

Meeting Date: 8/6/2015

Report Type: Public Hearing

Report ID: 2015-00600



Title: Whole Foods Mixed-Use Project (P14-045) [Noticed 07/27/2015; Passed for Publication 07/28/2015; Published 07/31/2015]

Location: 2001/2025 L Street and 2100 Capitol Ave, District 4

Recommendation: Conduct a Public Hearing and upon conclusion pass 1) a Resolution certifying an Environmental Impact Report (EIR) and approving a Mitigation Monitoring and Reporting Program (MMRP); 2) a Resolution approving a General Plan Amendment of 0.160 acres from Traditional Neighborhood Medium Density to Urban Corridor Low; 3) an Ordinance to Rezone of 0.406 acres from Residential Office (RO) to General Commercial (C-2); and 4) a Resolution approving the entitlements for the project including a Tentative Map for condominium purposes, a Conditional Use Permit to allow a retail use exceeding 40,000 square feet in the General Commercial (C-2) zone, a Variance to allow signage that exceeds the maximum number of attached signs and a projecting sign that exceeds maximum area, and Site Plan and Design Review with deviations for 2001/2025 L Street and 2101 Capitol Avenue.

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Presenter: Teresa Haenggi, Associate Planner, (916) 808-7554, Community Development Department

Department: Community Development Dept

Division: Planning

Attachments:

1-Description/Analysis

2-Background

3a-Resolution - Environmental Review

3b-Exhibit A - CEQA Findings and Statement of Overriding Considerations

3c-Exhibit B - Mitigation and Monitoring Reporting Program

4a-Resolution - General Plan Amendment

4b-Exhibit A - General Plan Amendment Exhibit

5a-Ordinance - Rezone

5b-Exhibit A - Rezone Exhibit

6a-Resolution - Entitlements and Conditions

6b-Exhibit A - Disclosure Statement

6c-Exhibit B - Tentative Map

6d-Exhibit C - Signage for 2025 L STREET

6e-Exhibit D - 2001-2025 L Street Plans

6f-Exhibit E - 2101 Capitol Avenue Plans

7-General Plan Consistency Review

8-Public Comments

James Sanchez, City Attorney

Shirley Concolino, City Clerk

Russell Fehr, City Treasurer

John F. Shirey, City Manager

City Attorney Review

Approved as to Form
Jeffrey Heeren
7/29/2015 9:50:22 AM

Approvals/Acknowledgements

Department Director or Designee: Ryan Devore - 7/21/2015 3:54:16 PM

Description/Analysis

Issue Detail: The applicant has requested entitlements for the development of two sites described below:

2001/2025 L Street (North side of L Street between 20th and 21st Streets). This site currently has a two-level parking garage and a two-story office building. The project proposes to demolish the existing structures and construct an approximately 41,000 square foot Whole Foods Market, 141 residential units, and three levels of parking.

2101 Capitol Avenue (Northeast corner of 21st Street and Capitol Avenue). This site consists of three parcels and is partially developed with a surface parking lot. The project proposes to construct a six-level parking structure with approximately 12,000 square feet of commercial space on the ground floor.

These two sites are being considered as one project because the existing parking structure at the 2001 L Street site currently serves the tenants at 2020 L Street, which is directly across the street. The new parking structure at 2101 Capitol Avenue will replace the tenant parking for 2020 L Street so the existing parking structure can be demolished to clear the site for the Whole Foods Market and residential uses. The parking structure will also provide replacement parking for the surface parking currently located on the Capitol Avenue site and will serve the ground floor retail for that site.

On September 22, 2014, an application for the Whole Foods Mixed-Use Project was submitted for entitlements. Entitlements include a General Plan amendment, rezone, tentative map for condominium purposes, a variance for signage, and site plan and design review with deviations addressing building height, open space, waiving a wall requirement to separate a commercial use from a residential zone, the tentative map, and tree shading.

The Background Summary, provided in Attachment 2, provides more discussion and entitlement analysis.

Policy Considerations: The project includes an amendment to the 2035 General Plan and a rezone. Per Title 17 (Planning and Development Code) a General Plan amendment and a rezone requires Council review and approval. Therefore, the Council has final approval of the Whole Foods Mixed-Use Project. The proposed action is consistent with the 2035 General Plan goals and policies relating to infill development and developing underutilized sites, creating complete neighborhoods, providing housing options, pedestrian-friendly development, provision of bicycle facilities, and higher intensity uses near public transit.

Economic Impacts: None.

Environmental Considerations: In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15081, the City as Lead Agency, determined that an Environmental Impact Report (EIR) should be prepared for this proposed project. An EIR is an informational document that must be considered by the Lead Agency prior to project approval. CEQA Guidelines, Section 15132 specifies that the Final EIR shall consist of: the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR either verbatim or in summary; a list of persons, organizations, and public agencies commenting on the Draft EIR; responses of the Lead Agency to significant environmental points raised in the review and consultation process; and additional information provided by the Lead Agency.

The Draft EIR analyzed the potential impacts at a project level detail. The following were analyzed for potential impacts: aesthetics, air quality, cultural resources, energy, noise and vibration, and transportation and circulation. Land use/planning, population and housing, and market demand were discussed. The Mitigation Monitoring and Reporting Program (MMRP) that lists all of the mitigation measures and required implementing actions was prepared and is attached to the CEQA Findings that will be presented to the City Council (See Attachment 2).

The City received 12 comments on the Draft EIR. The potential issues of concern identified include potential traffic impacts on roadways, freeways, and the parking structure; pedestrian and bicycle safety; impacts associated with wastewater conveyance and treatment; potential impacts associated with energy use. The responses to these comments are found in the Final EIR on the City's website at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on April 3, 2015 (SCH 2014112053). The 45-day public comment period began on April 3, 2015, and ended on May 18, 2015. A public notice was placed in the Sacramento Bulletin on April 3, 2015, which stated that the Draft EIR was available for public review and comment. A public notice was posted in the office of the Sacramento County Clerk on April 3, 2015.

Following closure of the public comment period, all comments received on the Draft EIR, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

Sustainability: This project offers high-density development, bicycle- and pedestrian-friendly amenities, and commercial uses, all of which will contribute to a healthy environment and a strong economy.

Commission/Committee Action: On June 25, 2015, the Planning and Design Commission held a public hearing on the Whole Foods Mixed-Use Project and unanimously passed a motion to forward a recommendation of approval to the City Council.

Rationale for Recommendation: Staff recommends the City Council approve the Whole Foods Mixed-Use Project based on findings of fact and subject to conditions listed in Attachment 6. Staff supports the project because it: a) activates two underutilized sites in the Central City; b) provides additional residential dwellings in the Midtown area; c) establishes a specialty grocer use, which will act as a catalyst for further infill development in the surrounding neighborhood; d) shares the parking garage at 2101 Capitol with the public in the evenings and weekends to support a vibrant downtown area; e) focuses development near existing bus routes and provides bicycle parking facilities; and f) is consistent with the General Plan Designation of Urban Corridor Low, the General Commercial (C-2) zone, and the corresponding design guidelines.

Financial Considerations: None.

Local Business Enterprise (LBE): Not Applicable.

Background

This attachment provides more information on the project, discusses community outreach, identifies key issues, and provides an analysis of the entitlements.

The table below provides information on the Whole Foods Mixed-Use Project.

Table 1: Project Information for Whole Foods Mixed-Use Project

	2001/2025 L Street	2101 Capitol Avenue
General Plan Designation	Urban Corridor Low	Urban Corridor Low/ Traditional Neighborhood Medium Density
Design Review District	Central City	Central City
Existing Zoning of Site	C-2 (General Commercial)	C-2 (General Commercial) RO (Residential Office)
Property Area	52,043 square feet (sf) (1.19 acres)	29,340 sf(0.67 acres)
Gross Square Footage	336,991 square feet <ul style="list-style-type: none"> • Retail and support – 47,313 sf • Retail Parking – 132,297 sf • Residential (141 units), residential storage and support – 154,792 sf • Residential Parking – 49,902 sf 	143,237 square feet <ul style="list-style-type: none"> • Retail – 11,777 sf • Parking garage – 122,912 sf • Circulation and support – 8,548 sf
Height	85 feet (90 feet with parapet)	65 feet to roof level (75 feet, 6 inches to top of elevator tower)
Floors	6 levels with mezzanine and underground parking	6 levels (one retail, five parking)
Proposed Floor Area Ratio	3.88	0.4
Parking Spaces	323	408

PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENTS

Staff mailed notices of the Planning and Design Commission hearing on the Whole Foods Mixed-Use project to property owners within a 300-foot radius and various neighborhood groups. The hearing notice was also mailed to those who have expressed an interest in the project and to various neighborhood groups and associations, including the Boulevard Park Neighborhood Association, Downtown Sacramento Partnership, Marshall School New Era Park Neighborhood Association, Marshall School New Era Park Neighborhood Association, Midtown Business Association, Midtown Neighborhood Association, Newton

Booth Neighborhood Association, Richmond Grove Neighborhood Association, Sacramento Old City Association, Environmental Council of Sacramento, the Washington Park Neighborhood Improvement Group, Walk Sacramento, and the Sacramento Area Bicycle Advocates.

The applicant team conducted outreach to neighborhood associations, community leaders, and business owners. The applicant team also met with Walk Sacramento, Sacramento Bicycle Advocates, Sacramento Regional Transit, Sacramento Metropolitan Air Quality District, and the Midtown Business Association. The applicant reports that feedback has been very positive.

Staff received several comments relating to the Whole Foods project (Attachment 8). In general, the proposed project has generated a lot of enthusiasm for a Whole Foods Market and the new housing associated with it. The positive feedback is summarized below:

- Another grocery store in the Central City area is needed, and a specialty store such as Whole Foods complements the area.
- The project will contribute to a positive pedestrian experience.
- This project provides needed housing in the Central City.
- The parking structure will help alleviate parking issues for local entertainment venues by providing parking to patrons after business hours.

The community also had concerns regarding the project, as is summarized below:

- The parking garage will block views and sunlight from the existing multi-family building across Liestal Alley.
- Those who use the alleys are concerned that the proposed uses would contribute to traffic congestion in the alley.
- Pollution from idling delivery trucks would impact adjacent uses.
- The design of the Capitol Avenue parking structure needs to be of high quality because of its important location.
- The architecture at the Capitol Avenue site should respect the Kupros restaurant.
- The proposed project may have negative impacts on the character of existing neighborhoods.

KEY ISSUES

The issues identified by the community were addressed in several ways, including redesigning aspects of the project and through the analysis provided in the Environmental Impact Report (EIR). A discussion on key issues follows.

Whole Foods Site (2001/2025 L Street)

Pedestrian and Bicycle Circulation

The applicant worked with the Public Works Department, including the City's Alternative Modes Coordinator and WALKSacramento to address pedestrian needs. The sidewalks meet the code standards, while accommodating an outdoor café and providing trees to shade pedestrians.

The project includes a large bike lounge that will be accessible for residents. The project is conditioned to provide long-term and short-term bike parking as required by the Planning and Development Code and the design and location of the short term bike parking has to be approved by staff before installation.

Kayak Alley – Potential conflicts with delivery trucks and impacts on access to existing parking

The evaluation for the EIR determined that, apart from delivery vehicles, the proposed project is not expected to result in substantial increases in traffic behind the proposed Whole Foods Market on Kayak Alley because the parking for the market is located on 20th Street and the parking for the residential use is accessed from 21st Street. Public Works determined that the proposed maneuvering plans for delivery trucks and the loading docks are sufficient to minimize potential conflicts. Additionally, the project will be conditioned to limit the hours of delivery to the hours between 7:00 p.m. to 6:00 a.m., which are outside of peak travel times and to provide for pedestrians warning devices (mirrors, signage, etc.) at the exit and entrance driveways of the proposed parking garages (residential and commercial).

Retail/Parking Structure Site (2101 Capitol Avenue)

Liestal Alley - Potential for traffic congestion, conflicts with delivery trucks, impacts on access to existing parking, and increased access to residential neighborhoods on 22nd street, north of the alley

Parking for the ground floor commercial use is located at the ground level and is accessed from Capitol Avenue or Liestal Alley, but is only exited onto Capitol Avenue. Therefore, the ground floor commercial parking would have minimal impact on the alley. Access to the upper floors of the parking garage is on Liestal Alley. The analysis conducted for the EIR determined that the resulting increase in traffic on the alley is not expected to result in substantial delays from vehicles turning from Liestal Alley onto 21st Street or 22nd Street and this project will not impede access for adjacent businesses and residents.

Furthermore, the project is conditioned to provide for appropriate regulatory and warning signage and pavement markings for westbound and eastbound Liestal Alley approaches to 21st and 22nd Street (i.e., stop control, “watch for pedestrians”, striping, a stop bar, and to construct a mirror at the south-east quadrant of the 21st Street/Liestal Alley intersection to improve westbound motorists’ visibility of oncoming pedestrians. Additionally, the project is conditioned to construct a sign that prohibits left turns onto 22nd Street, and would only allow traffic on Liestal Alley to turn right (south) onto 22nd Street, thus directing traffic away from the existing residential uses on the northern portion of 22th Street.

The loading docks are accessed from the alley. Public Works determined that the proposed maneuvering plans for delivery trucks and the loading docks are sufficient to minimize potential conflicts, and significant impacts caused by the delivery trucks are not expected. Additionally, the project was conditioned for truck deliveries to be off-peak hours.

Access to the Parking Structure from Capitol Avenue – Providing access via ramps to/from Capitol Avenue and eliminate access to/from Liestal Alley

Public Works staff has determined that providing access to the parking structure from Capitol Avenue would result in a major project access point in close proximity to a signalized intersection (21st Street/Capitol Avenue) and create more conflicting movements within Capitol Avenue between vehicles traveling along Capitol Avenue and cars attempting to enter or leave the parking structure driveway. The location of the access from Capitol Avenue would interfere with operations at the signalized 21st Street/Capitol Avenue intersection, and due to this fact, would require the installation of an eastbound dedicated left-turn lane. Installation of a turn lane would necessitate the removal of existing Class II bicycle lanes located on Capitol Avenue, which would be considered a significant project impact according to the City's significance criteria, and would also conflict with goals and policies contained in the City of Sacramento General Plan and Bicycle Master Plan.

Additionally, providing a right in/right out driveway will require the installation of a physical barrier (i.e. a median) which would create unwanted barriers within the Downtown urban setting and would create traffic to travel around several blocks to reach the driveway and cause more impacts to several intersections within the vicinity of the project and the alleyway which will be used as a cut through for traffic heading north on 21st Street to reach the driveway of the parking structure. The adjacent driveway east of the parking structure would also be blocked by vehicles entering the parking structure driveway.

It should also be noted that alley design standards documented in the City's Design and Procedures manual specifically state that public alleys may be used for site access provided that they are improved to City standards (City of Sacramento, April 2009).

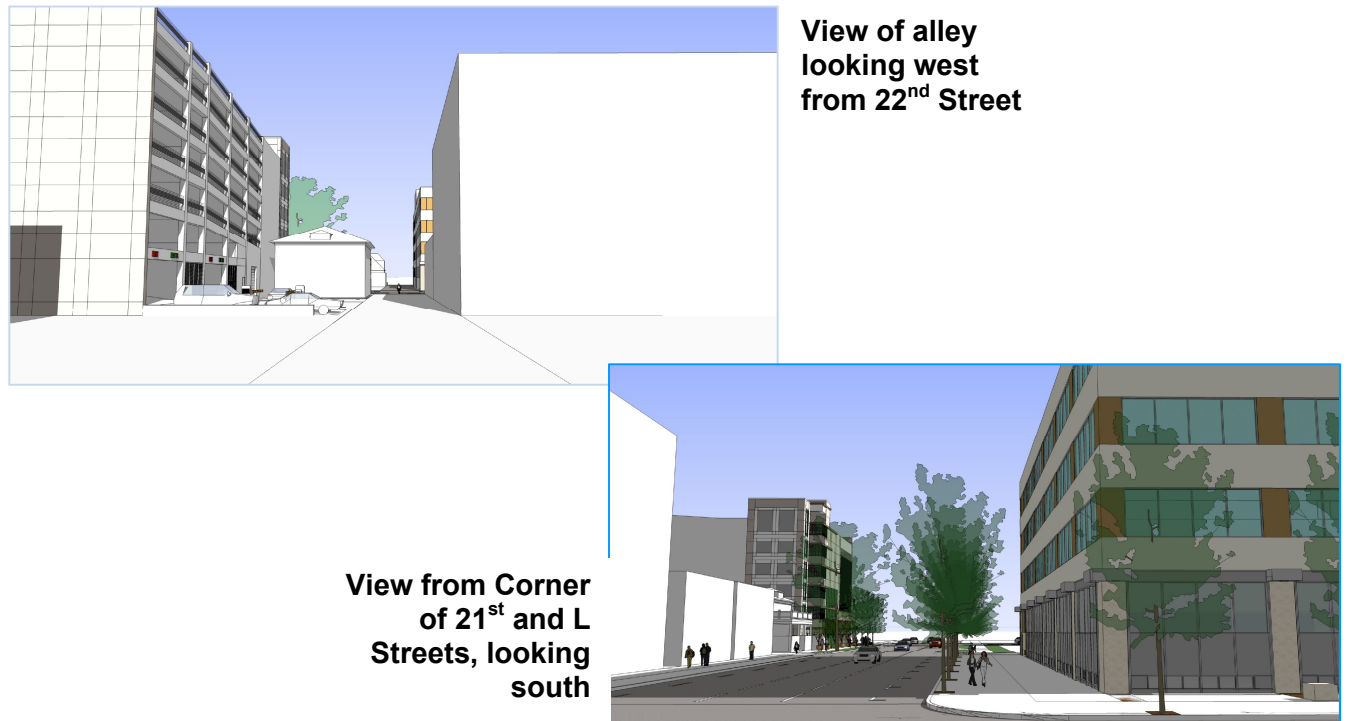
Impacts on residents at apartment complex across alley

Comments on the proposed project included concerns that the close proximity and massing of the parking garage would have a negative impact on lighting and visibility for those residents in the apartment complex on the north side of Liestel Alley who have windows and/or balconies facing south. The new design helps to mitigate this issue by placing the north wall approximately 42 feet from the alley.

Architecture should be modified to minimize its impacts on Kupros restaurant

The revised design recesses the entry of the garage at the north corner of the building on 21st Street. This provides more visibility to the existing Kupros restaurant. Additionally, the wider distance at the alley minimizes the impact of the height of the garage behind the restaurant as is illustrated by the figures on the next page.

Figure 1: Capitol Avenue Garage – Street Views



Issues – Both Sites

The proposed project would compromise the character of existing neighborhoods.

While many residents living in the Midtown area expressed enthusiastic support to the Whole Foods Market and the housing associated with it, a few residents expressed concern that the project would compromise the character of the existing neighborhoods. The project is surrounded primarily by commercial, office and multi-family uses. However, there are residential uses to the east and north of the sites. The project has been conditioned to only allow traffic on Liestal Alley to turn right (south) onto 22nd Street, thus directing traffic away from the existing residential uses on the northern portion of 22nd Street.

The 2035 General Plan anticipates much of the city's growth to occur in the Central City area, and the Urban Corridor Low designation seeks to activate the City's corridors by offering a variety of uses. The Central City already has a wide mix of uses that serve local residents as well as attracts people from outside the Central City. Staff believes the proposed project is consistent with the General Plan vision and will contribute to establishing the area as a diverse and desirable neighborhood.

ENTITLEMENT OVERVIEW

In addition to the environmental review documents (Environmental Impact Report and the Mitigation Monitoring and Reporting Program), the applicant is seeking the following entitlements:

- General Plan Amendment (2101 Capitol Avenue)
- Rezone (2101 Capitol Avenue)
- Tentative Map (2001/2025 L Street)
- Conditional Use Permit to Allow a Retail Use to Exceed 40,000 Square Feet (2001/2025 L Street)
- Sign Variance (2001/2025 L Street)
- Site Plan and Design Review with Deviations (2001/2025 L Street)
- Site Plan and Design Review with Deviations (2101 Capitol Avenue)

The following text provides an analysis of these entitlements.

General Plan Amendment (2101 Capitol Avenue)

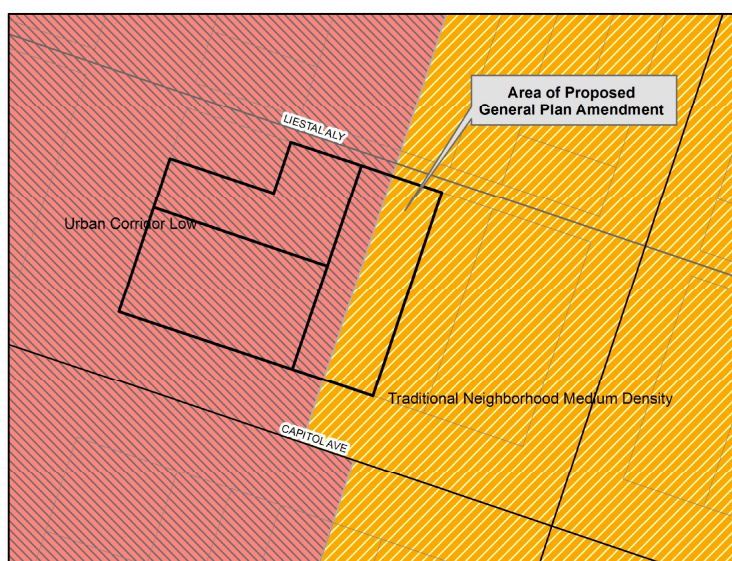
As mentioned under the Policy Consideration section, the proposed project includes a General Plan amendment at the 2101 Capitol Avenue site to change the designation of approximately 0.16 acres (6,961 square feet) from Traditional Neighborhood Medium Density to Urban Corridor Low.

The General Plan Urban Corridor designation calls for multi-story structures, architecture that enhances the pedestrian experience, and nearby transit service. More-intense uses are expected at major intersections such as those of the Whole Foods Mixed-Use Project.

The Traditional Neighborhood Medium Density designation provides for higher-intensity housing and neighborhood support uses including multifamily dwellings, and neighborhood-serving commercial.

Staff supports the proposed General Plan amendment, because the overall proposed project includes multifamily and neighborhood-serving commercial uses and the proposed General Plan amendment would not negatively impact existing development on the adjacent parcels of the half block which include a surface parking lot and commercial building.

Figure 3: General Plan Designations



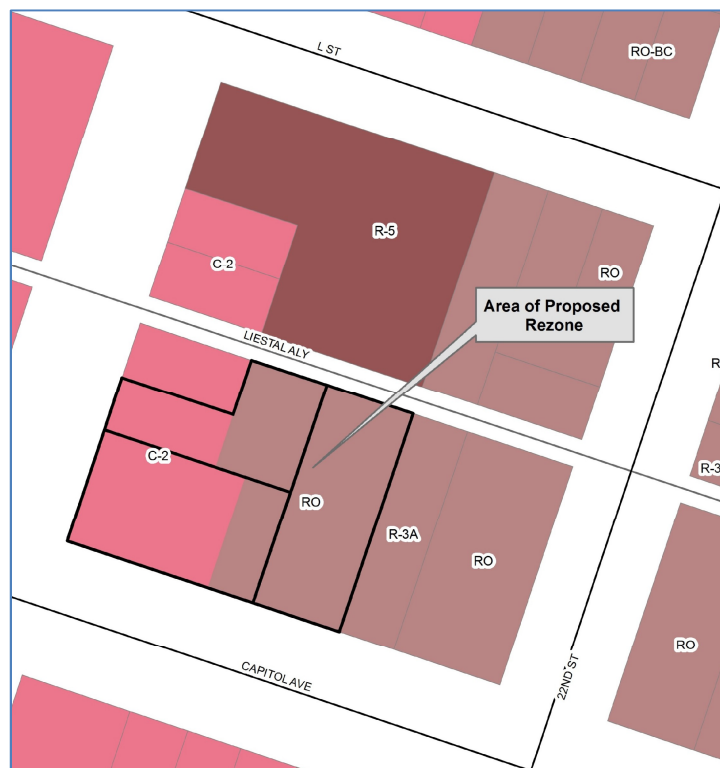
Rezone (2101 Capitol Avenue)

The site at 2001/2025 L Street is in the General Commercial (C-2) zone which allows for commercial and residential uses, as proposed for the project.

Figure 4: Zoning

The project site at 2101 Capitol Avenue has both the General Commercial (C-2) zone and Residential Office (RO) zone. The project requires a rezone of 0.406 acres (17,694 square feet) of RO zoned property to C-2, because the proposed commercial uses are not allowed in the RO zone.

Staff supports the rezone because of the existing context of the neighborhood and project site which support the land uses allowed within the C-2 zone. The other properties that share the half block include a surface parking lot and a medical office which are more consistent with the C-2 zone than the RO and R-3A zones. Furthermore, the requested rezone would not compromise the long-term vision for the area.



Tentative Map (2001/2025 L Street)

A tentative map is requested for condominium purposes. The applicant intends to subdivide the air space so the Whole Foods Market and the individual dwelling units could be owned separately. Various departments and agencies have reviewed and provided conditions for the tentative map. The Subdivision Review Committee reviewed the Tentative Map on April 15, 2015 and forwarded a recommendation to approve the request subject to the conditions.

Conditional Use Permit to Allow a Retail Use to Exceed 40,000 Square Feet (2001/2025 L Street)

A commission level conditional use permit is required in the C-2 zone for a retail store use that exceeds 40,000 square feet. Therefore, the proposed project requires a conditional use permit for the Whole Foods Market, which is approximately 41,000 square feet.

In evaluating the request for this Conditional Use Permit staff has found that all of the above findings have been met and that the proposed use is only marginally larger than that which is allowed by right. The building is designed in a coherent manner that emphasizes the pedestrian experience and is easily accessed. Also, the uses are consistent with the General Plan and the Central City Community Plan and are suitable for the location, size, topography and access of the site, and are adequately served by public utilities and services. Staff believes the mixed use project comprised of a grocery store, retail, and residential uses, will act as a catalyst for further infill development in the area.

Sign Variance

The applicant is requesting a signage variance for the Whole Foods Market site at 2001/2025 L Street. The site is in the General Commercial (C-2) zone. The City signage code (15.148) provides general signage criteria and additional criteria specific to the zone where the project is located. When staff reviews signage, the size, number and placement of signs are analyzed. In doing so, the following sign code requirements are considered for each elevation in the C-2 zone (City Code 15.148.160):

- Two attached signs per occupancy.
- 3 square feet of sign area for each lineal foot of building occupancy is allowed.
- No sign shall exceed 300 square feet in area.
- Maximum area of a sign projecting into public right-of-way is 150 square feet.
- A sign placed flat against a building cannot extend more than 18 inches from the wall of the building.
- A projecting sign cannot extend beyond 4 feet into public right-of-way.
- Clearance of 10' from ground to bottom of a projecting sign.
- A projecting sign cannot exceed the horizontal length of 9 feet.
- A projecting sign cannot be greater than 18 inches between the face of the building to which it is attached and to the nearest point of the sign.
- A sign erected on top of an architectural projection shall not exceed a maximum height of 2 feet above the upper edge of such projection.
- A sign that is placed entirely below and supported by an architectural feature shall not exceed 6 feet in length or 16 inches in height. Such signs shall not be less than 8 feet above the sidewalk.

This 2001/2025 L Street site has two proposed tenants: The Whole Foods Market and the apartment complex. The apartment complex only has a presence on L Street (south elevation) and 21st Street (east elevation). Therefore, 4 signs are allowed on those elevations (2 for each tenant). The requested variance is to allow signage that exceeds the maximum number of attached signs and for a projecting sign that exceeds maximum area.

An analysis of signage for each elevation is provided below:

West Elevation. The west side of the building has a length of approximately 160 feet, which would allow up to 480 square feet of signage. There are a total of 4 signs proposed on this elevation, resulting in a total area of 338 square feet. While meeting the signage area, there are a total of 2 excess signs. Therefore, a variance is required for number of signs on the west elevation.

South Elevation. The south side of the building is approximately 320 feet, of which 40 feet serves as frontage for the apartment complex, and the remaining 280 feet are for the Whole Foods Market. The code allows, therefore, the apartment complex to have 120 square feet of signage area, and the market to have 840 square feet. The signage area proposed for the apartment complex is 78 square feet, and the total signage area for the market is 379.6 square feet. Therefore, no variance is needed for signage area.

There are six signs proposed for the south elevation of which 5 are for the market. Therefore, a variance is required for exceeding the number of allowed signs.

North Elevation. There is no signage proposed for the east elevation.

East Elevation. The east elevation has a total of 2 signs, one for the apartment complex, the other for the Market. The sign for the apartment is a projecting fin sign that is 4' wide and 60 feet tall. The total area of this projecting fin is 240 square feet. This exceeds the code standard of a maximum sign area of 150 square feet for signs projecting into the right-of-way. Therefore, the requested signage variance includes signage area for the projecting sign on the east elevation.

In addition to the signs listed above, the applicant is requesting two additional signs of approximately 12 square feet at the Whole Foods Market site. These signs display the address of the two tenants, and their future location has not yet been determined. Therefore, project is conditioned to work with staff for appropriate size and location of the signs.

Summary

The signage on the Whole Foods Market and residential site (2001/2025 L Street) include a large sign on the corner that creates an architectural element that helps to hide the parking. Also, the projecting sign fins are an important part of the sites architectural expression. The remaining signage has a function that serves pedestrian as well as helps to integrate the storefront into the existing midtown fabric. Staff believes the proposed signage is appropriate for the area and that the design of the signs is well integrated into the architecture of the project. Therefore, staff supports the requested signage variance.

Site Plan and Design Review with Deviations

The applicant is seeking a Site Plan and Design Review with deviations to exceed maximum height, provide a reduced amount of open space for residential uses, waive a masonry wall separating commercial from a residential zone, and provide less than the minimum standard for surface parking lot tree shading. Site Plan and Design Review also applies to the review of the tentative map (refer to above).

Building Height

The Whole Foods Mixed-Use Project is requesting a deviation from height as part of the Site Plan and Design Review. The maximum height for the C-2 zone is 65 feet. Section 17.600.145 of Title 17 (Planning and Development Code) allows roof structures such as parapets and elevator towers to be erected on top of a building and exceed the maximum height in the zone by up to 20% of overall allowed height.

Table 1: C-2 Zone

C-2 Zone	Development Standard	2001/2025 L Street	2101 Capitol Ave.
Minimum Setback			
Front	0	0	0
Sideyard	0	0	0
Back	0	0	0 - 42 feet
Interior	0	NA	0
Maximum Height	65 feet	85 feet* (90 feet with parapet)	Up to 67 feet** (Up to 80 feet to top of elevator tower)
Open Space for Residential	14,100 square feet	12,140 square feet	Not applicable

*The 2001/2025 L Street site has a height of 85 feet to the plate line and 90 feet including the parapet. The proposed height exceeds the maximum height in the C-2 zone and, therefore, requires a deviation for an additional 20 feet in height. Staff is supporting the applicant's request for a height deviation at the Whole Foods Market site because there are buildings of similar massing and height in the area, the building is designed to integrate and have a positive relationship with the surrounding area, and the treatment (materials and design) at the ground level will provide a positive pedestrian experience.

**The garage structure/commercial space at 2101 Capitol Avenue has a height of 65 feet and the elevator structure has a height of 75 feet and 6 inches as shown on the attached plans. The garage structure meets the height standard. However, the applicant is requesting a deviation in anticipated of possible change in height resulting from meeting the Utilities Department's requirements to raise the floor plate to meet flood safety requirements. Staff supports the requested height deviation for the 2101 Capitol Avenue site, and has conditioned the project to not exceed 67 feet in height or 80 feet in overall height (e.g., parapet or elevator tower).

Open Space

A combination of private and common open space is required for new multi-unit dwellings at a ratio of 100 square feet of open space per dwelling unit. The Whole Foods requirement for open space, therefore, is 14,100 square feet. The Whole Foods Mixed-Use Project proposes a 9,970 square foot podium courtyard which would wrap around a clubhouse and fitness center and feature outdoor amenities such as an outdoor kitchen, dining, and lounge spaces. This area will be accessible to all residents. Several of the units will also have private balconies and patios, which total an additional 2,170 square feet. Therefore, the total open space provided is 12,140. The project falls short of providing all required open space by nearly 2,000 square feet, and requires a deviation. Staff supports this deviation, because the open space that is required is of high quality and provides diverse recreation opportunities. Also, the Central City has several parks and other off-site open space opportunities that the future residents can enjoy, including McKinley Park to the east, Sutter's Landing Park to the north, and Sutter's Fort at L and 27th.

Wall Deviation

The parcel east of the proposed parking structure at 2101 Capitol Avenue is a surface parking lot that is zoned Residential Office (RO). Title 17 (Planning and Development Code) requires non-residential development that is abutting a residential zone or use to install a minimum 6-foot high solid wall along the property line. The applicant is seeking a Site Plan and Design Review deviation for the wall, because the east wall of the proposed parking structure, which will be a solid masonry wall with a height of approximately 65 feet, would serve the intent and purpose of the required wall. The parking structure wall will run along the property line except at the north edge of the property where an opening of about 42 feet exists in order to provide visibility to drivers exiting from the structure at the alley, and to minimize the impact of the residents on the north side of the alley. The adjacent use to the east is a surface parking lot and a low-rise medical and office building and wouldn't be adversely affected if the wall were not built. Therefore, staff supports this wall deviation.

Circulation and Parking

2001/2025 L Street Site. Parking for Whole Foods Market is provided in a two-level parking structure directly above the store and is accessed from 20th Street and provides 202 parking spaces for Whole Foods Market customers. Parking for the residential apartments is provided in a basement garage under the Whole Foods Market, is accessed from 21st Street, and has 123 parking spaces that are for the exclusive use of project residents.

2101 Capitol Avenue. The proposed parking structure at 2101 Capitol Avenue site will have 408 parking spaces, with ground floor parking serving the ground-floor commercial use. The parking used by tenants of the 2020 L Street office and other nearby businesses during business hours will be gated for their dedicated use. The parking will also be available to the public in the evenings for neighborhood dining and entertainment venues.

The Whole Foods Mixed-Use Project is located within the Urban Parking District. In this district the following parking requirements apply:

- Vehicle Parking: 1 space per 2,000 square feet of retail; 0.5 space per residential unit.
- Long Term Bicycle Parking: 1 space per 10,000 square feet (or 2, whichever is greater) for retail, restaurant or commercial services; 1 space per 2 units (or 2, whichever is greater).
- Short Term Bicycle Parking: 1 space per 2,000 square feet (or 2 spaces, whichever is greater) for retail, restaurant or commercial services; 1 space per 10 units.

As is shown in Table 3 below, the Whole Foods project meets its vehicle parking requirements. The project also provides facilities for long- and short-term parking, including a biking lounge for residents. The project will be conditioned to meet the number of bicycle parking spaces, and to submit the location and design of the short-term parking facilities for staff's review and approval.

Table 2: Required Parking

	Vehicle		Long-Term Bicycle		Short-Term Bicycle	
	L Street	Capitol Avenue	L Street	Capitol Ave.	L street	Capitol Ave.
Commercial	20	6	4	2	20	6
Residential	71	0	71	0	14	0
Total Required	91	6	75	2	34	6
Proposed	323 121 for residential 202 for retail	408 22 on ground floor 386 on upper levels	Project will be conditioned to provide all required bike parking			

Trees

2001/2015 L Street (Whole Foods/Residential Site). To accommodate the construction of this project the applicant proposes to remove all 14 existing street trees associated with this project and replace them with 16 new trees which would consist of 7 Shumard Oaks and 9 Green Vase Zelkovas of a 24-inch boxed size. This would provide a more consistent and uniform appearance to the street trees associated with this site. The applicant also proposes to enlarge the planting area for these trees from 1,310 square feet to 3,408 square feet. This enlarged planting area would also increase the soil volume available for the trees from an estimated 3,957 cubic yards to an estimated 10,224 cubic yards.

The applicant proposes to shift the sidewalk and planter spaces away from the building on 20th street, which would increase the available space for tree canopy on 20th street. The trees fronting the L Street and 21st street sides of the project would experience a restriction on their canopy development on the side closest to the building resulting from the fact that the building is not set back from the sidewalk and has no upper story setbacks to allow for maximized canopy development.

The applicant is proposing the removal and replacement of these city street trees primarily in order to facilitate the construction of a basement level underground parking facility, which is part of the proposed project. This would involve excavating approximately 18 feet below grade at the property line and over-excavating laterally beyond the property line in a stepped or ramped fashion. The existing trees could not survive such a scenario. If the applicant were to use vertical shoring reduce the width of the excavation and retain the existing trees, it would have substantial negative impacts to the roots of the larger existing trees on the site which would endanger their survival. Retaining the trees for the proposed project would also necessitate a substantial amount of canopy pruning on the larger trees to accommodate the scaffolding needed to construct the building, which would also endanger their survival and substantially alter their existing structure.

Removal of the city street trees associated with this portion of the project will require a permit from Urban Forestry. If the project entitlements are approved, Urban Forestry has no objections to issuing the necessary permit for these trees.

2101 Capitol Avenue (Parking Structure/Commercial site). As part of the parking structure site, the applicant proposes to build a new driveway on Capitol Avenue to provide access to the garage structure. The construction of the driveway will require the removal of two city street trees: a newly planted prospector elm and possibly a 2-inch diameter Little Leaf Linden tree. The applicant proposes to replace these trees with two 24-inch box sized Accolade Elm trees north of the bus stop on L Street. The applicant also proposes to preserve all other city street trees associated with this site, but they may require pruning for construction and/or building clearance.

The applicant provided an arborist report that contains detailed recommendations regarding the protection and preservation of these trees during construction. These protection measures have been reviewed by the city arborist and found to be consistent with standard industry best management practices.

The applicant proposes to remove 2 Canary Island Palms within the property boundaries of the site. These trees are neither street trees nor heritage trees and have no protected status. The tree removals, pruning, and construction related activities within the driplines of the street trees associated with this portion of the project will require permits from Urban Forestry. If the project entitlements are approved, Urban Forestry has no objection to issuing the necessary permits for these trees.

Tree Shading

As previously discussed, the redesign of the Capitol Avenue garage includes setting back the north side of the building over 40 feet from the alley. A portion of that setback will be used for a small surface parking area with only three parking spaces. No trees have been proposed for the surface parking area given the minimal amount of space to provide planter areas. Therefore, the applicant is requesting a deviation from the tree shading ordinance (17.612.040) which requires 50% of the surface parking area be shaded. City Urban Forestry staff stated that they do not oppose this deviation, because it would be difficult to grow a tree in this area. Staff supports this deviation due to the constrained size of the lot and because the massing and height of the buildings north and south of the lot will provide shade for the site.

Design Review

The four primary purposes of the Central City Design Guidelines include the following:

1. provide design guidance;
2. promote places where people can safely live and interact with each other;
3. ensure that the building design is compatible with its surroundings in terms of scale, mass, building patterns, and details, and
4. incorporate preferred elements of prevailing neighborhood architectural styles.

In the Central City Neighborhood Design Guidelines, 19th/20th and 21st Street between J and W Streets are identified as urban commercial corridors. Both the sites of the Whole Foods Mixed-Use Project are within these corridors. The design guidelines state that the building design in corridors is to front the street, and in order to create a positive streetwall, buildings should be built to the street.

The Central City Neighborhood Design Guidelines provide several principles that address site planning, site design, building character and quality, lighting, signage, outdoor cafes, and equipment, utilities, and services access. A few of the key principles that apply to this project are listed below.

Key Design Principles

- Placemaking. Create clearly defined spaces that satisfy gathering and privacy needs of people at various scales appropriate to the role of the project in the community.
- Location of Structures. Locate structures to create usable outdoor places and continuity of desirable characteristics of adjoining structures along the street face.
- Entries. Provide clearly defined site and building entries that are in scale with the proposed project, and that relate directly to the street frontage(s).
- Pedestrian Edges. Provide pedestrians with the greatest possible sense of safety, comfort, aesthetic pleasure, and connection to building activities at edges where structures adjoin the public area, and along internal circulation of the project.
- Design Concept. Provide pedestrians with the greatest possible sense of safety, comfort, aesthetic pleasure, and connection to building activities at edges where structures adjoin the public area, and along internal circulation of the project.
- Relationship to Surroundings. Reinforce the importance and continuity of public spaces (streets, plazas, etc.) by harmonizing with other neighboring structures.
- Scale/Height/Massing. Make a building or group of buildings compatible with its surroundings through the: 1) rhythm of spaces between buildings, 2) building scale, mass, and setbacks, 3) building orientation and relation to the street, and 4) continuity of storefront on commercial streets.

Articulation of massing is important, with planar changes and height changes, as well as quality exterior materials.

- Level of Detail and Articulation. Incorporate the scale and level of detail that is typical of well-designed buildings in the surrounding area.

Overall, the project was consistent with the design guidelines. Features such as the orientation to the street, contributing to a continuing storefront, courtyard, café, large windows with low sills, the location of services, and the delivery bays provided at alley support design guidelines such as placemaking, location of structures, and design concepts.

Staff initially had concerns with the some of the architectural elements proposed with the first design submittal. In the report to the Planning and Design Commission Review and Comment in December 2015, staff listed these concerns, which are repeated below.

1. Location of transformers on 21st Street
2. The scale of the signage of the Whole Foods/residential site
3. Articulation and variation of the Whole Foods/residential site
4. Material/quality of windows; staff suggests avoiding vinyl nailfin windows
5. The materials at the pedestrian level
6. The massing of the buildings on both sites

The applicant has since worked closely with the City's Urban Design Manager and staff to revise the design of both sites. The re-design was also based on input from the Planning and Design Commission and the community. As mentioned earlier in the report, the transformers located on 21st Street have been moved to the loading area off the alley. Also discussed earlier, the signage scale and design has been evaluated in the context of the overall building design and the surrounding context. Moreover, the applicant has revised and provided more detail on the materials to be used at the pedestrian level to ensure the quality of the materials are of high quality and will contribute to a safe, engaged, and desirable neighborhood.

The new design achieves several key principles of the Central City Neighborhood Design Guidelines. The spaces are clearly defined with the ground level retail on both sites having enough articulation so to be clearly distinct from the above uses and which engage street level activities. The Whole Foods site was redesigned to complement the office building across L Street while still having its own distinct architectural features. Entryways are clearly marked, are in scale with the building, and relate directly to the street frontage.

The biggest design change occurred with the Capitol Avenue site. That site was originally designed to echo the design of the Whole Foods site and the office building that faces L Street. However, feedback from various sources indicated that the buildings needed to be unique from each other. The applicant team responded to this by scaling down on the massing of the building, introducing a new range of materials, and providing more detail at the pedestrian level. The design was also modified to improve the proposed building's relationship with its surroundings, including the Kupros restaurant and the apartment complex on Liestal alley.

While the use is still primarily a parking garage, a variety textures and materials, including screening panels were added to conceal the parking elements. Also, the revised design adds visual interest and better defines the corner of Capitol Avenue and 21st Street as well as establishes it as an effective urban corner.

RESOLUTION NO. XXXX-

Adopted by the Sacramento City Council

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM AND ADOPTING THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE 2025 L STREET / 2101 CAPITOL AVENUE MIXED-USE PROJECT (P14-045)

BACKGROUND

A. On June 25, 2015, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 2025 L Street / 2101 Capitol Avenue Mixed-Use Project.

B. On August 6, 2015, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.010 (2)(b) and received and considered evidence concerning the 2025 L Street / 2101 Capitol Avenue Mixed-Use Project (project).

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

Section 1. The City Council finds that the Environmental Impact Report for the 2025 L Street / 2101 Capitol Avenue Mixed-Use Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

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

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

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

Statement of Overriding Considerations in support of approval of the project as set forth in the attached Exhibit A of this Resolution.

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

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

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

EXHIBITS

Exhibit A: CEQA Findings of Fact and Statement of Overriding Considerations.

Exhibit B: Mitigation Monitoring and Reporting Program

EXHIBIT A

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS OF THE CITY COUNCIL OF THE CITY OF SACRAMENTO

2025 L Street / 2101 Capitol Avenue Mixed-Use Project

Description of the Project

Project Location

The proposed project would be located in midtown Sacramento, with project components located at 2025 L Street and 2101 Capitol Avenue. The 2025 L Street property is currently occupied by a two-story parking garage, a two-story office building, and surface parking lots. Surrounding land uses include an art gallery and a surface parking lot to the west, nightclubs, offices, commercial uses, retail stores, and surface parking to the north, retail uses to the east, and office uses and surface parking to the south. Apartments are located to the southwest of the 2025 L Street parcel, across both L and 21st Streets.

The 2101 Capitol Avenue property is currently occupied by a surface parking lot. Surrounding land uses include a restaurant, commercial uses, and apartments to the north, residential uses and a 3-story office building to the east, and offices and residential uses to the south. A surface parking lot is located to the west, across 21st Street. (DEIR, p. ES-2.)

Project Characteristics

The project would include a new six-story building at 2025 L Street that would house an approximately 42,000-square-foot grocery store on the ground floor. The grocery store is anticipated to be occupied by a Whole Foods Market, and Whole Foods customer parking would be located on the 2nd and 3rd floors. In addition, approximately 141 apartments in a range of sizes from approximately 544-square-foot studios to approximately 1,330-square-foot, two-bedroom units would be constructed on the 2nd through 6th floors of the building. A club and fitness center for residents, along with an outdoor kitchen, dining, and lounge spaces, would be located on the 4th floor of the building.

On the 2101 Capitol Avenue property, a six-story structure would include approximately 13,000 square feet of retail / commercial space and parking for the retail on the ground floor. An additional five levels of parking above the ground floor would provide parking for the existing 2020 L Street offices to replace the current parking for these offices currently provided at the 2025 L Street property,

replace the existing surface parking on the 2101 Capitol Avenue property, and provide public parking in the evenings and on weekends. (DEIR, pp. ES-2 to ES-3.)

Requested Entitlements and Approvals

The City's discretionary approvals/actions that would be considered for the proposed project include, but are not limited to, the following:

- General Plan Amendment to change about 0.16 acre of land designated for Traditional Neighborhood Medium to Urban Corridor Low (2101 Capitol Avenue only) (Exhibit 2-11 illustrates the requested General Plan Amendment and rezone for the 2101 Capitol Avenue property)
- Rezone for about 0.406 acre from R-O (Residential-Office) to C-2 (General Commercial) (2101 Capitol Avenue only) (see Exhibit 2-11)
- Conditional Use Permit for a retail store exceeding 40,000 gross square feet (2025 L Street only)
- Tentative Map (2025 L Street only)
- Variance to deviate from the signage allowed (both properties) to provide for an increase in the size and number of signs that are currently allowed in the Building Code.
- Site Plan and Design Review for new construction in the Central City Design Review area with deviations including height over 65 feet (both properties), potential deviation from the City's open space standard (2025 L Street only), and a deviation to waive a wall requirement to separate a commercial use from a residentially zoned parcel

Review of the proposed project by the Planning and Design Commission would be conducted as a part of the environmental review and entitlements process. The proposed project entitlements would ultimately require approval by the City Council.

Other public agencies whose approval would be required include, but are not necessarily limited to:

- Sacramento Metropolitan Air Quality Management District (SMAQMD)—issues the Authority to Construct/Permit to Operate pursuant to SMAQMD Regulation 2 (Rule 201 et seq.)
- State Water Resources Control Board (SWRCB)/Central Valley Regional Water Quality Control Board (RWQCB)—issues Construction Storm Water Discharge Permits

(DEIR, pp. ES-1 to ES-2.)

Project Objectives

The primary objectives of the 2025 L Street / 2101 Capitol Avenue Mixed-Use Project are:

- Objective 1: Provide for the reuse of underutilized sites at 2025 L Street and 2101 Capitol Avenue by replacing an existing parking garage, two-story office building, and surface parking with a new mixed-use project.
- Objective 2: Provide new dwelling units for City residents in the Midtown area with at least 140 units in a mixed-use project along a transit corridor.
- Objective 3: Provide retail services within the Central City along L Street between 20th and 21st Street and at 21st Street and Capitol Avenue that are proximate to residential neighborhoods and are also transit oriented and pedestrian and bike friendly.
- Objective 4: Provide new tenant spaces for retail establishments to support the needs of area residents, businesses and employees.
- Objective 5: Provide for a grocery store that will encourage convenient access to healthy foods within the Central City.
- Objective 6: Provide employment opportunities for City residents.
- Objective 7: Provide proximate replacement parking in a new structure at the northeast corner of 21st Street and Capitol Avenue for the existing office use at 2020 L Street that currently uses the parking structure at 2025 L Street.
- Objective 8: Provide replacement parking for the existing surface parking at the northeast corner of 21st Street and Capitol Avenue in the parking structure as well as parking for the proposed ground level retail at that location.
- Objective 9: Create a financially viable project that will serve the residents of the City.
- Objective 10: Provide for a welcoming neighborhood outdoor dining and gathering place in a pedestrian-friendly environment in the midtown area.
- Objective 11: Assist in fulfilling the Sacramento Area Council of Governments Blueprint and Metropolitan Transportation Plan/Sustainable Communities Strategies goals and policies by reusing underutilized land in the Central City and creating a mixed-use development of retail and residential uses that will help reduce regional vehicle miles traveled and greenhouse gas emissions.

- Objective 12: Assist in fulfilling City General Plan goals and policies, including but not limited to General Plan Goal LU 6.1 and Policies LU 6.1.1 through LU 6.1.14, which address corridors.
- Objective 13: Develop aesthetically pleasing site plans and architectural building designs that complement the existing urban fabric in the area.

(DEIR, pp. 2-26 to 2-27, 5-4 to 5-5.)

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the initial study conducted for the 2025 L Street / 2101 Capitol Avenue Mixed-Use Project, SCH # 2014112053, (herein after the project), the City of Sacramento's Environmental Planning Services determined, based on substantial evidence, that the project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with 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 Local Environmental Procedures, as follows:

a. A Notice of Preparation (NOP) of the EIR was filed with the Office of Planning and Research and distributed to responsible and trustee agencies, interested parties, business owners, residences, and landowners within 1,000 feet of the project area. The NOP was circulated for public comments from November 21, 2014, through January 5, 2015. The City invited additional comments on the scope of the EIR at a public meeting held on December 10, 2014. (DEIR, p. 1-4, Appendix A.)

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on April 3, 2015, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on April 3, 2015, and ended on May 18, 2015.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to property owners within 1,000 feet of the project area and all interested groups, organizations, and individuals who had previously requested notice in writing on

April 3, 2015. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811. The letter also indicated that the official 45-day public review period for the Draft EIR would end on May 18, 2015.

e. A public notice was placed in the Sacramento Bulletin on April 3, 2015, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on April 3, 2015.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

- a. The Draft and Final EIR and all documents relied upon or incorporated by reference;
- b. The City of Sacramento 2030 General Plan adopted March 3, 2009, and all updates;
- c. The Master Environmental Impact Report for the City of Sacramento 2030 General Plan certified on March 3, 2009, and all updates;
- d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2030 General Plan adopted March 3, 2009, and all updates;
- e. The City of Sacramento 2035 General Plan adopted March 3, 2015, and all updates;
- f. The Master Environmental Impact Report for the City of Sacramento 2035 General Plan certified on March 3, 2015, and all updates;
- g. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2035 General Plan adopted March 3, 2015, and all updates;

- h. Planning and Development Code of the City of Sacramento (Sacramento City Code, Title 17);
- i. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments (SACOG), December 2004;
- j. Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), SACOG, April 2012;
- k. Central City Community Plan;
- l. Conditional Use Permit for 2025 L Street;
- m. Tentative Subdivision Map for 2025 L Street;
- n. The Mitigation Monitoring and Reporting Program (MMRP) for the project;
- o. Project application and supplemental materials submitted along with project application;
- p. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the project.

3. Findings

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

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed

project with significant impacts. Where a significant impact can be mitigated to an “acceptable” level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; *see also Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California* (“*Laurel Heights I*”) (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) “feasible” within the meaning of CEQA.

In cases in which a project’s significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the “benefits of the project outweigh the significant effects on the environment.” (Public Resources Code, Section 21081, sub. (b); *see also*, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found in Section 3E of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the project will cause.

The California Supreme Court has stated that “[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the project, including cumulative impacts, are being mitigated to a less than

significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the project. The basis for the finding for each identified impact is set forth below.

Air Quality

4.2-1 The proposed project could result in temporary and short-term (construction) emissions of NO_x above 85 pounds per day. Based on the analysis below, the impact would be less than significant with mitigation.

Project construction would occur over an approximate 2.5-year period and consist of building demolition, grading, site preparation, building construction, and application of architectural coatings. The two locations (i.e., 2025 L Street and 2101 Capitol Avenue) would be developed in sequence and therefore none of the construction activities between the two sites would overlap. The proposed project would result in the temporary and short-term generation of ROG and NO_x emissions during construction activities. ROG and NO_x emissions are primarily associated with exhaust from mobile equipment, including off-road construction equipment and on-road motor vehicles. Exhaust emissions from construction equipment and motor vehicles would also generate particulate matter (PM₁₀ and PM_{2.5}) emissions, but to a lesser extent. Earth and material disturbance activities such as building demolition, grading, and site preparation are the primary sources of fugitive PM dust emissions. Construction emissions for the proposed project would result in maximum unmitigated daily emissions of approximately 60 pounds per day of ROG and 30 pounds per day of NO_x. The maximum daily NO_x emissions shown in Table 4.2-3 would not exceed the applicable SMAQMD threshold of significance (85 pounds per day of NO_x). Although the proposed project's construction-related emissions would not exceed SMAQMD's construction threshold of significance, SMAQMD recommends that all projects involving construction activities, regardless of the significance determination, implement SMAQMD's Basic Construction Emission Control Practices (SMAQMD 2014a). SMAQMD's Basic Construction Emission Control Practices include such measures as watering the construction site twice daily, limiting vehicle speeds on unpaved roadways to 15 miles per hour, minimizing vehicle idling, covering haul trucks transporting soil, and cleaning paved roads. Without incorporation of SMAQMD's Basic Construction Control Practices, the impact is conservatively considered to be *potentially significant*. (DEIR, pp. 4.2-17 to 4.2-18.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.2-1: Implement SMAQMD Basic Construction Emission Control Practices.

City approval of any grading or improvement plans shall require the following Basic Construction Emission Control Practices to be implemented by the project applicant:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Cover any haul trucks that will be traveling along freeways or major roadways.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speed on unpaved roads to 15 mph.
- Complete pavement of all driveways and sidewalks to be paved as soon as possible. In addition, lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (required by California Code of Regulations, Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. Have the equipment checked by a certified mechanic and determined to be running in proper condition before it is operated. (DEIR, p. 4.2-19.)

Finding: Although the proposed project would not exceed significance thresholds for NO_x, implementation of Mitigation Measure 4.2-1 would fulfill the requirement of SMAQMD that all proposed projects implement Basic Construction Control Practices to reduce fugitive PM dust and equipment exhaust emissions, thereby reducing the potentially significant impact to *less than significant with mitigation*. (DEIR, p. 4.2-19.)

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

4.2-4 The proposed project could violate an air quality standard or contribute substantially to an existing or projected air quality violation. Based on the analysis below, the impact would be less than significant with mitigation. SMAQMD considers projects that disturb fewer than 15 acres per day and implement SMAQMD's Basic Construction Emission Control Practices (see Mitigation Measure 4.2-1) to not have the potential to exceed or contribute to SMAQMD's concentration-based thresholds of significance for PM₁₀ (i.e.,

exceed ambient air quality standard or contribute 5 percent of ambient air quality standard) (and therefore PM_{2.5}). The total disturbed acreage for all phases and project components would be less than 2 acres. If the proposed project would not include the Basic Construction Emission Control Practices, the impact would conservatively be assumed to be *potentially significant*. (DEIR, p. 4.2-21.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.2-1: Implement SMAQMD Basic Construction Emission Control Practices.

City approval of any grading or improvement plans shall require the following Basic Construction Emission Control Practices to be implemented by the project applicant:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Cover any haul trucks that will be traveling along freeways or major roadways.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speed on unpaved roads to 15 mph.
- Complete pavement of all driveways and sidewalks to be paved as soon as possible. In addition, lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (required by California Code of Regulations, Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. Have the equipment checked by a certified mechanic and determined to be running in proper condition before it is operated. (DEIR, p. 4.2-19.)

Finding: Projects that disturb fewer than 15 acres per day and implement SMAQMD's Basic Construction Emission Control Practices (see Mitigation Measure 4.2-1) do not have the potential to exceed or contribute to SMAQMD's concentration-based thresholds of significance for PM₁₀ (i.e., exceed ambient air quality standard or contribute 5 percent of ambient air quality standard) (and therefore PM_{2.5}). Therefore, with implementation SMAQMD's Basic Construction Emissions Control Practices, this impact is *less than significant with mitigation*. (DEIR, p. 4.2-21.)

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Cultural Resources

4.3-2 The proposed project could result in a substantial adverse change in the significance of an archaeological resource as defined in State CEQA Guidelines CCR Section 15064.5. Based on the analysis below, the impact is *less than significant with mitigation*. Because the project site has been previously developed, including excavation and leveling, it is unlikely that undocumented archaeological resources would be present on the project site. However, maximum excavation for the proposed project is estimated to be between 26 and 28 feet below ground surface, and, although unlikely, this construction could result in inadvertent damage to unknown unique, buried archaeological deposits. This would be a *potentially significant* impact. (DEIR, p. 4.3-12.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.3-2: Stop Work If Any Prehistoric or Historic Subsurface Cultural Resources Are Discovered, Consult a Qualified Archaeologist to Assess the Significance of the Find, and Implement Appropriate Measures, as Required.

If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted within 24 hours to assess the significance of the find, according to CCR Section 15064.5 of the State CEQA Guidelines. If any find is determined to be significant, representatives from the City and the archaeologist will meet to determine the appropriate avoidance measures or other appropriate mitigation. Cultural resources shall be recorded on DPR Form 523 (Historic Resource Recordation form), and all significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. If it is determined that the proposed development could damage an historical resource or a unique archaeological resource (as defined pursuant to the State CEQA Guidelines), mitigation shall be implemented in accordance with Section 21083.2 of the California Public Resources Code and CCR Section 15126.4 of the State CEQA Guidelines, with a preference for preservation in place. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out.

Consistent with State CEQA Guidelines CCR Section 15126.4(b)(3), this may

be accomplished by planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, the qualified archaeologist shall develop a treatment plan in consultation with the City's Community Development Department and (if the find is of Native American origin) the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The treatment plan shall include, but shall not be limited to, data recovery procedures based on location and type of archaeological resources discovered and a preparation and submittal of report of findings to the City's Preservation Director and the North Central Information Center of the California Historical Resources Information System. Any resources discovered shall be returned to the Native American tribe determined to be the most likely descendant.

Additionally, in accordance with Section 5097.993 of the California Public Resources Code, the project applicant or contractor(s) shall inform project personnel that the collection of any Native American artifact is prohibited by law. (DEIR, pp. 4.3-12 to 4.3-13.)

Finding: Implementation of Mitigation Measure 4.3-2 would reduce the potential for inadvertent damage on unknown unique, buried archaeological deposits because a qualified archaeologist would be consulted in the event of a discovery during ground-disturbing activities and appropriate measures would be implemented. In consideration of the fact the soils that underlie the project site have been extensively disturbed as a result of construction of the existing uses on the project site, substantially reducing the likelihood that intact cultural resources are present and would be encountered during construction of the proposed project, the impact would be *less than significant with mitigation*. (DEIR, p. 4.3-13.)

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

4.3-3 The proposed project could damage or destroy previously unknown unique paleontological resources during construction-related activities. Based on the analysis below, the impact is *less than significant with mitigation*. Based on the results of soil borings obtained by Wallace Kuhl (2014a and 2014b), Levee and Channel Deposits are present at the 2025 L Street and 2101 Capitol Avenue portions of the project site to depths of 26–28 feet and 22–28 feet bgs, respectively. The Levee and Channel Deposits are of Holocene age. Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered “unique” paleontological resources. Therefore, this geologic formation is considered to be of low paleontological sensitivity and the majority of earthmoving activities at the project site would have a less-than-significant impact on unique paleontological resources. However, Wallace Kuhl has indicated that drilling

of deep pier foundations into the deeper gravel layer may be required at both the 2025 L Street and 2101 Capitol Avenue portions of the project site. This layer consists of the Pleistocene-age Riverbank Formation. As discussed in detail in the “Environmental Setting” subsection above, numerous vertebrate fossils have been recovered from the Riverbank Formation in northern and central California, including at least nine different localities from Sacramento County. This formation is considered to be paleontologically sensitive. Thus, project-related earthmoving activities in the Riverbank Formation could result in inadvertent damage to or destruction of unique paleontological resources. This impact is considered *potentially significant*. (DEIR, pp. 4.3-13 to 4.3-14.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.3-3: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required.

To minimize the potential for accidental destruction of or damage to potentially unique, scientifically important paleontological resources during project-related earthmoving activities, the project applicant shall implement the following measures:

- Before the start of any earthmoving activities at the 2025 L Street and 2101 Capitol Avenue portions of the project site, the project applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.
- If paleontological resources are discovered during earthmoving activities, the construction crew shall notify the project applicant and the City of Sacramento Community Development Department and shall immediately cease work in the vicinity of the find. The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with SVP guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City of Sacramento to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. (DEIR, p. 4.3-14.)

Finding: Implementation of Mitigation Measure 4.3-3 would reduce potentially significant impacts related to potential inadvertent damage or destruction of unique paleontological resources because construction workers would be alerted to the possibility of encountering paleontological resources and, in the event that resources

were discovered, work would stop immediately and fossil specimens would be recovered and recorded and would undergo appropriate curation. The impact is considered *less than significant with mitigation*. (DEIR, pp. 4.3-14 to 4.3-15.)

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

4.3-4 The proposed project could disturb as-yet undiscovered human remains, including those interred outside of formal cemeteries. Based on the analysis below, the impact is *less than significant with mitigation*. Because the project site already is almost entirely developed and has previously been excavated and leveled, as-yet-undiscovered human remains are unlikely to be present on the project site. As no indication exists that any particular area in the project site has been used for human burial purposes in the recent or distant past, human remains are unlikely to be encountered during construction of the proposed project. However, in the unlikely event that human remains are discovered during subsurface activities, they could be inadvertently damaged. This is considered a *potentially significant* impact. (DEIR, p. 4.3-15.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.3-4: Stop Work If Human Skeletal Remains Are Uncovered, and Follow the Procedures Set Forth In State CEQA Guidelines CCR Section 15064.5(e)(1).

In the unlikely event of the inadvertent discovery or recognition of any human remains in any location other than a dedicated cemetery, the project applicant shall take the following steps:

No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until:

(A) the coroner of Sacramento County in which the remains are discovered has been contacted to determine that no investigation of the cause of death is required, and

(B) if the coroner determines the remains to be Native American:

1. the coroner shall contact the NAHC within 24 hours;
2. the NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American; and
3. the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of the Public Resources Code. (DEIR, p. 4.3-15.)

Finding: Implementation of Mitigation Measure 4.3-4 would reduce potentially significant impacts related to the inadvertent disturbance or destruction of human

remains because the Sacramento County coroner would be contacted to evaluate the remains and appropriate measures would be taken, in compliance with laws, regulations, and protocols that protect or mitigate impacts on human remains. The impact is considered *less than significant with mitigation*. (DEIR, pp. 4.3-15 to 4.3-16.)

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Noise and Vibration

4.6-1 The proposed project could result in exposure to ambient exterior noise levels that exceed standards in the City's General Plan. Based on the analysis below, this impact is considered *less than significant with mitigation*. The proposed project could require the operation of exterior mechanical equipment (i.e., air conditioning units). Air conditioning can produce noise levels in the range of 45-70 dB L_{eq} at a distance of 50 feet. Depending on the distance between mechanical equipment and adjacent noise-sensitive uses, noise levels could potentially exceed the City's ambient noise standards. This impact is considered *potentially significant*. (DEIR, p. 4.6-31.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.6-1: Select, Locate, Design, and Shield Mechanical Equipment Acceptable to City Standards.

The project applicant and contractor(s) shall demonstrate on building plans that the selection, location, design, and/or shielding of noise-generating equipment on-site will comply with the City's exterior noise standards prior to issuance of a building permit. Noise-generating mechanical equipment (e.g., HVAC units) shall be selected to be of a type that would not produce noise in excess of City noise standards and/or shall be shielded, designed, or located at a distance that would reduce noise levels at noise-sensitive outdoor activity areas for both on- and off-site residences to acceptable levels, as identified in the City's General Plan. Shielding may include the use of fences or partial equipment enclosures. To provide effectiveness, fences or barriers shall be continuous or solid, with no gaps, and shall block the line-of-sight to windows of neighboring dwellings. (DEIR, pp. 4.6-28 to 4.6-31.)

Finding: Selecting quieter noise-generating mechanical equipment (e.g., HVAC units) and/or shielding or locating equipment at a distance that would reduce noise levels at noise-sensitive outdoor activity areas would reduce noise levels to those considered acceptable under the City's General Plan. A combination of distance, design, and shielding has been shown to be effective in substantially reducing mechanical noise. Achievable noise reductions from fences or barriers can vary, but typically range from approximately 5-10 dB, depending on construction

characteristics, height, and location. Therefore, the impact is *less than significant with mitigation*. (DEIR, p. 4.6-31.)

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

4.6-4 The project could permit existing and/or planned residential and commercial areas to be exposed to temporary and short-term vibration peak-particle velocities greater than 0.5-inch per second or vibration levels greater than 80 VdB due to project construction. Based on the analysis below, this impact is considered *less than significant with mitigation*. Construction activities have the potential to result in varying degrees of temporary and short-term ground vibration, depending on the specific construction equipment used and operations involved. In general, vibration-induced structural damage occurs only when certain types of construction activity (e.g., pile driving, and heavy earthmoving) take place very close to existing structures. Vibration-induced disruption/annoyance could occur during more common types of construction activity (e.g., heavy earthmoving equipment) at a greater distance from the activity area. Ground vibration levels associated with various types of construction equipment, as published by FTA, are summarized in Tables 4.6-12 and 4.6-13.

Groundborne noise and vibration levels at the nearest off-site building structures and sensitive uses (surrounding the project site) were predicted based on the VdB and PPV reference vibration levels at 25 feet shown above in Tables 4.6-12 and 4.6-13.

The estimated maximum vibration levels at the nearest vibration-sensitive uses to the north at the apartments at 2100 L Street (St. Anton building) would be 0.09 PPV (87 VdB), at 25 feet, and to the northeast at the residence at 1214 22nd Street would be 0.07 PPV (85 VdB), at 30 feet. The maximum vibration levels to at the nearest structure for the 2025 L Street property (at 2000 K Street) would be 0.07 PPV (85 VdB), at 30 feet.

The project proposes use of an auger-cast pile foundation system. This technique was selected due to the presence of existing occupied buildings adjacent to the project site and because the technique is essentially a vibration less pile system. As an industry standard of practice, this pile system is typically not monitored during installation due to the very low vibration and noise. Vibration levels inside these buildings would be reduced due to coupling loss provided by the building structure.¹ The general rule is the heavier the building construction, the greater the coupling loss. According to FTA, the coupling loss for a large masonry building would be approximately

¹ Coupling loss also known as connection loss is the loss that occurs when energy is transferred from one medium to another. Coupling loss is usually expressed in the same units—such as decibels—as in the originating medium.

10 dB, for a two-story masonry building would be 7 dB, and for a wood frame house would be 5 dB. While the technique is considered essentially vibration-less, the City conservatively considers the impact to be *potentially significant*, requiring mitigation. (DEIR, p. 4.6-38.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.6-3b: Prepare and Implement a Noise and Vibration Control Plan for Pile Installation.

Any pile installation determined to be necessary for the project shall use the auger-cast pile foundation system.

Prior to the issuance of any building permit for any phase of project development that proposes the use of piles for foundations, the project applicant shall develop a Noise and Vibration Control Plan, in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the plan to the City's Chief Building Official for review and approval. The plan shall include measures demonstrated to ensure construction noise exposure for the interior of nearby residential dwellings is at or below 45 dB L_{eq} and that vibration exposure for adjacent buildings is less than 0.5 PPV and less than 80 VdB for adjacent residences and less than 0.2 PPV for the building at 1217 21st Street – "Kupros Craft House." These performance standards shall take into account the reduction in vibration exposure that would occur through coupling loss provided by each affected building structure.

- Prior to installation of piles for the 2101 Capitol Avenue property, the applicant shall contact the owner of the building at 1217 21st Street to photo document current conditions. This should include photos of existing cracks and other material conditions present on or at the surveyed building – both exterior and interior.
- The construction contractor(s) shall regularly inspect and photograph the building at 1217 21st Street during installation of piles, collect vibration data, and report vibration levels to the City Chief Building Official on a monthly basis.
- If, based on monitoring of building conditions or vibration levels, it is determined necessary to avoid damage, the project applicant shall coordinate with the Chief Building Official to implement corrective actions, which may include, but is not limited to building protection or stabilization. (DEIR, pp. 4.6-36 to 4.6-37.)

Finding: Implementation of the identified mitigation measure would reduce construction vibration exposure consistent with the performance standards outlined in this EIR. Mitigation would be required to reduce vibration levels to 80 VdB or less to avoid the impact. This would minimize disruption of activity at vibration-sensitive receptors, consistent with the City's significance thresholds. With

mitigation, the impact is considered *less than significant with mitigation*. (DEIR, pp. 4.6-38 to 4.6-39.)

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Transportation and Traffic

4.7-5 The proposed project could cause potentially significant impacts due to construction-related activities. Based on the analysis below, and with implementation of mitigation, the impact would be *less than significant with mitigation*. Construction of the proposed project would generate a variety of truck and employee trips during demolition of existing structures on the project site, and construction of the proposed project. Since the magnitude of these trips during peak hours would be less than that of the proposed project, absolute impacts (in terms of delay and queuing) when compared to Plus Project operations would not be significant. Construction staging and lane closures could cause adverse effects if not carefully planned. Thus, the project could potentially cause a temporary but prolonged impact due to lane closures, traffic hazards to bikes/pedestrians, damage to roadbed, or truck traffic on roadways not designated as truck routes. For these reasons, project impacts during construction are *potentially significant*. (DEIR, p. 4.7-35.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.7-5: Construction Management Plan.

The project applicant shall develop a Construction Traffic Management Plan to the satisfaction of the City's Traffic Engineer and subject to review by all affected agencies, as required by City Code. The plan shall be designed to ensure acceptable operating conditions on local roadways studied as a part of this EIR and affected by construction traffic. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. (DEIR, pp. 4.7-35 to 4.7-36.)

Finding: Implementation of Mitigation Measure 4.7-5 would reduce this impact to a less-than-significant level. Therefore, this impact is considered *less than significant with mitigation*. (DEIR, p. 4.7-36.)

With implementation of the mitigation measure(s), this impact is reduced to a less than significant level.

4.7-10 Cumulative impacts related to construction activities. Based on the analysis below, and with implementation of mitigation, the impact would be *less than significant with mitigation*. Construction of the proposed project would generate a variety of truck and employee trips during demolition of existing structures on the project site, and construction of the proposed project. Since the magnitude of these trips during peak hours would be less than that of the proposed project, absolute impacts (in terms of delay and queuing) when compared to Plus Project operations would not be significant. Construction staging and lane closures could cause adverse effects if not carefully planned. Thus, the project could potentially cause a temporary but prolonged impact due to lane closures, traffic hazards to bikes/pedestrians, damage to roadbed, or truck traffic on roadways not designated as truck routes. For these reasons, project impacts during construction are *potentially significant*. (DEIR, p. 4.7-44.)

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

4.7-5: Construction Management Plan.

The project applicant shall develop a Construction Traffic Management Plan to the satisfaction of the City's Traffic Engineer and subject to review by all affected agencies, as required by City Code. The plan shall be designed to ensure acceptable operating conditions on local roadways studied as a part of this EIR and affected by construction traffic. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. (DEIR, pp. 4.7-35 to 4.7-36.)

Finding: Implementation of Mitigation Measure 4.7-5 would reduce this impact to a less-than-significant level. Therefore, this impact is considered *less than significant with mitigation*. (DEIR, p. 4.7-44.)

With implementation of the mitigation measure(s), this impact is reduced to a less than significant level.

B. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the project due to overriding considerations as set forth below in Section 3E, the statement of overriding considerations.

Noise and Vibration

4.6-3 The proposed project could result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance or cause a substantial temporary, short-term increase in ambient noise levels. Based on the analysis below, this impact is considered *significant*.

Construction Equipment

The proposed project would generate construction noise from equipment operating on the project site, building demolition, and from the transport of construction workers and equipment to and from the site. Construction activities would include building demolition, site clearing and excavation and site preparation, building construction, and renovation. Operation of heavy-duty construction equipment would be intermittent throughout the day during construction. Construction would occur over the course of approximately 1 year for the 2101 Capitol Avenue property and approximately 1.5 years for the 2025 L Street property. Construction noise levels would vary over this time. The highest noise levels would be expected to occur in association with demolition and foundation construction. These activities are expected to last for a relatively short amount of time as compared to building construction, which would generate substantially lower levels of construction noise. The approach used in this EIR focuses on the worst-case location regarding sensitive receptors and the worst-case (noisiest) construction activities.

Noise would be generated by equipment such as graders, backhoes, skip loaders, water trucks, pile installation, and other miscellaneous equipment. Construction noise levels for the proposed project were estimated using the FHWA Roadway Construction Noise Model at nearby off-site sensitive receptors, shown in Table 4.6-10. As shown, noise levels generated by various

construction activities during the worst-case site preparation stage would be 70 to 107 dBA L_{eq} , at the closest noise-sensitive receptors to the project sites (2025 L Street and 2101 Capitol Avenue). The level of outdoor to indoor noise attenuation ranges from approximately 18 to 40 dBA, depending on the type, thickness, and weight of walls. Approximate average sound level reduction would be 15 dB with windows open and 25 dB with windows closed. The mostly likely range of indoor noise levels is shown in Table 4.6-10 for noise-sensitive uses near the project site. New residential construction and renovation (with insulated windows, door weather stripping and thresholds, and exterior wall insulation) would be expected to provide an exterior-to-interior noise level reduction of at least 34 dBA with doors and windows closed. Construction equipment would be used in different portions of the site, but this is the estimated worst-case temporary noise level. Assuming an exterior-to-interior noise level reduction of at least 25 dB for wooden structures (doors and windows closed), construction equipment noise could result in a maximum temporary interior noise level of approximately 82 dBA L_{eq} at the restaurant located 1217 21st Street north of the 2101 Capitol Avenue property when the noisiest part of construction activity occurs in the area directly adjacent to this structure. Maximum outdoor noise levels for the apartments at 2100 L Street, north of the 2101 Capitol Avenue property would be approximately 93 dBA L_{eq} during the noisiest phase of construction when construction activities are directly adjacent to the apartment building. Maximum indoor noise levels for the apartments at 2100 L Street, would be approximately 68 dBA L_{eq} during the noisiest phase of construction when construction activities are directly adjacent to the apartment building. Noise levels experienced from construction activities under the proposed project at other nearby receptors would be lower than this worst-case scenario and were estimated to be between 56 and 66 dBA L_{eq} (as shown in DEIR Table 4.6-10, p. 4.6-22).

The impact is *potentially significant*, requiring mitigation (see Mitigation Measure 4.6-3a).

Installation of Piles

Foundations of the buildings proposed on-site could require the installation of piles to support the weight of the building (please see Appendix G of the DEIR for geotechnical details). Temporary noise and vibration is associated with different techniques for installing piles. The project proposes use of an auger-cast pile foundation system. This technique was selected due to the presence of existing occupied buildings adjacent to the project site and because the technique is essentially a vibration less pile system (Hutchinson, pers. comm. 2015). As an industry standard of practice, this pile system is typically not monitored during installation due to the very low vibration and noise. Auger cast in place grouted piles are a drilled and pumped pile, not a driven pile. This eliminates the hammer impact noise created by driving piles (Hutchinson, pers. comm. 2015). Since this technique produces very low

noise levels and is relatively new, the precise noise generation from this technique is not known and therefore the impact is conservatively assumed to be *potentially significant*, requiring mitigation (see Mitigation Measures 4.6-3a and 4.6-3b).

Noise Ordinance

Section 8.68.080 of the City's Noise Ordinance exempts certain activities, including "noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure," as long as these activities are limited to between the hours of 7 a.m. and 6 p.m. Monday through Saturday, and between the hours of 9 a.m. and 6 p.m. on Sunday. These exemptions are typical of city and county noise ordinances and reflect the fact that construction-related noise is temporary and short-term, is generally acceptable when limited to daylight hours, and is expected as part of a typical urban noise environment (along with sirens). If project construction occurred outside City-allowed construction hours, this would represent a *potentially significant* impact, requiring mitigation (see Mitigation Measures 4.6-3a and 4.6-3b).

Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

4.6-3a: Minimize Construction Noise.

The project applicant and contractor(s) shall implement the following measures throughout all construction phases.

- Project construction traffic shall not use any alleys in the vicinity of the project with the exception Kayak Alley from 20th to 21st Street and Liestal Alley from 21st to 22nd Streets. Construction traffic shall avoid use of Liestal Alley from 21st to 22nd Streets to the maximum extent feasible.
- The project shall comply with the City of Sacramento Noise Ordinance, including limitations on the hours of construction and conditions related to intake silencers for combustion engines.
- Stationary construction equipment, such as compressors, shall have acoustical shielding and shall be placed as far away as is feasible from adjacent noise-sensitive uses when operated.
- Idling times of equipment shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
- The project applicant or designee shall designate a disturbance coordinator and conspicuously post this person's number around the project site and in construction notifications. The disturbance coordinator shall receive complaints about construction disturbances and, in coordination with the City, determine the cause of the complaint and implementation of feasible measures to alleviate the problem.

- The project applicant or its designee shall provide written notice to all known occupied noise-sensitive uses (i.e., residential, educational, religious, lodging) within 400 feet of the edge of the project site boundary at least 2 weeks prior to the start of each construction phase of the construction schedule, as well as the name and contact information of the project disturbance coordinator. (DEIR, p. 4.6-36.)

4.6-3b: Prepare and Implement a Noise and Vibration Control Plan for Pile Installation.

Any pile installation determined to be necessary for the project shall use the auger-cast pile foundation system.

Prior to the issuance of any building permit for any phase of project development that proposes the use of piles for foundations, the project applicant shall develop a Noise and Vibration Control Plan, in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the plan to the City's Chief Building Official for review and approval. The plan shall include measures demonstrated to ensure construction noise exposure for the interior of nearby residential dwellings is at or below 45 dB L_{eq} and that vibration exposure for adjacent buildings is less than 0.5 PPV and less than 80 VdB for adjacent residences and less than 0.2 PPV for the building at 1217 21st Street – "Kupros Craft House." These performance standards shall take into account the reduction in vibration exposure that would occur through coupling loss provided by each affected building structure.

- Prior to installation of piles for the 2101 Capitol Avenue property, the applicant shall contact the owner of the building at 1217 21st Street to photo document current conditions. This should include photos of existing cracks and other material conditions present on or at the surveyed building – both exterior and interior.
- The construction contractor(s) shall regularly inspect and photograph the building at 1217 21st Street during installation of piles, collect vibration data, and report vibration levels to the City Chief Building Official on a monthly basis.
- If, based on monitoring of building conditions or vibration levels, it is determined necessary to avoid damage, the project applicant shall coordinate with the Chief Building Official to implement corrective actions, which may include, but is not limited to building protection or stabilization. (DEIR, pp. 4.6-36 to 4.6-37.)

Finding: The auger-cast pile foundation system was selected due to the presence of existing occupied buildings adjacent to the project site and because the technique is essentially a vibration less pile system (Hutchinson, pers. comm. 2015). Auger cast in place grouted piles are a drilled and pumped pile, not a driven pile. This eliminates the hammer impact noise created by driving piles (Hutchinson, pers. comm. 2015). Routing construction traffic to areas with fewer noise-sensitive receptors would reduce adverse noise impacts, as would limiting construction to less

noise-sensitive parts of the day and locating noise-generating stationary equipment behind shields and distant from noise-sensitive uses. Section 8.68.080.D, Exemptions, exempts from the Noise Ordinance standards those noise sources due to the erection (including excavation), demolition, alteration, or repair of any building or structure between the hours of 7 a.m. and 6 p.m., on Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers that are in good working order. The disturbance coordinator will allow the project applicant, contractor(s), and the City to address problems that arise during construction, to the extent feasible. These approaches have been shown to be effective in reducing temporary and short-term construction impacts. The City's Noise Ordinance exempts certain activities, in recognition of the fact that construction-related noise is temporary, more acceptable when limited to daylight hours, and is expected as part of a typical urban noise. Nonetheless, the City cannot demonstrate at this time that these measures would avoid, or fully reduce to less-than-significant levels a substantial temporary, short-term increase in ambient noise levels. Therefore, the impact would remain *significant and unavoidable*. (DEIR, p. 4.6-37.)

For these reasons, the impact remains *significant and unavoidable*.

C. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

- As the project is implemented, certain impacts would occur on a short-term level. Such short-term impacts are discussed above. Where feasible, mitigation measures have been incorporated into the project to mitigate these potential impacts.
- The project would result in the long-term commitment of resources to develop and operate the project, including water, natural gas, fossil fuels, and electricity. However, mitigation measures have been incorporated into the project to ensure that the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. Moreover, the project would comply with the Climate Action Plan (see DEIR, p. 4.4-10).

Although there are short-term and long-term adverse impacts from the project, the short-term and long-term benefits of the project, as discussed below in Section 3E, justify implementation.

D. Project Alternatives.

The City Council has considered the project alternatives presented and analyzed in the Final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Alternatives Considered and Dismissed from Further Consideration

An off-site alternative was not considered because there were no significant location-based impacts (for example, biological resources or traffic impacts) which could be reduced by changing the proposed location for the project. As explained earlier, CEQA does not require analysis of off-site alternatives for qualifying transit priority projects (California Public Resources Code § 21155.2[c][2]) and it is the City's determination that the project would qualify. Moreover, an off-site alternative would not satisfy Objective 1 concerning the reuse of underutilized sites at 2025 L St and 2101 Capitol Avenue.

All of the proposed project's significant and potentially significant environmental effects other than cultural resources impacts would be temporary, short-term construction-related effects. The project site is in an existing urban area, and has been previously developed; the project site has no significant natural resource constraints. The project site vicinity currently has a mix of uses, including residential, office, retail, restaurant and nightclub uses; an active railroad line also passes the project site approximately 1/2 block to the west. There are few sensitive receptors near the project site; the residents of the apartment building at the southeast corner of L and 21st Streets are the only residential uses directly adjacent to the project site. Because mitigation measures can reduce the proposed project's non-construction impacts to a less-than-significant level, selection of alternatives for analysis is difficult. In the absence of significant impacts to be reduced or avoided through alternative project designs, the alternative selection process included less substantial issues, including the potential for existing late-night noise from nearby night clubs to affect future residential uses on the project site, the potential to affect private views from the adjacent apartment building, avoiding the need for amendments to the general plan and zoning designation on the 2101 Capitol Avenue site, and avoiding the need for alley parking access at the 2101 Capitol Avenue site.

Alternatives that were considered and rejected include an alternative which would place residential uses on the 2101 Capitol Avenue site and parking above the retail use on the 2025 L Street site; this alternative would not avoid any significant environmental effects. Although it would reduce the potential for existing noise

generated from nightclubs to affect future residents of the proposed project, it would create a temporary lack of vehicle parking for existing office uses at 2020 L Street during the period between demolition of the existing parking garage and construction of the new building and parking garage. Furthermore, the presence of residential uses above the retail facility at the 2025 L Street site is important to meeting the Objectives 1, 2, and 10 related to providing a mix of uses.

Other potential alternatives that were explored through the planning process would limit the footprint or size of the project, including alternatives that had reduced building heights on the 2025 L Street site, and alternatives that had reduced building heights or smaller footprints on the 2101 Capitol Avenue site. However, these alternatives were rejected from further consideration because they were similar variations to Alternatives 2, 3, and 4, which were analyzed in the EIR and described below. (DEIR, pp. 5-5 to 5-6.)

Summary of Alternatives Considered

The EIR analyzed the following alternatives to the proposed project:

- Alternative 1: No-Project/No-Build,
- Alternative 2: No-Project/2101 Capitol Avenue Mixed-Use,
- Alternative 3: No General Plan Amendment,
- Alternative 4: Office Alternative.

(DEIR, pp. 5-6 to 5-7.)

Alternative 1: No-Project/No-Build Alternative

Under CEQA, the No-Project Alternative must consider the effects of not developing the proposed project. The No-Project/No-Build Alternative describes the environmental conditions that exist at the time that the environmental analysis commences (State CEQA Guidelines, CCR Section 15126.6 [e][2]). In the case of the proposed project, the 2025 L Street and 2101 Capitol Avenue sites are already in a mostly developed state, so existing uses (including a parking garage and a small office building on the 2025 L Street site and surface parking on the 2101 Capitol Avenue site) would continue in this alternative. Existing conditions are described in the “Environmental Setting” of each section within Chapter 4 of this EIR.

Under Alternative 1, the No Project/No Build Alternative, the City Council would not approve any project, and none of the mitigation measures identified within this EIR would be implemented. No demolition would occur under Alternative 1, because existing structures and site layout would remain. (DEIR, p. 5-7.)

Alternative 1 would result in reduced impacts relative to the proposed project with respect to aesthetics, air quality, cultural resources, greenhouse gas (GHG)

emissions, noise and vibration, and transportation and traffic. (DEIR, pp. 5-8, 5-16 to 5-19.)

Facts in Support of Finding of Infeasibility

Alternative 1 would not meet any of the project objectives. (DEIR, pp. 2-26 to 2-27, 5-4 to 5-5.) The 2025 L Street site would remain a parking garage and a small office building and the 2101 Capitol Avenue site would remain as a surface parking lot. (DEIR, p. 5-7.) Therefore, the City rejects this Alternative 1 as infeasible for failure to meet any project objectives.

Alternative 2: No-Project/2101 Capitol Mixed-Use Alternative

Alternative 2, the No-Project/2101 Capitol Avenue Mixed-Use Alternative would continue the existing parking and office uses on the 2025 L Street site, but would include a mixed-use development with several buildings on the 2101 Capitol Avenue site, in accordance with the City's General Plan and zoning designations. Because a portion of the 2101 Capitol Avenue site is in the Traditional Neighborhood Medium General Plan Land Use designation and the Residential-Office zone district, this alternative would include approximately 11,500 feet of retail, 20 apartment units, and 2 live-work units with 20 parking spaces to meet the needs of the residential units and live-work units. The City's zoning requirements do not require additional parking spaces for the non-residential portion of a mixed-use project where more than half the building square footage is in residential use. (DEIR, p. 5-7.)

Alternative 2 would result in reduced impacts relative to the proposed project with respect to aesthetics, air quality, cultural resources, GHG emissions, noise and vibration, and transportation and traffic. However, because construction would also occur on the 2101 Capitol Avenue site with Alternative 2, the significant and unavoidable construction noise impact that would occur with the proposed project would also occur with this alternative. (DEIR, pp. 5-8, 5-16 to 5-19.)

Facts in Support of Finding of Infeasibility

Alternative 2 would meet some of the project objectives, but to a lesser extent than the proposed project. Alternative 2 would not meet Objective 1, because it would not replace the existing parking structure and office building on the 2025 L Street site. Alternative 2 would not meet Objective 2 because it would only have 20 residential units, far fewer than the desired 140 residential units. It would meet objectives 3 and 4 with respect to the provision of retail space, but to a lesser degree than the proposed project. However, it would not provide sufficient retail space to meet Objective 5 regarding a grocery store providing convenient access to healthy foods. It would meet Objective 6 by providing employment opportunities for City residents, but to a lesser extent than the proposed project. It would not meet objectives 7 and 8 related to providing replacement parking at 2101 Capitol Avenue, but the existing parking at 2025 L Street would be retained. This alternative would

be less successful at meeting Objective 11 (furthering SACOG Blueprint and MTP/SCS goals and policies by reusing underutilized land in the Central City and creating mixed-use development of retail and residential uses to reduce vehicle miles traveled [VMT] and GHG emissions) and Objective 12 (fulfilling City General Plan goals and policies for corridors), because no mixed-use retail/residential development would occur at 2025 L Street and the overall level of residential development proposed would be substantially reduced. Lastly, this alternative would not meet Objective 13 related to aesthetically pleasing site plans and architectural building designs, because the existing parking structure at 2025 L Street would be retained. (DEIR, p. 5-20.) Therefore, the City rejects Alternative 2 as infeasible for failing to meet project objectives.

Alternative 3: No General Plan Amendment Alternative

Under Alternative 3, the 2101 Capitol Avenue site would be developed without a General Plan Amendment or rezoning. Building a parking structure on the 2101 Capitol Avenue site without these entitlements would limit the height on the eastern portion of the project site (within the Office-Residential [OR] zone) to 35 feet (compared to 65 feet in the General Commercial [C-2] zone along 21st Street). The Traditional Neighborhood Medium Density General Plan designation would limit the FAR on the eastern portion of the project site to 1.5 (compared to a FAR of 3.0 within the Urban Corridor – Low designation along 21st Street). Because the existing zoning and General Plan designations would reduce the permissible height and development intensity on the 2101 Capitol Avenue site, the parking garage in Alternative 3 would have a smaller footprint and a lower height than in the proposed project. To provide parking to meet the needs of the existing 2020 L Street office building, this alternative would not be able to include the 13,000 feet of commercial uses along 21st Street. Because of the smaller structure that could be constructed with the existing entitlements, this alternative would provide approximately 318 parking spaces, compared to approximately 411 spaces in the proposed project. The parking garage would be designed with landscaping and other screening along the Capitol Avenue and 21st Street sides of the structure. (DEIR, pp. 5-7 to 5-8.)

Alternative 3 would result in reduced impacts relative to the proposed project with respect to aesthetics, air quality, GHG emissions, noise and vibration, and transportation and traffic. However, because construction would also occur on the 2101 Capitol Avenue site with Alternative 3, the significant and unavoidable construction noise impact that would occur with the proposed project would also occur with this alternative. (DEIR, pp. 5-8, 5-16 to 5-19.)

Facts in Support of Finding of Infeasibility

Alternative 3 would meet most of the project objectives, but to a lesser extent than the proposed project. Alternative 3 would not meet Objective 3, because no retail uses would be provided along 21st Street and Capitol Avenue. Similarly, given the reduction in retail uses associated with this alternative, it would be less successful at

meeting Objective 4 related to the provision of new tenant spaces for retail establishments and Objective 6 related to providing employment opportunities for City residents. Also, because fewer parking spaces would be provided, it would be less successful at meeting Objectives 7 and 8 related to providing replacement parking at 2101 Capitol Avenue. This alternative would be less successful at meeting Objectives 12 related to City General Plan goals and policies regarding corridors, because the parking structure at 2101 Capitol Avenue would not include retail uses or other pedestrian oriented development that would contribute to a mix of uses along Capitol Avenue and 21st Street. For the same reasons, Alternative 3 would be less successful at meeting Objective 13 related to aesthetics, because the proposed parking garage at 2101 Capitol Avenue would be less aesthetically pleasing than one with ground-level retail uses as proposed with the project. (DEIR, p. 5-20.) For these reasons, the City rejects Alternative 3 as infeasible for failing to meet project objectives.

Alternative 4: Office Alternative

Alternative 4, the Office Alternative, would replace the 141 residential units on the 2025 L Street site with approximately 150,000 square feet of office use. Otherwise, this alternative would be the same as the proposed project. (DEIR, p. 5-8.)

Alternative 4 would result in similar impacts with respect to aesthetics, cultural resources, and noise/vibration, and increased impacts with respect to air quality, GHG emissions, and transportation/traffic. Because construction would also occur on the 2101 Capitol Avenue site with Alternative 4, the significant and unavoidable construction noise impact that would occur with the proposed project would also occur with this alternative. (DEIR, pp. 5-8, 5-16 to 5-19.)

Facts in Support of Finding of Infeasibility

Although Alternative 4 would meet some of the project objectives, it would not meet those objectives related to the provision of residential uses. Specifically, Alternative 4 would not meet Objective 2 because it would not provide any residential units. Also, this alternative would not meet Objective 11, because it would not create a mixed-use development of retail and residential uses that will help reduce VMT and GHG emissions. Moreover, this alternative would result in increased air quality, GHG emission, and traffic impacts compared to the proposed project, because of the substitution of higher-intensity office uses for the residential uses in the proposed project. (DEIR, pp. 5-19 to 5-20.) For these reasons, the City rejects Alternative 2 because it is not environmentally superior to the proposed project and also because it is infeasible for failing to meet project objectives.

E. Statement of Overriding Considerations:

Pursuant to CEQA Guidelines Section 15092, the City Council finds that in approving the project it has eliminated or substantially lessened all significant and

potentially significant effects of the project on the environment where feasible, as shown in Sections 3A through 3D above. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the project against the remaining unavoidable environmental risks in determining whether to approve the project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with Section 15093 of the CEQA Guidelines in support of approval of the project.

1. The Project Will Provide for the Beneficial Reuse of Two Underutilized Sites in the Central City.

The project will result in the beneficial reuse of two underutilized sites in the Central City. It will replace the existing parking garage at 2025 L Street with needed commercial and residential uses consisting of a Whole Foods Market grocery store and approximately 141 apartments. It will replace the existing surface parking lot at 2101 Capitol Avenue with a parking garage designed to replace the parking that would be lost at 2025 L Street and approximately 13,000 square feet of ground-level retail/commercial uses. Proceeding with the project allows for the reuse of these two underutilized sites in a manner that addresses residential, retail, and parking needs within the Central City. As discussed starting on page 2-1 of the City's 2035 General Plan, policies in the Land Use and Urban Design Element are intended to encourage development on underutilized properties (City of Sacramento 2035 General Plan, p. 2-1).

2. The Project is an Infill Project.

The project is an infill project that will help the City to meet its housing goals and implement General Plan policies (Policies LU 1.1.4, LU 1.1.5, LU 2.1.8, LU 5.3.1, for example in the 2035 General Plan) without resorting to "greenfield" development. Infill projects develop vacant or underutilized urban sites and avoid many of the impacts of greenfield development, such as conversion of agricultural land, destruction of biological and cultural resources, contributing to urban or suburban sprawl, traffic congestion and longer vehicle trips, and growth inducement.

3. The Project Promotes Smart Land Use Principles.

The project promotes smart growth land use principles, because it will reuse two infill sites within the Central City for residential and commercial development. For example, the project is consistent with the Sacramento Area Council of Governments (SACOG) regional "Blueprint" transportation and land use principles. Specifically, the project will encourage transportation choices because the project site is located in an area with transit, bicycle, and pedestrian transportation options. The project contains a mix of residential and commercial uses and thus will further the Blueprint principle of mixed-use development. The project will promote Blueprint principles of compact development and use of existing assets by providing up to 141

apartments on the 1.1-acre (48,620 square-foot) infill site at 2025 L Street and 411 parking spaces and 13,000 square feet of retail on the 0.7-acre (29,340 square-foot) infill site at 2101 Capitol Avenue. The project will promote the Blueprint principle of housing choice and diversity by providing additional multi-family housing for the Central City. Moreover, the project will be designed to promote the Blueprint principle of quality design by placing retail uses along the street level, with landscaping and outdoor seating along the sidewalk. Similarly, the project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), because the proximity of the proposed residences to urban employment areas will reduce VMT and GHG emissions helping to reach regional air quality goals. For example, the 2025 L Street property is estimated to have per-capita VMT rates of approximately 73 percent less than the regional average in 2008 and 84 percent less than the regional average in 2035. The 2101 Capitol Avenue property is estimated to have per-capita VMT rates of approximately 70 percent less than the regional average in 2008 and 2035. (DEIR, pp. 3-7 to 3-11.)

4. The Project is consistent with the City's General Plan and Zoning.

The 2025 L Street property is designated as Urban Corridor - Low on under the 2030 General Plan. The 2101 Capitol Avenue property is currently designated Urban Corridor - Low and Traditional Neighborhood - Medium Density. The project includes a General Plan amendment that would change the designation of part of the 2101 Capitol Avenue property from Traditional Neighborhood - Medium Density to Urban Corridor - Low. The project, with the proposed General Plan Amendment, would be consistent with the City's General Plan and the zoning for the two project sites. The project is consistent with the Urban Corridor - Low designation, which envisions street corridors that have multi-story structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development will be bordered by lower-intensity, single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects will be developed with pedestrian-oriented uses. The streetscape will be appointed with landscaping, lighting, public art, and other pedestrian amenities. The project is also consistent with the General Plan floor-area-ratio (FAR) requirements. The Urban Corridor - Low designation has a FAR range of a minimum of 0.3 to a maximum of 3.0. While the 2025 L Street property would have a FAR of 3.88 and the 2101 Capitol Avenue property would have an FAR of 0.4, as proposed, the FAR for the project is determined by the entire project's gross building area and property area size across both properties that comprise the project site. Therefore, the overall FAR of the project is 2.48, which is within the allowable range. Similarly, the project is consistent with the zoning for the project site. The project would include a rezone for 0.406 acre of 2101 Capitol Avenue from R-O (Residential-Office) to C-2 (General Commercial), which will result in both properties being zoned C-2 in their entirety. The uses proposed with the project are allowed in the C-2 zone. The project includes a conditional use permit (CUP) for a retail store exceeding 40,000 gross square feet on the 2025 L Street, as required under the Planning and Development Code.

(DEIR, pp. 2-24, 3-11 to 3-12.)

5. The Project will provide economic benefits to the City.

The Project will provide economic benefits to the City, including employment, property tax revenue, and sales tax revenue. The project will increase economic activity through temporary construction and long-term new commercial facilities. The project will include approximately 55,307 square feet of commercial uses, including a grocery store and additional retail space. The grocery store at 2025 L Street will result in the need for approximately 200 to 250 employees. Assuming an employment density of 250 square feet per retail employee, the retail uses at the 2101 Capitol Avenue property will require another 52 employees. In addition, the project will generate temporary construction jobs for the duration of the construction of the project. (DEIR, p. 3.2-15.) The project will also generate increased property tax revenue from the increased property value of the two properties with the proposed improvements. Moreover, the project will generate additional sales tax revenue associated with the approximately 55,307 square feet of commercial uses.

6. The Project will help meet existing and projected demand for grocery stores in the Central City.

The market demand analysis for the project demonstrates that there is sufficient existing and projected future demand to accommodate the proposed grocery store. The market study evaluated market demand for the proposed grocery store, alongside existing and planned grocery-anchored retail centers in the Central City area of the City of Sacramento. The competitive market area (trade area) for the proposed grocery store is based on the expected shopping patterns of residents and workers. The trade area was further broken out into two subareas, the 0-6 minute drive time for residents, and the 0-5 minute drive time for employees, to tailor retail demand estimates to the different expenditure profiles of the two segments. The trade area definition corresponds with trade area definitions used in other retail grocery studies, is consistent with shopping center trade areas defined by the Urban Land Institute, and is consistent with observations on potential customers and the retail context in the Central City area of Sacramento. Given that the primary trade area typically accounts for 60 to 80% of total sales at a typical retail center, demand appears sufficient to support the existing competitive grocery stores in the trade area, as well as the proposed grocery store in the opening year and through the year 2027 (the timeline studied for the purposes of this project). (DEIR, p. 3.2-16 and Appendix B.)

7. The Project will add housing in the Central City.

The project will provide up to 141 apartments in the Central City. With regard to a balance of jobs and housing, the Central City is the most imbalanced area in the region, with far more jobs than housing opportunities. By adding residential

units in the Central City, the project will help address the existing jobs-housing imbalance in the Central City. The 2030 General Plan Master EIR forecast that 51,984 people will live in the Central city in 2025. This represents an increase of 19,257 new residents over the 2010 Central City population of 32,367. The housing provided by the project will help to meet the General Plan's anticipated increase in population in the Central City. (DEIR, p. 3.2-13.)

8. The Project will provide for energy efficient development.

The project will provide for energy efficient development in the Central City. The project will be required to comply with Title 24 Building Energy Efficiency Standards. Moreover, the approximately 141 apartments proposed on the L Street property would generally be more energy efficient than average single-family homes in the City. Most residential energy use goes to space heating, thus smaller units in multifamily buildings that share walls and require less heating and cooling consume less energy than single-family detached homes. The average energy consumption for multi-family housing units is approximately half of the energy consumed by an average single-family detached home (DEIR, p. 4.4-9). In addition, compact residential development in transit-oriented locations generally results in approximately 30 percent less energy consumption than traditional single-family detached homes (DEIR, p. 4.4-9). Furthermore, the project's location in the Central City area will reduce transportation-related energy consumption. The Central City area has a highly connected grid street network, frequent transit service, relatively high residential densities and non-residential intensities, and other characteristics that reduce travel demand. The existing character of the project vicinity and design of the project would allow new residents to access jobs and amenities such as stores, restaurants, and cultural events using public transit, walking, and biking, which would reduce overall transportation-related energy consumption. In addition, the average distance for vehicle trips from the proposed project would be shorter due to the proximity of amenities and places of employment, further reducing transportation-related energy consumption. The 2025 L Street property is estimated to have per capita VMT rates of approximately 73 percent less than the regional average in 2008 and 84 percent less than the regional average in 2035 and the 2101 Capitol Avenue property is estimated to have per-capita VMT rates of approximately 70 percent less than the regional average in 2008 and 70 percent less than the regional average in 2035. (DEIR, pp. 4.4-9 to 4.4-10.)

The City Council has considered these benefits and has considered the potentially significant and unavoidable environmental impact of noise from the project's demolition and construction. The City Council has determined that the economic, legal, social, technological and other benefits of the project outweigh the identified impact. The City Council has thus determined that the project benefits set forth above override the significant and unavoidable environmental impact associated with the project.

APPENDIX A

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

1 INTRODUCTION

Where a CEQA document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required for the 2025 L Street / 2101 Capitol Avenue Mixed-Use Project (the project), as set forth in the Final Environmental Impact Report (FEIR).

The City of Sacramento (City) is the Lead Agency that must adopt the MMRP for development and operation of the project. This report will be kept on file with the City of Sacramento Community Development Department, 300 Richards Boulevard 3rd Floor, Sacramento, California 95811.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

2 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP is intended to be used by City staff and others responsible for project implementation.

The MMRP identifies the timing of implementation, the party/ies responsible for monitoring and enforcement, and a column to confirm implementation (see the MMRP table, below). Mitigation measures are numbered in the same way they are numbered in the EIR and the City’s Initial Study for the project.

3 ROLES AND RESPONSIBILITIES

The project applicant is responsible for fully understanding and effectively implementing the mitigation measures/standards/regulatory requirements contained within the MMRP, as directed by the City. The City is responsible for overall administration/enforcement of the MMRP.

4 CHANGES TO MMRP

Any substantive change in the MMRP shall be reported in writing. Modifications to the requirements of the MMRP may be made by the City subject to one of the following findings, documented by evidence included in the public record:

- ▶ The requirement included in the FEIR and the MMRP is no longer required because the significant environmental impact identified in the FEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, and/or other factors.

OR,

- ▶ The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the FEIR and the MMRP; and,
- ▶ The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the FEIR and the proposed project; and,
- ▶ The modified or substitute mitigation measures are feasible, and the City or, where applicable, other public agencies, through measures included in the MMRP or applicable regulations, can ensure implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures, including a determination whether further environmental review is required, shall be maintained in the project file with this MMRP and shall be made available to the public, upon request (CEQA Guidelines Sections 15162-15164).

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>Mitigation Measure 4.2-1: Implement SMAQMD Basic Construction Emission Control Practices.</p> <p>City approval of any grading or improvement plans shall require the following Basic Construction Emission Control Practices to be implemented by the project applicant:</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Cover any haul trucks that will be traveling along freeways or major roadways. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speed on unpaved roads to 15 mph. • Complete pavement of all driveways and sidewalks to be paved as soon as possible. In addition, lay building pads as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (required by California Code of Regulations, Title 13, Sections 2449[d][3] and 2485). 	Include as notes on grading plan	Prior to approval of grading and plan	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>Provide clear signage that posts this requirement for workers at the entrances to the site.</p> <ul style="list-style-type: none"> Maintain all construction equipment in proper working condition according to manufacturer's specifications. Have the equipment checked by a certified mechanic and determined to be running in proper condition before it is operated. 				
<p>Mitigation Measure 4.2-5: Parking Lot Design.</p> <ul style="list-style-type: none"> Subterranean parking lots for the proposed residential and commercial land uses at 2025 L Street shall be equipped with sufficient ventilation systems to meet applicable requirements of the California and City of Sacramento building codes, which are designed to provide adequate ventilation to protect the public health. Parking designated for residential land uses shall have assigned parking spaces for each dwelling unit to avoid residents from idling and/or circling to look for open parking spaces. The parking entrance for the Whole Foods Market shall either have electronic signage indicating how many parking spaces are still available, or a parking attendant shall be on-duty during peak times of use in order to avoid patrons and visitors from entering the parking garage and idling or circling for open parking spaces. 	Demonstration of mitigation requirements on building plan	Prior to approval of building permit	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
Mitigation Measure Bio-1 (Initial Study) <ul style="list-style-type: none"> If tree removal or construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct preconstruction surveys in areas of suitable nesting habitat for common raptors and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys shall be conducted no more than 10 days before tree removal or ground disturbance is expected to occur. If no active nests are found, no further mitigation is required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances. No construction activity shall occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the 	<p>Submittal of pre-construction survey, if tree removal or construction would occur during the nesting season</p> <p>Verification of establishment of a no-disturbance buffer as defined by the project biologist and subsequent monitoring</p>	<p>Prior to, but no more than 10 days before the beginning of tree removal, demolition, or ground disturbance, whichever comes sooner</p> <p>During tree removal, demolition, ground disturbance and construction activities</p>	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance shall be increased until the agitated behavior ceases.				
<p>Mitigation Measure Bio-2:</p> <p>The project applicant shall comply with tree permit requirements in effect at the time of project approval for removal, pruning, or soil disturbance within the canopy dripline of a Heritage or City Street Tree.</p> <p>In addition, the following measures shall be implemented to reduce impacts from the removal of City Street Trees:</p> <ul style="list-style-type: none"> City Street Trees to be removed for construction purposes having a DBH of 6 inches or greater shall be replaced with the same number of 24-inch box size trees. City Street Trees to be removed having a DBH less than 6 inches shall be replaced with the same number of 15-gallon size trees (as required under City Code Section 12.56.090 based on the sizes of the City Street Trees to be removed). Replacement trees for City Street Trees shall be replanted within the City right-of-way in coordination with the City's Urban Forester. If replacement trees for City Street Trees cannot be accommodated in the City's right-of-way, they shall be planted on site and incorporated into the project landscape plan or be planted at another off-site location at the City's direction. Replacement plantings shall consist of shade tree species approved by the City Urban Forestry Director. Tree planting shall comply with the City's 	Issuance of permit for pruning or removal of Heritage Tree or City Street Tree	Prior to removal, canopy pruning, or root disturbance within the canopy dripline of a Heritage Tree or City Street Tree	City of Sacramento Department of Transportation (Urban Forestry Services Division)	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
landscaping requirements (City Code Sections 17.612.010 and 17.612.040). <ul style="list-style-type: none">Canopy or root pruning of any retained City Street Trees to accommodate construction shall be conducted according to applicable ANSI A300 tree pruning standards and International Society of Arboriculture best management practices.All City Street Trees shall be protected from construction-related impacts pursuant to Sacramento City Code Section 12.64.040 (Heritage Trees) and Section 12.56.060 (City Street Trees). Full details of tree protection measures are available in the arborist report for the project (Sierra Nevada Arborists 2014), included as Appendix 1 of the Initial Study and Appendix A of the Draft EIR).				
Mitigation Measure 4.3-2: Stop Work If Any Prehistoric or Historic Subsurface Cultural Resources Are Discovered, Consult a Qualified Archaeologist to Assess the Significance of the Find, and Implement Appropriate Measures, as Required. If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted within 24 hours to assess the significance of the find, according to CCR Section 15064.5 of the State CEQA Guidelines. If any find is determined to be significant, representatives from the City and the archaeologist will meet to determine the appropriate avoidance measures or other appropriate mitigation. Cultural resources shall be recorded on DPR Form 523 (Historic Resource Recordation form), and all significant cultural materials recovered shall be, as	Verification of inclusion of protocol as part of grading plan general notes	Prior to issuance of grading permit	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. If it is determined that the proposed development could damage an historical resource or a unique archaeological resource (as defined pursuant to the State CEQA Guidelines), mitigation shall be implemented in accordance with Section 21083.2 of the California Public Resources Code and CCR Section 15126.4 of the State CEQA Guidelines, with a preference for preservation in place. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out.</p> <p>Consistent with State CEQA Guidelines CCR Section 15126.4(b)(3), this may be accomplished by planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, the qualified archaeologist shall develop a treatment plan in consultation with the City's Community Development Department and (if the find is of Native American origin) the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The treatment plan shall include, but shall not be limited to, data recovery procedures based on location and type of archaeological resources discovered and a preparation and submittal of report of findings to the City's Preservation Director and the North Central Information Center of the California</p>				

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>Historical Resources Information System. Any resources discovered shall be returned to the Native American tribe determined to be the most likely descendant.</p> <p>Additionally, in accordance with Section 5097.993 of the California Public Resources Code, the project applicant or contractor(s) shall inform project personnel that the collection of any Native American artifact is prohibited by law.</p>				
<p>Mitigation Measure 4.3-3: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required.</p> <p>To minimize the potential for accidental destruction of or damage to potentially unique, scientifically important paleontological resources during project-related earthmoving activities, the project applicant shall implement the following measures:</p> <ul style="list-style-type: none">Before the start of any earthmoving activities at the 2025 L Street and 2101 Capitol Avenue portions of the project site, the project applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.	<p>Verification of project paleontologist attendance at pre-construction meeting to conduct required training session</p>	<p>Prior to commencement of earthmoving activities</p>	<p>City of Sacramento Community Development Department</p>	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<ul style="list-style-type: none"> If paleontological resources are discovered during earthmoving activities, the construction crew shall notify the project applicant and the City of Sacramento Community Development Department and shall immediately cease work in the vicinity of the find. The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with SVP guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City of Sacramento to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. 				
Mitigation Measure 4.3-4: Stop Work If Human Skeletal Remains Are Uncovered, and Follow the Procedures Set Forth In State CEQA Guidelines CCR Section 15064.5(e)(1). In the unlikely event of the inadvertent discovery or recognition of any human remains in any location other than a dedicated cemetery, the project applicant shall take the following steps:	Verification of inclusion of requirement in general notes on grading plan	Prior to approval of grading plan	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until:</p> <p>(A) the coroner of Sacramento County in which the remains are discovered has been contacted to determine that no investigation of the cause of death is required, and</p> <p>(B) if the coroner determines the remains to be Native American:</p> <ol style="list-style-type: none"> the coroner shall contact the NAHC within 24 hours; the NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American; and the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of the Public Resources Code. 				

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>Mitigation Measure 4.5-1: Greenhouse Gas Reduction Measures to Address Checklist items 6 and 7.</p> <p>The project applicant shall identify and implement one or more greenhouse gas reduction measures. The project applicant shall quantify for review and approval by the City that the substitute measure or measures would be as effective or more effective in reducing annual greenhouse gas emissions compared to requiring on-site renewable energy systems that would generate at least a minimum of 15% of the project's total energy demand.</p> <p>The substitute measures shall be enforceable, effective, and quantifiable and may include, but are not limited to energy efficiency improvements, renewable energy systems, participation in the Sacramento Municipal Utility District Greenergy program, carbon off-sets, land use/transportation measures, transit incentives, other measures, or a combination of these strategies imposed as a part of the project. The City may also approve as a substitute for Checklist items 6 and 7 the project's location, land use mix, and design, if the reduction in vehicle miles traveled is sufficient to equal or exceed the greenhouse gas emissions potential of Checklist items 6 and 7.</p> <p>If the Sacramento Municipal Utility District Greenergy program is used, it shall be included as a part of the lease agreement for residents of the 2025 L Street property and the lease agreement language shall be provided to the City for review. If GHG offsets (also known as carbon credits) are used, the emission credit must be in addition to any GHG reduction otherwise required by law or regulation, and any GHG emission reduction that otherwise would occur. The required amount of credits shall be</p>	Document substitute measures, including quantification of reduction potential	Prior to issuance of building permit	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
calculated on an annual basis for the estimated lifetime of the proposed project. An enforcement mechanism of some type must be implemented so that the offset requirement is tracked through the project approval process. Offsets used for mitigation should have a mechanism to monitor the effectiveness of offsets over time to ensure that they accurately account for the needed level of mitigation for the lifetime of the project.				
Mitigation Measure Haz-1. In the event that excavation or construction of the proposed project reveals evidence of soil contamination, USTs, or other environmental concerns, work shall stop in the area of potential contamination by the project applicant's contractor and the type and extent of contamination shall be identified by a Registered Environmental Assessor or other qualified professional, retained by the project applicant. A report shall be prepared by a Registered Environmental Assessor or other qualified professional to identify specific measures to take to protect worker and public health and safety and specify measures to identify, manage, and remediate wastes. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency. The plan shall include the following: <ul style="list-style-type: none"> • Preconstruction training of workers to identify potentially hazardous materials. • Identification of air monitoring procedures and parameters and/or physical observations (soil staining, odors, or buried material) to be used to identify potential contamination. • Procedures for temporary cessation 	Protocol documented in general notes on grading plan	Prior to issuance of grading permit	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>of construction activity and evaluation of the level of environmental concern if potential contamination is encountered.</p> <ul style="list-style-type: none"> Procedures for limiting access to the contaminated area to properly trained personnel. Procedures for notification and reporting, including internal management and local agencies (fire department, Sacramento County Environmental Management Department,), as needed. A worker health and safety plan for excavation of contaminated soil, including soils management, dust control, air monitoring, and other relevant measures. Procedures for characterizing and managing excavated soils in accordance with CCR Title 14 and Title 22. Procedures for certification of completion of remediation. 				
<p>Mitigation Measure 4.6-1: Select, Locate, Design, and Shield Mechanical Equipment Acceptable to City Standards.</p> <p>The project applicant and contractor(s) shall demonstrate on building plans that the selection, location, design, and/or shielding of noise-generating equipment on-site will comply with the City's exterior noise standards prior to issuance of a building permit. Noise-generating mechanical equipment (e.g., HVAC units) shall be selected to be of a type that would not produce noise in excess of City noise standards and/or shall be shielded, designed, or located at a distance that would reduce noise levels at</p>	Protocol documented in general notes on building plan	Prior to issuance of building permit	City of Sacramento Community Development Department	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>noise-sensitive outdoor activity areas for both on- and off-site residences to acceptable levels, as identified in the City's General Plan. Shielding may include the use of fences or partial equipment enclosures. To provide effectiveness, fences or barriers shall be continuous or solid, with no gaps, and shall block the line-of-sight to windows of neighboring dwellings.</p> <ul style="list-style-type: none">• Project construction traffic shall not use any alleys in the vicinity of the project with the exception Kayak Alley from 20th to 21st Street and Liestal Alley from 21st to 22nd Streets. Construction traffic shall avoid use of Liestal Alley from 21st to 22nd Streets to the maximum extent feasible.• The project shall comply with the City of Sacramento Noise Ordinance, including limitations on the hours of construction and conditions related to intake silencers for combustion engines.• Stationary construction equipment, such as compressors, shall have acoustical shielding and shall be placed as far away as is feasible from adjacent noise-sensitive uses when operated.• Idling times of equipment shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.• The project applicant or designee shall designate a disturbance coordinator and conspicuously post this person's number around the	Protocol documented in general notes on grading plan	Prior to issuance of grading permit		

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>project site and in construction notifications. The disturbance coordinator shall receive complaints about construction disturbances and, in coordination with the City, determine the cause of the complaint and implementation of feasible measures to alleviate the problem.</p> <ul style="list-style-type: none">The project applicant or its designee shall provide written notice to all known occupied noise-sensitive uses (i.e., residential, educational, religious, lodging) within 400 feet of the edge of the project site boundary at least 2 weeks prior to the start of each construction phase of the construction schedule, as well as the name and contact information of the project disturbance coordinator.	Documentation of noticing	At least 2 weeks prior to initiation of demolition, tree removal, grading, or any construction-related activity that could generate noise that could be perceived at adjacent properties		

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>Mitigation Measure 4.6-3b: Prepare and Implement a Noise and Vibration Control Plan for Pile Installation.</p> <p>Any pile installation determined to be necessary for the project shall use the auger-cast pile foundation system.</p> <p>Prior to the issuance of any building permit for any phase of project development that proposes the use of piles for foundations, the project applicant shall develop a Noise and Vibration Control Plan, in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the plan to the City's Chief Building Official for review and approval. The plan shall include measures demonstrated to ensure construction noise exposure for the interior of nearby residential dwellings is at or below 45 dB L_{eq} and that vibration exposure for adjacent buildings is less than 0.5 PPV and less than 80 VdB for adjacent residences and less than 0.2 PPV for the building at 1217 21st Street – "Kupros Craft House." These performance standards shall take into account the reduction in vibration exposure that would occur through coupling loss provided by each affected building structure.</p>	Approved noise and vibration control plan	Prior to the issuance of building permit	City of Sacramento Chief Building Official	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<ul style="list-style-type: none"> Prior to installation of piles for the 2101 Capitol Avenue property, the applicant shall contact the owner of the building at 1217 21st Street to photo document current conditions. This should include photos of existing cracks and other material conditions present on or at the surveyed building – both exterior and interior. The construction contractor(s) shall regularly inspect and photograph the building at 1217 21st Street during installation of piles, collect vibration data, and report vibration levels to the City Chief Building Official on a monthly basis. If, based on monitoring of building conditions or vibration levels, it is determined necessary to avoid damage, the project applicant shall coordinate with the Chief Building Official to implement corrective actions, which may include, but is not limited to building protection or stabilization. 				
<p>Mitigation Measure 4.7-5: Construction Management Plan.</p> <p>The project applicant shall develop a Construction Traffic Management Plan to the satisfaction of the City's Traffic Engineer and subject to review by all affected agencies, as required by City Code. The plan shall be designed to ensure acceptable operating conditions on local roadways studied as a part of this EIR and affected by construction traffic. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> Description of trucks including: 	Approved traffic management plan	Prior to commencing construction	City of Sacramento Department of Public Works	

Mitigation Measure / Existing Regulation	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>number and size of trucks per day, expected arrival/departure times, truck circulation patterns.</p> <ul style="list-style-type: none"> Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage. Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. 				

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RESOLUTION NO. 2015 –

Adopted by the Sacramento City Council

AMENDING THE 2035 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM DESIGNATION FOR 0.160± ACRES FROM TRADITIONAL NEIGHBORHOOD MEDIUM DENSITY TO URBAN CORRIDOR LOW FOR THE WHOLE FOODS MIXED USE PROJECT (P14-045) (APN: PORTION OF 007-0151-027)

BACKGROUND

- A. On March 3, 2015, Council adopted the 2035 General Plan (Resolution 2015-0061).
- B. On June 25, 2015, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Whole Foods Mixed Use Project (P14-045), which includes the proposed amendment to the 2035 General Plan Land Use and Urban Form Diagram.
- C. On August 6, 2015, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.010 (2)(b), the City Council conducted a public hearing on the Project.
- D. Based on the verbal and documentary evidence received at the hearing and the Environmental Impact Report and Mitigation Monitoring and Reporting Plan, the City Council made the findings set forth below:
 - 1. The amendment is internally consistent with the goals, policies, and other provisions of the general plan in that: a) The proposed development is consistent with the General Plan Urban Corridor Low designation which calls for neighborhood-serving commercial uses, building facades and entrances that directly address the street, pedestrian-oriented uses at the street level, and parking located within a parking structure; and b) the proposed development is consistent with the general plan goals and policies supporting the development of mixed-use corridors and promoting infill development;
 - 2. The amendment promotes the public health, safety, convenience, and welfare of the city in that: a) The proposed development is compatible with the surrounding land uses, b) the development is interconnected with streets and sidewalks for the convenience and safety of residents, and c) the development enhances the pedestrian environment; and
 - 3. The zoning classification of the affected site, General Commercial (C-2), is consistent with the proposed general plan land use designation of Urban Corridor Low.

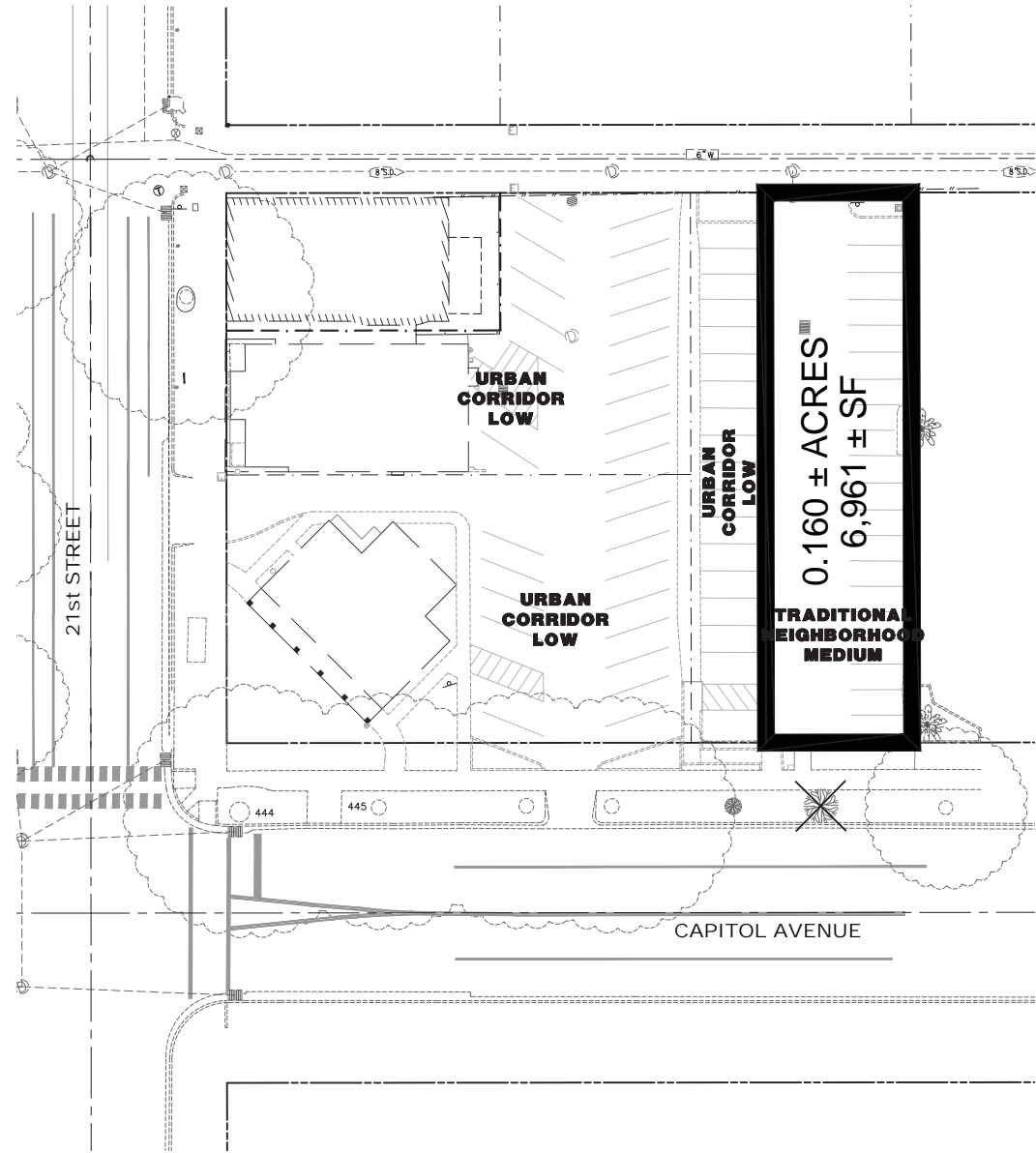
**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL
RESOLVES AS FOLLOWS:**

SECTION 1. The property (portions of APN 007-0151-027-0000) as described on the Attached Exhibit A, within the City of Sacramento is hereby designated on the General Plan as Urban Corridor Low.

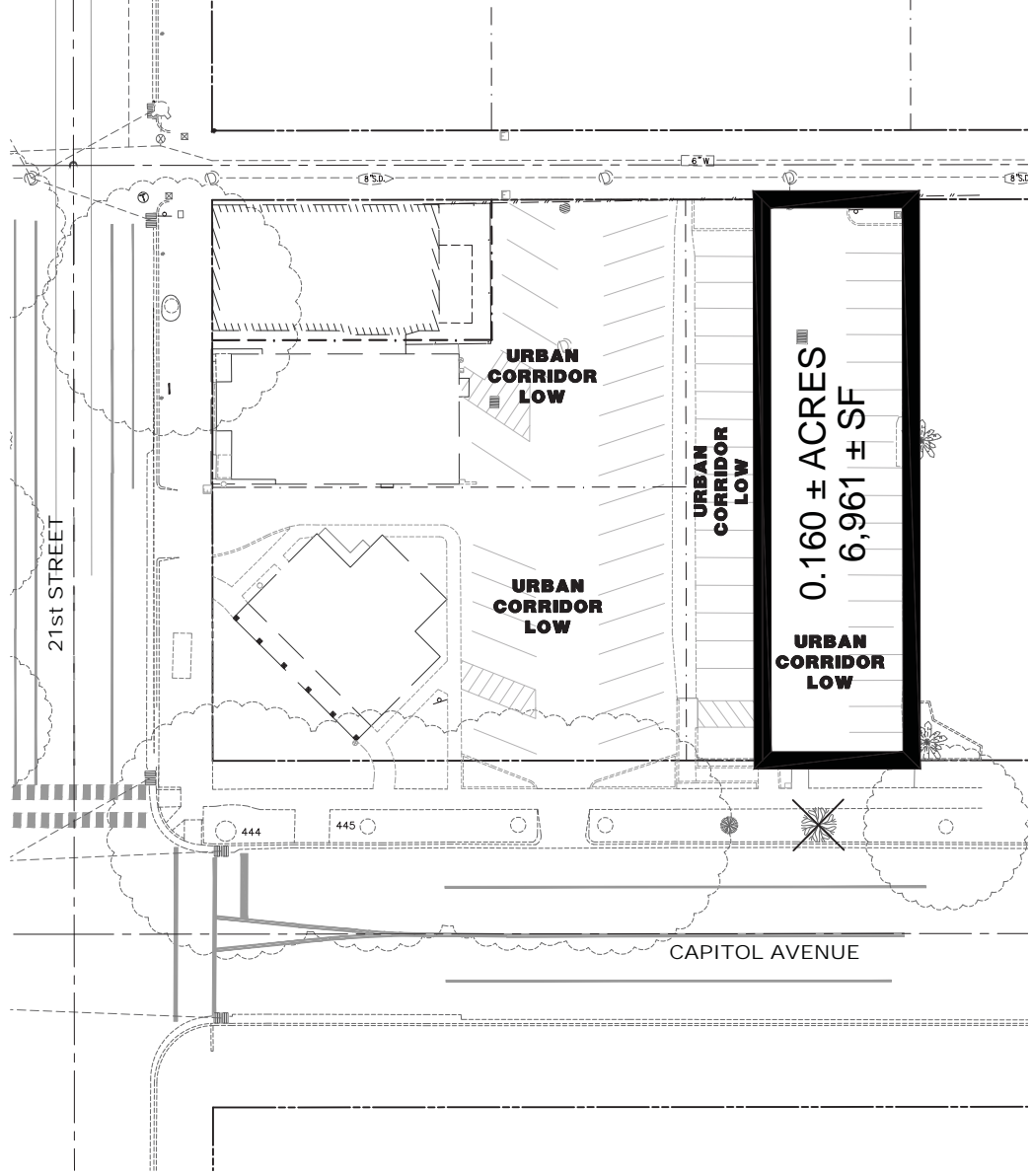
SECTION 2. Exhibit A is part of this resolution.

Exhibits

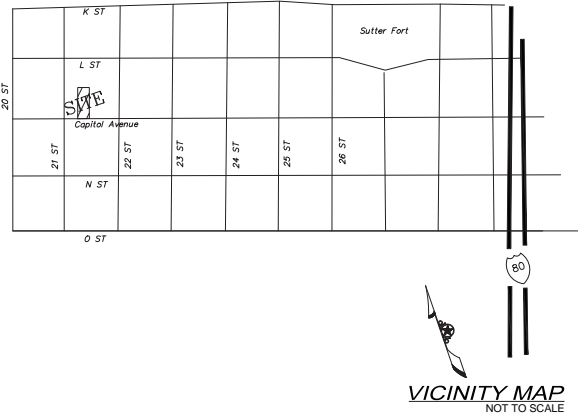
Exhibit A: Parking Garage General Plan Amendment Map – 1 Page



EXISTING GENERAL PLAN DESIGNATION
TRADITIONAL NEIGHBORHOOD MEDIUM
ESTIMATED TOTAL 0.160 ACRES



PROPOSED GENERAL PLAN DESIGNATION
URBAN CORRIDOR LOW
ESTIMATED TOTAL 0.160 ACRES



Owner:
Louie J. Pappas and Voula L. Pappas,
as Trustees of the LVP Revocable Trust
2020 L Street, 5th Floor
Sacramento, CA 95814
(916) 447-7100

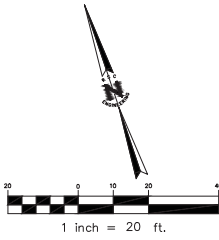
Applicant:
Pappas Investments
Attn: Thad Johnson
2020 L Street, 5th Floor
Sacramento, CA 95143
(916) 447-7100

Engineer:
RSC Engineering, Inc.
Attn: Rick Chavez
2250 Douglas Blvd., Suite 150
Roseville, CA 95661
(916) 788-2884

Assessor's Parcel Number:
007-0151-027 (portion of)

Existing use, Zone & General Plan:
Surface Parking
RO (Residential Office)/C-2 (General Commercial)
Traditional Neighborhood Medium/Urban Corridor Low

Proposed Use, Zone, Community & General Plan:
Retail and Parking Garage
C-2 (General Commercial)
Urban Corridor Low



ORDINANCE NO. 2015 –

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE BY REZONING 0.406± ACRES ON CAPITOL AVENUE BETWEEN 20TH STREET AND 21ST STREET FROM RESIDENTIAL OFFICE (RO) TO GENERAL COMMERCIAL (C-2) (P14-045) (APNs: 007-0151-027 AND PORTIONS OF 007-0151-026 AND 007-0151-025); COUNCIL DISTRICT 4.

BE IN ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1

As used in this ordinance, “**Property**” means the real property depicted in attached Exhibit A and located on Capitol Avenue between 21st Street and 20th Street (APNs: 007-0151-027 AND PORTIONS OF 007-0151-026 AND 007-0151-025), consisting of approximately 0.406 acres.

SECTION 2

Title 17 of the Sacramento City Code (“Planning and Development Code”) is hereby amended by rezoning the Property from Residential Office (RO) to General Commercial (C-2).

SECTION 3

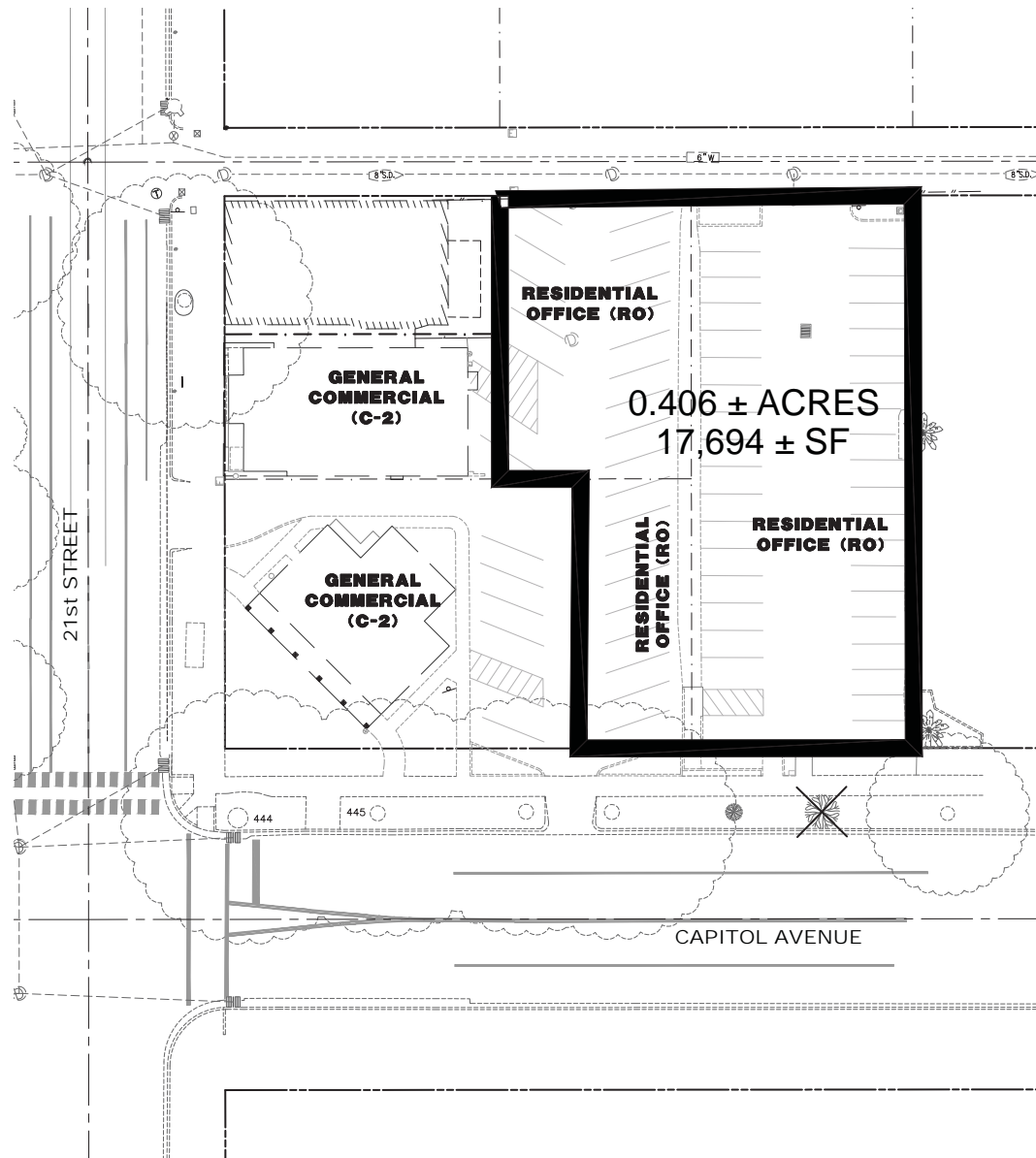
The rezoning of the Property by this ordinance is consistent with the applicable land-use designation, use, and development standards in the City’s General Plan; and with the goals, policies, and other provisions of the General Plan. The amendment promotes the public health, safety, convenience and welfare of the City.

SECTION 4

The City Clerk is hereby directed to amend the City’s official zoning maps to confirm to this ordinance.

Exhibits

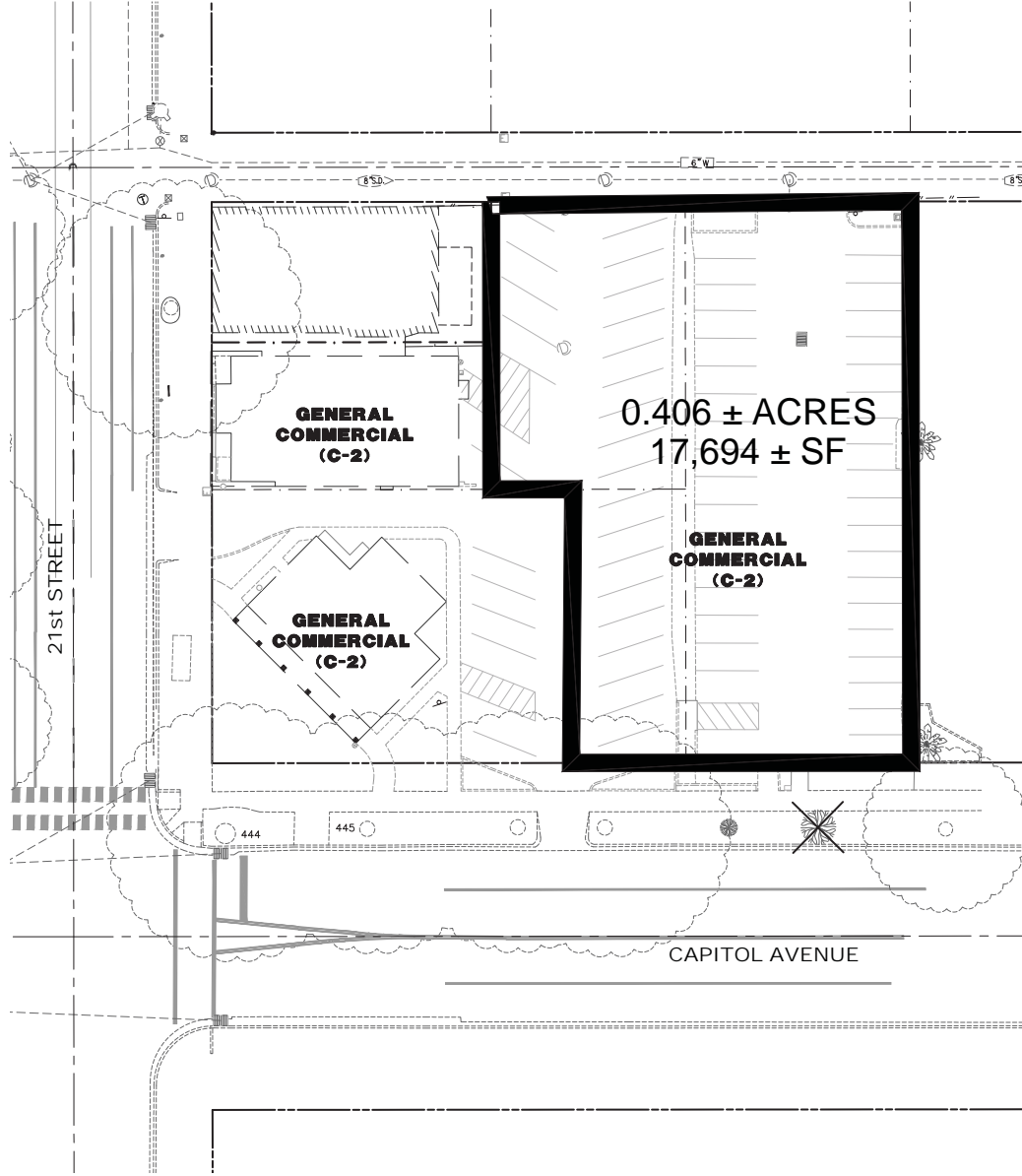
Exhibit A: Parking Garage Rezone Map – 1 Page



EXISTING REZONE EXHIBIT DESIGNATION

RESIDENTIAL OFFICE (RO)

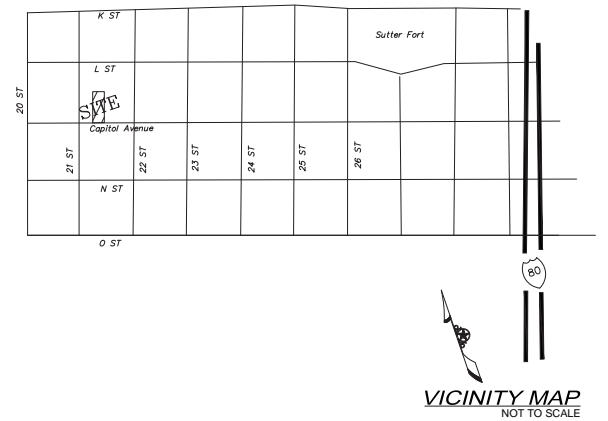
ESTIMATED TOTAL 0.406 ACRES



PROPOSED REZONE EXHIBIT DESIGNATION

GENERAL COMMERCIAL (C-2)

ESTIMATED TOTAL 0.406 ACRES



Owner:
Louie J. Pappas and Voula L. Pappas,
as Trustees of the LVP Revocable Trust
2020 L Street, 5th Floor
Sacramento, CA 95814
(916) 447-7100

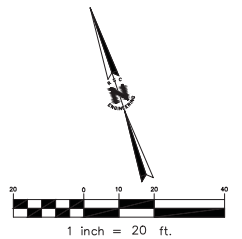
Applicant:
Pappas Investments
Attn: Thad Johnson
2020 L Street, 5th Floor
Sacramento, CA 95143
(916) 447-7100

Engineer:
RSC Engineering, Inc.
Attn: Rick Chavez
2250 Douglas Blvd., Suite 150
Roseville, CA 95661
(916) 786-2884

Assessor's Parcel Number:
007-0151-025, 026 and 027 (portions of)

Existing use, Zone & General Plan:
Surface Parking
RO (Residential Office)/C-2 (General Commercial)
Traditional Neighborhood Medium/Urban Corridor Low

Proposed Use, Zone, Community & General Plan:
Retail and Parking Garage
C-2 (General Commercial)
Urban Corridor Low



PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

SACRAMENTO, CA



REZONE EXHIBIT

DATE: 09-15-2014
PROJECT NO: 1185-0002
SCALE: 1"=20'
SHEET:



RESOLUTION NO. 2015 –

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE WHOLE FOODS MIXED-USE PROJECT (P14-045)

BACKGROUND

- A. On June 25, 2015, after conducting a public hearing, the City Planning and Design Commission forwarded to the City Council a recommendation to approved the Whole Foods Mixed-Use Project (P14-045), concerning the development of two sites: 1) a ground level retail use and 141 residential units on 1.19 acres (the Whole Foods Site at 2001/2025 L Street); and 2) a parking structure with ground floor commercial use on 0.67 acres (the parking garage/commercial site at 2101 Capitol Avenue).
- B. On August 6, 2014, after giving notice as requested by the Sacramento City Code section 17.812.010 (2)(b), the City Council conducted a public hearing on the Project, receiving and considering evidence concerning it.

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

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

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

A. Environmental Determination: The Environmental Impact Report and Mitigation Monitoring and Reporting Program and Findings of Fact and Statement of Overriding Considerations for the Project have been adopted by Resolution No. 2015-__.

B. General Plan Amendment: The amendment of the 2035 General Plan Land Use and Urban Form Diagram has been approved by Resolution No. 2015-__.

C. Rezone: The amendment of Title 17 to rezone 0.406± acres has been approved by Ordinance No. 2015-__.

D. Tentative Map. The Tentative Map to subdivide for condominium purposes is **approved** based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:
 - a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;
 - b. The site is physically suitable for the type of development proposed and suited for the proposed density;
 - c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
 - d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;
 - e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, or for access through or use, of, property within the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and Title 16 (Subdivisions) of the City Code. (Gov. Code §66473.5)

E. Conditional Use Permit. The Conditional Use Permit for a retail use to exceed 40,000 square feet in the General Commercial (C-2) zone (2001/2025 L Street) is **approved**, based upon the following findings of fact:

1. The proposed retail use and its operating characteristics are consistent with the general plan in that it provides a neighborhood-serving use, is consistent with the Urban Corridor designation, and is part of a mixed-use neighborhood envisioned for the Central City by the General Plan;
2. The proposed retail use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the General Commercial (C-2) zone as well as with all other provisions of this title and this code in that retail use over 40,000 square feet is allowed with the approval of a conditional use permit in the C-2 zone;
3. The proposed retail use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities, in that the development has been situated along a transportation corridor and the retail use can be safely accessed from the public right-of-way; and
4. The proposed retail use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood

and will not result in the creation of a nuisance, in that the retail use will provide the necessary vehicle and bicycle parking facilities; has large storefront windows along the street, and the loading areas are oriented on the alley.

F. Variance for Signage. A Variance for Signage for height, number of signs, and signage area for (2001/2025 L Street and 2010 Capitol Avenue) is **approved**, based on the following findings of fact;

1. That proposed building at 2001/2025 L Street is a six-story building that takes up an entire half-block. One retail tenant (Whole Foods Market) will take up the entire ground floor and a multi-family dwelling unit will occupy the upper three levels plus a mezzanine. The building has multiple entrances that serves these two uses, include entry to access the store, an entry for the residential, and a separate entry to two separate parking areas that serve the residential and retail uses. Therefore, more signage is required to direct people to the correct parking garage and the correct use. The diversity of services provided by the retailer, including an outdoor café, also requires additional signage. The project also includes a projecting double-sided fin sign. This sign exceeds the allowed area, but it serves as an architectural feature as well as announces the address of the residential component. The signage need for these two uses are exceptional or extraordinary circumstances and require more signage and a larger projecting sign than generally apply in the General Commercial (C-2) zone and the same district and the enforcement of the regulations of this article would have an unduly harsh result upon the utilization of the subject property;
2. That the variance will not result in a special privilege to one individual property owner and that the variance would be appropriate for any property owner facing similar circumstances; and
3. That the requested variance will not materially and adversely affect the health and safety of persons residing or working in the neighborhood, because the signage is designed as integral to the overall design of the project and will not be materially detrimental to the public welfare or injurious to property and improvements in the neighborhood.

G & H. Site Plan and Design Review with Deviation. The Site Plan and Design Review with deviations for the development of 1) an approximately 41,000 square foot, ground level retail use, 141 residential units, and a tentative map for condominium purposes in the General Commercial (C-2) zone (the Whole Foods Site at 2001/2025 L Street); and 2) a parking structure with approximately 12,000 square feet of ground floor commercial use in the General Commercial (C-2) zone and the Residential Office (RO) zone (the parking garage/commercial site at 2101 Capitol Avenue) is **approved** based upon the following finding of fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan goals and policies and its Urban Corridor Low designation in that the development provides more intense mixed-use buildings at intersections and the building façades and entrances directly address the street.
2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards in that the Whole Foods Mixed-Use project proposes large-scale buildings and materials that are complementary to the surrounding uses; takes advantage of nearby public transit; provides all the vehicle and bicycle parking required; and provides a safe and engaging pedestrian environment. The Whole Foods project meets the intent of the Central City Neighborhood Design Guidelines, the Planning and Development Code, and any other applicable development standards;
3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards;
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that there are other multi-story buildings in the other area, the architectural expression, articulation of planes, and quality of materials enhances the pedestrian experience and minimizes perception of mass;
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged; and
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance, in that the tentative map allows the option for ownership housing, and Capitol Avenue parking structure has incorporated ground floor retail to activate the corner of Capitol Avenue and 21st Street.

Conditions of Approval

D. Tentative Map. The Tentative Map to subdivide for condominium purposes is **approved** subject to the following conditions of approval:

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

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

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P14-045). The design of any improvement not covered by these conditions shall be to City standard.

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

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

GENERAL: All Projects

- D 1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.
- D 2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Public Works after consultation with the U.S. Postal Service.
- D 3. Comply with requirements included in the Mitigation Monitoring and Reporting Program developed by and kept on file in, the Planning Division Office (P14-045).
- D 4. Show all continuing and proposed/required easements on the Parcel Map.
- D 5. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.

Department of Public Works: Streets

- D 6. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property per City standards and to the satisfaction of the Department of Public Works.
- D 7. The applicant shall construct bulb-outs at the intersection of 20th and L Street as shown on the site plan dated 2-10-2014 per City standards and to the satisfaction of the Department of Public Works.
- D 8. The applicant shall repair any deteriorated portions of the existing alley adjacent to the site per City standards (in Concrete) to the satisfaction of the Department of Public Works. The limit of work shall be the entire width of the alley from 20th street to 21st Street.
- D 9. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.
- D 10. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- D 11. Construct A.D.A. compliant ramps at the north-west corner of the intersection of 21st Street and L Street and at the north-east corner of 20th and L Street per City standards and to the satisfaction of the Department of Public Works.
- D 12. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit.

PUBLIC/PRIVATE UTILITIES (Ron Lehman, SMUD)

- D 13. Future SMUD facilities located on customer's property may require a dedicated SMUD easement. This will be determined prior to SMUD performing work on customer's property.
- D 14. There are existing SMUD overhead facilities adjacent to the alley (north) side of the project for both 2001 L Street and 2101 Capitol Avenue. If proper clearances from the building cannot be maintained, the developer will need to work with SMUD to relocate or underground the facilities. This work will be billable to the customer.

- D 15. Developing these properties will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

CITY UTILITIES (Inthira Mendoza, Department of Utilities, 808-1473)

- D 16. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single lot or parcel may be approved on a case-by-case basis by the DOU. Any new domestic water service shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.
- D 17. The onsite water, sewer, and storm drain systems shall be private systems operated and maintained by an ownership association created for the purpose of managing the condominium project in accordance with the Davis-Stirling Common Interest Development Act, California Civil Code § 4000 and following. Prior to the initiation of any water, sanitary sewer, or storm drainage services to the condominium project, C.C. & R.s approved by the City shall be recorded that authorize and require the association to: (1) operate, maintain, and repair the onsite sanitary sewer, water, and storm drainage facilities within the condominium project; and (2) obtain and pay for water service and/or sewer and drainage service on behalf of all owners within the condominium project, for the condominium units, common area(s), and all other areas within the condominium project, in accordance with all applicable provisions of Title 13 of the Sacramento City Code.
- D 18. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test is required for this project. The applicant is advised to contact the Sacramento Utilities Department Water Section (916-808-1400) for the pressure boundary conditions to be used in the water study. (Note: A water main extension may be required.)
- D 19. A note stating the following shall be placed on the Final Map: "Where necessary private reciprocal easement for ingress/egress, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage, shall be granted and reserved, as necessary and at no cost, at the time of sale or conveyance of any parcel shown in this map."
- D 20. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The impact to the

CSS is estimated to be 112.5 ESD. Only twenty-five ESDs for the Whole Foods project are charged at a discounted rate; it is at the owner/developers discretion to determine how the discounted ESD's are distributed among the projects phases. The Combined Sewer System fee at time of building permit is estimated to be \$287,688.76 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.

- D 21. Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.
- D 22. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the DOU (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
 - a. Construction dewatering discharges
 - b. Treated or untreated contaminated groundwater cleanup discharges
 - c. Uncontaminated groundwater discharges
- D 23. A grading plan showing existing and proposed elevations is required. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
- D 24. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.

FIRE Department: (King Tunson, 808-1358)

- D 25. Maintenance agreements shall be provided for gates/barriers and fire protection systems. The agreement shall be recorded with the Public Records Office having jurisdiction and shall provide for the following:
 - a. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems.
 - b. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

PPDS: Parks (Mary de Beauvieres, Parks, 808-8722)

- D 26. Payment of In-lieu Park Fee: Pursuant to Sacramento City Code Chapter 16.64

(Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note)

- D 27. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district, form an endowment or otherwise mitigate the project's impact on the City's park system to the satisfaction of the Finance Department and City Attorney. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district.

MISCELLANEOUS

- D 28. Form a Homeowner's/Business Owners Association. CC&R's shall be approved by the City and recorded assuring maintenance of all common areas. The Homeowner's/Business Owners Association shall maintain all common driveways, common landscaping and common areas;

ADVISORY NOTES:

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

- ADV 1. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site domestic, irrigation and fire suppression systems. (DOU)
- ADV 2. This project is located in the area of the Combined Sewer System (CSS). Therefore, the construction activities of this project are not covered under the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (General Permit). The applicant, however, must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.(DOU)
- ADV 3. This project is located in the area of the Combined Sewer System (CSS). The applicant is required to implement source control to prevent runoff pollution. The applicant is encouraged to use proper site design to reduce runoff volume. Refer to "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)"Chapter 4 for appropriate source control measures and Chapter 5 for appropriate runoff reduction control measures.(DOU)
- ADV 4. The applicant is encouraged to consider Low Impact Development (LID) strategy for the site design and utilize LID practices (i.e. stormwater planters)

for stormwater treatment. The applicant can obtain LID runoff reduction credits following the guidance in the Stormwater Quality Design Manual. LID runoff reduction will reduce the required treatment volume which could potentially reduce the surface area requirements for the stormwater treatment measures. Contact City of Sacramento Utilities Department Stormwater Program (808-1449) if you have additional questions.(DOU)

ADV 5. The proposed project is located in the Flood zone designated as Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) effective August 16, 2012. Within the Shaded X zone, there are no requirements to elevate or flood proof.(DOU)

ADV 6. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- a. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at \$444,150. This is based on 141 new multi-family residential units at an average land value of \$250,000 per acre for the Central City Community Plan Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
- b. Title 18, 18.44 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 \$507,794. This is based on 141 new multi-family residential units at the standard rate of \$3,426 per unit, a 47,313 square foot grocery store at the standard rate of \$0.41 per square foot (\$19,398) and 13,000 square feet of retail space at the standard rate of \$0.41 per square foot (\$5,330). Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
- c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

ADV 7. The City may grant partial credit for privately owned and maintained open space or recreational facilities as outlined in Section 16.64.100 of City Code. If granted, a separate Private Recreational Facilities Agreement would be required. The Agreement requires City Council action and is recorded against the property. Open space or recreational areas provided as required by other regulations (open space requirements for multi-family residential units as outlined in Section 17.600.135 of City Code) cannot be included in any private facility credit calculations.

E. Conditional Use Permit. The Conditional Use Permit for a retail use exceeding 40,000 square feet in the General Commercial (C-2) zone is **approved** subject to the following conditions of approval:

PLANNING

- E 1. The developer shall comply with all applicable requirements included in the 2025 L Street/2101 Capitol Avenue Mitigation Monitoring and Reporting Program kept on file in the Community Development Department (P14-045).
- E 2. The applicant shall obtain all necessary building and/or encroachment permits prior to construction.
- E 3. Prior to the removal of trees in the public right of way, the applicant shall obtain approval from the Urban Forest Services Division.
- E 4. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any modification to the project shall be subject to review by Current Planning and Design staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- E 5. The existing parking structure at 2025 L Street shall be demolished within one year of the completion of the new, replacement parking structure at 2101 Capitol Avenue.
- E 6. All shopping carts shall be stored internal to the retail space or within a designated return area of the parking garage.
- E 7. The site shall be maintained daily to be clear of litter generated by the businesses and customers.
- E 8. The community amenities in the residential areas, such as the clubhouse, courtyard, and recreation areas, shall be used by tenants and their guests only.

POLICE

- E 9. Exterior lighting shall be white light (e.g. metal halide, LED, fluorescent, or induction) using cut off or full cut off fixtures to limit glare and light trespass. Exterior lighting shall be maintained and operational and shall meet IESNA standards (including alley and loading dock areas).
- E 10. Parking garages shall be lit with indirect white light to reduce shadows.
- E 11. All landscaping shall follow the two foot six foot rule. All landscaping should be ground cover, two feet or less and lower tree canopies should be above six feet. This increases natural surveillance and eliminates hiding areas within the landscape. Tree canopies should not interfere with or block lighting. This creates shadows and areas of concealment.
- E 12. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.
- E 13. Grocery business shall be equipped with a monitored burglary alarm system with private security response.
- E 14. Recorded Video Assessment and Surveillance System (VASS) shall be employed.
- E 15. Cameras and VASS storage shall be digital high definition or better.

- E 16. VASS storage shall be kept off-site or in a secured area accessible only to management.
- E 17. VASS shall support standard MPEG formats.
- E 18. VASS shall be capable of storing no less than 30 days' worth of activity.
- E 19. Manager shall have the ability to transfer recorded data to another medium (e.g. DVD, thumb drive, etc.).
- E 20. Cameras shall be equipped with low light capability, auto iris and auto focus.
- E 21. Location of cameras shall be delineated in a Security Plan. The Security Plan must be approved by the Sacramento Police Department Chief of Police or designee (normally the CPTED Sergeant).
- E 22. Sales of beer, ale, or malt beverages are restricted to containers of not less than 12 ounces and sold in quantities of two or more.
- E 23. Sales of wine shall be in containers of at least 750 ml.
- E 24. Wine coolers, whether made for wine or malt products, shall not be sold in quantities of less than factory packs of four.
- E 25. Distilled spirits shall be sold in containers of at least 200 ml.
- E 26. No more than 33 percent of the square footage of the windows and clear doors shall bear advertising or signs of any sort., and all advertising and signage shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises, including the area in which the cash registers are maintained, from the exterior public sidewalk or entrance to the premises.
- E 27. No public pay phones/telephones shall be allowed on the premises.
- E 28. No coin operated games or video machines shall be allowed on the premises.
- E 29. The applicant is responsible for reasonably controlling the conduct of persons on the site and shall immediately disperse loiterers.
- E 30. All dumpsters shall be kept locked.
- E 31. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over within 72 hours of being applied.
- E 32. The applicant shall be responsible for the daily removal of all litter from the site and adjacent rights of way.
- E 33. During construction, the applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours.
- E 34. During construction, the location shall be monitored by security after normal construction hours during all phases of construction.

- E 35. During construction, adequate security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be white light with full cut off fixtures.
- E 36. All stairwells shall be well lit and shall have windows for natural surveillance.

PUBLIC WORKS (TRANSPORTATION SYSTEM MANAGEMENT)

- E 37. Pursuant to City Code Section 17.700.060, the applicant shall be required to submit a Transportation System Management Plan and pay all required fees prior to issuance of the building permit. The Transportation System Management Plan shall be subject to review and approval of the City, Department of Public Works. For more information, please contact Debb Newton at 916-808-6739.

BUILDING DIVISION

- E 38. All work requires a building permit and must comply with the applicable requirements of the 2013 California Code of Regulations Title 24, Part 2 (California Building Code), Part 2.5 (California Residential Code), Part 3 (California Electrical Code), Part 4 (California Mechanical Code), Part 5 (California Plumbing Code), Part 6 (California Energy Code), Part 9 (California Fire Code), and Part 11 (California Green Code).

REGIONAL COUNTY SANITATION DISTRICT

- E 39. Developing these properties will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

SACRAMENTO REGIONAL TRANSIT

- E 40. Project construction shall not disrupt transit service or pedestrian access to transit stops.
- E 41. Contact Robert Hendrix, RT Facilities (916) 869-8606 to discuss any desired adjustments to the current location of the bus stop bench at 2025 L Street to accommodate the residential lobby entrance location. Currently (and because of prior problems with a shelter in this location) there is not a shelter at this bus stop. RT retains the right to add back a shelter at this location if and when ridership dictates a shelter is warranted and if deemed appropriate due to a more active street setting.
- E 42. Transit information shall be displayed in a prominent location in the residential rental office Please use the Request Form available on www.sacrt.com to order transit information materials.
- E 43. Transit information shall be displayed in prominent locations within Whole Foods for both patrons and employees as well as in the commercial space(s) at the 2020 L Street Parking replacement at 21st Street and Capitol Avenue. Please use the Request Form available on www.sacrt.com to order transit information materials.
- E 44. The property/business owners shall join the Sacramento Transportation Management Association.

F. Variance for Signage. The Variance for Signage is **approved** subject to the following conditions of approval:

- F 1. The applicant shall obtain a sign permit before the fabrication or installation of any signage for the project.
- F 2. The applicant shall obtain all necessary building and/or encroachment permits prior to construction.
- F 3. The signage shall be sited and within the size approved as indicated on the exhibits.
- F 4. All other notes and drawings on the approved plans as submitted by the applicant are deemed conditions of approval.
- F 5. Any changes to the approved set of plans shall be subject to additional review and approval.
- F 6. The applicant shall work with staff to determine the final size and location of the addressing signs on the 2001/2025 L Street site (Sign Type J).

G. Site Plan and Design Review with Deviation. The Site Plan and Design Review with deviations for the development of an approximately 41,000 square foot, ground level retail use and 141 residential units (the Whole Foods Site at 2001/2025 L Street) is **approved** subject to the following conditions of approval:

PLANNING DIVISION

General

- G 1. The developer shall comply with all applicable requirements included in the 2025 L Street/2101 Capitol Avenue Mitigation Monitoring Plan.
- G 2. The applicant shall obtain all necessary building and/or encroachment permits prior to construction.
- G 3. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans shall be subject to additional review and approval.
- G 4. Prior to the removal of trees in the public right of way, the applicant shall obtain approval from the Urban Forest Services Division of Public Works. The general design and dimensions of the planter spaces that will accommodate street trees within the right of way shall be approved by the Urban Forestry Director to ensure the proposed planters are capable of supporting trees with an expected mature height and canopy spread of no less than 30 feet.
- G 5. The site shall be maintained daily to be clear of litter generated by the businesses and customers.
- G 6. To avoid conflicts and incompatibility between existing entertainment venues and the new residential use, the developer shall provide written notice to tenants and/or future buyers of the potential impacts associated with the continued use and operation of such entertainment uses in the form of the attached disclosure.

Site Design

- G 7. The buildings shall be sited as indicated on the exhibits.
- G 8. The buildings shall have building setbacks and entries as indicated on the exhibits.
- G 9. Auto access and site layout shall be as indicated on the exhibits.
- G 10. The trash enclosures shall be finished with the same building materials and color schemes as the main building.
- G 11. SMUD transformer shall be located internal to the building, as shown on the Ground Floor Plan.
- G 12. The project shall meet the Sacramento City Code requirements for vehicle parking.
- G 13. The project shall meet the Sacramento City Code requirements for bicycle parking. The design and location of the bicycle parking facilities for short-term parking shall be reviewed and approved by Planning Staff.
- G 14. All shopping carts shall be stored internal to the retail space or within a designated return area of the parking garage.

Building Design

- G 15. The building and mechanical parapet shall not exceed the height as provided in the reports and exhibits.
- G 16. The building elevations shall have a consistency of detail and quality as indicated on the plans.
- G 17. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any modification to the project shall be subject to review by Current Planning and Design staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- G 18. The design of the building shall be as indicated on the final plans and color and material board. Any changes shall require additional Planning and Design Review staff review and approval.
- G 19. Any detail not provided on the plans shall be provided for review and approval by Planning and Design Review staff.
- G 20. Any site or rooftop mechanical equipment proposed shall be screened as necessary to fit in with the design of the new buildings, and not visible from any street views. Equipment such as SMUD boxes, etc. shall be placed where not visible from street views and screened from pedestrian views. The only exception to this requirement is the back flow prevention device on the west side of building that is visible from 20th Street . The applicant shall submit final mechanical locations and screening to Planning and Design Review staff for review and approval prior to building permit submittal.
- G 21. All residential units shall have access to open space, such as a balcony, courtyard or a rooftop deck.
- G 22. Provide clear glazing at all ground level fenestration or as approved by design staff.

- G 23. The design, color and materials of the screening of the garage openings shall be approved by Planning and Design Review staff prior to issuance of building permit.
- G 24. Use black or brown/bronze color on the windows frames and mullions on the three levels of windows directly above the corner sign at 20th and L Streets on the south and west elevations.
- G 25. Lighting:
- a. The type and location of the outdoor lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff prior to building permit submittal.
 - b. Per Section 17.608.040(L), project lighting shall be provided for all off-street vehicle and bicycle parking facilities and shall provide as follows: a minimum of 1.5 foot-candles per square foot of parking area during business hours; and a minimum of 0.25 of maintained illumination per square foot of surface on any interior walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal resistant.
 - c. Per Section 17.612.030(B), exterior lighting shall reflect away from residential areas and public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
 - d. The light fixtures of the parking garage shall not be visible from the pedestrian street level adjacent to the structure. The design of the light fixtures of the parking garages shall be reviewed and approved by Planning and Design Staff.
- G 26. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.

CITY UTILITIES

- G 27. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single lot or parcel may be approved on a case-by-case basis by the DOU. Any new domestic water service shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.
- G 28. The onsite water, sewer, and storm drain systems shall be private systems operated and maintained by an ownership association created for the purpose of managing the condominium project in accordance with the Davis-Stirling Common Interest Development Act, California Civil Code § 4000 and following. Prior to the initiation of any water, sanitary sewer, or storm drainage services to the condominium project, C.C. & R.s approved by the City shall be recorded that authorize and require the association to: (1) operate, maintain, and repair the onsite sanitary sewer, water, and storm drainage facilities within the condominium project; and (2) obtain and pay for water service and/or sewer and drainage service on behalf of all owners within the condominium project, for the condominium units, common area(s), and all other areas

within the condominium project, in accordance with all applicable provisions of Title 13 of the Sacramento City Code.

- G 29. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test is required for this project. The applicant is advised to contact the Sacramento Utilities Department Water Section (916-808-1400) for the pressure boundary conditions to be used in the water study. (Note: A water main extension may be required.)
- G 30. A note stating the following shall be placed on the Final Map: "Where necessary private reciprocal easement for ingress/egress, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage, shall be granted and reserved, as necessary and at no cost, at the time of sale or conveyance of any parcel shown in this map."
- G 31. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The impact to the CSS is estimated to be 112.5 ESD. Only twenty-five ESDs for the Whole Foods project are charged at a discounted rate; it is at the owner/developers discretion to determine how the discounted ESD's are distributed among the projects phases. The Combined Sewer System fee at time of building permit is estimated to be \$279,792.51 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.
- G 32. Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.
- G 33. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the DOU (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
- a. Construction dewatering discharges
 - b. Treated or untreated contaminated groundwater cleanup discharges
 - c. Uncontaminated groundwater discharges
- G 34. A grading plan showing existing and proposed elevations is required. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

- G 35. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.

PUBLIC WORKS

- G 36. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the subject property along 21st Street, 20th Street and L street per City standards and to the satisfaction of the Department of Public Works.
- G 37. Design and install street lighting adjacent to the subject property (if needed) per Section 14 of the City's Design and Procedure Manual to the satisfaction of the Department of Public Works.
- G 38. The applicant shall repair the existing alley per City standards (in concrete) to the satisfaction of the Department of Public Works. The limit of work shall be the entire width of the alley from 21st Street to 20th Street.
- G 39. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The applicant shall remove any existing driveways that are not proposed for use and reconstruct the required frontage improvements.
- G 40. The applicant shall construct a bulb-out at the intersection of L Street and 20th Street as shown on the site plan to the satisfaction of the Department of Public Works.
- G 41. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp fronting the property that does not meet current A.D.A. standards to the satisfaction of the Department of Public Works.
- G 42. The applicant shall provide for pedestrian warning devices (mirrors, signage, etc.) at the exit and entrance driveways of the proposed parking garages (Residential and commercial) to the satisfaction of the Department of Public Works.
- G 43. Large truck deliveries to the site using large trucks (65-feet and larger) shall be restricted to off peak hours, specifically from 7pm to 6 am only.
- G 44. The applicant shall apply for a revocable encroachment permit and obtain approval prior to issuance of building permits to allow any bike racks, awnings, signage and

building overhang (pop-out windows at stairs) to encroach onto the public right of way to the satisfaction of the Department of Public Works.

- G 45. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- G 46. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.
- G 47. 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.

POLICE

- G 48. Exterior lighting shall be white light (e.g. metal halide, LED, fluorescent, or induction) using cut off or full cut off fixtures to limit glare and light trespass. Exterior lighting shall be maintained and operational and shall meet IESNA standards (including alley and loading dock areas).
- G 49. Parking garages shall be lit with indirect white light to reduce shadows.
- G 50. All landscaping shall follow the two foot six foot rule. All landscaping should be ground cover, two feet or less and lower tree canopies should be above six feet. This increases natural surveillance and eliminates hiding areas within the landscape. Tree canopies should not interfere with or block lighting. This creates shadows and areas of concealment.
- G 51. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.
- G 52. No more than 33 percent of the square footage of the windows and clear doors shall bear advertising or signs of any sort., and all advertising and signage shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises, including the area in which the cash registers are maintained, from the exterior public sidewalk or entrance to the premises.
- G 53. All stairwells shall be well lit and shall have windows for natural surveillance.

PUBLIC WORKS (TRANSPORTATION SYSTEM MANAGEMENT)

- G 54. Pursuant to City Code Section 17.700.060, the applicant shall be required to submit a Transportation System Management Plan and pay all required fees prior to issuance of the building permit. The Transportation System Management Plan shall be subject to review and approval of the City, Department of Public Works. For more information, please contact Debb Newton at 916-808-6739.

PUBLIC WORKS (URBAN FORESTRY)

- G 55. Protection measures for preserved trees must meet or exceed the tree protection measures outlined in the applicant's arborist report prepared by Sierra Nevada Arborists dated September 13, 2014 in the section titled "General Protection Guidelines for Trees Planned for Preservation."
- G 56. All tree protection requirements and conditions of approval must be noted on the construction plans and be kept on the construction site at all times.
- G 57. The location of all preserved trees with their protection zones drawn to scale must be noted on all construction plans that include any construction related activities that encroach into their driplines or occur in close proximity to their driplines. This includes the installation of utilities, and pavement.
- G 58. Wherever possible underground pipes and valves shall be located outside of the planting area for street trees.
- G 59. All planting mediums for street trees must be approved by the Urban Forestry Director to ensure that they meet generally accepted guidelines for suitability to sustain the growth of plant material.
- G 60. The applicant or the applicant's general contractor must submit a report from an ISA Certified Arborist each month of the project to the Urban Forestry Director, documenting what activities have taken place within the previous month regarding protected trees on the site and what impacts those activities are likely to have on those trees.

BUILDING DIVISION

- G 61. All work requires a building permit and must comply with the applicable requirements of the 2013 California Code of Regulations Title 24, Part 2 (California Building Code), Part 2.5 (California Residential Code), Part 3 (California Electrical Code), Part 4 (California Mechanical Code), Part 5 (California Plumbing Code), Part 6 (California Energy Code), Part 9 (California Fire Code), and Part 11 (California Green Code).

REGIONAL COUNTY SANITATION DISTRICT

- G 62. Developing these properties will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

SACRAMENTO REGIONAL TRANSIT

- G 63. Project construction shall not disrupt transit service or pedestrian access to transit stops.
- G 64. Contact Robert Hendrix, RT Facilities (916) 869-8606 to discuss any desired adjustments to the current location of the bus stop bench at 2025 L Street to accommodate the residential lobby entrance location. Currently (and because of prior problems with a shelter in this location) there is not a shelter at this bus stop. RT

retains the right to add back a shelter at this location if and when ridership dictates a shelter is warranted and if deemed appropriate due to a more active street setting.

- G 65. Transit information shall be displayed in a prominent location in the residential rental office. Please use the Request Form available on www.sacrt.com to order transit information materials.
- G 66. Transit information shall be displayed in prominent locations within Whole Foods for both patrons and employees as well as in the commercial space(s) at the 2020 L Street Parking replacement at 21st Street and Capitol Avenue. Please use the Request Form available on www.sacrt.com to order transit information materials.
- G 67. The property/business owners shall join the Sacramento Transportation Management Association.

H. Site Plan and Design Review with Deviation. The Site Plan and Design Review with deviations for the development of a parking structure with approximately 12,000 square feet of ground floor commercial use (the parking garage/commercial site at 2101 Capitol Avenue) is **approved** subject to the following conditions of approval:

PLANNING DIVISION

General

- H 1. The developer shall comply with all applicable requirements included in the 2025 L Street/2101 Capitol Avenue Mitigation Monitoring and Reporting Program.
- H 2. The applicant shall obtain all necessary building and/or encroachment permits prior to construction.
- H 3. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans shall be subject to additional review and approval.
- H 4. Prior to the removal of trees in the public right of way, the applicant shall coordinate with the Urban Forest Services Division of Public Works.
- H 5. Site shall be maintained daily to be clear of litter generated by the businesses and customers.

Site Design

- H 6. The buildings shall be sited as indicated on the exhibits.
- H 7. The buildings shall have building setbacks and entries as indicated on the exhibits.
- H 8. Auto access and site layout shall be as indicated on the exhibits.
- H 9. The trash enclosures shall be finished with the same building materials and color schemes as the main building.
- H 10. SMUD transformer shall be located to the rear of the building and shall not be visible from 21st Street or Capitol Ave., and shall be screened from 22nd Street.
- H 11. The project shall meet the Sacramento City Code requirements for vehicle parking.

- H 12. The project shall meet the Sacramento City Code requirements for bicycle parking. The design and location of the bicycle parking facilities for short-term parking shall be reviewed and approved by Planning Staff.
- H 13. All shopping carts shall be stored internal to the retail space or a designated area within the parking garage.

Building Design

- H 14. The height of the building shall not exceed 67 feet.
- H 15. The developer shall prepare the ground floor commercial space for future tenant improvements by finishing the area to a minimum of a cold shell condition with windows in place and secure and water, gas and sewer stubbed inside.
- H 16. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any modification to the project shall be subject to review by Current Planning and Design staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- H 17. The design of the building shall be as indicated on the final plans and color and material board. Any changes shall require additional Planning and Design Review staff review and approval.
- H 18. Any site or rooftop mechanical equipment proposed shall be screened as necessary to fit in with the design of the new buildings, and not visible from any street views. Equipment such as SMUD boxes, etc. shall be placed where not visible from street views and screened from pedestrian views. The only exception to this requirement is the back flow prevention device. The applicant shall submit final mechanical locations and screening to Planning and Design Review staff for review and approval prior to building permit submittal.
- H 19. Provide clear glazing at all ground level fenestration or as approved by design staff.
- H 20. The design, color and materials of the screening of the garage openings shall be approved by Planning and Design Review staff prior to issuance of building permit.
- H 21. The design, color and materials of the security screen on the ground level of the south elevation shall be approved by Planning and Design Review staff prior to issuance of building permit.
- H 22. The design of the north elevation shall prevent headlights from shining into the residential units of the apartment complex on the alley. Final guardrail design shall be reviewed and approved by Planning and Design Review staff.
- H 23. Any detail not provided on the plans shall be provided for review and approval by Planning and Design Review staff.
- H 24. The accent bands on the west, east and south elevations shall match the materials and shape of the storefront canopies. Final design and materials of the accent bands are to be reviewed and approved by Planning and Design Review staff.
- H 25. Details on the metal screening on the south and west elevations shall be provided for review and approval by Planning and Design Review staff.

- H 26. The support for the main sign at the Capitol Avenue and 21st Street corner shall be architecturally integrated into the building and serve as an architectural element of the building and is subject to the review and approval of Planning and Design staff prior to issuance of building permit.
- H 27. Lighting:
- a. The type and location of the outdoor lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff prior to building permit submittal.
 - b. Per Section 17.608.040(L), project lighting shall be provided for all off-street vehicle and bicycle parking facilities and shall provide as follows: a minimum of 1.5 foot-candles per square foot of parking area during business hours; and a minimum of 0.25 of maintained illumination per square foot of surface on any interior walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal resistant.
 - c. Per Section 17.612.030(B), exterior lighting shall reflect away from residential areas and public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
 - d. The light fixtures of the parking garage shall not be visible from the pedestrian street level adjacent to the structure. The design of the light fixtures of the parking garages shall be reviewed and approved by Planning and Design Staff.
- H 28. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.

PUBLIC WORKS

- H 29. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the subject property along 21st Street and Capitol Avenue per City standards and to the satisfaction of the Department of Public Works.
- H 30. Design and install street lighting adjacent to the subject property (if needed) per Section 14 of the City's Design and Procedure Manual to the satisfaction of the Department of Public Works.
- H 31. The applicant shall repair the existing alley per City standards (in concrete) to the satisfaction of the Department of Public Works. The limit of work shall be the entire width of the alley from 21st Street to the project's boundary.

- H 32. The applicant shall provide for pedestrian warning devices (mirrors, signage, etc.) at the exit and entrance driveways of the proposed parking garage to the satisfaction of the Department of Public Works.
- H 33. The proposed garage ground floor driveway from the alley shall be restricted to in-only access from the alley. No egress from that driveway onto Leistal alley. The applicant shall provide the following items to comply with this restriction to the satisfaction of the Department of Public Works:
- a. Signage and pavement markings to indicate “No exit allowed” onto Leistal alley within the garage ground floor.
 - b. The applicant shall provide for sufficient space for a vehicular turn around within the ground floor of the garage.
- H 34. The applicant shall provide for appropriate regulatory and warning signage and pavement markings for westbound motorists (i.e. stop control, “watch for pedestrians”, striping a stop bar, on the westbound Liestal Alley approach to 21st Street to the satisfaction of the Department of Public Works. The applicant shall also construct a mirror (possibly on the existing utility pole) at the south-east quadrant of the 21st Street/Liestal Alley intersection to improve westbound motorists visibility of oncoming pedestrians.
- H 35. The applicant shall provide for appropriate regulatory and warning signage and pavement markings for eastbound motorists (i.e. stop control, “watch for pedestrians”, striping a stop bar, on the eastbound Liestal Alley approach to 22nd Street to the satisfaction of the Department of Public Works. The applicant shall also construct a sign that prohibits left turns onto 22nd Street to the satisfaction of the Department of Public Works.
- H 36. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The applicant shall remove any existing driveways that are not proposed for use and reconstruct the required frontage improvements to the satisfaction of the Department of Public Works.
- H 37. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards at the north-east corner of the intersection of 21st Street and Capitol Avenue to the satisfaction of the Department of Public Works.
- H 38. Truck deliveries to the site shall be restricted in size to a WB-40 design vehicle and smaller and shall be restricted to off peak hours.
- H 39. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.
- H 40. The applicant shall apply for a revocable encroachment permit and obtain approval prior to issuance of building permits to allow any bike racks and any awnings or signage to encroach onto the public right of way to the satisfaction of the Department of Public Works.
- H 41. 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.

- H 42. The gates to the proposed garage shall remain open between (7-10 AM). The applicant shall coordinate with the Department of Public Works to determine the best operations of the garage middle entry lane (egress or ingress) as to limit excessive queuing in the alley way to the satisfaction of the Department of Public Works.

CITY UTILITIES

- H 43. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single lot or parcel may be approved on a case-by-case basis by the DOU. Any new domestic water service shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.
- H 44. The onsite water, sewer, and storm drain systems shall be private systems operated and maintained by an ownership association created for the purpose of managing the condominium project in accordance with the Davis-Stirling Common Interest Development Act, California Civil Code § 4000 and following. Prior to the initiation of any water, sanitary sewer, or storm drainage services to the condominium project, C.C. & R.s approved by the City shall be recorded that authorize and require the association to: (1) operate, maintain, and repair the onsite sanitary sewer, water, and storm drainage facilities within the condominium project; and (2) obtain and pay for water service and/or sewer and drainage service on behalf of all owners within the condominium project, for the condominium units, common area(s), and all other areas within the condominium project, in accordance with all applicable provisions of Title 13 of the Sacramento City Code.
- H 45. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test is required for this project. The applicant is advised to contact the Sacramento Utilities Department Water Section (916-808-1400) for the pressure boundary conditions to be used in the water study. (Note: A water main extension may be required.)
- H 46. A note stating the following shall be placed on the Final Map: "Where necessary private reciprocal easement for ingress/egress, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage, shall be granted and reserved, as

necessary and at no cost, at the time of sale or conveyance of any parcel shown in this map.”

- H 47. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The impact to the CSS is estimated to be 112.5 ESD. Only twenty-five ESDs for the Whole Foods project are charged at a discounted rate; it is at the owner/developers discretion to determine how the discounted ESD's are distributed among the projects phases. The Combined Sewer System fee at time of building permit is estimated to be \$279,792.51 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.
- H 48. Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.
- H 49. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the DOU (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
 - a. Construction dewatering discharges
 - b. Treated or untreated contaminated groundwater cleanup discharges
 - c. Uncontaminated groundwater discharges
- H 50. A grading plan showing existing and proposed elevations is required. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
- H 51. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.

POLICE

- H 52. Exterior lighting shall be white light (e.g. metal halide, LED, fluorescent, or induction) using cut off or full cut off fixtures to limit glare and light trespass. Exterior lighting shall be maintained and operational and shall meet IESNA standards (including alley and loading dock areas).
- H 53. Parking garages shall be lit with indirect white light to reduce shadows.

- H 54. All landscaping shall follow the two foot six foot rule. All landscaping should be ground cover, two feet or less and lower tree canopies should be above six feet. This increases natural surveillance and eliminates hiding areas within the landscape. Tree canopies should not interfere with or block lighting. This creates shadows and areas of concealment.
- H 55. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.
- H 56. Windows shall remain uncluttered to allow for natural surveillance.
- H 57. All stairwells shall be well lit and shall have windows for natural surveillance.

PUBLIC WORKS (TRANSPORTATION SYSTEM MANAGEMENT)

- H 58. Pursuant to City Code Section 17.700.060, the applicant shall be required to submit a Transportation System Management Plan and pay all required fees prior to issuance of the building permit. The Transportation System Management Plan shall be subject to review and approval of the City, Department of Public Works. For more information, please contact Debb Newton at 916-808-6739.

PUBLIC WORKS (URBAN FORESTRY)

- H 59. Protection measures for preserved trees must meet or exceed the tree protection measures outlined in the applicant's arborist report prepared by Sierra Nevada Arborists dated September 13, 2014 in the section titled "General Protection Guidelines for Trees Planned for Preservation."
- H 60. All tree protection requirements and conditions of approval must be noted on the construction plans and be kept on the construction site at all times.
- H 61. The location of all preserved trees with their protection zones drawn to scale must be noted on all construction plans that include any construction related activities that encroach into their driplines or occur in close proximity to their driplines. This includes the installation of utilities, and pavement.
- H 62. Wherever possible underground pipes and valves shall be located outside of the planting area for street trees.
- H 63. All planting mediums for street trees must be approved by the Urban Forestry Director to ensure that they meet generally accepted guidelines for suitability to sustain the growth of plant material.
- H 64. The applicant or the applicant's general contractor must submit a report from an ISA Certified Arborist each month of the project to the Urban Forestry Director, documenting what activities have taken place within the previous month regarding protected trees on the site and what impacts those activities are likely to have on those trees.

BUILDING DIVISION

- H 65. All work requires a building permit and must comply with the applicable requirements of the 2013 California Code of Regulations Title 24, Part 2 (California Building Code), Part 2.5 (California Residential Code), Part 3 (California Electrical Code), Part 4 (California Mechanical Code), Part 5 (California Plumbing Code), Part 6 (California Energy Code), Part 9 (California Fire Code), and Part 11 (California Green Code).

REGIONAL COUNTY SANITATION DISTRICT

- H 66. Developing these properties will require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

SACRAMENTO REGIONAL TRANSIT

- H 67. Project construction shall not disrupt transit service or pedestrian access to transit stops.
- H 68. Contact Robert Hendrix, RT Facilities (916) 869-8606 to discuss any desired adjustments to the current location of the bus stop bench at 2025 L Street to accommodate the residential lobby entrance location. Currently (and because of prior problems with a shelter in this location) there is not a shelter at this bus stop. RT retains the right to add back a shelter at this location if and when ridership dictates a shelter is warranted and if deemed appropriate due to a more active street setting.
- H 69. Transit information shall be displayed in a prominent location in the residential rental office Please use the Request Form available on www.sacrt.com to order transit information materials.
- H 70. Transit information shall be displayed in prominent locations within Whole Foods for both patrons and employees as well as in the commercial space(s) at the 2020 L Street Parking replacement at 21st Street and Capitol Avenue. Please use the Request Form available on www.sacrt.com to order transit information materials.
- H 71. The property/business owners shall join the Sacramento Transportation Management Association.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Site Plan and Design Review:

PLANNING DIVISION

- ADV 1. The project shall include a vertical chase requirement per 17.600.150(A).
- ADV 2. Consider having uplighting (for example strip lighting) at the accent bands

located at the center of the south elevation at the 2101 Capitol Avenue site.

- ADV 3. Construction of the residential uses within a mixed use structure shall comply with the applicable interior noise standards of Chapter 17.600.150(B).
- ADV 4. Staff encourages the applicant to allow the public to utilize the parking garage at 2101 Capitol Avenue in the evenings after 6:00 p.m. and on weekends.
- ADV 5. Encroachment permits must be obtained before building permits are issued.
- ADV 6. The parcel merger on 2101 Capitol Avenue must be completed before building permits are issued.
- ADV 7. Tenants providing shopping carts shall comply with Chapter 5.82 of the Sacramento City Code (Shopping Carts).
- ADV 8. Trash enclosures shall meet all requirements of the Sacramento City Code, Chapter 17.616 (Recycling and Solid Waste Disposal Regulations), including statement of recycling information requirements, recycling volume requirements, perimeter landscaping, masonry walls, and a solid metal gate.
- ADV 9. Employers should offer employees subsidized transit passes at 50% or greater discount.
- ADV 10. Develop a program to offer transit passes at a 50% or greater discount to new renters for a period of six months or more. Program shall be reviewed and approved by RT prior to being put in place.
- ADV 11. A separate City of Sacramento Tree Permit is required to prune, remove, or encroach into the dripline of a city street tree or heritage tree. A copy of the tree permit shall be kept at the site of the work and shall be shown to any representative of the City of Sacramento or any law enforcement officer upon demand.

CITY UTILITIES

- ADV 12. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site domestic, irrigation and fire suppression systems.
- ADV 13. This project is located in the area of the Combined Sewer System (CSS). Therefore, the construction activities of this project are not covered under the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (General Permit). The applicant, however, must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

- ADV 14. This project is located in the area of the Combined Sewer System (CSS). The applicant is required to implement source control to prevent runoff pollution. The applicant is encouraged to use proper site design to reduce runoff volume. Refer to "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" Chapter 4 for appropriate source control measures and Chapter 5 for appropriate runoff reduction control measures.
- ADV 15. The applicant is encouraged to consider Low Impact Development (LID) strategy for the site design and utilize LID practices (i.e. stormwater planters) for stormwater treatment. The applicant can obtain LID runoff reduction credits following the guidance in the Stormwater Quality Design Manual. LID runoff reduction will reduce the required treatment volume which could potentially reduce the surface area requirements for the stormwater treatment measures. Contact City of Sacramento Utilities Department Stormwater Program (808-1449) if you have additional questions.

FIRE DEPARTMENT

- ADV 16. The proposed project is located in the Flood zone designated as Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) effective August 16, 2012. Within the Shaded X zone, there are no requirements to elevate or flood proof.
- ADV 17. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.
- ADV 18. 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
- ADV 19. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- ADV 20. Provide appropriate Knox access for site. CFC Section 506
- ADV 21. 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.
- ADV 22. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. CFC Fire Code Amendments 903.2 (a)
- ADV 23. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway.
- ADV 24. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a

means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. CFC Amendments 903.4.1.1

ADV 25. Minimum gate width shall provide 20 feet clear access. Gate shall have AC power and be provided with Key override switch (Knox) and Radio operated controller (Click2Enter).

EXHIBITS

Exhibit A: Disclosure Form

Exhibit B: Tentative Map

Exhibit C: Signage Program

Exhibit D: Plans for 2001/2025 L Street (Whole Foods Market/Retail site)

Exhibit E: Plans for 2101 Capitol Avenue (Parking Structure/Commercial site)

NOISE DISCLOSURE ACKNOWLEDGEMENT

_____ Apartments
[Insert Property Address]

THIS **NOISE DISCLOSURE ACKNOWLEDGEMENT** contains important information regarding your occupancy at the _____ Apartments.

The _____ Apartments are located within an entertainment district of the Midtown area of Sacramento which includes restaurants, nightclubs, bars, lounges, breweries, live music venues and other entertainment attractions. Some of these establishments are open regularly until 2 a.m. or later, and periodically host special events or community gatherings that may draw large crowds. These activities may also temporarily affect the availability of street parking or involve the blockage of sections of certain streets. However, these types of entertainment activities are also part of what makes our neighborhood a diverse, vibrant and dynamic place to live.

By signing this form you acknowledge that the above-described activities will generate conditions consistent with this environment: odors from cooking food, music, loud voices, and automotive and other noise that may be heard inside your unit and may at times be disturbing, annoying and/or inconvenient. By signing this Acknowledgement you acknowledge the presence of these conditions is part and parcel of agreement to rent your apartment and you consent to these continued activities in the surrounding area which are part of existing practices within the entertainment district.

Please sign below acknowledging your receipt and understanding of the matters set forth in herein. We look forward to you joining our community.

I HEREBY ACKNOWLEDGE THE FOREGOING.

Tenant Signature: _____

Print Name: _____

Date Signed: _____

Unit # _____




Assessor's Parcel Number:
007-0086-018
007-0086-021
007-0086-023

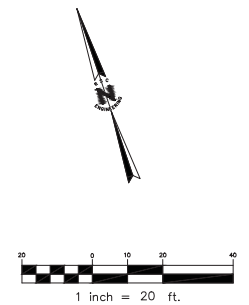
Proposed Total Lots:
1 Lot with the ability to prepare condo maps for a maximum of 152 lots.

Notes:

1. Refer to final parcel map for accurate lot dimensions and configuration.
2. A maximum of 152 airspace units via multiple condominium maps may be recorded subsequent to this parcel map.
3. All street trees to be removed. New trees to be planted in City landscape planters.
4. Existing Building and Parking Garage to be demolished.



- | | |
|---|---------------------------------|
| | Existing Boundary Line |
|  | Existing Roadway Centerline |
|  | Existing Right of Way Line |
|  | Existing Adjacent Property Line |



SACRAMENTO, CA



DATE: 09-10-2014
PROJECT NO: 1185-0001 005-010
SCALE: 1"=20'
SHEET: 1



EXTERIOR SIGN PROGRAM
2001-2025 L Street, Sacramento, CA



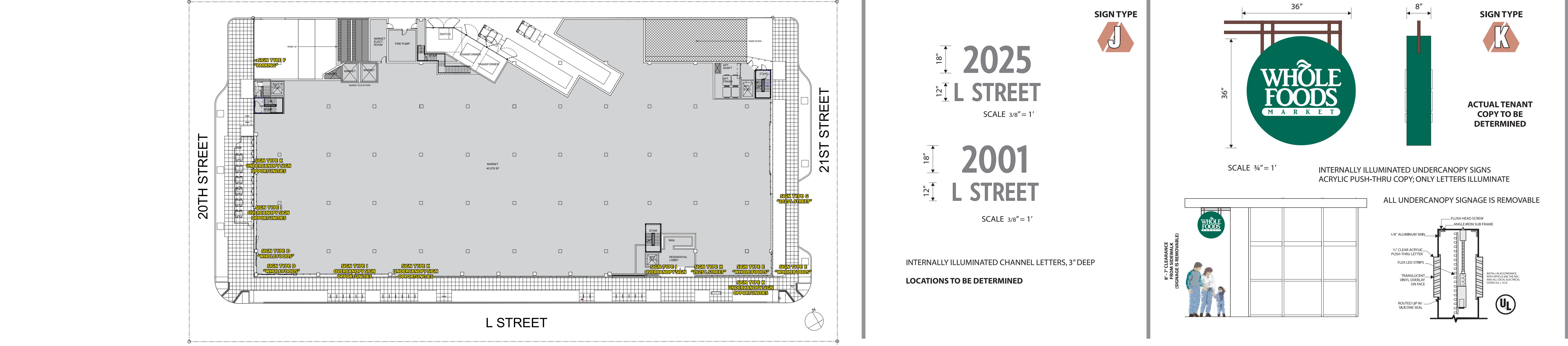
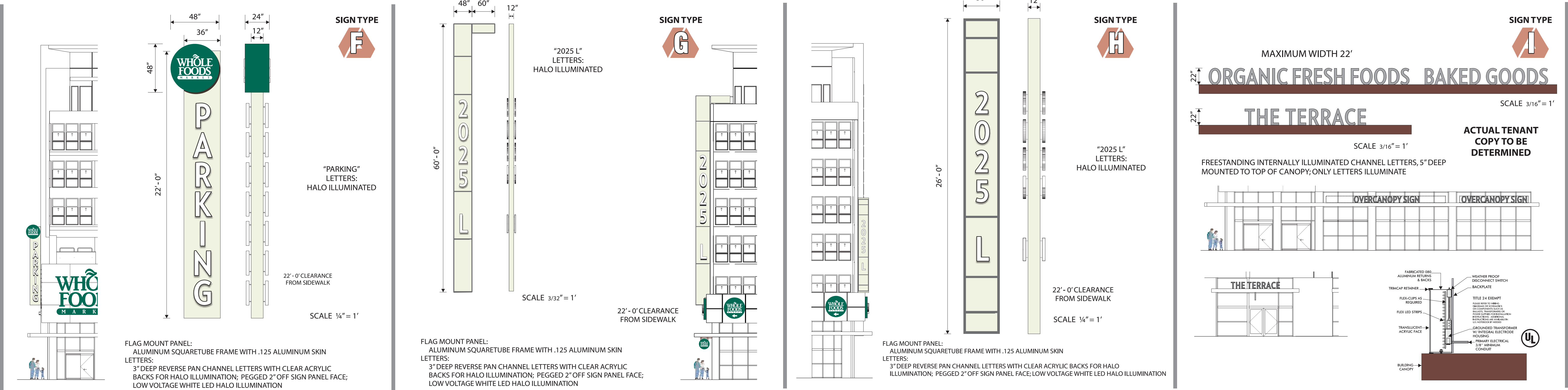
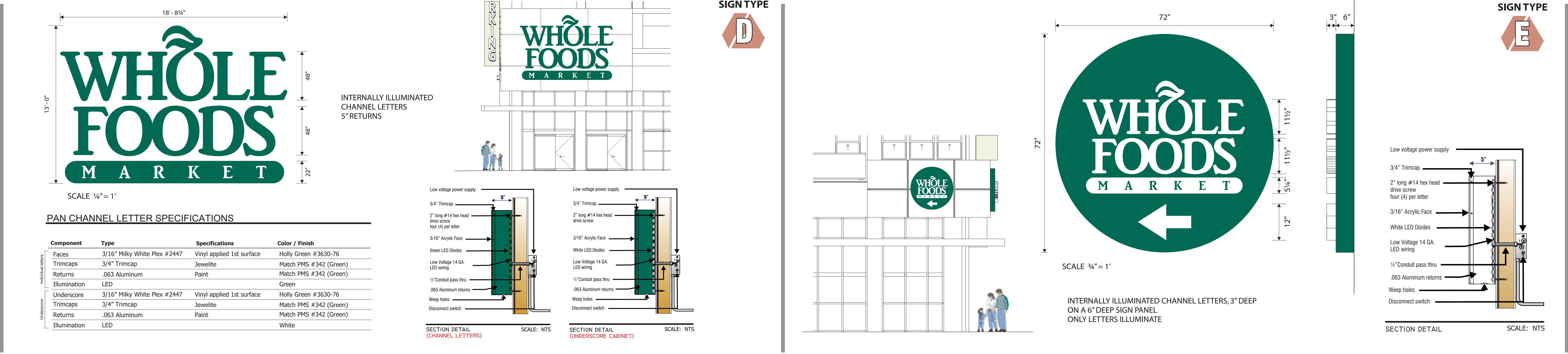
- Sign Criteria Detail
- The signage standards herein establish a system of reasonable, nondiscriminatory criteria to regulate the location, type and quality of permanent signage within the 2025 L Street project.
 - All signage and other improvements shall be maintained in good condition, repaired as necessary and shall be properly maintained. All graffiti shall be removed within 48 hours after discovery.
 - Energy saving low-power LED will be the preferred illumination method for all signage.
 - All electric signs to be UL approved with the UL sticker visible from the ground. All attachments, conduit, conductors, transformers and other equipment shall be concealed. All sign fastenings, bolts and clips shall comply with county building regulations.
 - Signs shall be installed only in the sign areas as shown.

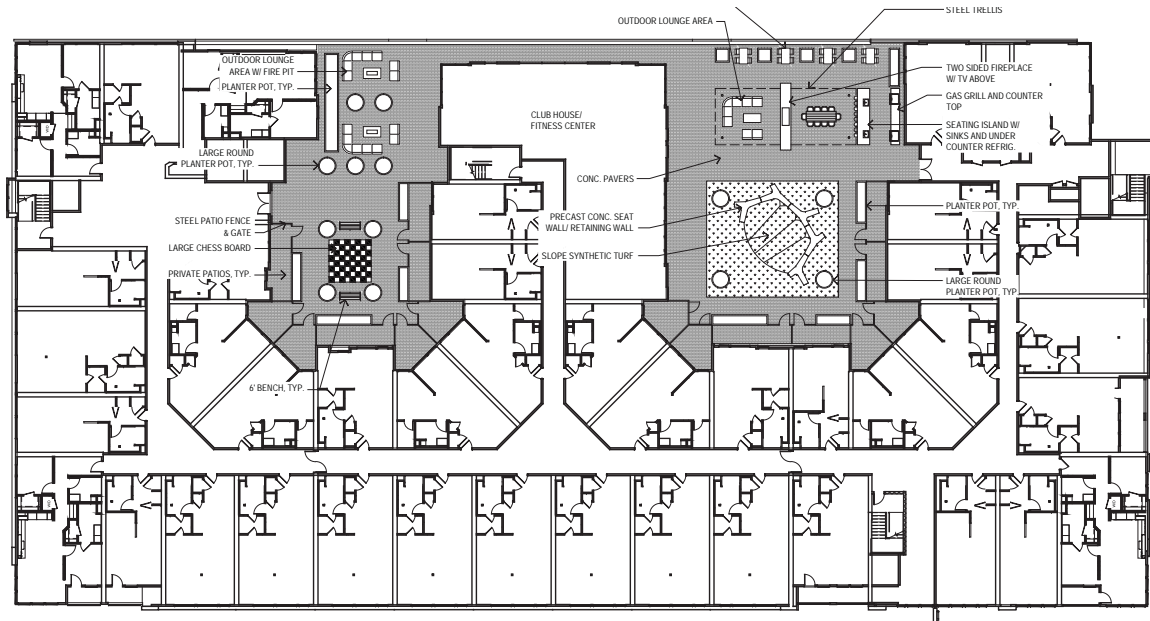
City of Sacramento sign code for C-2 Commercial Zones:

15.148.160 C-2 and C-4 commercial, M-1 and M-2 industrial zones, on-site signs and off-site signs are subject to the following regulations:

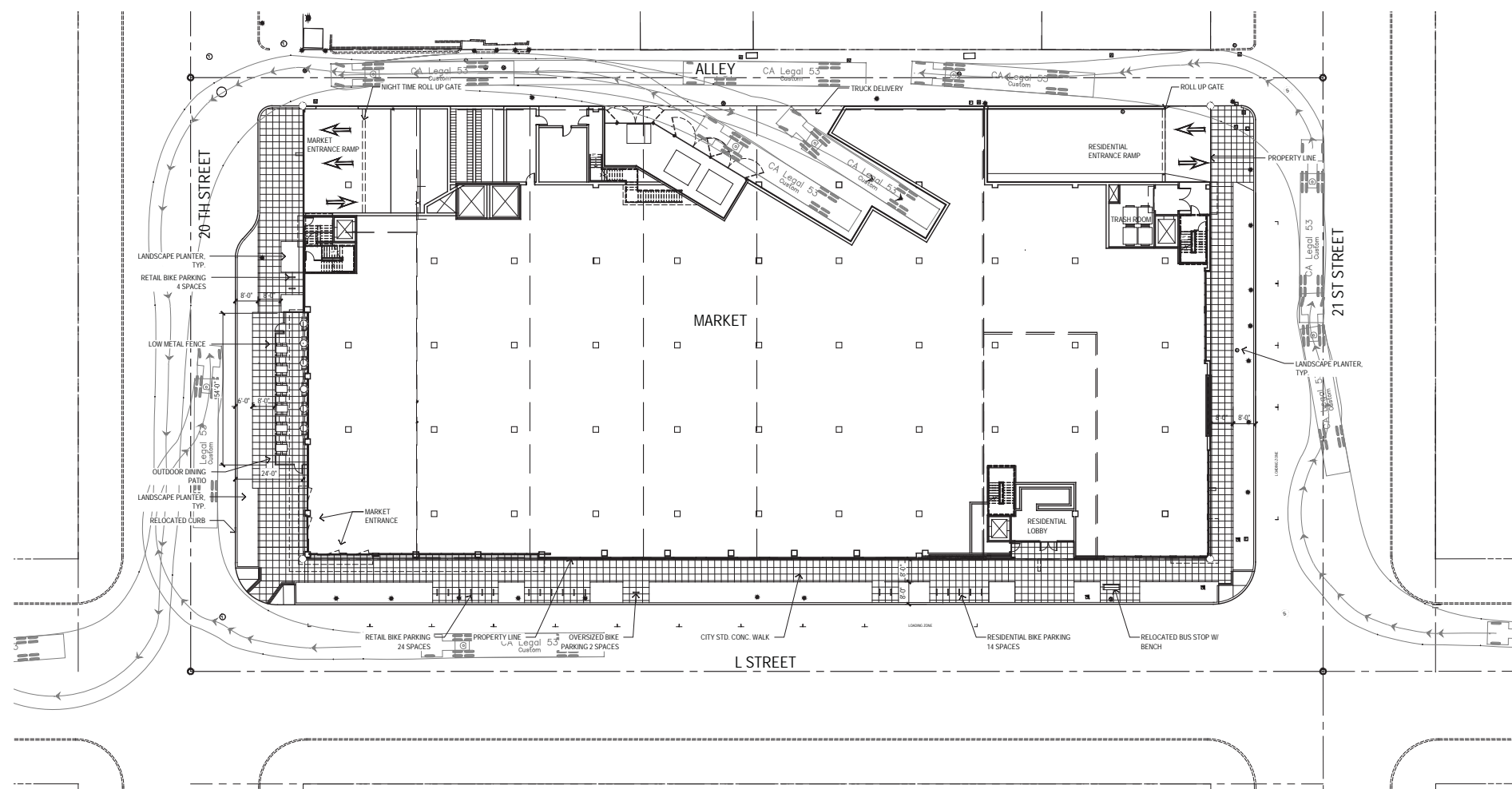
A. On-Site Signs

- One detached sign for each developed parcel not exceeding one square foot of sign area for each linear foot of street frontage abutting the developed portion of such parcel, provided that:
 - Where a developed parcel has in excess of three hundred (300) feet of street frontage, one additional detached sign may be erected for each additional three hundred (300) feet of street frontage in excess of the first three hundred (300) feet of street frontage abutting the developed portion of such parcel.
 - Where a developed parcel is permitted to have more than one detached sign under these regulations, the distance between such detached signs on each parcel shall be not less than three hundred (300) feet.
- Subject to the provisions of Article IV of this chapter, the total area of all detached signs on each parcel shall not exceed one square foot of sign area for each linear foot of street frontage of the developed portion of such parcel.
- Two attached signs are permitted for each occupancy. Such signs shall not exceed a total aggregate area of three square feet of sign area for each front foot of building occupancy. Such signs may be placed flat against a building, may be projected or nonprojected signs and may be located on an architectural projection or attached to the underside of an architectural projection subject to the provisions of Section 15.148.460 and 15.148.470 of this chapter.
- The maximum height limit for detached signs shall be as follows:
 - In C-2 and C-4 zones: thirty-five (35) feet;
 - In M-1 and M-2 zones: forty (40) feet.No height limit is specified for signs placed flat against the wall of a building or for other attached signs provided all other provisions of this article are complied with.
- Off-Site Signs. Except as otherwise prohibited by this article, off-site signs are permitted in the C-2, C-4, M-1, and M-2 zones as follows:
 - All off-site signs shall be detached signs.
 - No off-site sign shall be located nearer than five hundred (500) feet to any other off-site sign on the same side of the street as such off-site sign. When an off-site sign is located on one street but is oriented to be viewed primarily from another street, no such sign shall be located nearer than five hundred (500) feet to any other off-site sign on the same side of the street on which it is located or any other off-site sign located on the nearest side of the street to which said sign is oriented.
 - An off-site sign shall not exceed three hundred (300) square feet in area.
 - The maximum height limit for an off-site sign shall be thirty (30) feet in the C-2 zone and thirty-five (35) feet in the C-4, M-1 and M-2 zones.
 - No off-site sign shall be located in the area bounded by Interstate 5 to the west, 17th Street to the east, H Street to the north, and Q Street to the south.
 - After October 29, 1981 no person shall erect an off-site sign in the C-2 zone unless the planning director has issued a C-2 off-site sign replacement permit for such sign. The planning director shall issue a C-2 off-site sign replacement permit only if (a) the total number of existing "replaceable" off-site signs located in the C-2 zone is less than the total number of "replaceable" signs listed in the final C-2 off-site sign roster; and (b) the owner of the proposed sign does not own or possess any other form of property interest in an existing "nonreplaceable" off-site sign located anywhere in the city. The C-2 off-site sign final roster shall be prepared as follows:
 - The owner, or designee, of every off-site sign located in the C-2 zone on October 29, 1981 shall submit to the planning director on or before December 26, 1981 a written description of the location, date of original erection, date of any structural alteration, date of any relocation, and, if available, a copy of the city sign permit or building permit issued for each such sign.
 - On or before April 19, 1982, the planning director shall prepare a tentative roster listing each off-site sign located in the C-2 zone on October 29, 1981 and sign located in the C-2 zone on October 29, 1981 and designating each sign as either "replaceable" or "nonreplaceable." For roster classification purposes only an off-site sign shall be designated:
 - "Replaceable" if it was erected in conformance with the provisions of this article in effect on the date of erection and if the sign was subsequently altered or relocated, such alteration or relocation conformed with the provisions of this article then in effect.
 - "Nonreplaceable" if: (A) it was erected, altered or relocated without issuance of a permit or permits as required by Section 15.148.030 of this chapter; or in violation of the terms of said permit or permits; or (B) it existed in 1970, was rendered nonconforming by the enactment of Ordinance No. 2868, and the amortization period specified in Section 15.148.790(a) of this chapter has passed.
 - The planning director shall mail the tentative roster to all persons who submitted information regarding an off-site sign, pursuant to subsection (B)(i)(c) of this section, and all other persons who have requested a roster. Notice of the availability of the tentative roster shall be published at least once in a newspaper of citywide circulation.
 - Any person who has received actual notice of the tentative roster shall notify in writing the planning director on or before May 17, 1982 if he or she believes the tentative roster is incorrect or incomplete. On or before July 12, 1982, the planning director shall prepare a final roster.
 - General Provisions Relating to Location: No sign shall be located nearer than five feet to an interior property line nor shall any sign be located nearer than five feet to any common wall or other point common to two separate occupancies on the same parcel. This regulation, however, shall not apply to signs painted on or otherwise attached flat against the wall or architectural projection of a building on the same parcel.
 - With the exception of off-site signs, a sign may be located within or project into a required front or street sideyard setback area. However, no sign may project into or over an abutting public right-of-way except as otherwise provided in this article. Off-site signs shall be located so as to provide and maintain the same front and street sideyard setbacks as are required for a building on the same parcel. (Prior code 5.3.04.066)





4TH FLOOR SITE PLAN



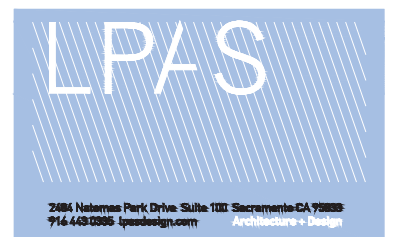
GROUND LEVEL SITE PLAN

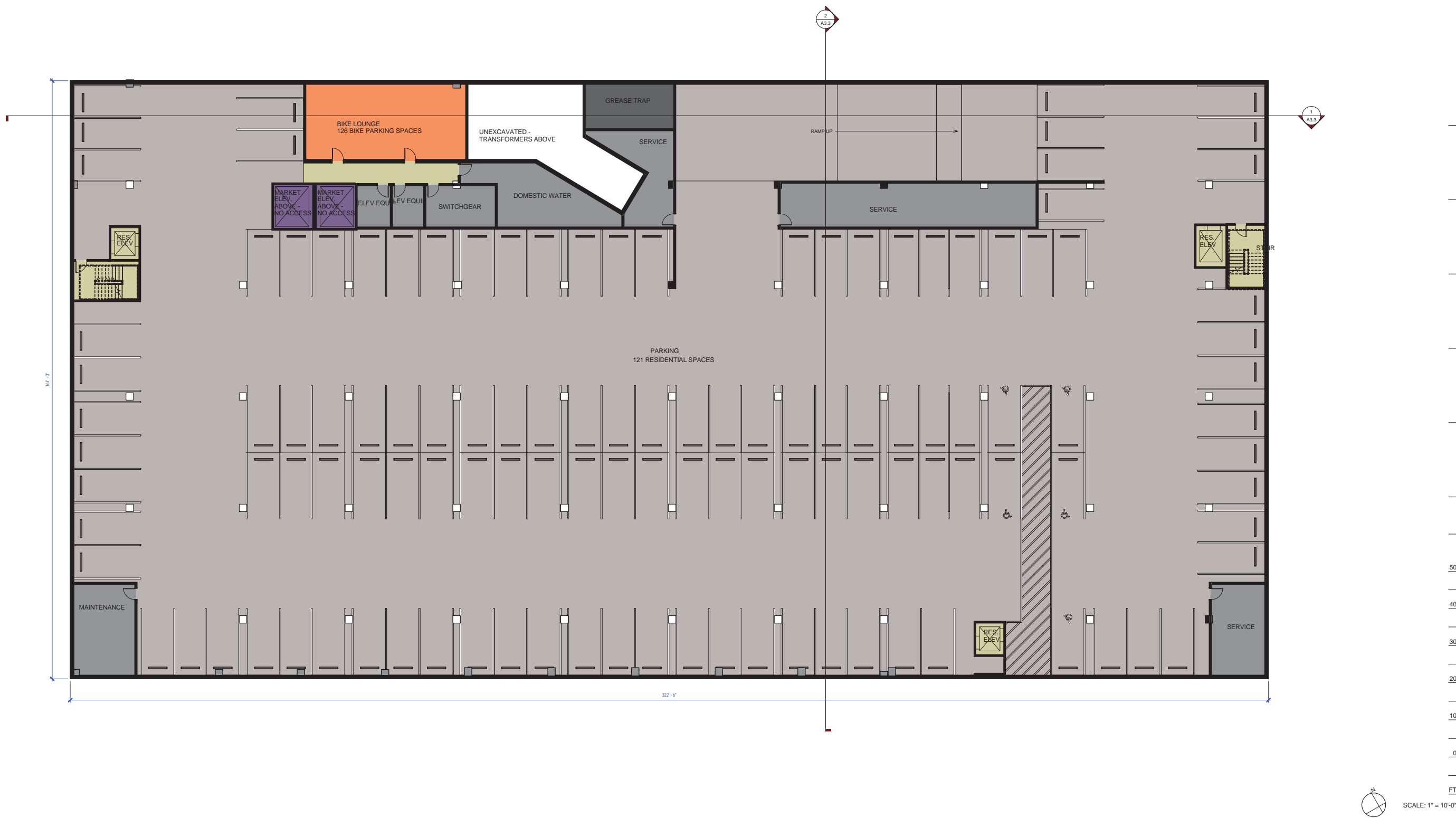
2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

SACRAMENTO, CA

SITE PLAN GROUND LEVEL

DATE: 2-10-2014
PROJECT NO: 1185-0001
SCALE:
SHEET:





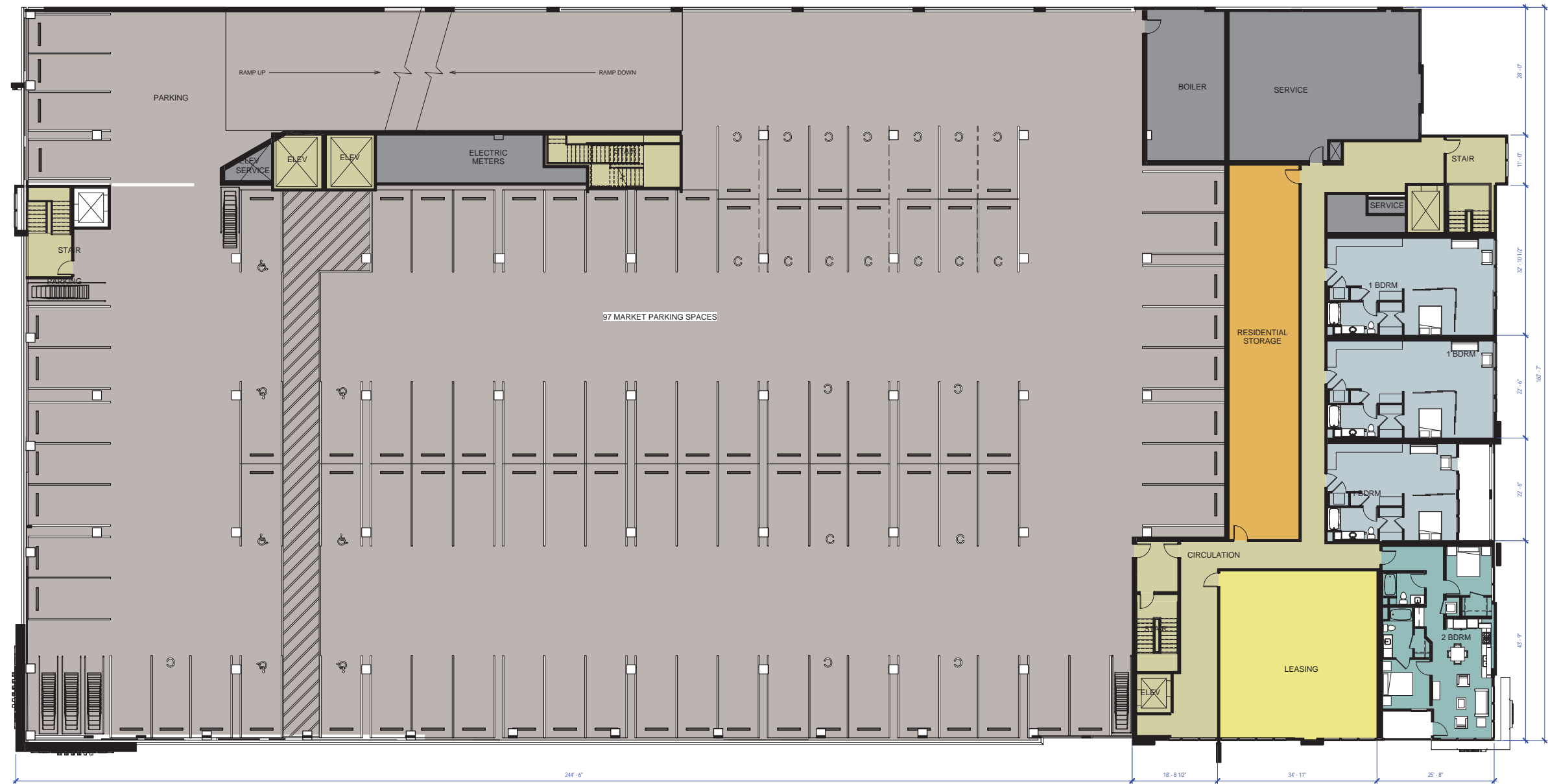
2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

BASEMENT FLOOR PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.0





2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

SECOND FLOOR PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.2





SCALE: 1" = 10'-0"

2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

THIRD FLOOR PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.3





SCALE: 1" = 10'-0"

2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

FOURTH FLOOR PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.4





2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

FIFTH FLOOR PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.5





SCALE: 1" = 10'-0"

2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

SIXTH FLOOR PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.6





SCALE: 1" = 10'-0"

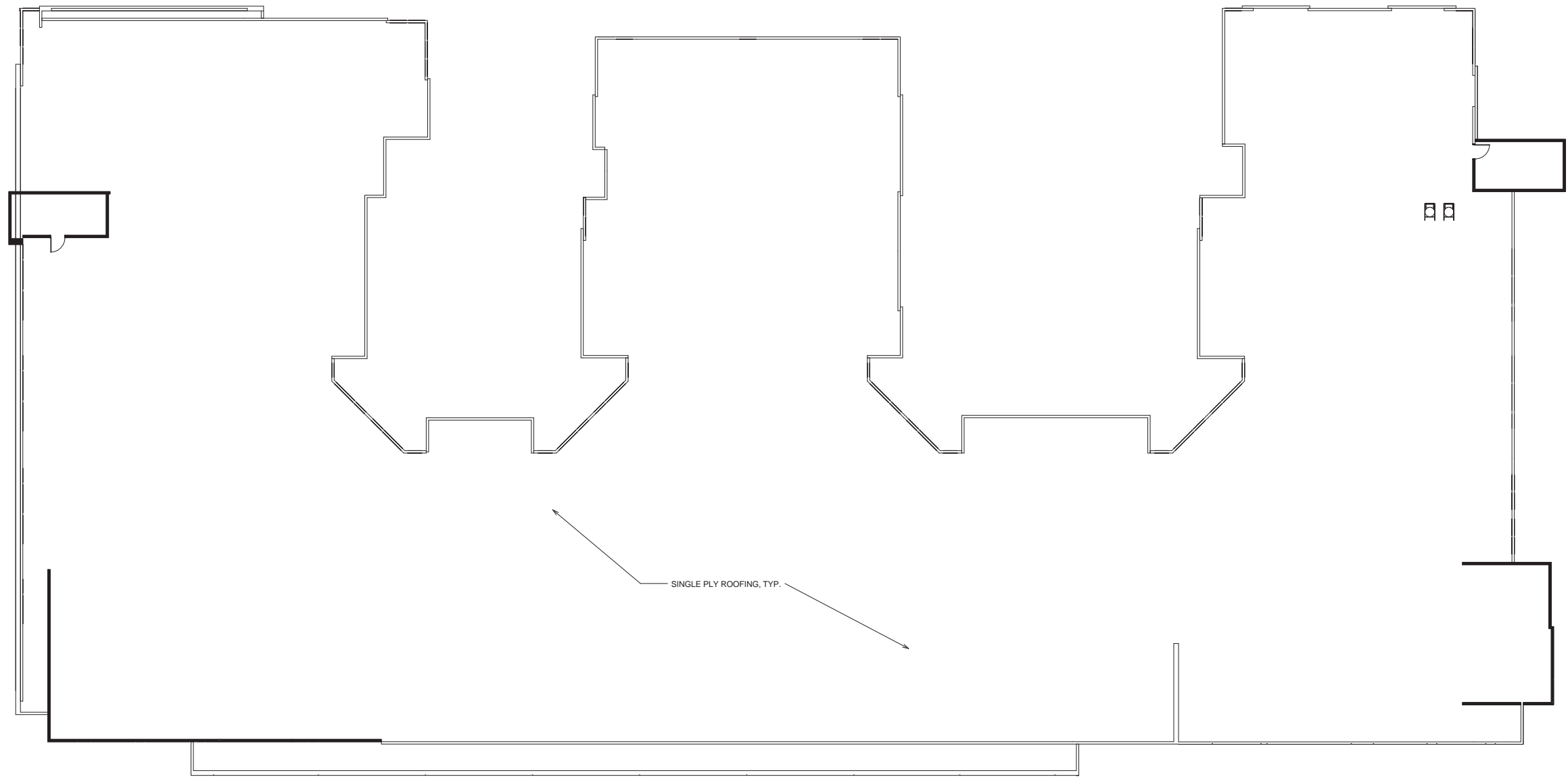
2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

SIXTH FLOOR MEZZANINE PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.7





50'
40'
30'
20'
10'
0
FT



SCALE: 1" = 10'-0"

2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

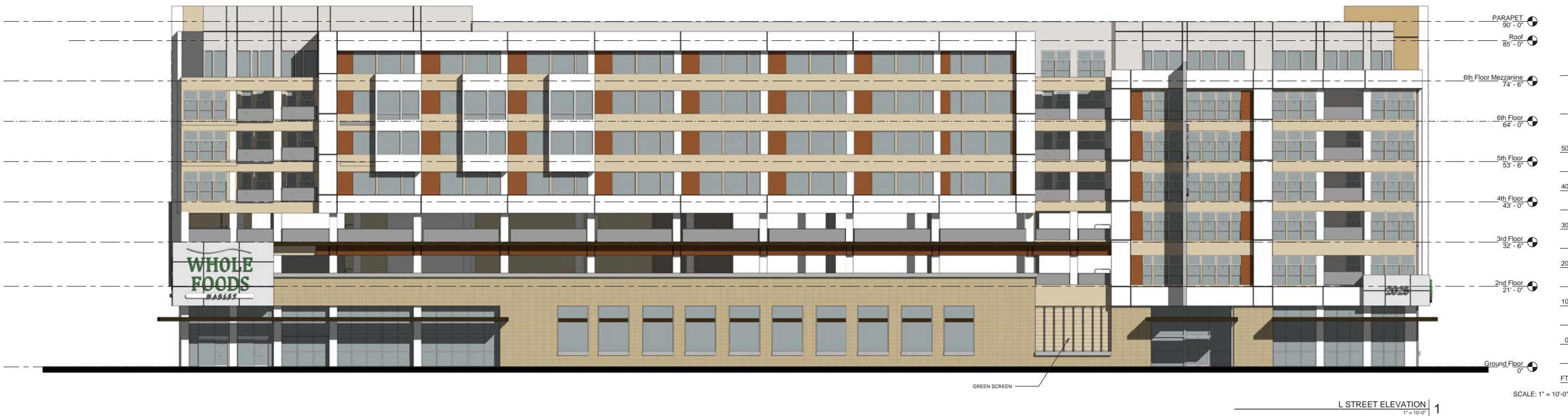
ROOF PLAN

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A2.8





20TH STREET ELEVATION | 2
1" = 10'-0"



L STREET ELEVATION | 1
1" = 10'-0"

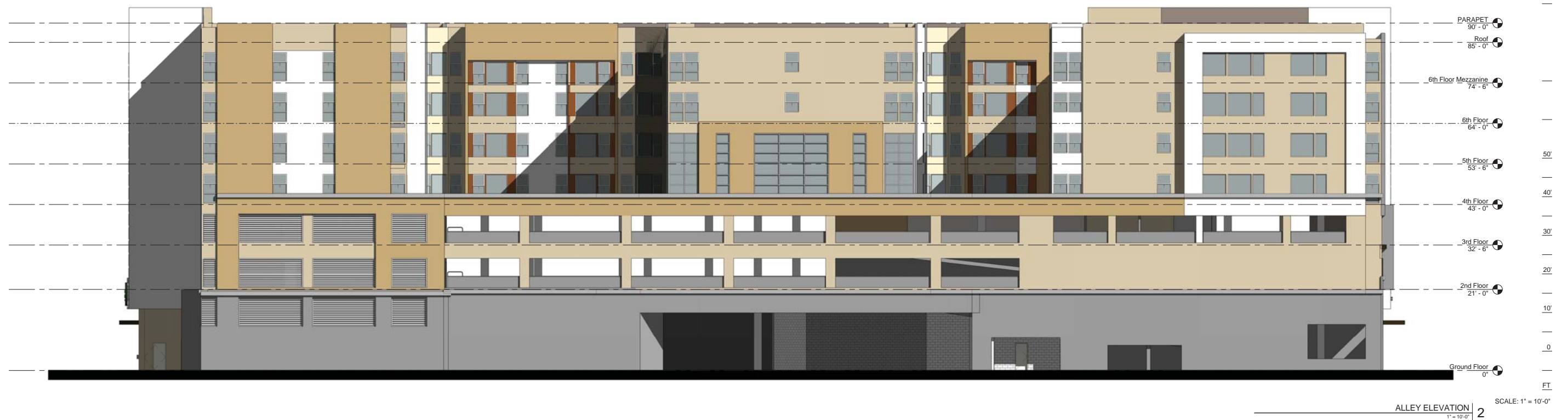
2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

EXTERIOR ELEVATIONS

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A3.1





2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

EXTERIOR ELEVATIONS

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A3.2





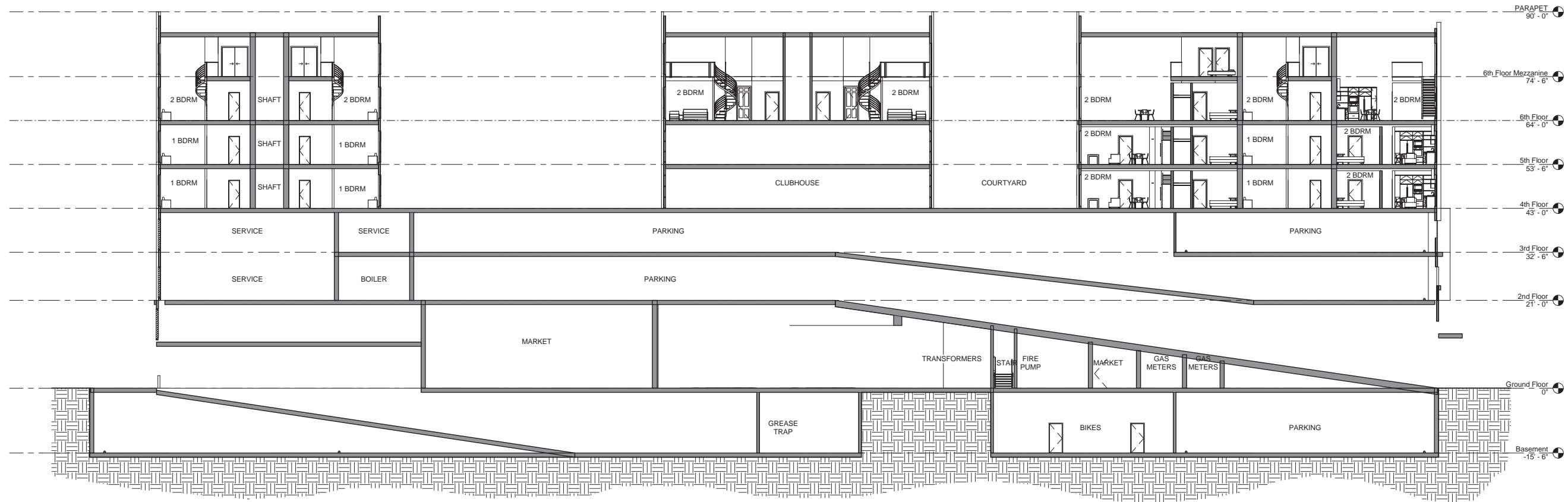
2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

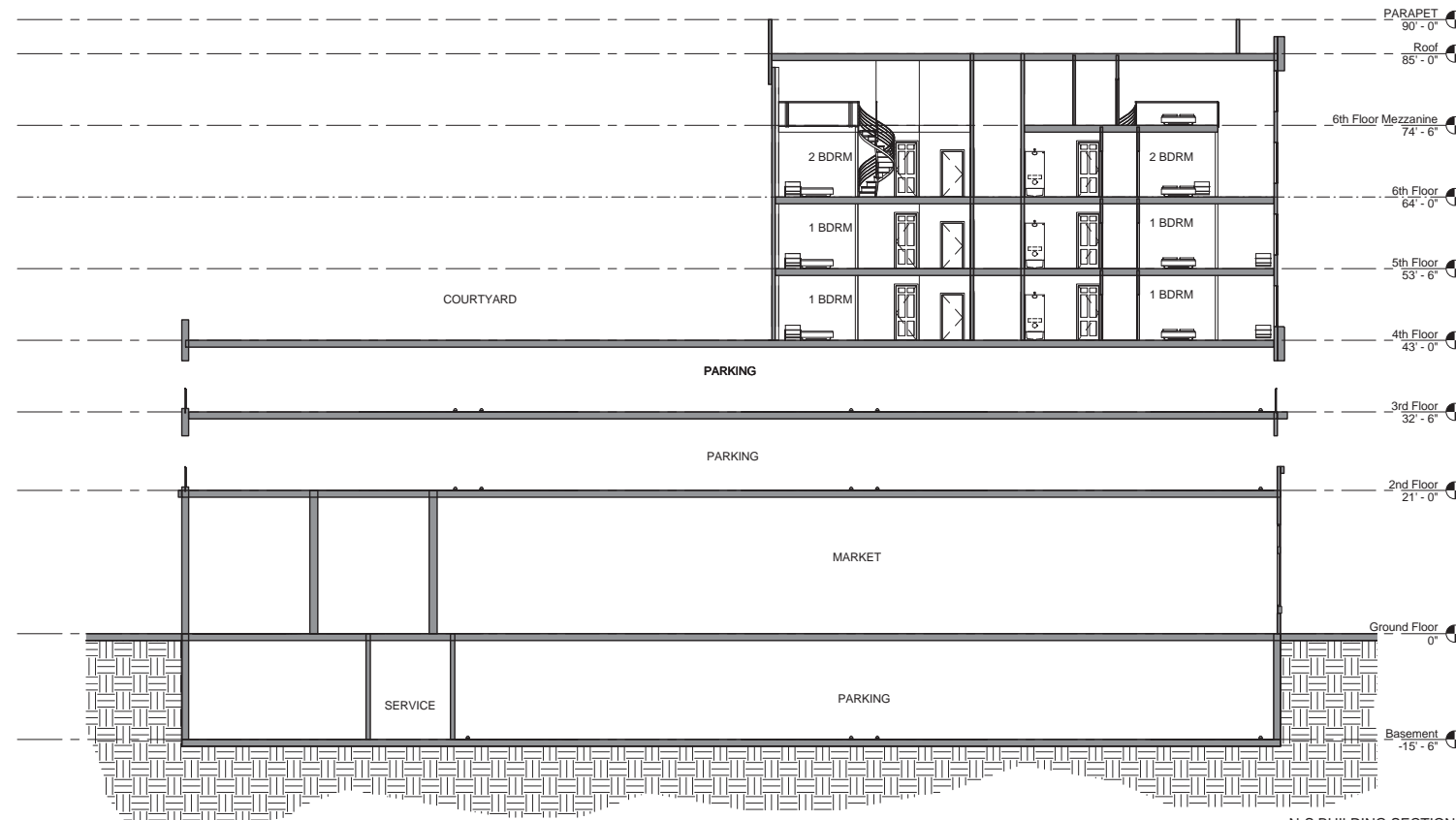
STREETSCAPE

DATE: 02/11/15
PROJECT NO: 1185-0001
SCALE:
SHEET: A3.4





E-W BUILDING SECTION | 1
1" = 10'-0"



N-S BUILDING SECTION | 2
1" = 10'-0"

SCALE: 1" = 10'-0"

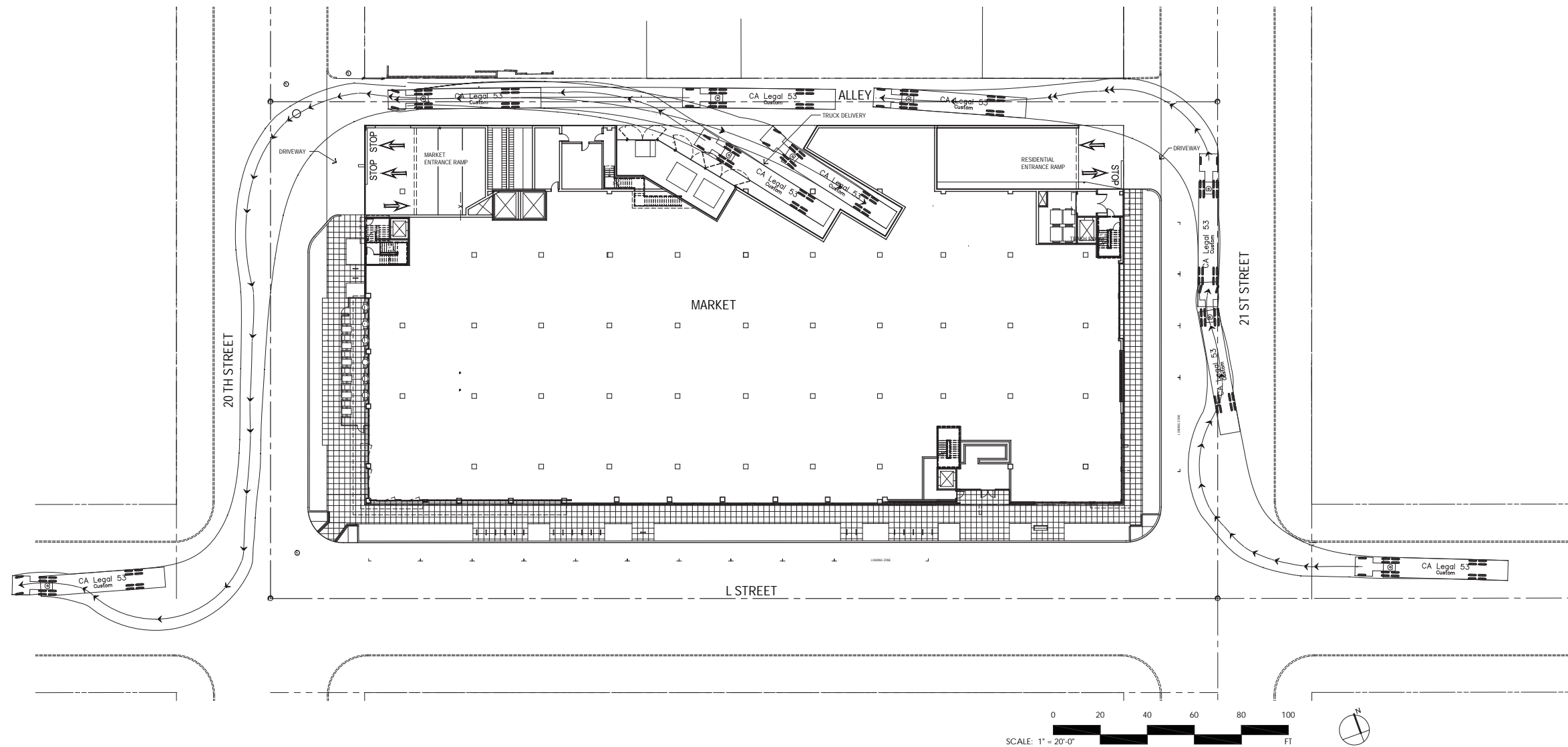
2025 L STREET MIXED USE WHOLE FOODS MARKET & APARTMENTS

L STREET, SACRAMENTO

BUILDING SECTIONS

DATE: 02/10/2015
PROJECT NO: 1185-0001
SCALE: 1" = 10'-0"
SHEET: A3.3





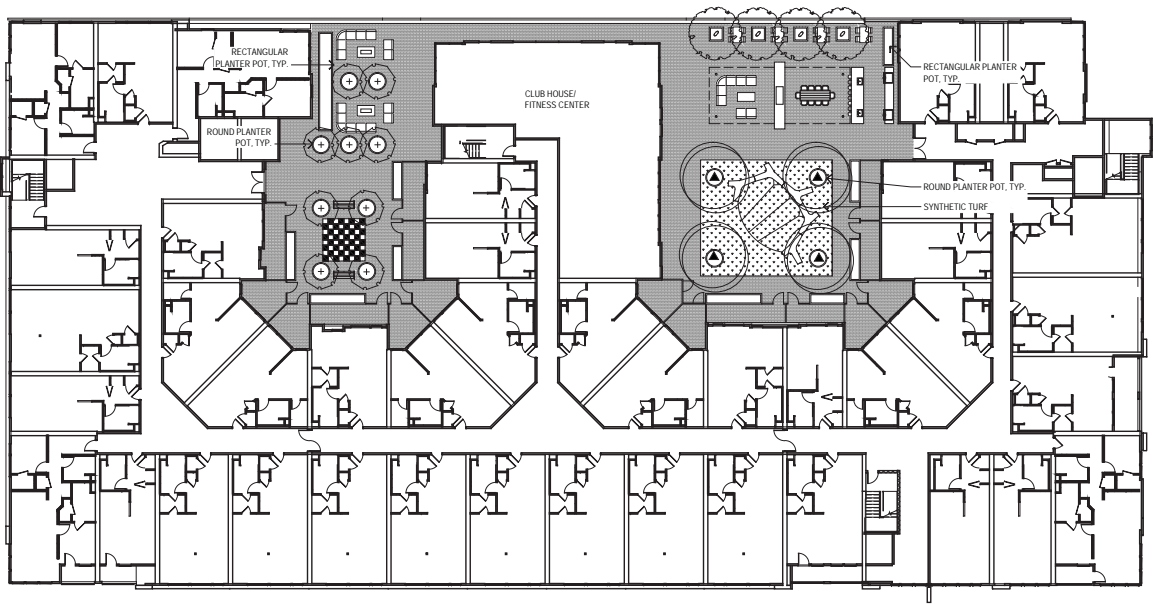
2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

SACRAMENTO, CA

TRUCK MANEUVERING PLAN

DATE: 2-10-2014
PROJECT NO: 1185-0001
SCALE:
SHEET:





4TH FLOOR LANDSCAPE PLAN

TREE LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
ACER BUERGERIANUM	TRIDENT MAPLE	24" BOX
BETULA NIGRA 'HERITAGE'	RIVER BIRCH	15 GAL.
MAGNOLIA 'MAJESTIC BEAUTY'	SOUTHERN MAGNOLIA	24" BOX
QUERCUS SHUMARDII	SHUMARD OAK	24" BOX
ZELKOVA 'GREEN VASE'	ZELKOVA	24" BOX
EXISTING TREE		

PLANTER POT LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
ASPARAGUS DENSIFLORUS 'MYERS'	MYERS ASPARAGUS	1 GAL.
ASPIDISTRA ELATIOR	CAST IRON PLANT	5 GAL.
BAMBUSA 'ALPHONSE KARR'	ALPHONSE KARR BAMBOO	5 GAL.
CAMELLIA 'JORDAN'S PRIDE'	JORDAN'S PRIDE CAMELLIA	5 GAL.
CLIVIA MINIATA 'FRENCH HYBRIDS'	KAFFIR LILY	1 GAL.
CORDYLINUM X 'FESTIVAL GRASS'	CORDYLINUM	5 GAL.
OCYAS REVOLUTA	JAPANESE SAGO PALM	5 GAL.
DIANELLA HYB.	FORTNIGHT LILY	1 GAL.
DIETES IRIDIODES	FLAX LILY	1 GAL.
GARDENIA JASMINOIDES 'VEITCHI'	GARDENIA	1 GAL.
HELLEBORUS ORIENTALIS	Lenten Rose	1 GAL.
LIRIOPE MUSCARI	LILY TURF	1 GAL.
LOMANDRA LONGIFOLIA	MAT RUSH	1 GAL.
ORHOPOGON 'BLACK'	BLACK MONDO GRASS	1 GAL.
PHORMIUM TENAX 'PINK STRIPE'	NEW ZEALAND FLAX	5 GAL.
PITTOSPORUM 'CREAM DE MINT'	DWARF MOCK ORANGE	1 GAL.
RAPHIOLEPIS INDICA	INDIAN HAWTHORN	1 GAL.

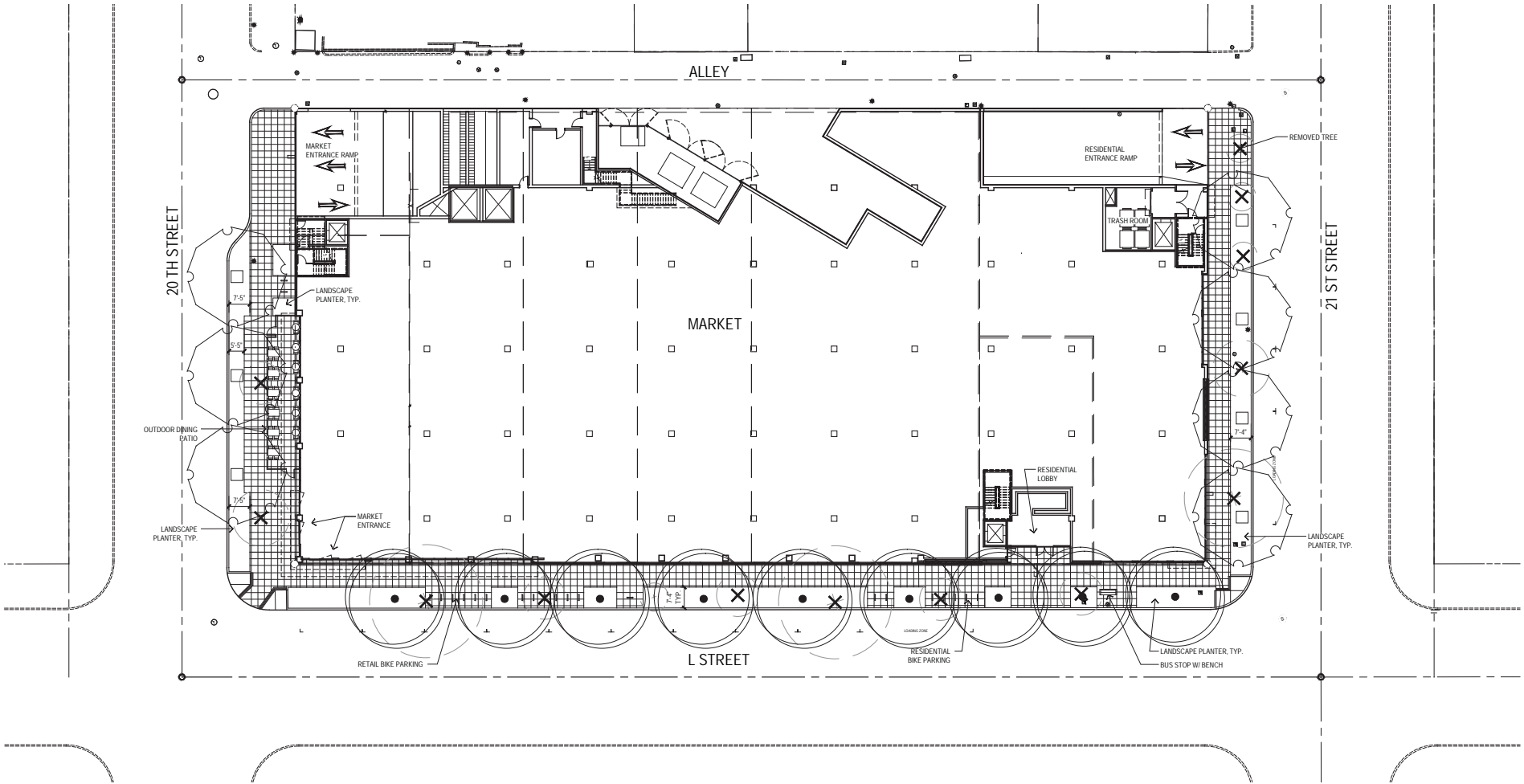
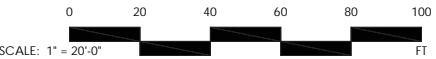
SHRUB LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
BUXUS MICROPHYLLA JAPONICA	JAPANESE BOXWOOD	1 GAL.
CELANOTHUS SPP.	CALIFORNIA LILAC	5 GAL.
CORDYLINUM HYB.	CORDYLINUM	5 GAL.
DIANELLA TASMANICA	FLAX LILY	1 GAL.
ELONYMUS FORTUNEI	WINTERCREEPER	1 GAL.
'EMERALD 'N' GOLD'		
GAURA LINDHEIMERI	BUTTERFLY GAURA	1 GAL.
JUNIPERUS SKY ROCKET	SKYROCKET JUNIPER	5 GAL.
LOMANDRA LONGIFOLIA	DWARF MAT RUSH	1 GAL.
LORDPETALUM HYB.	CHINESE FRINGE	5 GAL.
NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL.
PHORMIUM HYB.	NEW ZEALAND FLAX	15 GAL.
PITTOSPORUM 'CREAM DE MINT'	NON	1 GAL.
PODOCARPUS M. 'MAKI'	SHRUBBY YEW	5 GAL.
RAPHIOLEPIS HYB.	INDIAN HAWTHORNE	1 GAL.
RIBES SANGUINEUM	FLOWERING CURRANT	5 GAL.
SALVIA GREGGII	AUTUMN SAGE	1 GAL.
SPIREA JAPONICA	SPIREA	5 GAL.
VIBURNUM 'SPRING BOUQUET'	VIBURNUM	5 GAL.

GROUND COVER LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
AGAPANTHUS 'STORM CLOUD'	LILY OF THE NILE	1 GAL.
ARCTOSTAPHYLOS D. 'EMERALD CARPET'	MANZANITA	1 GAL.
BACCHARIS PILLULARIS	DWARF COYOTE BUSH	1 GAL.
'TWIN PEAKS II'		
COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL.
HEMEROCALLIS HYB.	DAYLILY	1 GAL.
HEUCHERA HYB.	CORAL BELLS	1 GAL.
GAZANIA	NCN	1 GAL.
JUNIPERUS HORIZONTALIS	JUNIPER	1 GAL.
MYOPORIUM PARVIFOLIUM	NCN	1 GAL.
ROSA	CARPET ROSE	1 GAL.
ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	1 GAL.

VINE LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
CLEMATIS ARMANDII	EVERGREEN CLEMATIS	5 GAL.
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL.

LANDSCAPE NOTES

- IRRIGATION SYSTEM TO BE WATER EFFICIENT AND PER CITY STANDARDS.
- SLOPE ALL PLANTING AREAS A MINIMUM OF 2% TO PROVIDE POSITIVE DRAINAGE.
- IMPORTED TOPSOIL SHALL BE TESTED BY AN APPROVED SOIL TESTING SERVICE, AND TOPSOIL SHALL BE AMENDED PER THE RECOMMENDATIONS CONTAINED IN THAT SOILS REPORT.
- TOP DRESS ALL SHRUB AND GROUND COVER AREAS, (NOT LAWN) WITH A 3" LAYER OF 2" SHREDDED FIR BARK MULCH. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.
- TREE LOCATIONS MAY BE ADJUSTED IN THE FIELD BY THE LANDSCAPE ARCHITECT TO SUIT SITE REQUIREMENTS.
- SOIL CONDITIONS CAUSING THE RETENTION OF WATER IN PLANTING PITS FOR MORE THAN 2 HOURS SHALL BE CORRECTED PRIOR TO PLANTING TO PROVIDE POSITIVE DRAINAGE, AT NO ADDITIONAL COST TO THE OWNER.
- ALL PLANT MATERIALS SHALL COMPLY WITH SPECIFICATIONS OF ANSI Z60.1 "STANDARD FOR NURSERY STOCK".
- ALL TREES TO BE MINIMUM 15' FROM PARKING LOT AND STREET LIGHTS.



GROUND LEVEL LANDSCAPE PLAN

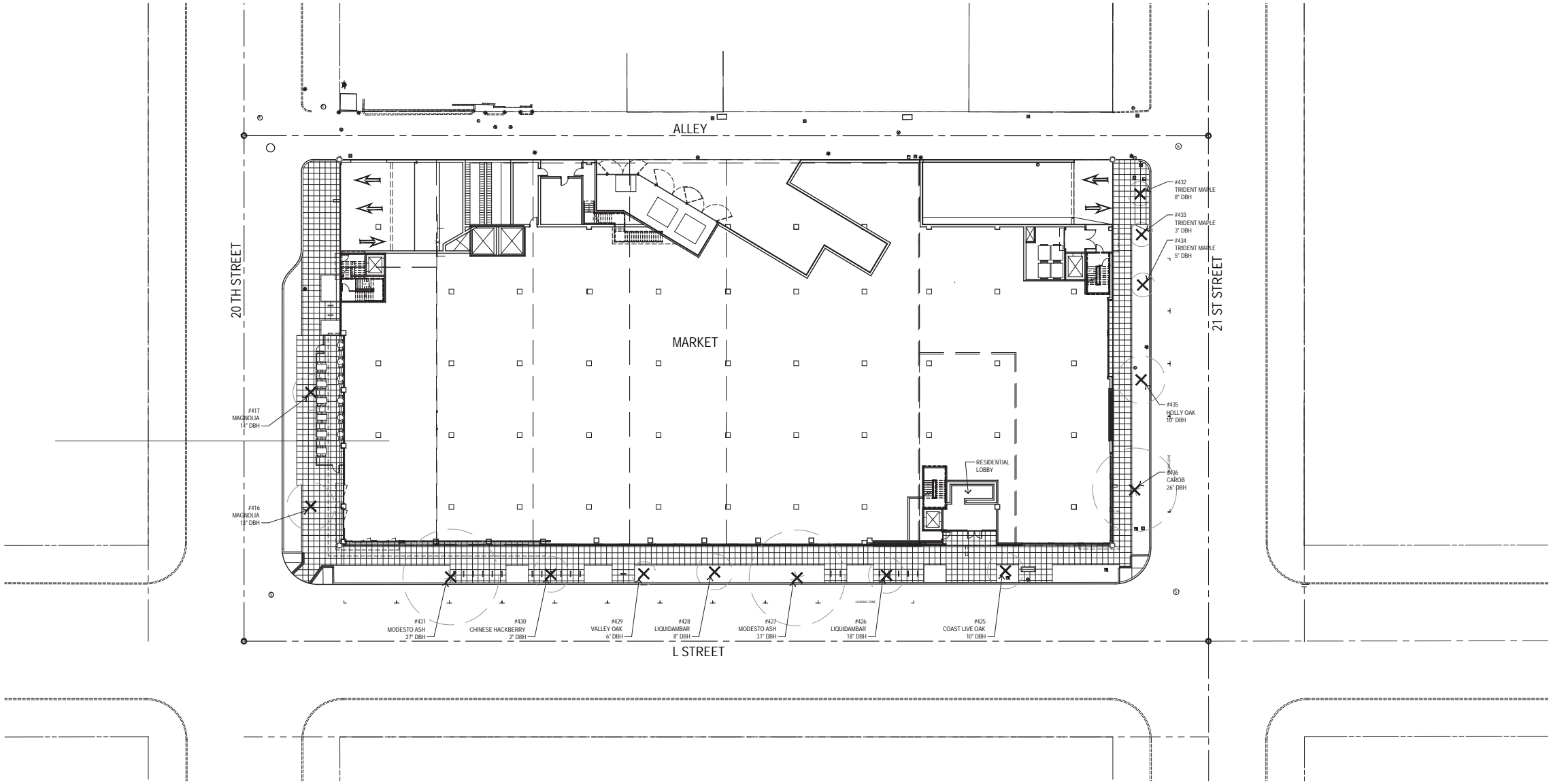
2025 L STREET MIXED-USE
WHOLE FOODS MARKET & APARTMENTS

SACRAMENTO, CA

LANDSCAPE PLAN

DATE: 2-10-2014
PROJECT NO: 1185-0001
SCALE:
SHEET:



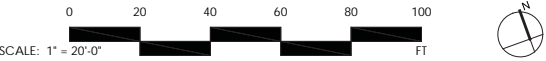


GROUND LEVEL LANDSCAPE PLAN

REMOVAL/ REPLACEMENT STREET TREES			
QTY.	SIZE		
STREET TREES REMOVED	14 TREES	TOTAL 181" DBH	
REPLACEMENT STREET TREES	16 TREES	24" BOX TREES	

LEGEND			
SYMBOL	DESCRIPTION	SURFACE AREA	SOIL VOLUME
	EXISTING PLANTER IN RIGHT OF WAY	1,319 SF	3,957 CF
	PROPOSED NEW PLANTER IN RIGHT OF WAY	3,408 SF	10,224 CF
X	EXISTING STREET TREE TO BE REMOVED		

TREE LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
QUERCUS SHUMARDII	SHUMARD OAK	24" BOX
ZELKOVA 'GREEN VASE'	ZELKOVA	24" BOX
+	EXISTING TREE	



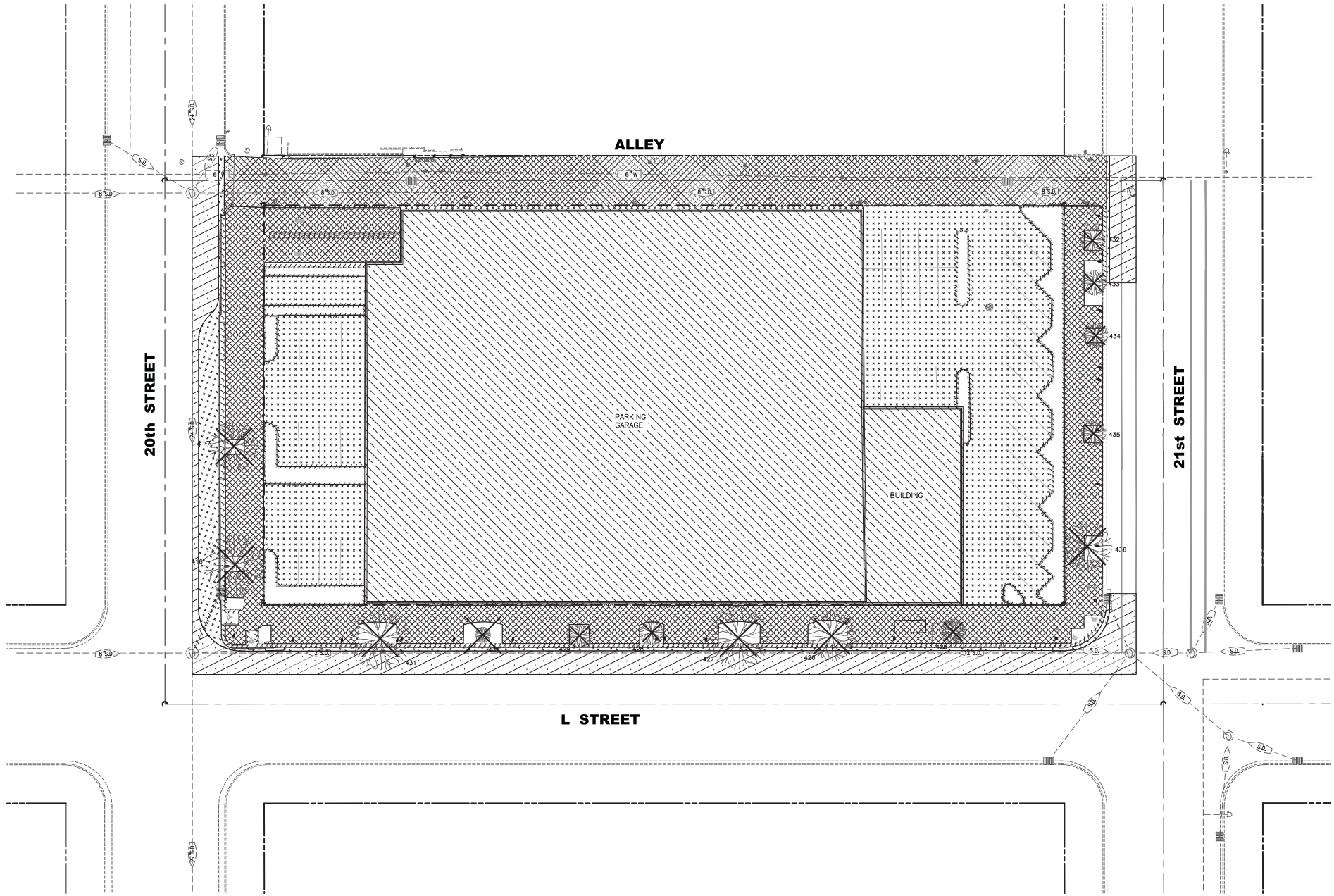
2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

SACRAMENTO, CA

STREET TREE EXHIBIT

DATE: 2-10-2014
PROJECT NO: 1185-0001
SCALE:
SHEET:



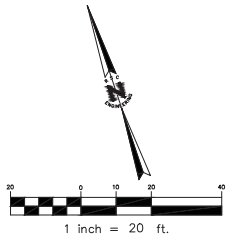


LEGEND

- PAVEMENT REMOVAL
- PAVEMENT OVERLAY
- PARKING GARAGE AND BUILDING REMOVAL
- CONCRETE REMOVAL
- REMOVE EXISTING IMPROVEMENTS
- DENOTES EXISTING TREE SHALL BE REMOVED BY CONTRACTOR.

NOTES

1. REMOVAL AND REPLACEMENT OF CONCRETE ALLEY CONTEMPLATION TO ACCOMMODATE UTILITY RELOCATION AND DRAINAGE WORK.



\\sacramento\proj\2025\2025 L Street Mixed-Use\Drawings\2025 L Street Mixed-Use\2025 L Street Mixed-Use.dwg
DATE: 06-15-2015
TIME: 10:00 AM
USER: JG+A
PLOT: 11/11/2015 10:00 AM

2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

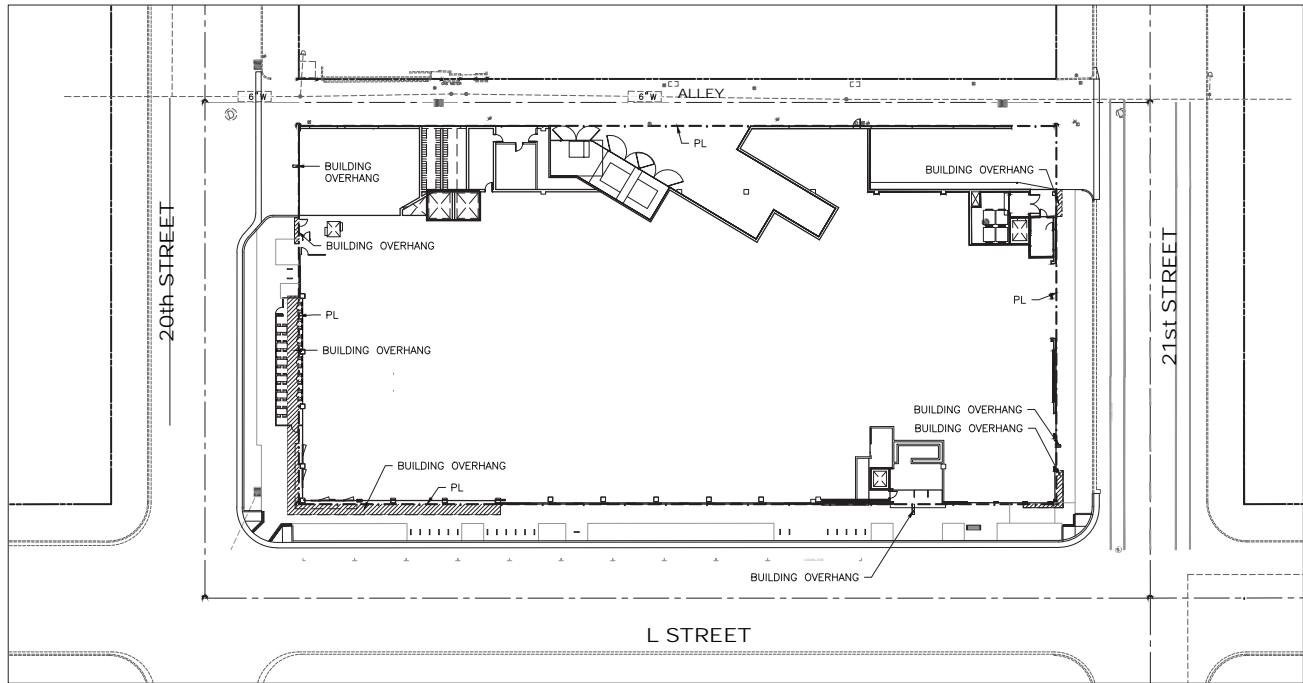
SACRAMENTO, CA



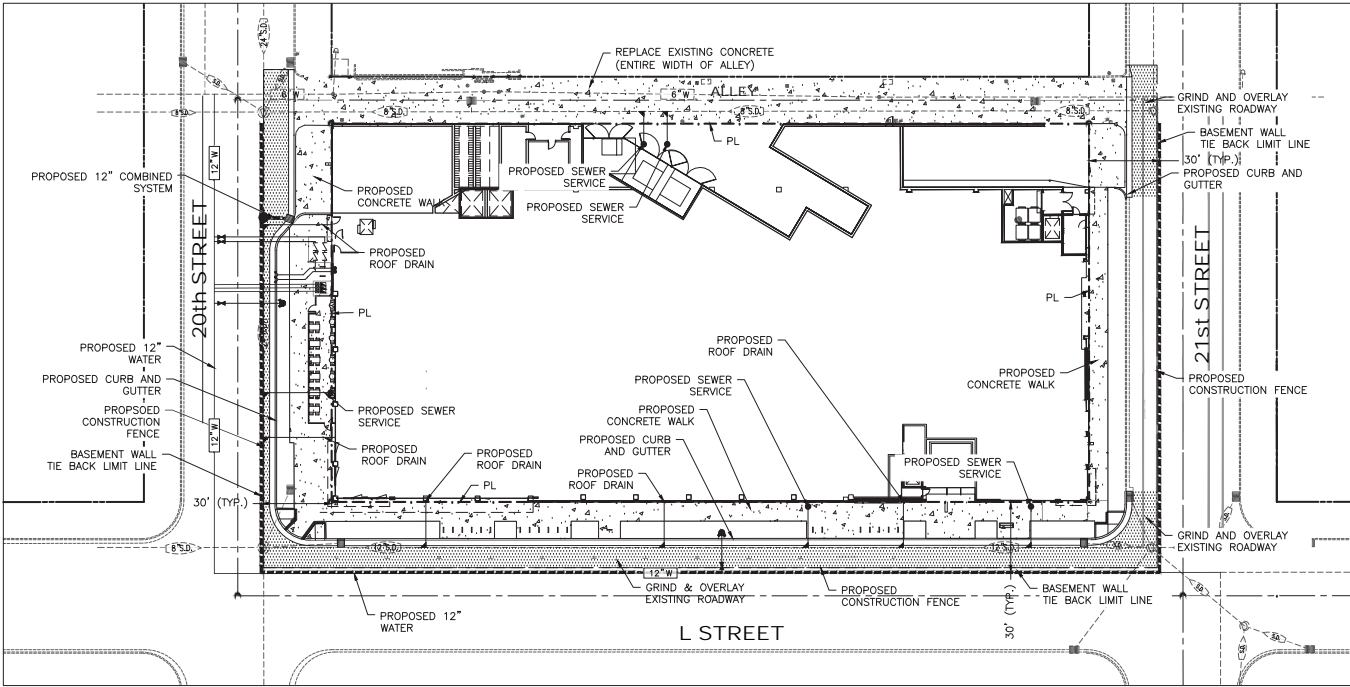
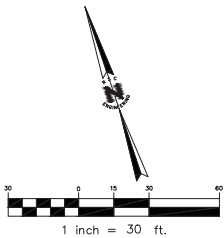
PRELIMINARY DEMOLITION PLAN

DATE: 06-15-2015
PROJECT NO: 1185-0001
SCALE:
SHEET:

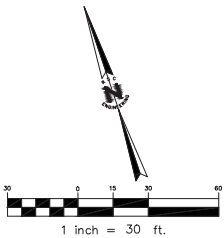




BUILDING OVERHANG
ENCROACHMENT EXHIBIT



PROPOSED IMPROVEMENTS
ENCROACHMENT EXHIBIT



06/15/2015 10:00 AM J:\Projects\2025 L Street Mixed-Use\2025 L Street Mixed-Use.dwg
 User: JG+A
 Plot Date: 06/15/2015
 Plot Time: 10:00 AM
 Plot Scale: 1/8" = 1'-0"

2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

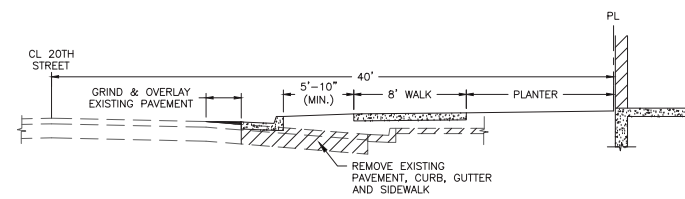
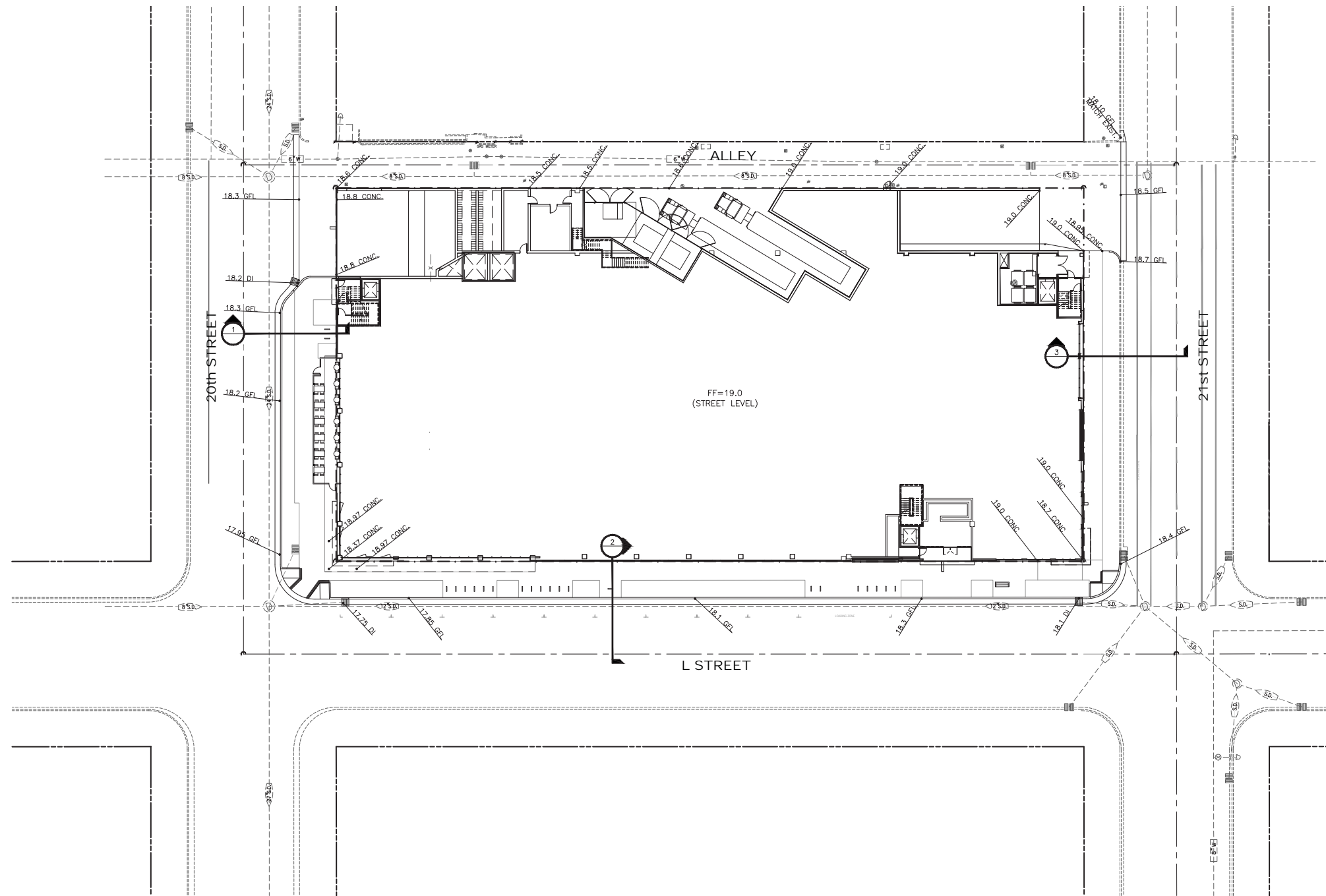
SACRAMENTO, CA



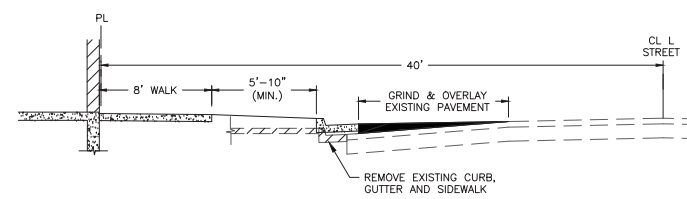
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DATE: 06-15-2015
PROJECT NO: 1185-0001
SCALE:
SHEET:

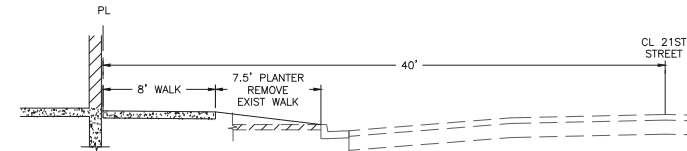




① 20TH STREET
NOT TO SCALE



② L STREET
NOT TO SCALE



③ 21ST STREET
NOT TO SCALE

2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

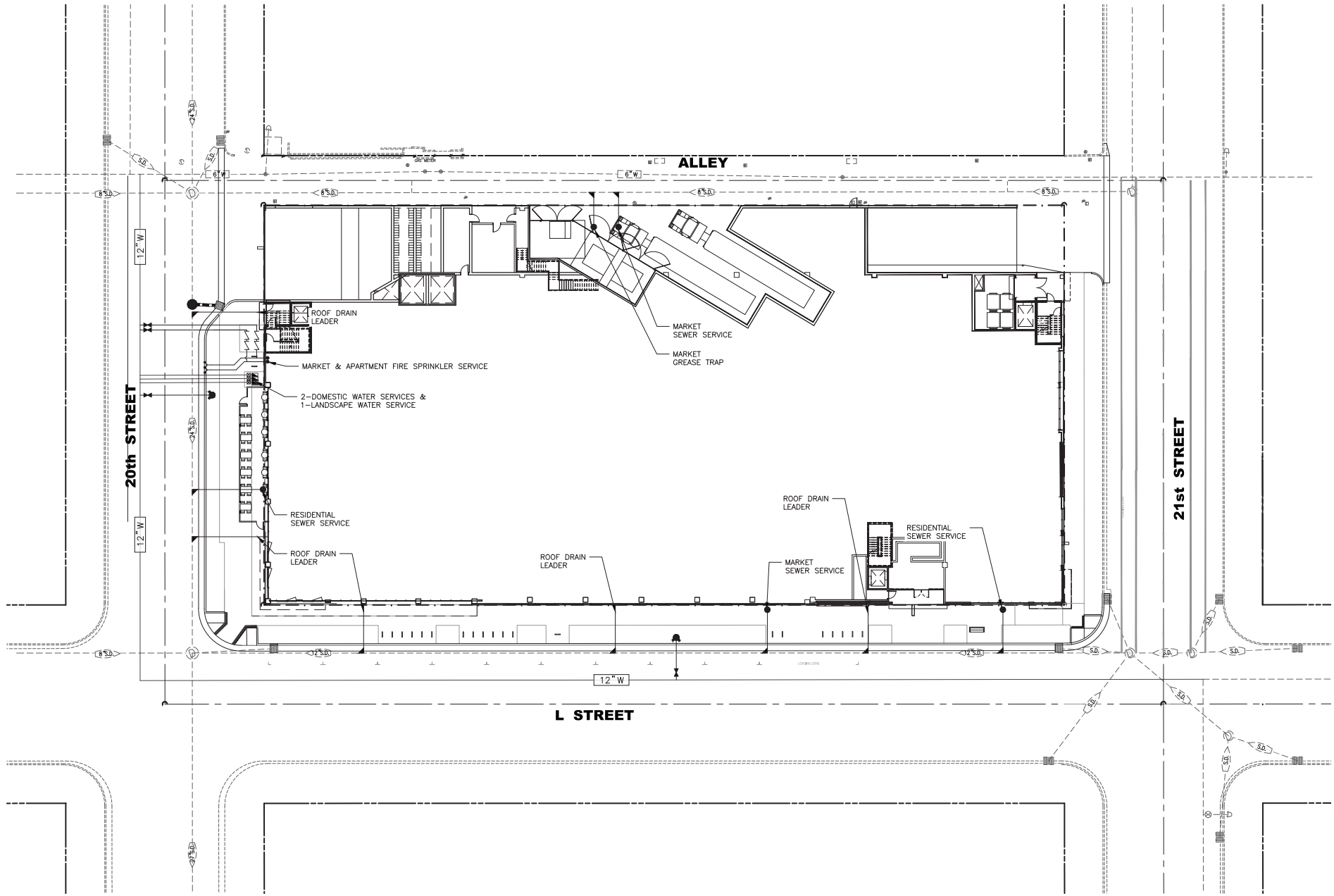
SACRAMENTO, CA



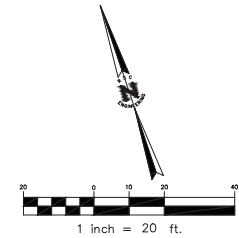
PRELIMINARY GRADING PLAN

DATE: 06-15-2015
PROJECT NO: 1185-0001
SCALE:
SHEET:





LEGEND	
	PROPOSED 8\"/>
	EXISTING 8\"/>
	PROPOSED 12\"/>
	EXISTING 12\"/>
	PROPOSED 12\"/>
	EXISTING 12\"/>
	PROPOSED GATE VALVE
	EXISTING GATE VALVE
	PROPOSED BUTTERFLY VALVE
	EXISTING BUTTERFLY VALVE
	PROPOSED BLOW-OFF VALVE
	PROPOSED WATER METER
	PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT
	PROPOSED R.P. BACKFLOW PREVENTOR
	PROPOSED DOUBLE DETECTOR CHECK VALVE
	FIRE RISER
	PROPOSED 8\"/>
	EXISTING 8\"/>
	PROPOSED 12\"/>
	PROPOSED 12\"/>
	EXISTING 12\"/>
	PROPOSED STORM DRAIN INLET
	EXISTING STORM DRAIN INLET
	PROPOSED TELEPHONE MANHOLE
	EXISTING TELEPHONE MANHOLE
	PROPOSED MANHOLE AS INDICATED
	EXISTING ELECTRIC VAULT



2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

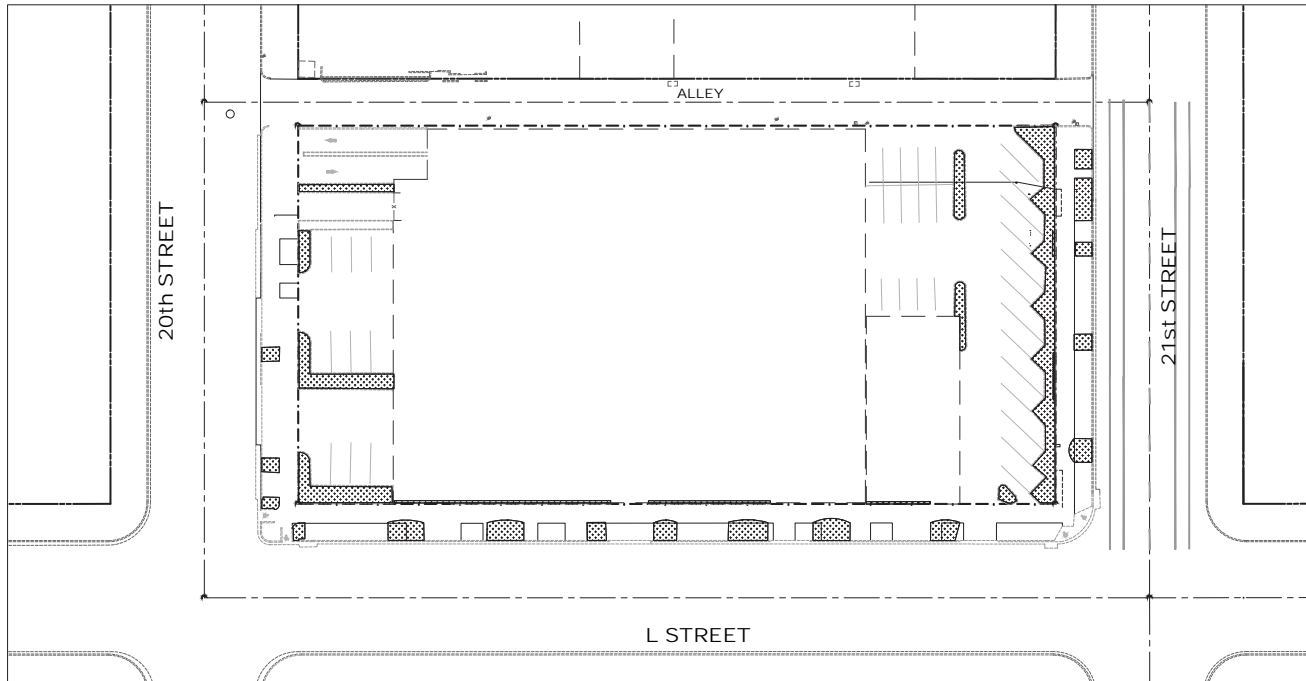
SACRAMENTO, CA



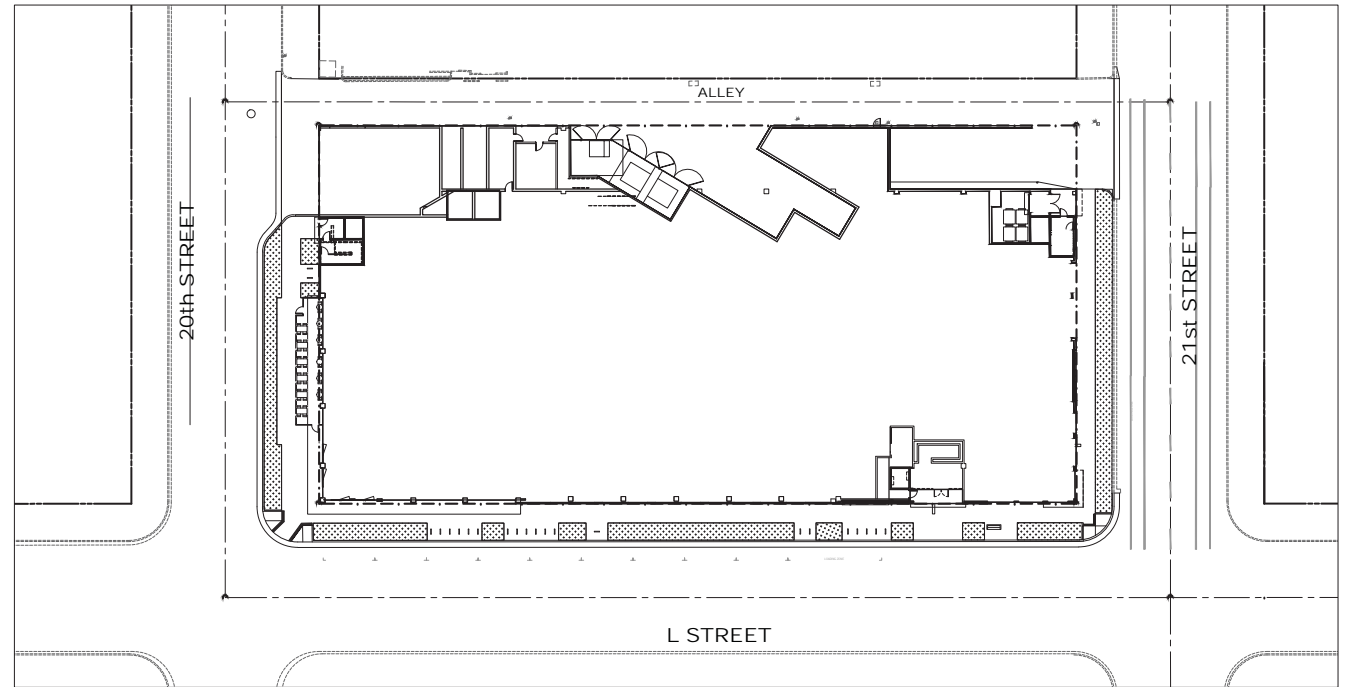
PRELIMINARY UTILITY PLAN

DATE: 06-15-2015
PROJECT NO: 1185-0001
SCALE:
SHEET:

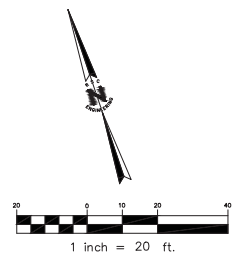




PRE-DEVELOPED PERVIOUS AREA
3,602.2 SQ. FT.



POST DEVELOPED PERVIOUS AREA
3,388.21 SQ. FT.



2025 L STREET MIXED-USE WHOLE FOODS MARKET & APARTMENTS

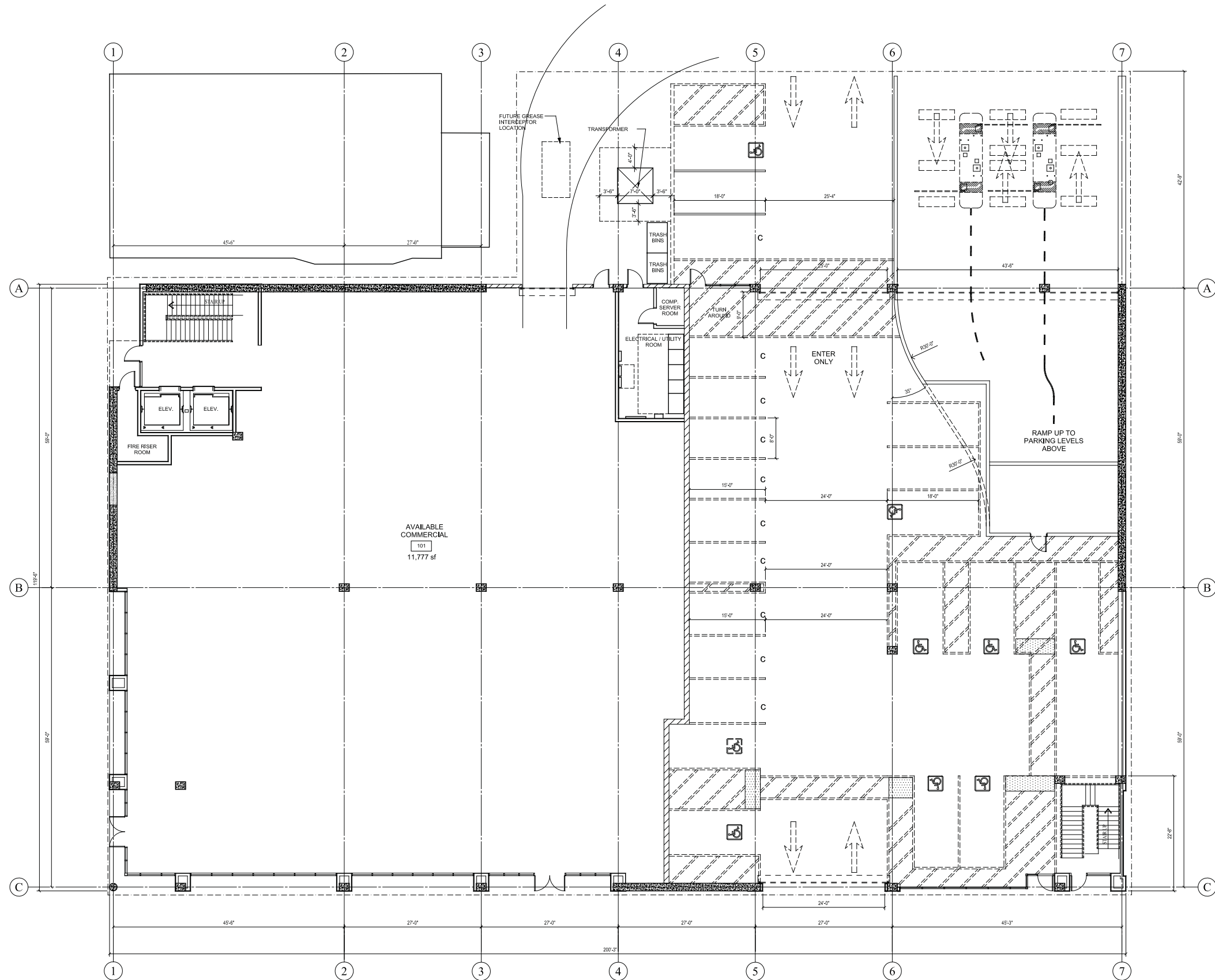
SACRAMENTO, CA



PERVIOUS AREA EXHIBIT

DATE: 06-15-2015
PROJECT NO: 1185-0001
SCALE:
SHEET:





GROUND FLOOR PARKING COUNT	
STANDARD STALLS	= 3
ACCESSIBLE STALLS	= 9 (3 VAN ACCESSIBLE)
COMPACT STALLS	= 10
TOTAL STALLS	= 22
LEVEL 2 PARKING COUNT	
STANDARD STALLS	= 40
COMPACT STALLS	= 34
TOTAL STALLS	= 74
LEVEL 3 PARKING COUNT	
STANDARD STALLS	= 42
COMPACT STALLS	= 36
TOTAL STALLS	= 78
LEVEL 4 PARKING COUNT	
STANDARD STALLS	= 42
COMPACT STALLS	= 36
TOTAL STALLS	= 78
LEVEL 5 PARKING COUNT	
STANDARD STALLS	= 49
COMPACT STALLS	= 28
TOTAL STALLS	= 77
LEVEL 6 PARKING COUNT	
STANDARD STALLS	= 40
COMPACT STALLS	= 39
TOTAL STALLS	= 79
GARAGE TOTAL PARKING COUNT	
STANDARD STALLS	= 216
ACCESSIBLE STALLS	= 9 (3 VAN ACCESSIBLE)
COMPACT STALLS	= 183
TOTAL STALLS	= 408

PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

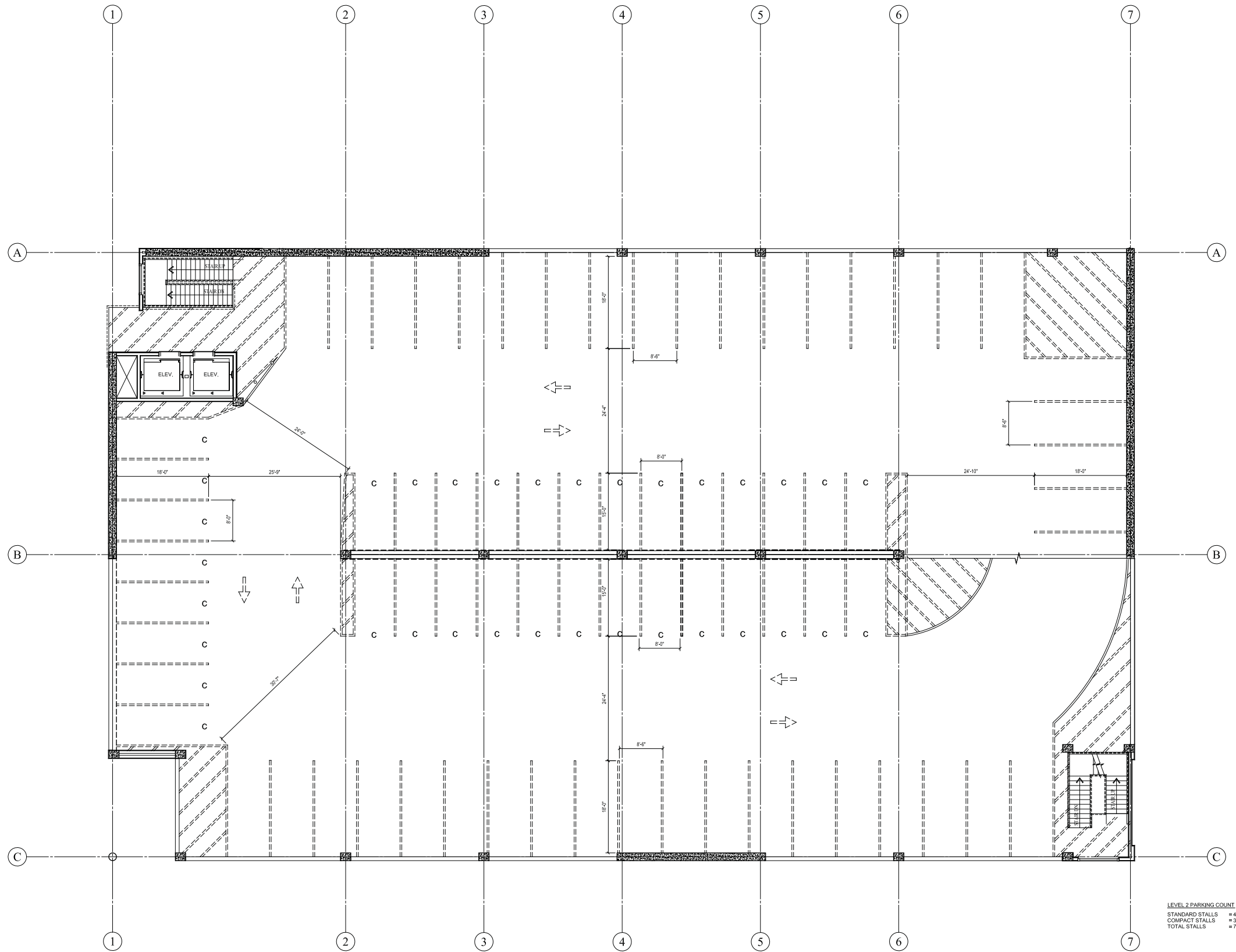
SACRAMENTO, CA

GROUND FLOOR STRIPING PLAN



DATE: 06-10-2015
PROJECT NO: 1185-0002
SCALE: 1/8" = 1'-0"
SHEET:





PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

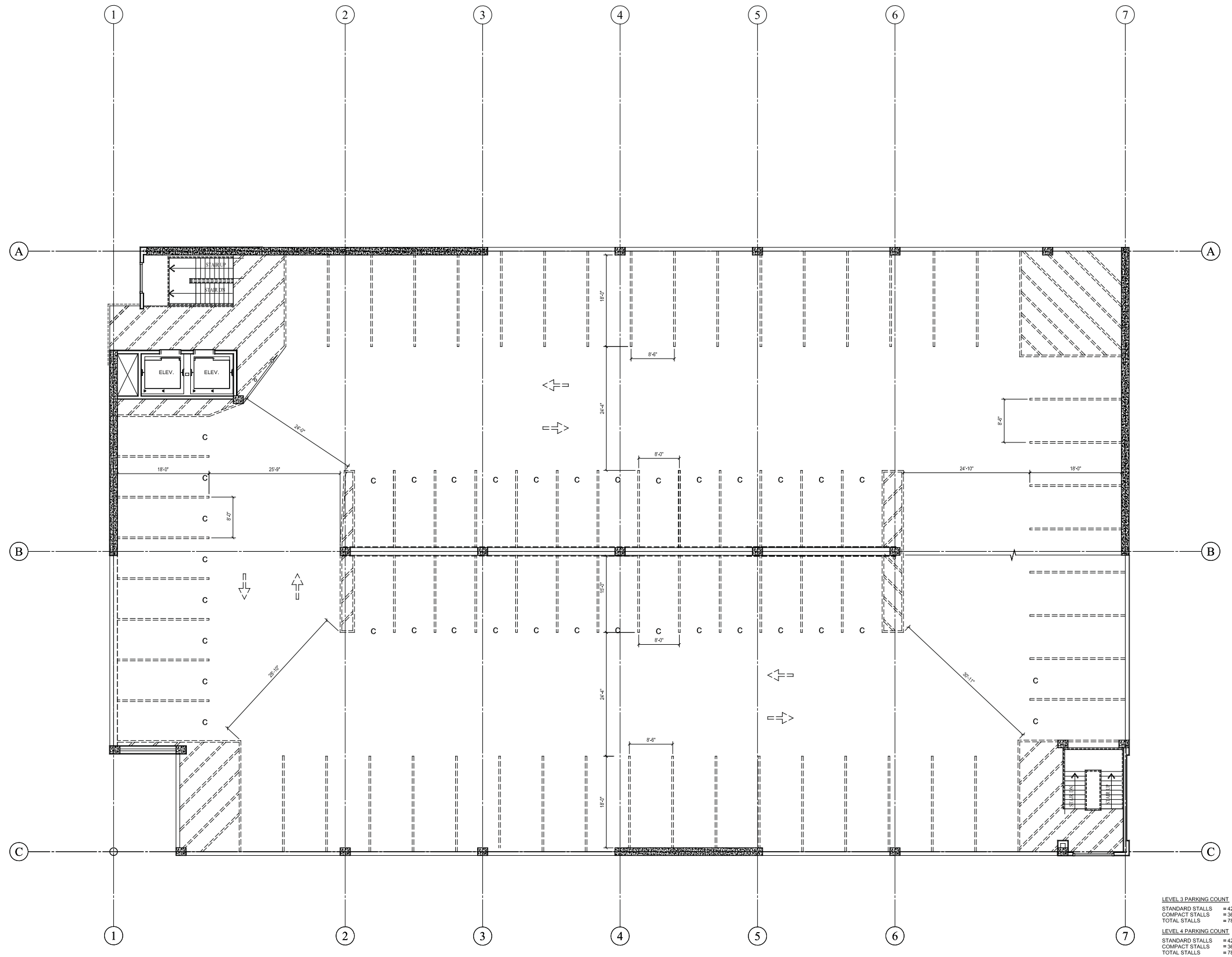
SACRAMENTO, CA

2ND LEVEL STRIPING PLAN



DATE: 06-10-2015
PROJECT NO: 1185-0002
SCALE: 1/8" = 1'-0"
SHEET:





PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

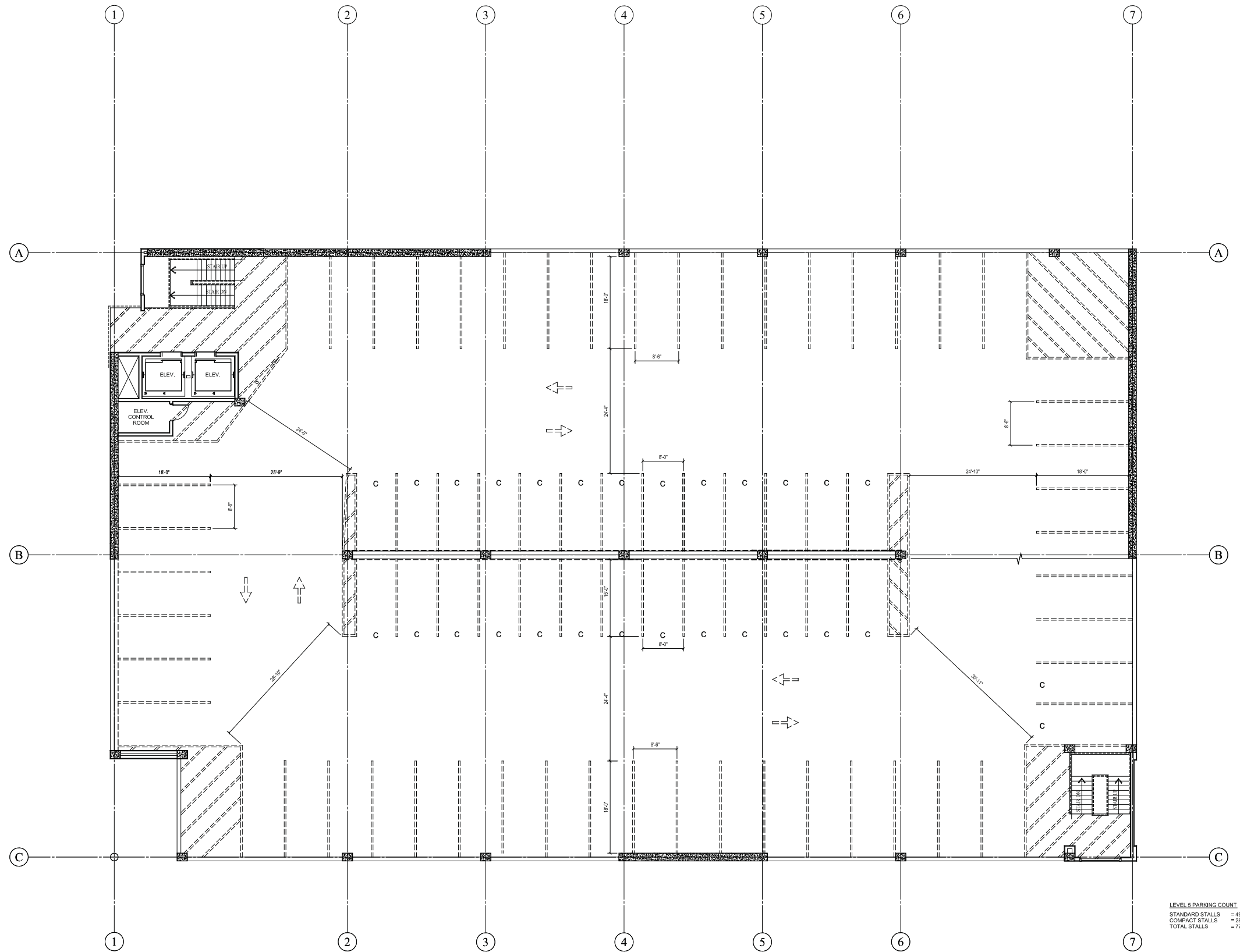
SACRAMENTO, CA

LEVEL 3-4 STRIPING PLAN



DATE: 06-10-2015
PROJECT NO: 1185-0002
SCALE: 1/8" = 1'-0"
SHEET:





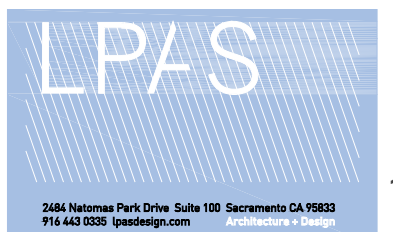
PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

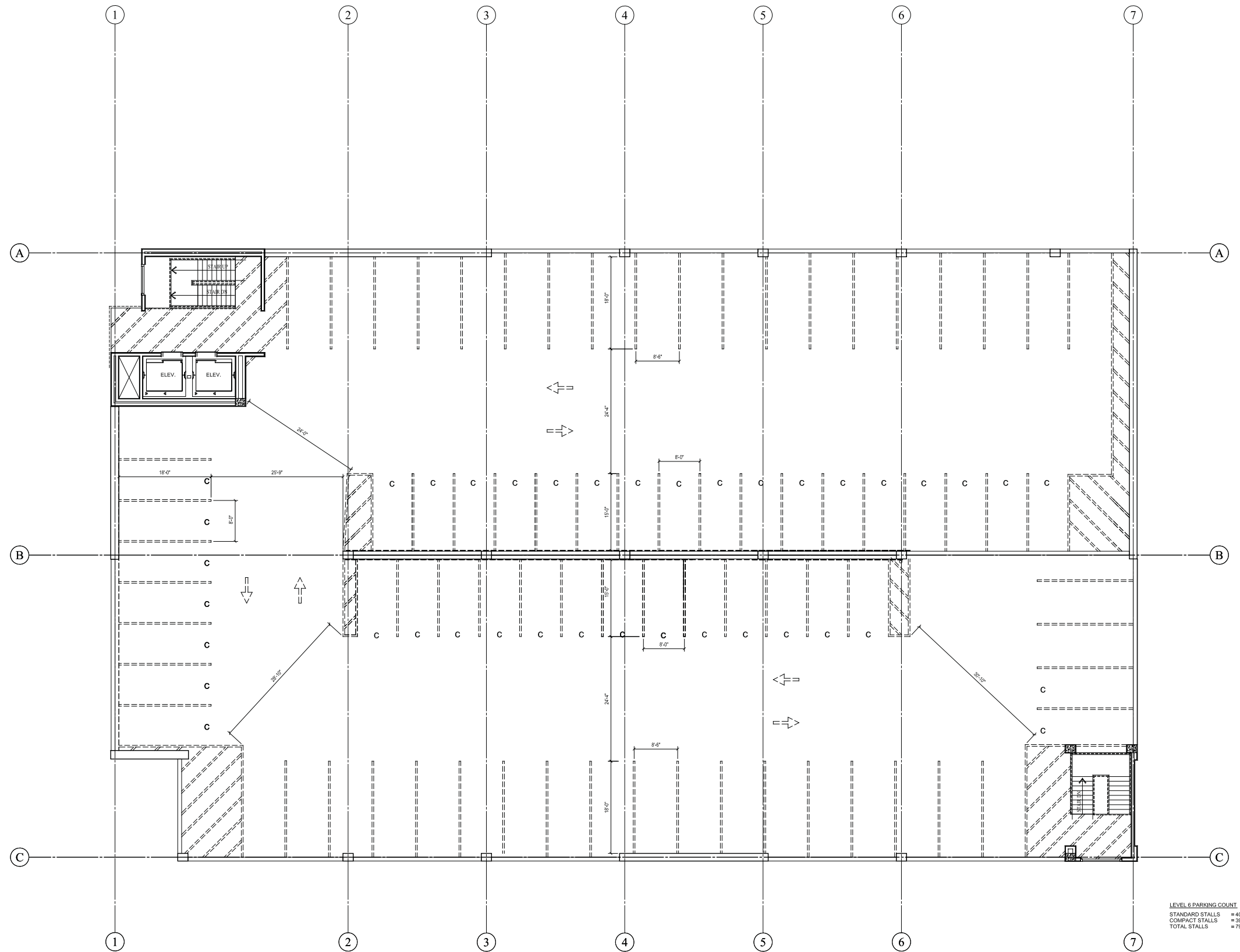
SACRAMENTO, CA

LEVEL 5 STRIPING PLAN



DATE: 06-10-2015
PROJECT NO: 1185-0002
SCALE: 1/8" = 1'-0"
SHEET:





PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

SACRAMENTO, CA

LEVEL 6 STRIPING PLAN



DATE: 06-10-2015
PROJECT NO: 1185-0002
SCALE: 1/8" = 1'-0"
SHEET:





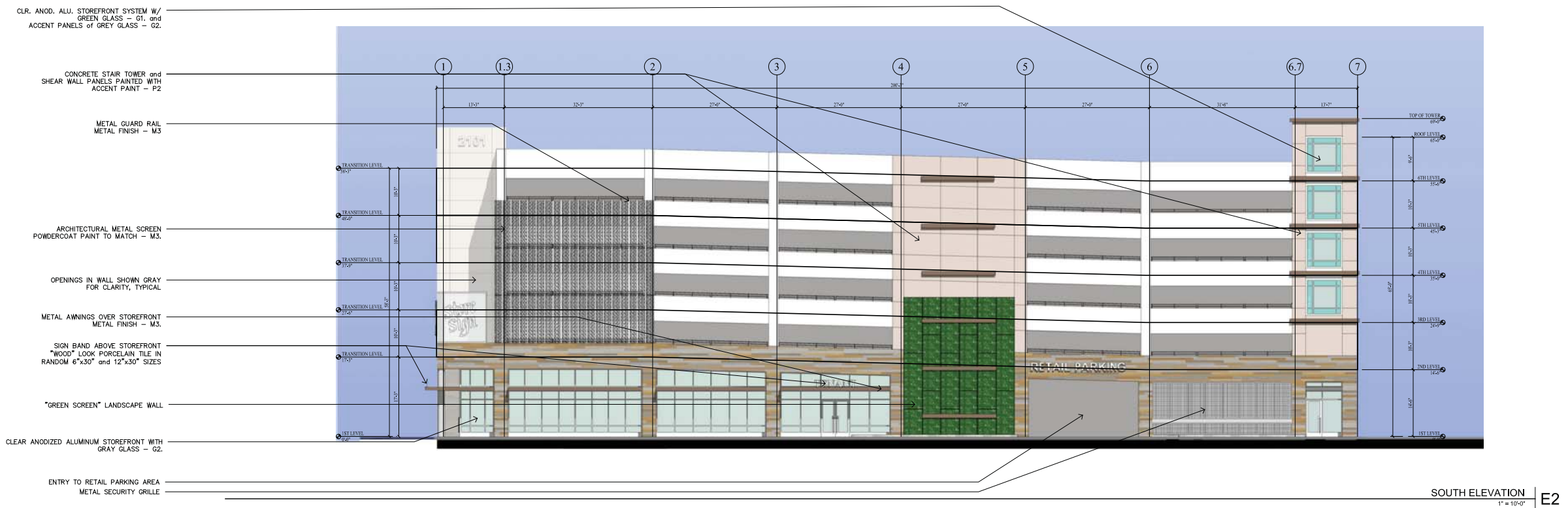
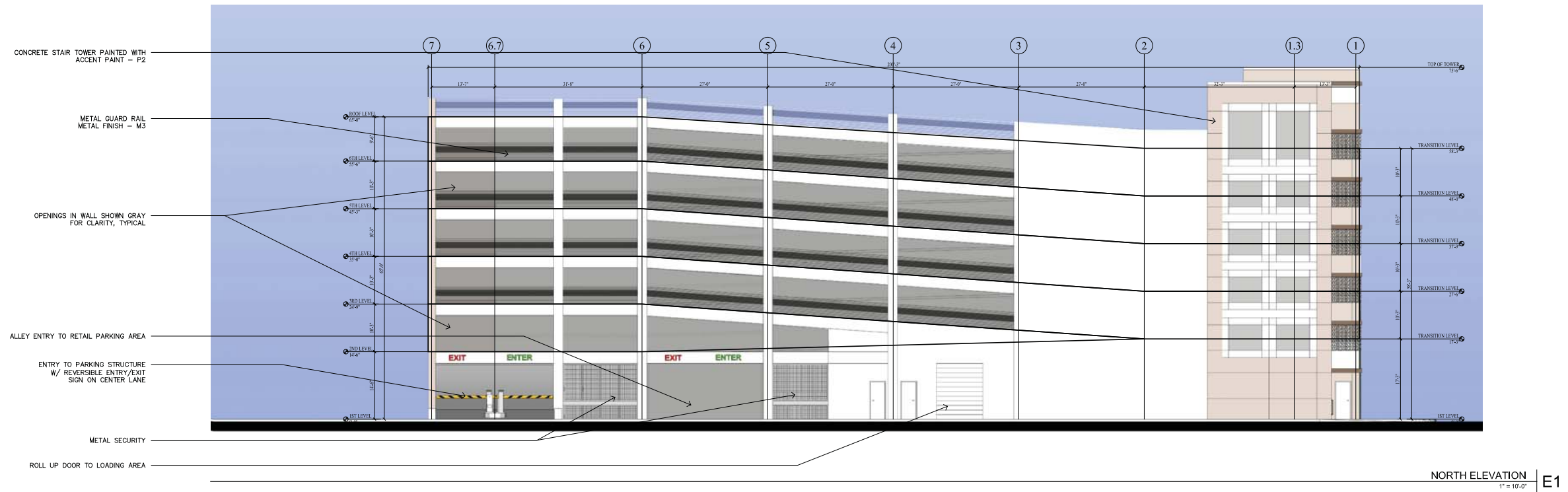
VIEW from THE SOUTHWEST
N.T.S. | P1

PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

SACRAMENTO, CA

DATE:
PROJECT NO: 1185-0002
SCALE:
SHEET:



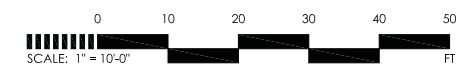


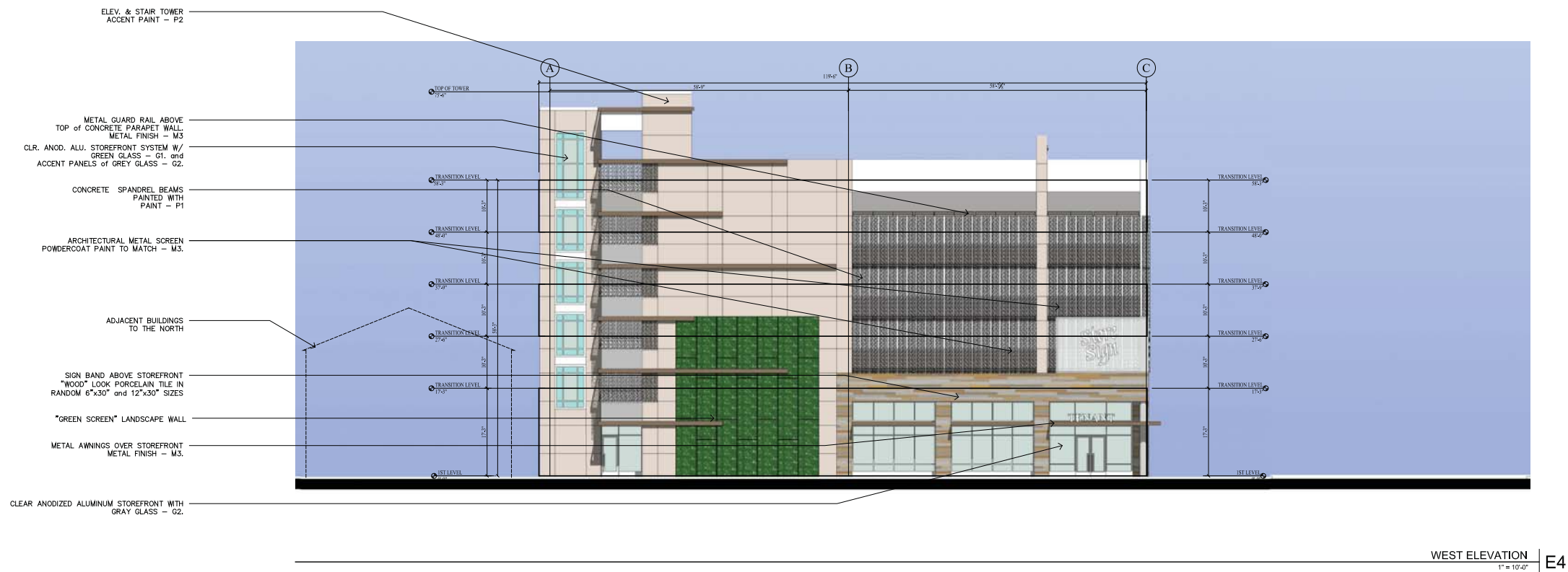
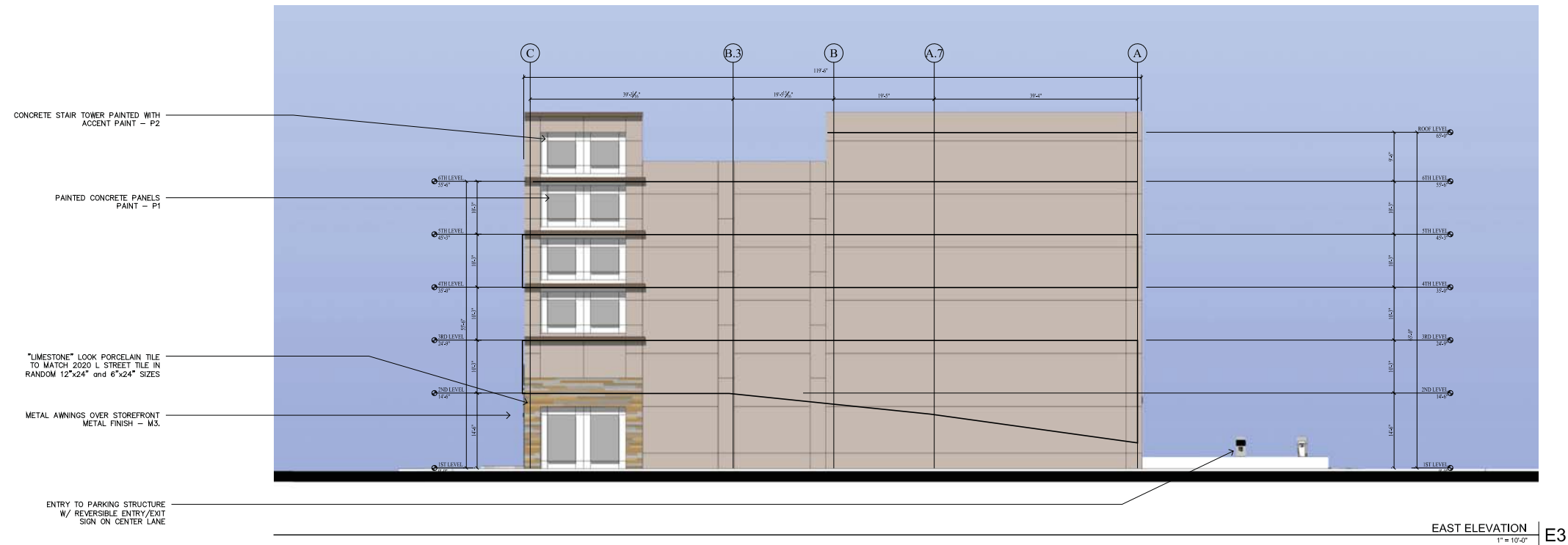
PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

SACRAMENTO, CA

ELEVATIONS

DATE:
PROJECT NO: 1185-0002
SCALE:
SHEET:



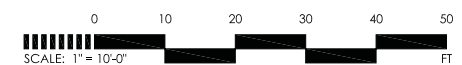


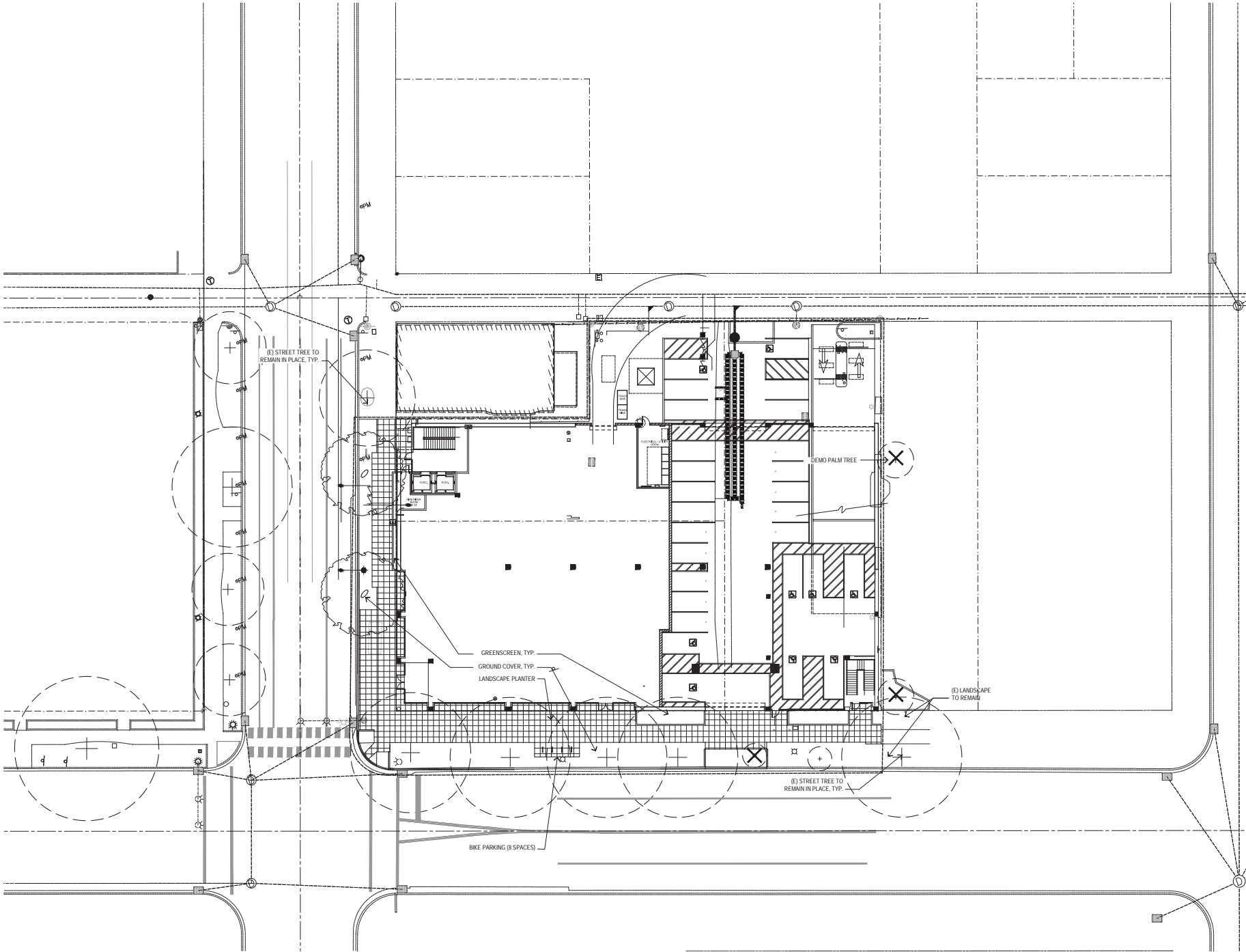
PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

SACRAMENTO, CA

ELEVATIONS

DATE:
PROJECT NO: 1185-0002
SCALE:
SHEET:





TREE LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
ULMUS 'X' ACCOLADE'	ACCOLADE ELM	24" BOX

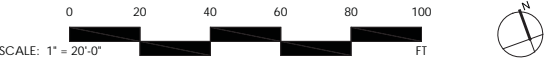
EXISTING TREE

SHRUB LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
BUXUS MICROPHYLLA JAPONICA	JAPANESE BOXWOOD	1 GAL.
CEANOTHUS SPP.	CALIFORNIA LILAC	5 GAL.
CORDYLINE HYB.	CORDYLINE	5 GAL.
DIANELLA TASMANICA	FLAX LILY	5 GAL.
EUCONYMUS FORTUNEI	WINTERCREEPER	1 GAL.
EMERALD 'N' GOLD		
GAURA LINDHEIMERI	BUTTERFLY GAURA	1 GAL.
JUNIPERUS SKY ROCKET'	SKYROCKET JUNIPER	5 GAL.
LOMANDRA LONGIFOLIA	DWARF MAT RUSH	1 GAL.
LOROPETALUM HYB.	CHINESE FRINGE	5 GAL.
NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL.
PHORMIUM HYB.	NEW ZEALAND FLAX	15 GAL.
PITTOSPORUM 'CREAM DE MINT'	NCH	1 GAL.
PODOCARPUS M. 'MAKI'	SHRUBBY YEW	5 GAL.
RHAPHIOLEPIS HYB.	INDIAN HAWTHORNE	1 GAL.
RIBES SANGUINEUM	FLOWERING CURRANT	5 GAL.
SALVIA GREGGII	AUTUMN SAGE	1 GAL.
SPIREA JAPONICA	SPIREA	5 GAL.
VIBURNUM 'SPRING BOUQUET'	VIBURNUM	5 GAL.

GROUND COVER LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
AGAPANTHUS 'STORM CLOUD'	LILY OF THE NILE	1 GAL.
ARCTOSTAPHYLOS D.	MANZANITA	1 GAL.
EMERALD CARPET		
BACCHARIS PILULARIS	DWARF COYOTE BUSH	1 GAL.
TWIN PEAKS II		
COTONEASTER LOWFAST	COTONEASTER	1 GAL.
HEMEROCALLIS HYB.	DAYLILY	1 GAL.
HEUCHERA HYB.	CORAL BELLS	1 GAL.
GAZANIA	NCH	1 GAL.
JUNIPERUS HORIZONTALIS	JUNIPER	1 GAL.
MYOPORUM PARVIFOLIUM	NCH	1 GAL.
ROSA	CARPET ROSE	1 GAL.
ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	1 GAL.

- LANDSCAPE NOTES
- IRRIGATION SYSTEM TO BE WATER EFFICIENT AND PER CITY STANDARDS.
 - SLOPE ALL PLANTING AREAS A MINIMUM OF 2% TO PROVIDE POSITIVE DRAINAGE.
 - IMPORTED TOPSOIL SHALL BE TESTED BY AN APPROVED SOIL TESTING SERVICE, AND TOPSOIL SHALL BE AMENDED PER THE RECOMMENDATIONS CONTAINED IN THAT SOILS REPORT.
 - TOP DRESS ALL SHRUB AND GROUND COVER AREAS, (NOT LAWN) WITH A 3" LAYER OF 2" SHREDDED FIR BARK MULCH. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.
 - TREE LOCATIONS MAY BE ADJUSTED IN THE FIELD BY THE LANDSCAPE ARCHITECT TO SUIT SITE REQUIREMENTS.
 - SOIL CONDITIONS CAUSING THE RETENTION OF WATER IN PLANTING PITS FOR MORE THAN 2 HOURS SHALL BE CORRECTED PRIOR TO PLANTING TO PROVIDE POSITIVE DRAINAGE, AT NO ADDITIONAL COST TO THE OWNER.
 - ALL PLANT MATERIALS SHALL COMPLY WITH SPECIFICATIONS OF ANSI Z60.1 "STANDARD FOR NURSERY STOCK".
 - ALL TREES TO BE MINIMUM 15' FROM PARKING LOT AND STREET LIGHTS.

TREE PLANTER AREA	
EXISTING STREET TREE PLANTER AREA	1,769 SF
PROPOSED STREET TREE PLANTER AREA	2,200 SF
INCREASED PLANTER AREA	431 SF



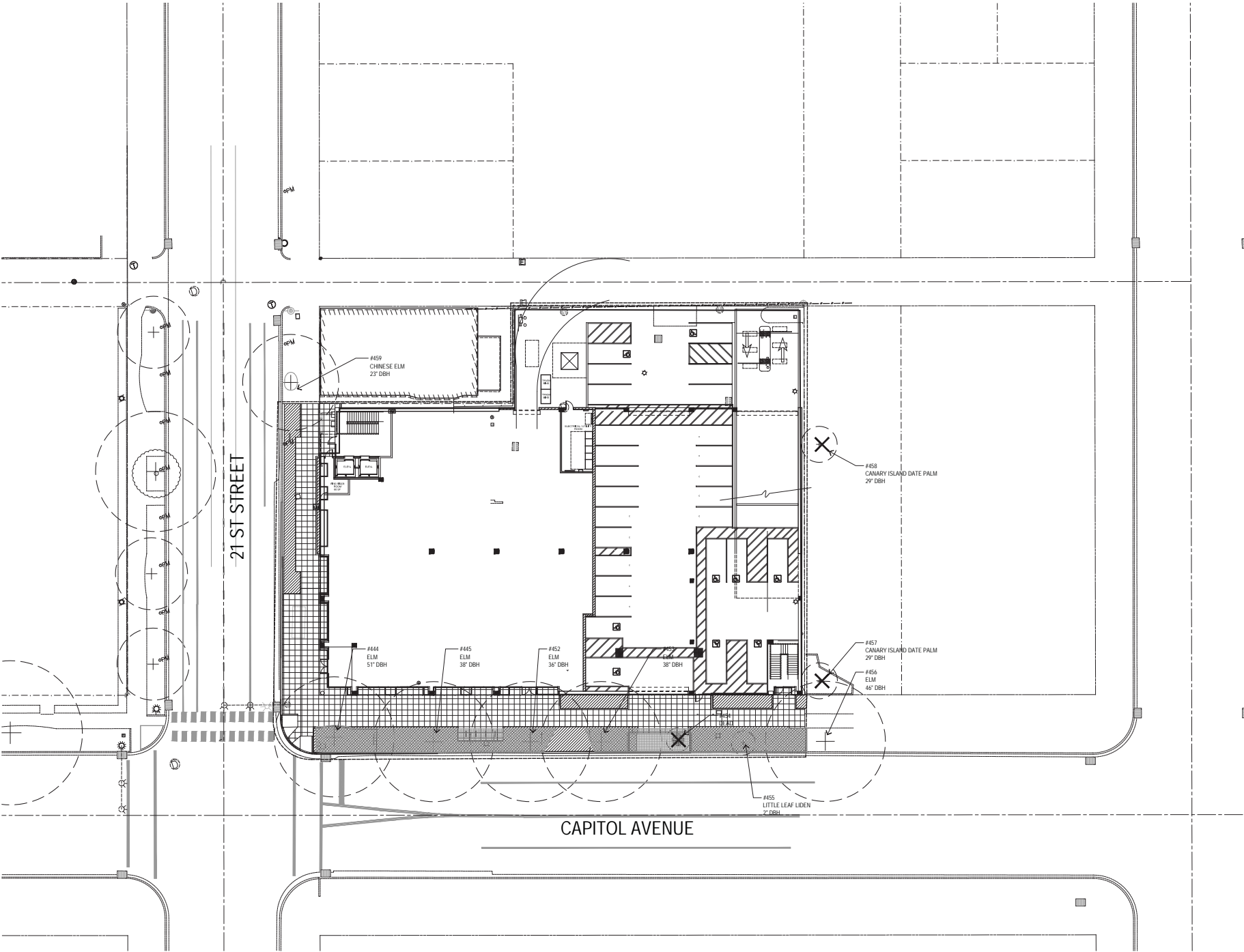
PARKING GARAGE for 2020 L STREET
2101 CAPITOL AVENUE

SACRAMENTO, CA

LANDSCAPE PLAN

DATE:
PROJECT NO: 1185-0002
SCALE:
SHEET:

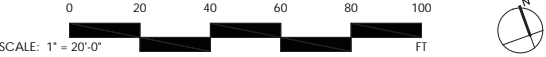




TREE LEGEND		
BOTANICAL NAME	COMMON NAME	PLANT SIZE
ULMUS X 'ACCOLADE'	ACCOLADE ELM	24" BOX
+	EXISTING TREE	

LEGEND			
SYMBOL	DESCRIPTION	SURFACE AREA	SOIL VOLUME
	EXISTING PLANTER IN RIGHT OF WAY	1,870 SF	5,610 CF
	PROPOSED NEW PLANTER IN RIGHT OF WAY	2,754 SF	8,262 CF
X	EXISTING STREET TREE TO BE REMOVED		

REMOVAL/ REPLACEMENT STREET TREES		
QTY.	SIZE	
STREET TREES REMOVED	1 TREES	TOTAL 2" DBH (DEAD)
REPLACEMENT STREET TREES	2 TREES	24" BOX TREES



PARKING GARAGE for 2020 L STREET
2101 CAPITOL AVENUE

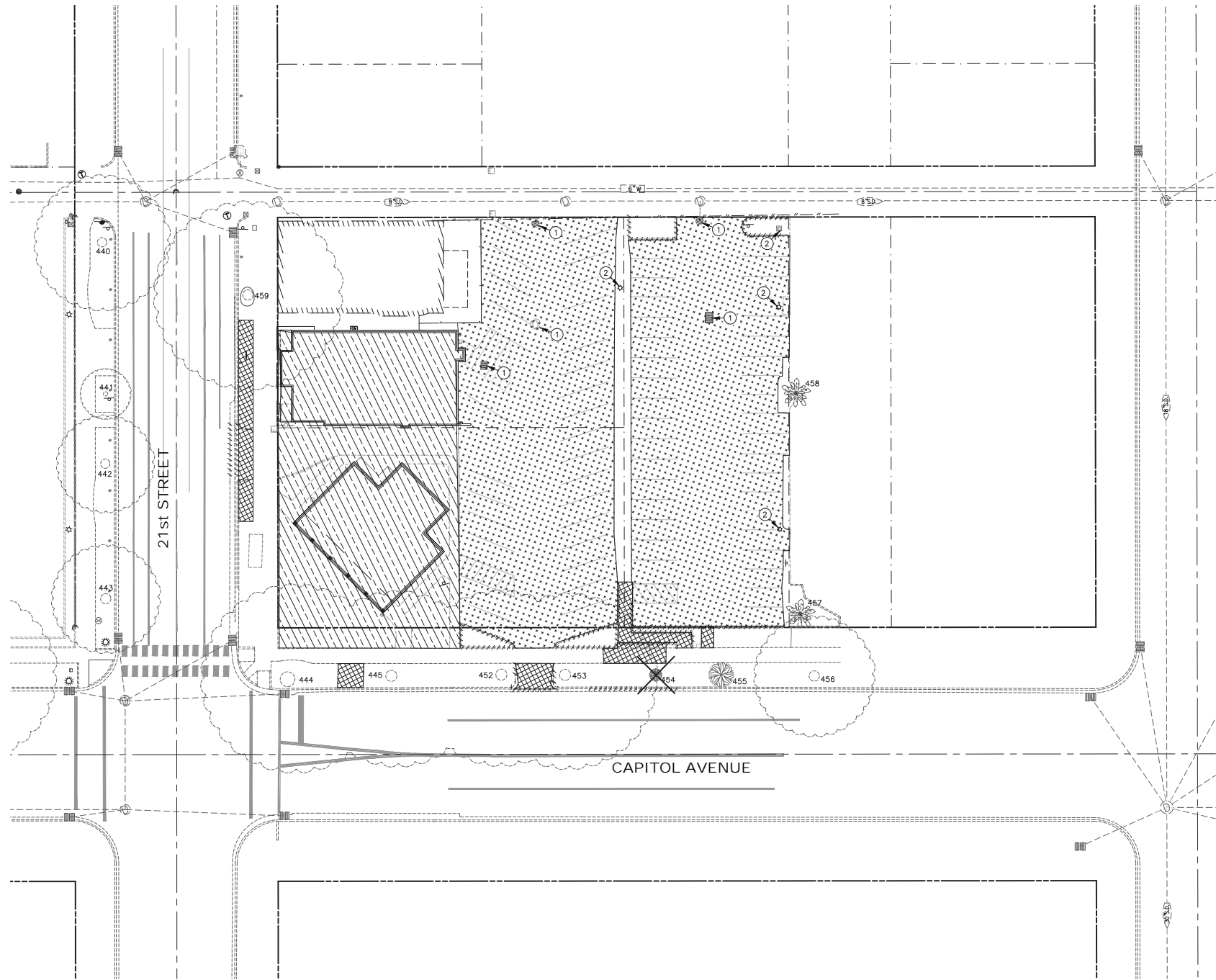
SACRAMENTO, CA

STREET TREE EXHIBIT

DATE:
PROJECT NO: 1185-0002
SCALE:
SHEET:



2484 Nakamas Park Drive Suite 100 Sacramento CA 95833
916.443.0396 lpasdesign.com Architecture + Design

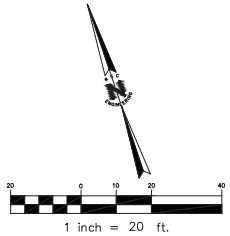


LEGEND

- PAVEMENT REMOVAL
- EXISTING BUILDINGS, ASPHALT, AND CONCRETE PREVIOUSLY DEMOLISHED
- CONCRETE REMOVAL
- REMOVE EXISTING IMPROVEMENTS
- DENOTES EXISTING TREE SHALL BE REMOVED BY CONTRACTOR.

KEYNOTES

- 1 REMOVE EXISTING SEWER/DRAINAGE STRUCTURES AND PIPING. ABANDON EXISTING PIPES AT MANHOLES.
- 2 REMOVE EXISTING SITE LIGHTING AND ELECTRICAL.



PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

SACRAMENTO, CA

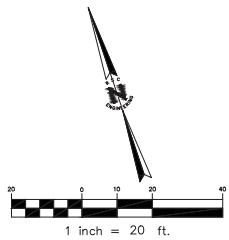
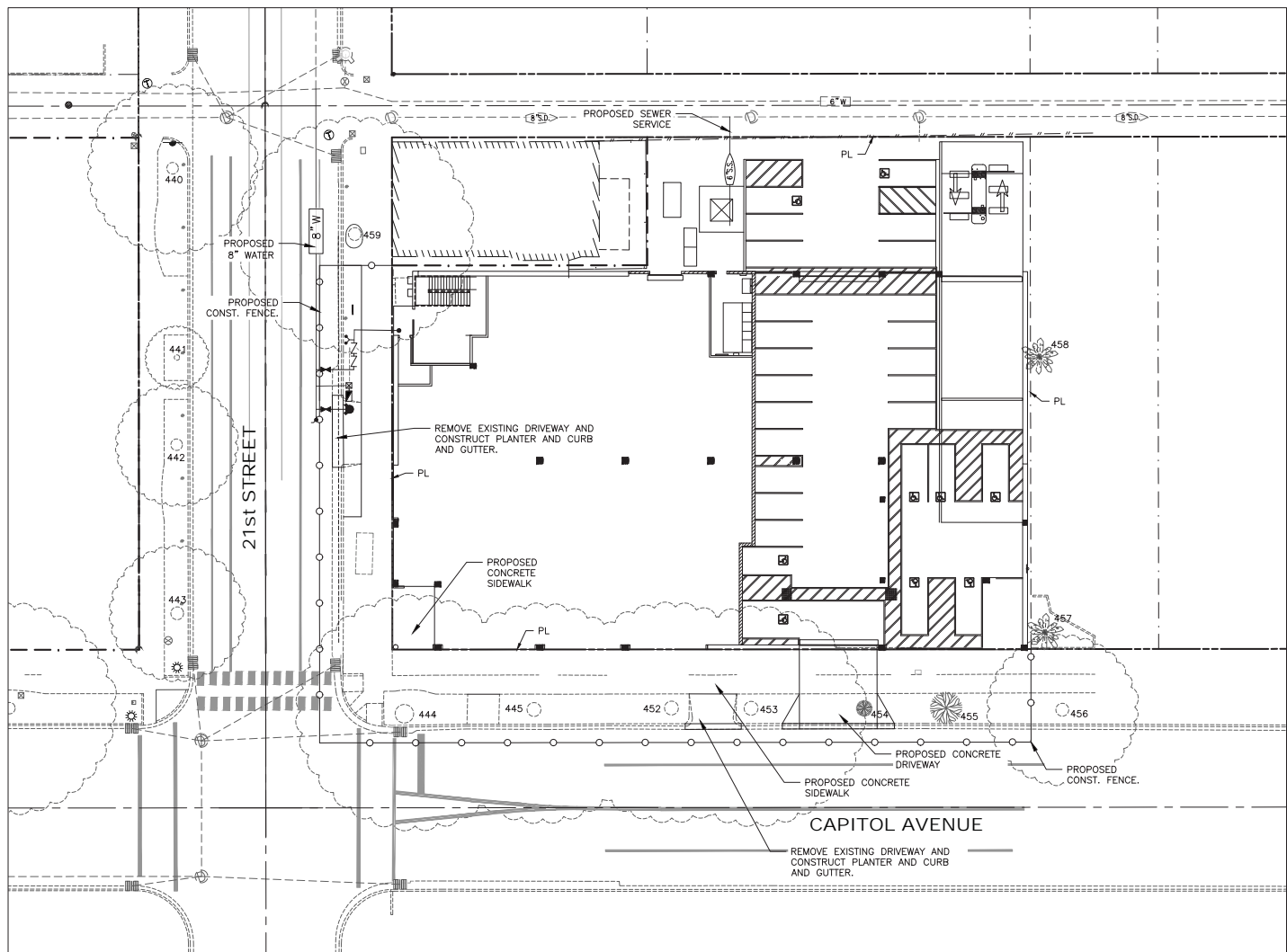


PRELIMINARY DEMOLITION PLAN

DATE: 05-26-2015
PROJECT NO: 1185-0002
SCALE: 1"=20'
SHEET: 1 OF 4



2404 Natomas Park Drive, Suite 100 Sacramento, CA 95833
916.443.0886 lpasdesign.com Architecture + Design



PROPOSED IMPROVEMENTS
ENCROACHMENT EXHIBIT

PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

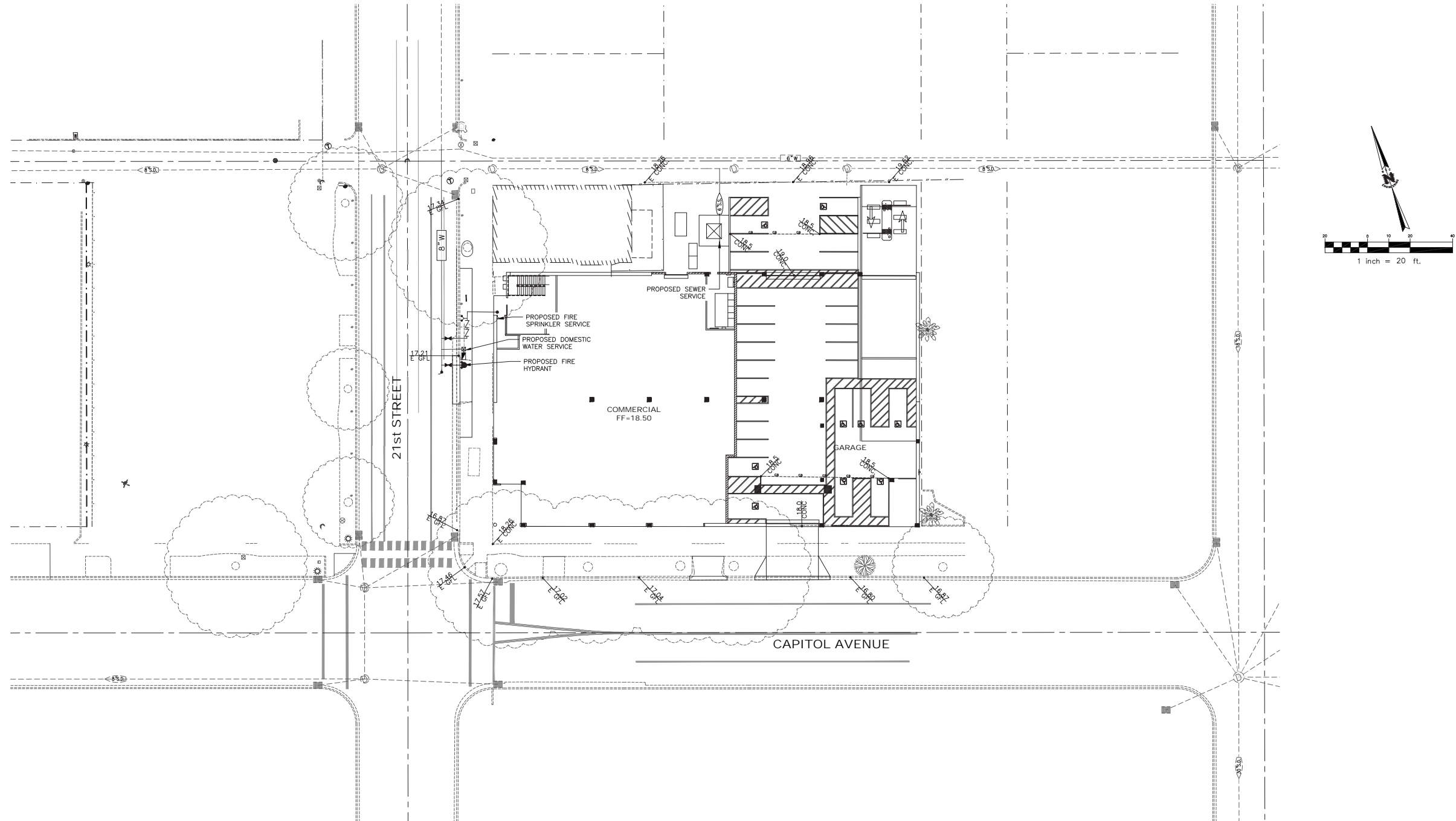
SACRAMENTO, CA



PRELIMINARY ENCROACHMENT EXHIBIT

DATE: 05-26-2015
PROJECT NO: 1185-0002
SCALE: 1"=20'
SHEET: 3 OF 4





PARKING GARAGE for 2020 L STREET 2101 CAPITOL AVENUE

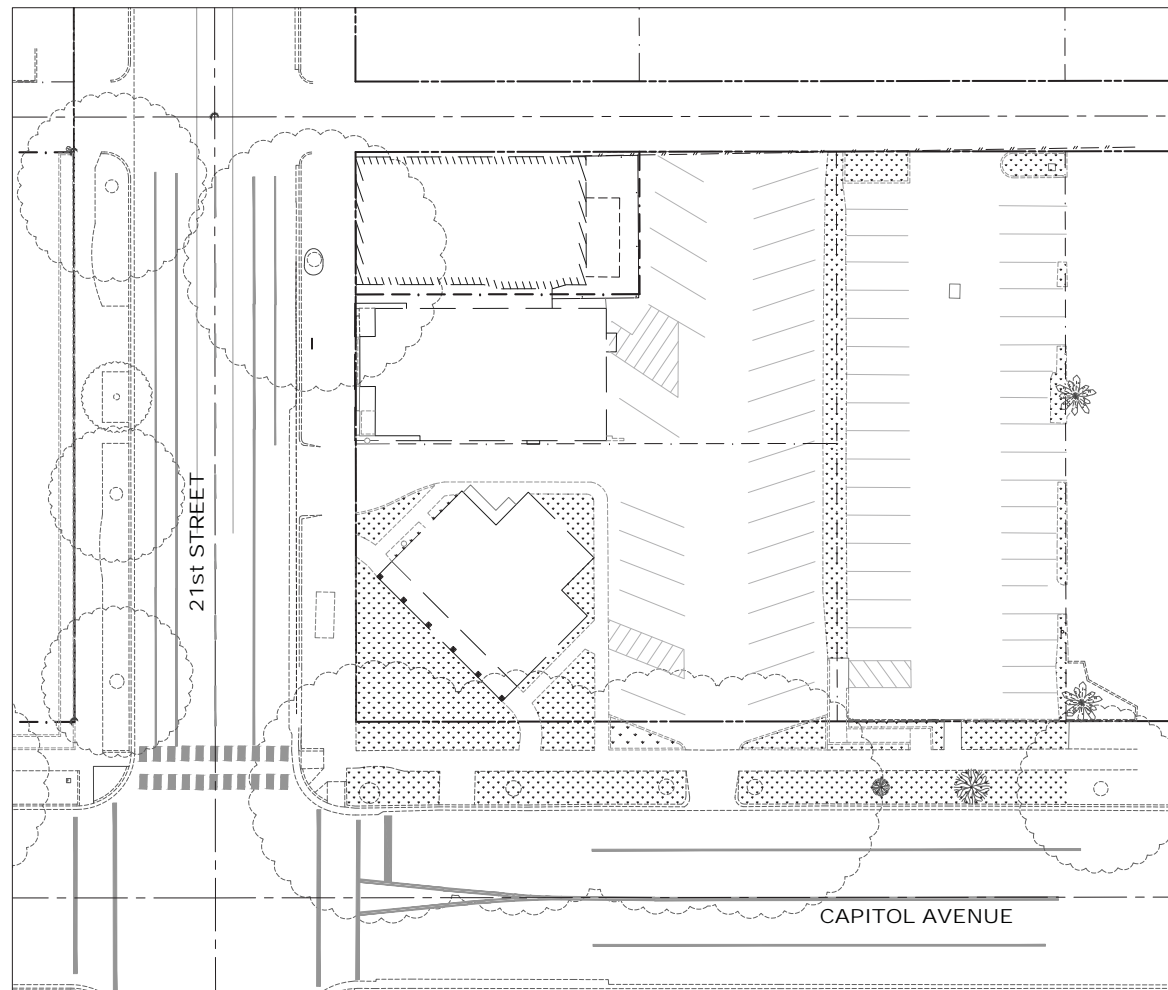
SACRAMENTO, CA



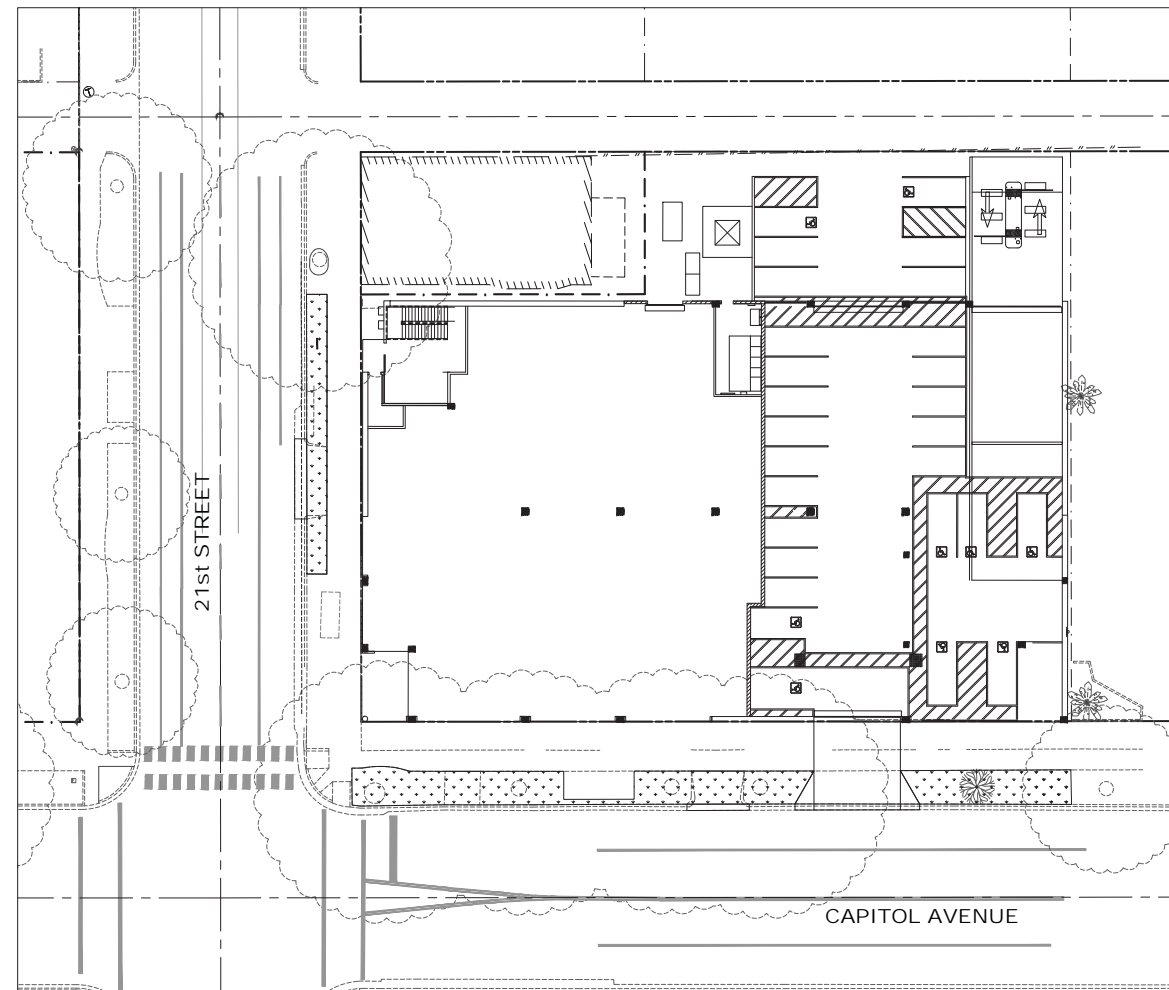
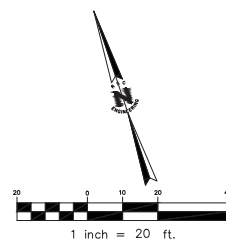
PRELIMINARY GRADING AND UTILITY PLAN

DATE: 05-26-2015
PROJECT NO: 1185-0002
SCALE: 1"=20'
SHEET: 2 OF 4

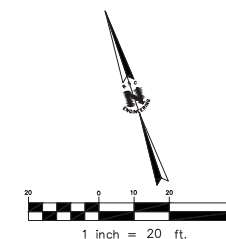




PRE-DEVELOPED PERVIOUS
AREA EXHIBIT
PERVIOUS AREA = 5,951 S.F.



POST-DEVELOPED PERVIOUS
AREA EXHIBIT
PERVIOUS AREA = 1,974.3 S.F.



PARKING GARAGE for 2020 L STREET

2101 CAPITOL AVENUE

SACRAMENTO, CA



PRELIMINARY PERVIOUS COVER EXHIBIT

DATE: 05-26-2015
PROJECT NO: 1185-0002
SCALE: 1"=20'
SHEET: 4 OF 4



GENERAL PLAN CONSISTENCY REVIEW

2035 General Plan. 2001/2015 L Street, the site of the proposed Whole Foods Market and residential use, is designated as Urban Corridor Low in the 2035 General Plan. The commercial/parking structure site at 2101 Capitol Avenue is currently both Urban Corridor Low and Traditional Neighborhood Medium Density. The proposed project includes a General Plan amendment to change the designation of the Traditional Neighborhood Medium Density (approximately 0.16 acres, or 6,961 square feet) to Urban Corridor Low, therefore, resulting in the entire project area having the designation of Urban Corridor Low. More information on the proposed general plan amendment is provided later in this report. The policy considerations will be based on the Urban Corridor Low designation.

The General Plan Urban Corridor Low designation calls for street corridors that have multi-story structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses, and the streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.

The Whole Foods Mixed-Use Project is also consistent with the General Plan's goal for the City's growth patterns to be more compact, including infill projects such as this one, which revitalizes underutilized properties, intensifies development near transit, and provides a mix of uses which will lead to increased walking and reduced automobile uses.

General Plan Goals and policies to be taken into consideration when reviewing this project area provided in Attachment 6.

2035 General Plan - Floor Area Ratio. The floor-area-ratio (FAR) is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, etc.). The Urban Corridor Low designation has a FAR range of a minimum of 0.3 to a maximum of 3.0.

While the site at 2001/2025 L Street has a FAR of 3.88 and the site at 2101 Capitol Avenue has an FAR of .4, the FAR of this project is determined by the entire project's gross building area and site size. Therefore, the overall FAR of the project is 2.63, which is within the allowed FAR range.

2035 General Plan Key Urban Form Guidelines

The following are key General Plan urban form characteristics envisioned for the Urban Corridor Low that pertain to the General Plan consistency of the proposed project:

- More intense mixed-use development at intersections with stepped down residential uses in between
- Building heights highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection

- Building façades and entrances directly addressing the street
- Buildings with pedestrian-oriented uses such as outdoor cafes located at the street level
- Integrated (vertical and horizontal) residential uses along the corridors
- Parking located to the side or behind buildings, or accommodated in parking structures
- Attractive pedestrian streetscape, with sidewalks designed to accommodate pedestrian traffic, that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
- Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes

2035 General Plan Key Policies

Goal LU 2.1 City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

- *LU 2.1.4. General Plan Density Regulations for Mixed-Density Development Projects.* Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the City shall, at the discretion of the Community Development Director, apply the applicable density or FAR range of the General Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowed range.
- *LU 2.1.6 Neighborhood Centers.* The City shall promote the development of strategically located (e.g., accessible to surrounding neighborhoods) mixed-use neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit.
- *LU 2.1.8 Neighborhood Enhancement.* The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas.

Goal LU 6.1 Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

- *Policy LU 6.1.1 Mixed-Use Corridors.* The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas.

- *Policy LU 6.1.2 Transformed Corridors.* The City shall facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services.
- *Policy LU 6.1.3 Efficient Parcel Utilization.* The City shall promote the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment.
- *Policy LU 6.1.4 Corridor Uses.* The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street.
- *Policy LU 6.1.5 Higher Intensity Nodes.* The City shall generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation along the corridor.
- *Policy LU 6.1.6 Conversion to Residential.* The City shall support proposals to convert nonresidential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses.
- *Policy LU 6.1.9 Enhanced Pedestrian Environment.* The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:
 - On-street parking between sidewalk and travel lanes
 - Few curb cuts and driveways
 - Enhanced pedestrian street crossings
 - Building entrances oriented to the street
 - Transparent ground floor frontages
 - Street trees
 - Streetscape furnishings
 - Pedestrian-scaled lighting and signage
- *Policy LU 6.1.10 Visual and Physical Character.* The City shall promote development patterns and streetscape improvements that transform the visual and physical character of typical automobile-oriented corridors by:
 - Enhancing the definition of the corridor by locating buildings at the back of the sidewalk, and establishing a consistent street wall
 - Introducing taller buildings that are in scale with the wide, multi-lane street corridors
 - Locating off-street parking behind or between buildings (rather than between building and street)

- Reducing visual clutter by regulating the number, size and design quality of signs
- Removing utility poles and under-grounding overhead wires
- Adding street trees

July 3 2015

To :Teresa Haenggi
thaenggi@cityofsacramento.org

from:

Sylvia Rogers Barnes

2110 L St. Apt. 216

Sacramento, California

95816

formerly 916 444-7792 New phone : 916 753-2662

sun_bird_yellow@yahoo.com

Re: 2025 L St. /2101 Capitol Avenue Mixed-use project.

P14-045

Dear Teresa Haenggi,

Thank you for the opportunity to add my concerns and comments for the plans regarding the parking structure proposal for 2101 Capitol Avenue and 21st st.

As a resident in this area I do not support the Capitol Avenue plan. I do however have no objection to the construction proposed for the 2025 L street project. I believe in the Whole Foods Market and its founder John Mackey in 1980, who is an advocate for a movement to harness the power of the market to create a better world, quoting from Science Of Mind magazine, "Mackey has spent a lifetime defying conventional boundaries of spiritual, business, philosophical and political thought. Instead of the traditional economic view of profit-obsessed business regardless of cost to society, Mackey sees businesses as embedded in a larger community, linking environment, human communities, employees, suppliers and investors." I hope in this instance he is right.

Because of these proposed plans for the parking structure on Capitol and 21st. St., which seem to be approved by the city so far, and most all concerned in this construction project, It puts me in the position to have to decide whether or not to stay in this apartment building or move to another apartment either in my same building or somewhere else in this area, that I can afford where it is safe, secure, free from toxic environmental hazards and the proper esthetics are in place for a retired portrait artist, past 70, living alone on a fixed income. It is causing a good amount of stress to me to have to deal with this at this juncture in life because of the costs and inconvenience for me to have to change my residential address.

I have read thru most of the proposed documentation material that is understandable to me and some of the correspondence from local people in the area. This project will impact my life in different ways that the others have not mentioned.

I am not a business owner. I have been a resident at the St. Anton building on 21st. St. and L since September, 2009. I was looking for a tax credit development in the city that would be affordable for low-income seniors. I took this one bedroom apartment at St Anton because it is within walking distance to the hospitals and other medical needs services as well as grocery shopping, pharmacies, both high and low end restaurants, boutique shops, music venues, art galleries and the general hustle and bustle of this Mid town area. ST. Anton is a well maintained building, inside and out, safe and convenient to almost everything I need. It does have its drawbacks. The 2 ground floor rollup

garage doors on the alley between 21st and 22nd, proposed entrances to the parking garage, frequently do not function properly, if at all. This is always a security concern. Because the alley is so narrow and the city's garbage collections are 3 times a week, it frequently ties up the traffic in and out of the building. Adding to this, another properties garbage bins closest to the 22nd entrance to the alley are always at an angle extending into the lane. That limits the space to one narrow lane where it is impossible for 2 cars or vehicles to pass each other. I myself have had to wait on another auto or vehicle to pass until there is enough room to get into the garage parking to the St. Anton Building. The times the rollup doors are stuck at an angle, hardly allowing a vehicle to pass underneath without damage to the antennas to the vehicles, are an even greater safety and inconvenience issue and would be more of an issue with autos having to be backed up going in and out of the proposed parking structure entrance. I don't know if there is a permanent solution to this problem with the rollup doors.

I received the first notice of this project in December, 2014 along with other residents to this building and did attend the public scoping meeting held at City Hall in the lobby on December 10, 2014. Prior to that I asked several of my neighbors and the building management here if any other than myself were interested in going to this meeting. No one seemed interested and when I was the only one from my building who showed up at this meeting I was very disappointed that I was alone in this. Not one person was there to represent the St. Anton Corporation or Hurley Construction or any other resident. I spoke to 2 people at city hall who seemed to be in charge and expressed my concerns about the Capitol Ave. 21st St. project. I saw that I was alone

with my concerns as a renter and felt my voice was not being heard so at that time I did not send any letter of opposition. The only other person that was attending that I was acquainted with was Diane Heinzer who owns the Pease Conservatory of music on the corner of L and 22ndSt. I could see why she would be conditionally supportive of the parking garage.

Here are my concerns:

The St. Anton building is 5 stories high. There are 13 apartments with balconies, on the back of the building over the alley between 21st. and 22nd ST. There are 5 of these apartments with satellite dishes attached to their balconies. If the proposed 6 story parking garage is constructed, the apartments on the whole back of the St. Anton building of 13 apartments would be in shadow all day. There would be little light going into each apartment. Any aesthetic view of the trees on the opposite street and distant areas to the south, west or east would not be available. Sure there is a ground parking lot with only cars to look at now but a resident can look out the glass sliders and stretch their vision. Looking up and down at an ugly 6 story parking garage would not be my idea of a view. The satellite dishes on the balconies would have to be moved to the roof of the St. Anton building to get that southern exposure to the satellite system. I don't know how much that would cost but I am sure it would be the expense of the satellite customers. There is no guarantee the St. Anton building owners would even allow such a move. I have already cancelled my satellite service from DirecTV and I am sure the others who also have dishes will eventually need to do the same. One resident on the back side where we are located in conjunction to the proposed construction has already

moved out. I was recently informed of this as he was not at any of the precious meetings.

The residents could not comfortably sit out on the balconies to read or relax at the end of the day certain seasons of the year without having to breath in toxic fumes from the vehicles constantly going in and out the entrance to the garage parking. It is bad enough now with the noise pollution of the garbage trucks 3 times a week and the dirt and grime coming from the traffic of the supplier trucks to the Kupros Craft House as well as the traffic of the ~~12-13~~ auto garage parking in the St. Anton Building. I can't always keep my doors and windows closed. Every 3 months I have to get the step ladder and clean my room fans from the dirt and grime. There has to be air and light. With a permanent parking garage there would be permanent noise pollution and permanent dust and grime coming up into the windows of the St. Anton building. As an artist there would be no more natural light coming in for me to paint by. It would constantly be dark and shadowed and even worse on a rainy day. It would be like living in a dungeon.

I need to think about going into another apartment. I could not see any plans on the proposal documents for the 141 apartments in the new building on L St. Do you have any Idea when any floor plans, configurations of apartments and pricing for low income seniors would become available for public viewing?

I would consider moving into the proposed apartments at the L St. location if I could be sure I could afford it.

I love this neighborhood and would love to continue thinking of it my home if possible but not on the dark, dirty back side of a building on an alley.

Thank you for your time.

Respectfully submitted, Sylvia Rogers Barnes

Sylvia Rogers Barnes
July 3 2015

Teresa Haengg

From: Michael Hooper <michaelhhooper@aol.com>
Sent: Thursday, June 25, 2015 2:54 PM
To: Teresa Haengg
Subject: For the staff report
Attachments: Traffic Study.xlsx

Re: 2101 Component of the "Whole Foods" Project

My family has owned the office building at 2131 Capitol Avenue for over 30 years as not only landlords for the building, but significant users of the property. Original built as the Metropolitan Life Insurance Company offices, we have heavily invested in tenant upgrades to the building. These offices serve a diverse patient base, including specialties, as well as dentistry for low income children. The office is well used by regional and many corners of Northern California. Traffic and parking are major concerns for the tenants and their patients.

We are very supportive of the project, unconditionally for the Whole Foods component at 21st and L Streets. The 2101 Capitol parking garage causes us serious concern. We are not opposed to the height variance, or zoning changes, despite the aesthetic impact to our property.

The addition of 417 parking places exceeds the garage and lots on L Street, 2101 Capitol is intended to replace. Subtracting the existing 2101 surface parking of 70 spaces, the remaining 347 spaces will be used by 2020 office tenants, and others. However, the assumption made, which heavily impacts the traffic studies, only reflect an increase of 139 AM peak users and 73 PM users for the Liestal Alley.

How can 347 office tenants and visitors account for only 139 units in the morning, and 73 in the afternoon. Simple: the assumptions are based on a much lower volume of usage at the existing site than there are today, and certainly in the future.

There was a 20 year land lease in place at the time the Applicant purchased 2101, which was to provide parking for the SW corner of 20th and Capitol. Is this parking commitment in place? There are other surface parking owned by the Applicant, including the NW corner of 21st and Capitol which could place even more parking demands on 2101 Capitol to maximize the parking utilization. Clearly, this growth will even more dramatically impact Liestal Alley.

The safety aspect of the traffic crossing the 21st and Liestal sidewalk, a "blind" intersection both to the left and the right exiting onto 21st Street. It is already a serious safety hazard. The proposal to increase the traffic makes this an even greater concern. The proposed "Fish eye" mirror has no empirical evidence presented of mitigating the hazard.

Attached please note the traffic studies, as presented in the Draft EIR which I've narrowed to focus on the 21st and Liestal Alley concern. Note the impact to this intersection, also depicted as Intersection 17 is dramatic. My comments to the Draft EIR used the term "nightmare."

Clearly stated in the report shows the level of service deteriorating from A to a C in the AM and from an A to a D in the PM with the addition of the project. The 20 year Cumulative Plus level of service drops to an F.

The average delay at 21st and Liestal is even more impacting. We see the morning delay increase from 10 sec to 12 sec, but the evening increases from 18 to 31 sec. However, the evening Cumulative Plus number jumps to 74 seconds average delay.

To me, as a significant stakeholder, this situation is a nightmare.

The solution:

The original design directed the upper floor traffic via a Capitol Avenue entrance. This design was discounted due to the impact of installing a left turn lane for Eastbound Capitol traffic. The additional lane does impact street parking and, likely, the bike lanes from 21st street East to the driveway.

Alternative:

Allow entry to the garage only from Westbound Capitol, as well as exit only to Westbound Capitol.

I realize the association representing bicyclists had an issue with the Capitol alternative. However, by allowing entry and exit exclusively to Capitol, the need to add a middle lane and the effect on the bicycle lane is mitigated.

Thank you for taking the time to read this commentary.

Respectfully,

Michael Hooper
2131 Capitol Avenue, Suite 305
Sacramento, CA 95816
(916) 955-1955 cell
1michaelhooper@gmail.com

21st & Liestal			LOS		Ave Delay		Source of Data	
	AM Peak Units	PM Peak Units	AM	PM	AM	PM	Units	LOS & Delay
Existing	28	24	A	A	10 sec	18 Sec	4.7-12 Draft	4.7-32 Draft
Existing Plus	109	77	C	D	12 Sec	31 Sec	4.7-31 Draft	4.7-32 Draft
Increase	81	53						
Cumulative Plus	118	95	B	F	13 sec	74 sec	4.7-39 Draft	4.7-41 Draft

22nd & Liestal								
	AM Peak Units	PM Peak Units						
Existing	29	39	A	A	3 sec	5 sec	4.7-12 Draft	4.7-32 Draft
Existing Plus	87	59	A	A	3 sec	4 sec	4.7-31 Draft	4.7-32 Draft
Increase	58	20						
Cumulative Plus	101	80	A	A	4 sec	6 sec	4.7-39 Draft	4.7-41 Draft

21st & Capitol								
	AM Peak Units	PM Peak Units						
Existing	1,467	1,893	B	B	10 sec	15 sec	4.7-13 Draft	4.7-32 Draft
Existing Plus	1,548	1,985	B	B	11 Sec	16 sec	4.7-31 Draft	4.7-32 Draft
Cumulative Plus	1,810	2,150	B	C	13 Sec	21 Sec	4.7-40 Draft	4.7-41 Draft

Combined								
Increase	139	73						

Teresa Haenggi

From: Pjoneill <pjoneill@aol.com>
Sent: Thursday, June 18, 2015 8:17 AM
To: Teresa Haenggi
Subject: P14-045 Whole Foods

Dear Ms. Haenggi,

I received notice of the public hearing for the proposed Whole Food project. I am in full support of the project. Please make every effort to assure its timely completion. Thank you.

Sincerely,

Patrick J. O'Neill
2215 N Street
Sacramento, CA 95816



K.GREG PETERSON
LAW OFFICES

June 16, 2015

VIA EMAIL – ORIGINAL BY MAIL

Teresa Haenggi, Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Re: *Whole Foods Mixed Use Project – Project No.: P14-045*
Hearing Date: June 25, 2015

Dear Ms. Haenggi:

I am writing you again concerning the Whole Foods Project in Midtown. I represent the owners of two area establishments, Mango's (Joe Gomez) and Faces (Terry Siede).

I am writing you concerning the issue of the project applicant's demolition of the two-story parking facility closest to 21st and L Streets that is currently open to the public after hours and on weekends. The heavy influx of entertainment district customers during those timeframes meshes well with the availability of this parking and the property owner's willingness to make this area accessible. It also keeps the entertainment district clientele from otherwise spilling out onto the streets and in the surrounding neighborhoods looking for available parking.

We ask that as a condition of approval of the Whole Foods project the Planning Commission and City of Sacramento make keeping the two stories of Whole Foods parking – normally kept open and available for the public during Whole Foods business hours – available for public parking after hours (i.e., 10:00 p.m. to 2:00 a.m.) My clients are willing to explore options in terms of providing additional security so as to encourage the safe and effective use of the parking area.

We will present our remarks at next week's meeting of the Planning Commission regarding our request and recommendation. If you have any questions concerning the above-referenced matters before that time, please contact me.

Re: *Whole Foods Project* – No.: P14-045

June 16, 2015

Page 2

Very truly yours,



K. Greg Peterson

KGP/las

cc: Joe Gomez (via email)
Terry Siede (via email)
Robert Thomas (via email)
James Wiley, Esq. (via email)



K.GREG PETERSON
LAW OFFICES

June 15, 2015

VIA EMAIL – ORIGINAL BY MAIL

Teresa Haenggi, Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Re: *Whole Foods Mixed Use Project – Project No.: P14-045*
Hearing Date: June 25, 2015

Dear Ms. Haenggi:

I am writing you concerning the Whole Foods Project in Midtown. I represent the owners of two area establishments, Mango's (Joe Gomez) and Faces (Terry Siede). These two businesses are located in close proximity to the project which includes a significant number of apartments. My clients are concerned that the future tenants of these apartments may raise complaints regarding existing activities which regularly occur in the 20th and K Streets entertainment district.

I have enclosed a proposed Noise Disclosure Acknowledgement. The owner/project applicant has seen and approved this form, and has agreed that the execution of this acknowledgement by all tenants may be made a condition of approval of the project. I have copied the applicant's counsel, Jim Wiley, on this letter. Please include this letter and acknowledgement in the staff report and project documents to be addressed at the upcoming hearing referenced above.

Thank you for your time and if you have any questions concerning the above-referenced matters, please contact me.

Very truly yours,

K. Greg Peterson

KGP/las

Enclosure(s) as stated

cc: Joe Gomez (via email, w/encl.)
Terry Siede (via email, w/encl.)
Robert Thomas (via email, w/encl.)
James Wiley, Esq. (via email, w/encl.)

NOISE DISCLOSURE ACKNOWLEDGEMENT

_____ Apartments
[Insert Property Address]

THIS **NOISE DISCLOSURE ACKNOWLEDGEMENT** contains important information regarding your occupancy at the _____ Apartments.

The _____ Apartments are located within an entertainment district of the Midtown area of Sacramento which includes restaurants, nightclubs, bars, lounges, breweries, live music venues and other entertainment attractions. Some of these establishments are open regularly until 2 a.m. or later, and periodically host special events or community gatherings that may draw large crowds. These activities may also temporarily affect the availability of street parking or involve the blockage of sections of certain streets. However, these types of entertainment activities are also part of what makes our neighborhood a diverse, vibrant and dynamic place to live.

By signing this form you acknowledge that the above-described activities will generate conditions consistent with this environment: odors from cooking food, music, loud voices, and automotive and other noise that may be heard inside your unit and may at times be disturbing, annoying and/or inconvenient. By signing this Acknowledgement you acknowledge the presence of these conditions is part and parcel of agreement to rent your apartment and you consent to these continued activities in the surrounding area which are part of existing practices within the entertainment district.

Please sign below acknowledging your receipt and understanding of the matters set forth in herein. We look forward to you joining our community.

I HEREBY ACKNOWLEDGE THE FOREGOING.

Tenant Signature: _____

Print Name: _____

Date Signed: _____

Unit # _____

June 9, 2015

Teresa Haenggi
Associate Planner
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

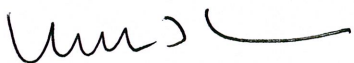
RE: Whole Foods Development – Midtown

Dear Teresa,

I am writing to offer strong support for the Pappas Family's mixed use development at 20th and L streets. Not only is bringing Whole Foods a major win for the neighborhood but perhaps equally important is the dense housing being developed above. Midtown desperately needs more of this type of vertical mid-rise residential. To me this is a model infill project and shows great commitment by the Pappas Family to do something very special for midtown. As an owner of several properties in the immediate area of this project, I am very excited to see this become reality and offer my support.

I tip my hat to the developers for their vision and commitment!

Best regards,



Michael J. Heller



1217 21st Street
Sacramento, CA 95811

May 18, 2015

Re: 2100 Capitol Ave Project

To whom it may concern,

We have been meeting with Pappas Investments regarding the 2100 Capitol Ave project on a regular basis. Merilee Margetts and Seann Rooney have been extremely accommodating in providing us with in depth information concerning all of the details pertaining to the progress of the project. They have been open and willing to address all of our questions and concerns so that we are 100% comfortable with what is about to transpire. We feel it will be a great addition to the area and are in full support and excited about it coming to fruition.

Please contact me direct if you have any questions

Cell: (916) 213-9648

Sincerely,

Stephen Tokuhama

Owner

4/16/15



To:

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

From:

**Donna Steele
1725 K St., #306
Sacramento, CA 95811
916-501-9576**

Support

I live in Midtown Sacramento. The new Whole Foods Market will be a great addition to the neighborhood. Many of us who live here are retired workers who no longer drive. We're all very excited to have a Whole Foods store nearby. It will be just three blocks from where I live. I've always wanted to live within walking distance of a great market. Please come soon.

Thank you.

Sincerely,

Donna Steele

Donna Steele



919 20th Street
Sacramento, CA 95811

916.442.1500
916.442.1535
info@mbasac.com
exploremidtown.org

April 7th, 2015

Dana Mahaffey, Associate Planner
Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Re: Whole Foods Development and Housing Project

As Executive Director of the Midtown Business Association (MBA), I am writing to express MBA's support for the Whole Foods Development and Housing Project in Midtown. In January 2015, the MBA Board of Directors voted unanimously to support this endeavor.

The Whole Foods Development and Housing Project provides an incredible amenity for the Central City. Grocery and access to fresh foods is important to our current and future residents, office tenants and retailers. The recent retail study released by the Downtown Sacramento Partnership cites grocery as one of the top factors that will attract or repel future investment.

But this project is so much more than just grocery. This provides additional housing – a critical priority for our city as outlined in the Mayor's Housing Initiative and parking relief right as the ESC comes online. This housing will have a positive economic impact on Midtown as additional Market Rate Units attract disposable income for our small, locally owned businesses that surround this development. The parking will be located adjacent to the streetcar line to alleviate congestion from the ESC.

We appreciate the consideration the developer has given to community outreach. Our community is very dynamic and engaged. They've met with entertainment businesses, neighbors, our preservation community and have considered all modes of transportation, especially the integration of the bike community.

The Midtown Business Association endorses the Whole Foods Development and Housing Project. We encourage you to do the same.

If we can be of assistance to you, we would welcome the opportunity to help. I can be reached directly at 916-442-1500 or via email at emily@mbasac.com. I look forward to hearing from you.

Sincerely,

A handwritten signature in dark ink, appearing to read "Emily Baime Michaels", with a horizontal line extending to the right.

Emily Baime Michaels
Executive Director

CC: Steve Hansen, Sacramento City Council
Phil Serna, Sacramento County Board of Supervisors

Teresa Haenggi

From: David Mogavero <dmogavero@mognot.com>
Sent: Thursday, March 12, 2015 8:51 AM
To: Teresa Haenggi
Subject: whole Foods Project-21st and L Streets

Teresa, we are property owners and business operators (MNA) at 2012 K Street. The new mixed use building will be across the alley from our facilities.

We will be supportive of the proposed development if adequate consideration is given to the following concerns:

1. Alley use and access:

There are several businesses, including ours, that use the alley for access to parking access, delivery and garbage pickup. Maintenance of this access is a matter for both course of construction and permanent operations.

- a. Existing trash bins: Faces, Time Tested Books, Lumens and IPS Printers all use the alley for permanent placement or access of trash bins. MNA places our bins in the alley one morning per week for pickup. Our firm is currently doing a mixed use project with similar implications in Downtown Roseville. There we are discussing with the City accommodation of trash for all businesses on the block on our site to keep bins out of the alley. This project should consider something similar especially in light of the facts that the service vehicle traffic and the volume of trash from the store will be the much greater than all other users combined.
- b. Existing loading for IPS and Faces: the alley NOW is often inaccessible because both those businesses have no place to nest delivery vehicles out of the alley. Again the large volume of Whole Foods delivery will further exacerbate this problem potentially to the detriment of Whole Foods as well. Whole Foods and the developer should meet with these businesses to develop a plan that works for everyone. The plan should be a condition of approval with implications if not complied with.
- c. Time Tested Books, IPS, MNA and the parking lot between Faces and MNA all use the alley for parking access that needs to be maintained. This should also be addressed in an operational plan agreed to by all the affected businesses.

2. Whole Foods Loading

- a. We believe that the 2 truck bays will be inadequate to insure use of the alley by others.
- b. Idling diesel trucks will result in pollution for the adjacent buildings especially MNA since we have operable windows and an outdoor terrace that is immediately adjacent to the alley and at an elevation coincident with tractor trailer truck exhausts.

3. Building Massing and Proximity

- a. light and air access for our building will be substantially impacted by the new building
- b. Proximity to Faces : Faces, in particular, and the other clubs, in general, are very noisy at night when several hundred new residents will be trying to sleep. It will create significant management and police call problems unless a plan is developed to address it. One option may be a condition of approval that requires a clause in the residential lease advising new residents of the this condition and an acceptance by them that they forgo their prerogative to complain about it to City. It seems likely that some investigation should identify an approach to addressing this conflict elsewhere.

4. Other Construction

Utilities: all utilities for existing properties are in the alley. A plan that eliminates down time for the neighbors should be a condition of approval

DAVID MOGAVERO, PRINCIPAL



MOGAVERO NOTESTINE ASSOCIATES

2012 K Street, Sacramento, CA 95811

916.443.1033 <http://www.mognot.com>

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Merrilee Margetts

From: Maricela Salazar <salazarmari.59@gmail.com>
Sent: Tuesday, March 03, 2015 11:13 AM
To: Merrilee Margetts
Subject: Whole Foods project- midtown

Hi Merrilee,

I really need to get personal business cards! Taking my Caltrans hat off and putting on my Midtown neighbor hat on, again I'm really excited about that project. I think it is a great mixed-use building that we could use more of in Midtown. And honestly without the parking. I also wanted to ask if you considered making this an affordable housing project? Thinking about the area you are in and the surrounding uses (night clubs, specifically) it might be worthwhile to think about ways you can accommodate those most likely to complement that community/neighborhood.

Also, have you considered having a car-share program like Zipcar available to residents? Parking lots are expensive and inefficient. I know suburbanites want space for their car when they come into the city but is that really the best use of space? Anyway, I'll be excited to hear about how this project evolves. I'd be happy to show support and go to planning commission/city council meetings.

Please keep me updated.

Thanks for e-mailing me! I'm glad I ran into you.

Best wishes,

Mari

Teresa Haenggi

From: Darlene Little <dardarl711@gmail.com>
Sent: Friday, January 09, 2015 12:23 PM
To: Teresa Haenggi
Subject: Re: project P14-045

Thank you for speaking with me this morning. I will be meeting with my family this weekend and will send you a note with all our concerns.

One of our primary concerns is the six story mixed use building to include 141 residential dwellings as well as a six story parking garage. Changing the zoning from a traditional neighborhood in our opinion would be detrimental to the historical neighborhood surrounding the proposed structure. The proposed deviations including height, open space and others that will add to the noise, pollution (including animal excrement), traffic (automobile as well as bicycle), and peaceful enjoyment of an existing historical district. In addition the recent expansion of Sutter Hospital and the proposed development of the new sports arena on both ends of L Street has already far exceeded the current design of the existing L Street corridor. Those two projects alone have already and will continue to impact this neighborhood. A development of this magnitude and further expansion in this corridor will destroy this neighborhood and any other remaining surrounding downtown neighborhoods.

I implore you to consider the magnitude of the negative impact of a project of this size in this neighborhood.

Sent from my iPad

On Jan 8, 2015, at 11:29 AM, Teresa Haenggi <THaenggi@cityofsacramento.org> wrote:

Ms. Little,

We are still in the process of reviewing the project, so you still have an opportunity to provide feedback on the project. It would be best to provide your comments soon so the applicant can try to address your concerns.

Thank you for contacting me.

Teresa Haenggi
Associate Planner
Community Development Department
300 Richards Blvd.
Sacramento, CA 95811
(916) 808-7554

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

From: Darlene Little [<mailto:dardarl711@gmail.com>]

Sent: Thursday, January 08, 2015 11:24 AM

To: Teresa Haenggi

Subject: project P14-045

Unfortunately I was out of town during the holidays and did not receive information concerning this development until now. Please advise of the status of this project so I may be afforded the opportunity to oppose it.

Sent from my iPad

Merrilee Margetts

From: Melissa Serrao <melissa@serraodesign.com>
Sent: Monday, October 20, 2014 1:56 PM
To: Pappas
Subject: 2001 L st.

Good afternoon-

I just wanted to reach out and say how happy I am about the development of 2001 L St. It is really good to see urban development occurring in Sacramento, and especially wonderful to see that you have attracted Whole Foods as a tenant. It is a testament to the upcoming growth and development of this city, and it helps that we can walk there! The mixed use with grocery below really enhanced many neighborhoods in San Francisco while we lived and worked there, and we look forward to supporting the project as it moves forward.

May it spawn more growth and density in the area.

Best Regards,

Melissa

Melissa Szpik Serrao
Principal
serrao design/architecture
<http://www.serraodesign.com>
916.456.9600 | 415.824.2234
415.713.2359 mobile



10/24/2014

VIA EMAIL

Teresa Haenggi
300 Richards Blvd.
Sacramento, CA 95811

RE: Whole Foods Project at 2025 L Street and 2101 Capitol Ave (P14-045)

Dear Ms. Haenggi:

WALKSacramento has reviewed the proposed Whole Foods Project at 2025 L Street and 2101 Capitol Ave. The project includes a new six-story mixed-use building with a 47,313 square foot grocery store on the ground floor (Whole Foods), structured parking, and 141 residential units. The project proposal also includes a six level parking structure with 13,000 square feet of commercial use on the corner of 21st Street and Capitol Avenue. The proposal includes General Plan Amendments from 0.16 acres of Traditional Neighborhood Medium to Urban Corridor Low, and the rezone of 0.406 acres from Residential Office (RO) to General Commercial (C-2).

Development projects that lead to more walking and active travel are critical to our community's future. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

WALKSacramento commends the project for replacing the existing trees with shade trees. The project plans include bulb-outs at 20th Street and 21st Street for outdoor dining opportunities for Whole Foods patrons. Existing street trees will be removed on L Street, 20th Street and 21st Street. The project will replace the existing 13 trees that do not qualify as heritage trees or as desirable street trees with 15 trees considered large canopy trees. Trees contribute to public health through air pollution sequestration, and reduce air temperatures through shade provision. According to a study produced by the University of Illinois, apartment buildings surrounded by trees and greenery are less likely to have violent crimes than apartment buildings

with little or no vegetation.¹ The study associates street trees with increased surveillance, and well-groomed trees act as an indicator that owners and residents care about a property to watch over it and each other.

Consider switching the market parking ramp with the residential parking ramp to minimize pedestrian risk. The parking ramp located on 20th Street has the potential to have more vehicle-pedestrian conflict than the 21st Street parking ramp due to its proximity to the entrance and outdoor eating patio. Install mechanisms at parking ramp entrances to alert pedestrians when cars are vacating the lot.

Consider allowing access from the second floor market garage parking lot into Whole Foods through the stairwell adjacent to 20th Street. Customers may be more likely to use the stairs if they have direct access to the store rather than exiting onto the street. Wide glass windows may increase the visual appeal of the stairwell and allow for customers to view the layout of the store prior to entering.

The stairwell located adjacent to L Street has a high potential use by residents due to its proximity to the hallway. Stair use can be affected by the building occupant's awareness of the stairs and the environment of the stairwell. Include signs near the stairwell that encourage residents to use the stairs. Providing an environment similar to the hallways, including flooring, wall coverings, artificial lighting, and signs indicating the floor number could make stair use more desirable to building residents. Substantial stairwell lighting may improve the safety of its users, and natural lighting could be more aesthetically pleasing to experience.

The project provides outdoor dining opportunities which helps to create a sense of place for street users. The outdoor dining patio connects Whole Foods patrons with the outside environment and the surrounding community. It also helps to decrease crime by providing more "eyes on the street."

Consider including more bicycle parking for Whole Foods employees to encourage travel by active transportation to and from work. The current plans include retail and residential bike parking on L Street, but do not include parking spaces for a retailer likely to have more than 100 employees. Place bike parking within visible distance from building windows and entrances.

WALKSacramento applauds the project for its location as an infill development project. The potential for walking by future residents is very good, considering the proximity to desirable locations. The site location is also close to multiple bus and light rail options which allow for multimodal transit. In addition, the mixed-use development creates new commercial destinations for existing residents.

¹ "Environment and Crime in the Inner City: Does Vegetation Reduce Crime?" *Environment and Behavior*. Vol. 33 No. 3, May 2001.

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

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

Sincerely,

Emily Alice Gerhart
Project Coordinator, WALKSacramento

Enclosure: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)

September 2012

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

POLICIES

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

Project Review and Comment

POLICY CONSIDERATIONS

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

ENGINEERING

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

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

NEW DEVELOPMENT – REQUIRE

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

NEW DEVELOPMENT – DISCOURAGE

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

BUILDINGS – REQUIRE

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

OLDER NEIGHBORHOODS

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

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

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

EDUCATION

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

FUNDING

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

www.walksacramento.org
Teri Duarte, Executive Director
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October 25, 2014

Teresa Haenggi, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811-0218
thaenggi@cityofsacramento.org

Subject: Proposed Development of Whole Foods Project at 2001 L St (File No. P14-045)

Dear Ms. Haenggi:

Thank you for the opportunity to comment on the proposed development of a Whole Foods grocery store and associated facilities at 2001 L Street. We wholeheartedly support the development of higher density residential and commercial facilities and pedestrian-friendly streetscapes in Midtown Sacramento. These kinds of urban environments are extremely attractive and convenient for larger portions of our population to rely on bicycling as their primary mode of transportation. The vicinity of the proposed project is one of the most bicycle-friendly neighborhoods in the Sacramento region. For example, 20th Street is a primary north-south bicycle route through Midtown because of its low-volume and low-speeds of vehicle traffic.

Effects on On-Street Bicycling Conditions

2020 L Street Commercial and Residential Development. The project proposes to locate the entrance to upper-level parking for grocery-store customers (201 vehicle spaces) on 20th St adjacent to Kayak Alley. The entrance to basement-level parking for residents (123 vehicle spaces) would be from 21st St near the east end of Kayak Alley.

We request that the project proponent provide information about the expected frequency and daily pattern of flows of customer vehicles in and out of the grocery parking ramp. We are concerned that these flows could greatly add to vehicle volumes on 20th St and thereby adversely affect the current bicycle-friendly conditions on 20th St. Vehicle access to the project will be hampered by the one-way nature of L Street (west-bound) and 21st Street (north-bound). Therefore, customers arriving by vehicle from the west or from the north will most likely use 20th Street to reach the store.

We request that the entrance to the grocery parking be located on either L Street or on 21st Street to more appropriately serve the higher frequency and volume in-and-out traffic typical of a grocery store. Both L and 21st Streets are classified as "arterials" (intended to provide access to the regional transportation system) in the City's Draft 2035 General Plan Update. If the grocery parking entrance was placed mid-block on L St, it could be designed very similarly to the entrance and ramps into the proposed parking garage to be at 2101 Capitol Avenue. Relocating the grocery parking entrance to L Street would have a clear benefit for the outdoor dining patio to be placed along the 20th Street frontage of the store by reducing slow-moving vehicle traffic moving past it (and the associated exhaust and noise pollution).

We also request that the City convert L Street to a 2-way configuration that would greatly increase accessibility for both cars and bicycles from both west and north directions to the proposed grocery store as well as to other businesses in Midtown.

2101 Capitol Avenue Parking Garage. To access the parking-garage entrance at this location, the project proposes an east-bound left-turn lane to be installed in the middle of Capitol Avenue, approximately mid-block between 21st and 22nd Streets. Capitol Avenue is classified as a “minor collector” (intended to connect residential uses to the major street system) in the City’s Draft 2035 General Plan Update. Capitol Avenue is very bicycle-friendly because of its low-volume and low-speed vehicle traffic and wide bicycle lanes throughout Midtown. It attracts heavy bicycle traffic to the many bicycle-friendly businesses between 21st Street and Capitol Park to the west.

Currently, bicycle lanes extend along the entire block of Capitol Avenue from 21st to 22nd Street. The proposed Site Plan for the project shows that to make space for the left-turn lane, the bicycle lanes would be removed from at least the half-block long Capitol Avenue frontage of the project. At the same time, the project proposes to keep the existing parking spaces along both sides of Capitol Avenue through this distance.

We request that the parking spaces be removed from both sides of Capitol Avenue for the distance affected by the installation of the mid-street left-turn lane so that the integrity of the bicycle lanes can be maintained. From the proposed Site Plan, it appears that approximately 6 – 7 spaces should be removed from the south side of Capitol Avenue and 8 – 9 spaces should be removed from the north side. The City has made a similar adjustment to street configuration at the east-bound approach of Capitol Avenue to 21st Street where the installation of a left-turn lane to north-bound 21st St required the removal of parking spaces along both north- and south-sides of Capitol Avenue to maintain riding space for bicycles.

Bicycle Parking Amounts and Locations

2020 L Street Commercial and Residential Development. The proposed grocery-store retail space will require 5 long-term (for employees) and 24 short-term (for customers) bicycle parking spaces to comply with City regulations. The proposed residential units will require 70 long-term and 14 short-term bicycle parking spaces. The Ground Level Site Plan for the proposed project appears to show approximately 12 bicycle-rack spaces along the L Street frontage of the project. The Basement Floor Plan shows a “bike lounge” labelled for 126 bike parking spaces located near the bottom of the vehicle ramp down from 21st Street.

We request that the required number of short-term spaces for customers be placed in highly visible and convenient locations near the main entrance to the grocery store near the corner of 20th and L Streets (e.g. on the bulb outs to be installed along 20th St). These spaces should be configured to be easily used by a wide diversity of bicycle types including cargo bikes and bikes towing trailers for children and groceries.

We are intrigued by the idea of the “bike lounge” but are concerned about 2 aspects of its location. It appears that the lounge would be accessed either by riding bicycles up-or-down the vehicle ramp from 21st Street or by using the passenger elevators for the upper-level residential units. A bicycle entrance from 21st is problematic because of that street’s one-way configuration. Bicycle riders coming from the north or the west will be forced to do illegal sidewalk or bicycle lane movements along 21st or L Street. Also, depending on the slope of the vehicle ramp, riding a bicycle up the ramp may be difficult for many riders without bicycles with multiple gears or a lot of bicycle riding experience.

We request that the “bike lounge” be placed at the northwest corner of the project’s ground floor along 20th Street for 2 reasons: 1) This location would be highly accessible for bicycles traveling in all directions to and from the project site and 2) it would be easily and conveniently reachable for all types and

abilities of riders. Another benefit of this location is to provide the long-term spaces for employees of the grocery store. We believe because of the high level of bicycle friendliness in Midtown, many more employees will commute on bicycles and require long-term parking than will be provided by the City's long-term requirement of only 5 spaces.

2101 Capitol Avenue Parking Garage. The proposed retail/commercial uses in the proposed parking garage will require one long-term and 7 short-term bicycle parking spaces. The proposed Site Plan shows a space labelled "bike parking" inside the parking garage but does not describe the nature of that parking. It does not show any bicycle parking near the entrances to the retail/commercial frontage. We request that appropriate short-term bicycle parking be placed near the entrances to the retail/commercial entrances to enhance convenience and security for bicycle parking as required by the City regulations.

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

Thank you for considering our comments. We would enjoy meeting with you and the project proponents to discuss our concerns and requests.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Brown', with a stylized flourish at the end.

Jim Brown
Executive Director

CC: Paul Philley, SMAQMD (pphilley@airquality.org)
Ed Cox, City of Sacramento Alternative Modes Coordinator (ecox@cityofsacramento.org)

REC'D AUG - 8 2014

Pease Conservatory of Music and Wm. J. Geery Theater



2130 L Street
Sacramento, CA 95816
443-7038 and 448-9019
web.me.com/peaseconservatory
www.wjgeerytheater.com

Jon & Diane Heinzer
2130 L Street
Sacramento, CA 95816

Louie & John Pappas
2020 L Street
Sacramento, CA 95811

August 6, 2014

Dear Louie & John,

Your apartment and grocery store development plans for the block across the street from your office building is a dream come true for us! We will be able to walk to the grocery store and have 140+ new neighbors who may want to take music lessons at our Pease Conservatory or see plays or concerts in our Geery Theater. All our new neighbors in the new condos and apartments on L Street will be able to walk to the Whole Foods. The neighbors north of L Street will again have a grocery store close enough to walk to, since the closing of the Albertsons on 23rd and F Streets.

Your development completes the urban livability of our beloved Midtown. We walk to the credit union, for a pedicure & hair cut, to all the shops on J & K streets, to the dentist, to Capital Stage and downstairs to our Geery Theater & soon to the B Street Theater, to concerts at St. John's Lutheran & First Methodist & the Community Center, to the 50 + restaurants and coffee shops all around us, and to beautiful parks and historic Sutter's Fort.

Please let us know if we can help in any way to get your development through the planning department and City Council. Our neighbors of the Midtown Neighborhood Association, who gathered at the August Night Out, were all excited with your project.

Best wishes for great success.

Jon + Diane

Jon & Diane Heinzer

cc: Councilman Steve Hanson, Councilman Steve Cohn, Hudson Sangree of Sacramento Bee