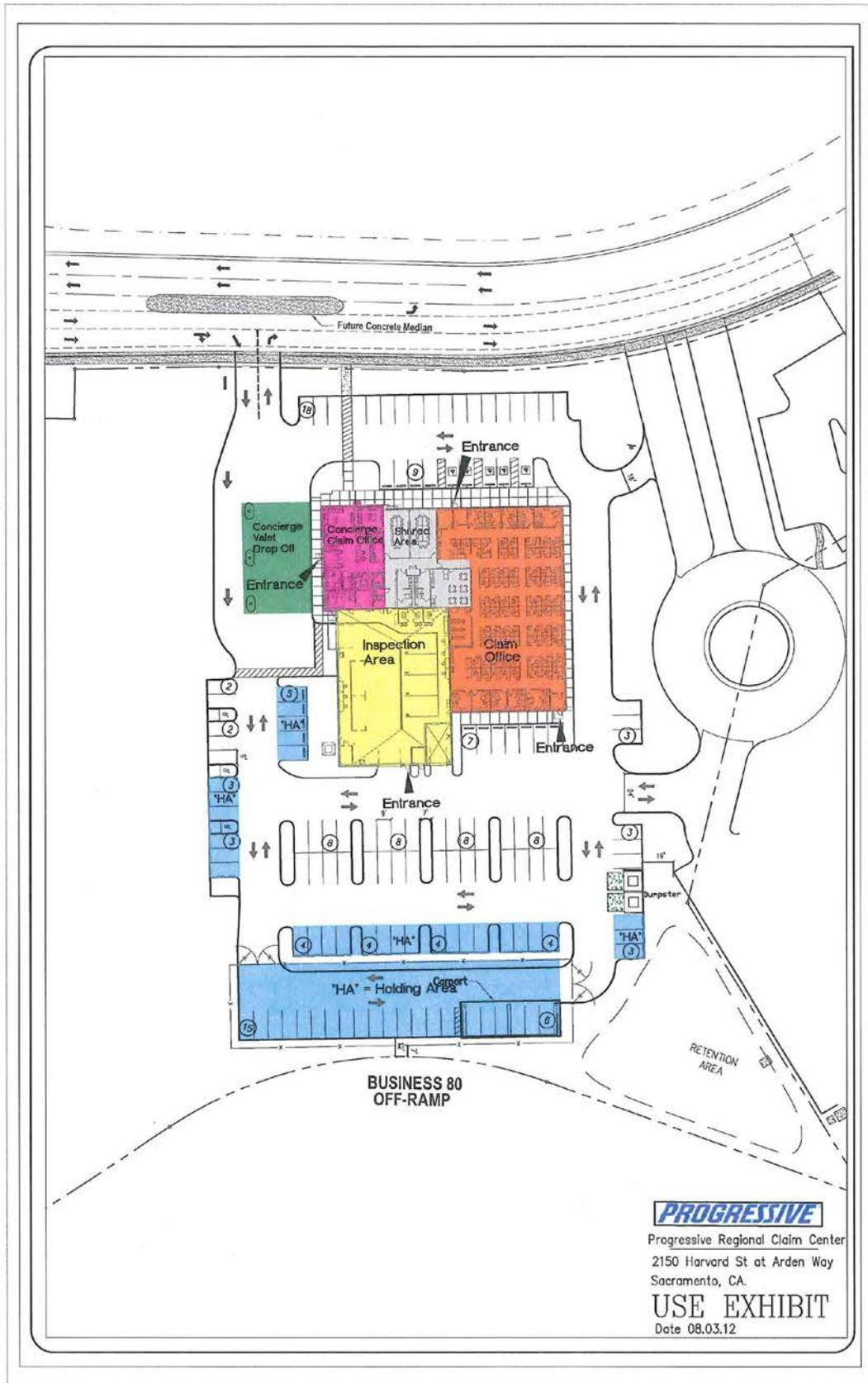
SPECIFICATIONS FOR FABRICATION AND INSTALLATION:

- Non-illuminated, angle-faced cabinet; built to UL specs
- Quantity: one (1)
- Extruded aluminum construction
- Dimensions:
 - Cabinet Width: 36" - 0"
 - Cabinet Height: 18"
 - Cabinet Depth: 4"
 - Height Above Grade: 44"
 - Total Sign Above Grade Feet: 3.77 sq ft
- Retainer size: 1"
- Face Type: Rolled Aluminum with acrylic backer and blue vinyl
- Mounting method: direct bury (2" x 2" aluminum tube) into concrete foundation
- Illumination: none
- Primary electrical requirement: none

COLOR SPECIFICATIONS:

- Cabinet Color: Mattwood front color to match 9917 LIGHT GREY
- Panel Color: Mattwood. Panel color to match Metal Eco-Chromed Grey
- Face color: 125 finished rolled aluminum painted to match Corral 9913 drifwht
- Face graphics: flat surface applied blue vinyl to match PMS 2935

Attachment 2 – Building Functions



Attachment 3 – Caltrans Comment Letter

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

July 09, 2012

03-2012-0044
03-SAC-51 PM 4.06
Progressive Insurance
Planning Division Application

Ms. Kimberly Kaufmann-Brisby
Associate Planner
City of Sacramento
Community Development Department
300 Richards, Boulevard, 3rd Floor
Sacramento, California 95811-0218

Dear Ms. Kaufmann-Brisby:

Thank you very much for the opportunity to review the Planning Division Application for Progressive Insurance. The intent is to develop a 5.6 acre vacant parcel of land into two phases. The first phase would consist of a 21,119 square foot claim/office building owned by Progressive Insurance. The second phase would consist of 64,400 square foot, five story office building also owned by Progressive Insurance. Our Comments are as follows:

- The segments of Business-80 within proximity of the project site currently operate at LOS F. This project will likely generate between 50 and 100 peak hour trips, with a large percentage of this traffic using the adjacent freeway section for a portion of their access/egress trip. According to the Caltrans "Guide for the Preparation of Traffic Impact Studies" (TIS) a project generating any peak hour traffic on a facility operating at LOS E or F requires a traffic study.
- The TIS should analyze the freeway segments in both directions during AM and PM peak hours between Marconi Avenue and E Street. Please include all ramp merge/diverge sections as well as ramp intersections.
- Since no ITE Trip Generation classification for this type of use exists, trip generation estimates should be taken from a survey of similar uses within the Sacramento region. Furthermore, the project trip distribution should be based on a SACMET/SACSIM model select-zone analysis. If either the trip generation or trip distribution methodology differs from the one prescribed, Caltrans requests the ability to review these assumptions before the analysis begins.

"Caltrans improves mobility across California"

Ms. Kimberly Kaufmann-Brisby
July 09, 2012
Page 2

- Please include in the TIS the mainline segment and weaving sections between El Camino Ave and Arden Way as well as Exposition Blvd and Arden Way along Capitol City Freeway (SR-51) during both peak periods and both directions. Please include the off-ramps and ramp intersections from SB and NB SR-51 to EB Arden Way ramps during the AM period, and the on-ramps and ramp intersections from WB Arden Way to NB and SB SR-51. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>

If you have any questions, comments or require further information, please contact the Sacramento County IGR Coordinator, Larry Brohman at (916) 274-0627 or larry_brohman@dot.ca.gov

Sincerely,



for
Eric Fredericks,
Office Chief
Office of Transportation Planning –South

Attachment 4 – Land Use and Zoning Map

