City of Sacramento
Planning and Design Commission Report
915 I Street Sacramento, CA 95814
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File ID: 2025-01286 2/12/2026

Alhambra Redevelopment Project (P24-007) [Noticed 01/30/2026; Published 01/30/2026]

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Location: 320, 324, and 350 Alhambra Boulevard; 3005 and 3012 C Street; and 301, 311, 315, and 317 30th Street; APNs 003-0112-001, -002, -003, -004, -017, -018, -020, and -021, District 4

Recommendation: Conduct a public hearing and upon conclusion, pass a **Motion** to approve: 1) California Environmental Quality Act (CEQA) Exemption pursuant to Public Resources Code section 21080.66; 2) Conditional Use Permit to exceed height standards of the residential preservation transition buffer zone of the Alhambra Corridor Special Planning District (SPD); 3) Site Plan and Design Review for the demolition of existing structures and construction of a six-story mixed-use development consisting of 2,400 square feet of ground-floor commercial and 332 multi-unit dwellings within the General Commercial (C-2-SPD) zone and Alhambra Corridor SPD; and 4) Tree Permit for the removal of seven city trees, two private protected trees, and the non-standard pruning of two city trees.

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Applicant: HRGA, Mary Woltering, 2277 Fair Oaks Boulevard, Studio 220, Sacramento, CA 95825

Property Owner: Demas Enterprises, LLC, John and George Demas, 8371 Carbide Court, Sacramento, CA 95828

Attachments:
1-Description/Analysis
2-Background
3-Findings of Fact and Conditions of Approval
4-Exhibit A: Project Plans
5-Exhibit B: Arborist Report
6-Project Routing Responses

7-Letters of Support
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9-Historic Resources Report
10-Community-Sponsored Historic Review
11-Alhambra Redevelopment Public Resource Code 21080.66 Consistency Checklist

Description/Analysis

Issue Detail: The applicant is requesting entitlements to allow for the development of a six-story, mixed-use building on a 2.26-acre site located within the General Commercial (C-2-SPD) zone and the Alhambra Corridor Special Planning District (SPD). The project site is on a block generally bound by C Street to the north, D Street to the south, 30th Street to the west, and Alhambra Boulevard to the east, with Chinatown Alley bisecting the site. The proposed building consists of 2,400 square feet of ground-floor commercial, 332 multi-unit dwellings, and a six-level parking garage comprised of an underground/basement level and five above-ground levels containing 322 total parking stalls. The project site currently contains two vacant commercial warehouse buildings, three single-unit residences, a duplex, a surfaced parking area, 11 backyard trees, and 34 City street trees within the public right of way. To accommodate the site redevelopment, the project requests the demolition of on -site structures, removal and non-standard pruning of trees, and the abandonment of Chinatown Alley. None of the on-site structures are currently listed on the Sacramento Register of Historic and Cultural Resources (Sacramento Register), the California Register of Historical Resources (California Register), or the National Register of Historic Resources. However, the on-site commercial warehouses at 320 and 324 - 350 Alhambra Boulevard have been deemed eligible for listing on the California Register due to their association with the Pureta Sausage Factory (and subsequently Mary Ann's Bakery). This request requires the following entitlements:

1. **Conditional Use Permit.** The project site is located approximately 80 feet west of residential developments within the Single-Unit Dwelling (R-1-SPD) and Multi-Unit Dwelling (R-4-SPD) zones and Alhambra Corridor SPD. The Alhambra Corridor SPD establishes a residential preservation transition buffer zone with a reduced by-right height of 35 feet when located within 300 feet of a residential zone. Sacramento City Code (SCC) section 17.420.020.B allows for new developments to exceed this height limitation with a Conditional Use Permit. As proposed, the mixed-use development is 62.75 feet tall with a five-foot parapet resulting in the need for a CUP to exceed the height restriction in the Alhambra Corridor SPD.

2. **Site Plan and Design Review.** Site Plan and Design Review is required to review the demolition of the residential and commercial warehouse structures as well as the construction of the mixed-use development and associated site improvements. No deviations to development standards are requested.

3. **Tree Permit.** The project requires a Tree Permit entitlement for the removal of seven City trees and two private protected trees that conflict with the location of the proposed buildings,

driveways, and necessary infrastructure. A Tree Permit entitlement is also required for the non-standard pruning of two city trees to provide adequate building clearance.

A CUP to exceed the height restrictions in the Alhambra Corridor SPD requires approval by the Planning and Design Commission. In accordance with SCC section 17.808.310, all entitlements associated with a single development proposal are reviewed and decided at the highest level of required for the project. Thus, the project requires Planning and Design Commission review and approval of all entitlements. The requested entitlements identified above are discussed in more detail under the Entitlement Review section of **Attachment 2 -- Background**.

Policy Considerations:

General Plan

The 2040 General Plan designation for the project site is Residential Mixed Use (RMU), which is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The RMU designation promotes housing mixed with retail and other community-serving uses to catalyze infill development of vacant and underutilized parcels. Allowable uses include a full range of residential, retail, employment, entertainment, cultural, and personal service uses serving a communitywide market, such as restaurants, apparel stores, specialty shops, theaters, bookstores, hotels and motels, and research and development facilities.

The project is consistent with the RMU designation as it facilitates the redevelopment of a large, underutilized city-block with a mixed-use development that introduces a new and denser housing product in a neighborhood that is close to transportation corridors, such as the Capital City Freeway and multiple Regional Transit bus routes, and educational and recreational amenities, such as the William McKinley Park and Library and Miwok Middle School. In addition to the project's consistency with the RMU designation, the project is also consistent with the following goals and policies from the 2040 General Plan:

Goal LUP-4. Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.

Policy LUP-4.2 Incentivizing Infill. The City shall consider a range of incentives to attract development to centers, corridors, and sites, including the following:

- Prioritization of capital investment strategies for infrastructure, services, and amenities to support development;
- Economic incentives (e.g., fee reductions, regulatory exemptions, or tools such as enhanced infrastructure financing districts (EIFDs), Opportunity Zones, and Enterprise Zones);

- Streamlined development review, environmental review, and permitting processes;
- By-right entitlements for development projects consistent with applicable zoning;
- Ministerial approval of infill housing and mixed-use projects consistent with objective development and design standards;
- Public-private partnerships; and
- Proactive solicitation of development.

Policy LUP-4.6 Compatibility with Adjoining Uses. The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:

- Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses;
- Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
- Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.

Staff Response: The project is consistent with the goal and policies above in that the proposal facilitates infill development on a large, underutilized property with a mixed-use development that contributes positively to the fabric of the Alhambra Corridor. The proposed project promotes sustainable growth and change by proposing a higher-density multi-unit development with ground -floor commercial that diversifies the housing stock in an area comprised of mostly single-unit residential and smaller-scaled multi-unit and commercial developments. The proposed project also makes efficient use of land near educational, recreational, and commercial services, such as the William McKinley Park and Library and Miwok Middle School. The design of the buildings and site seeks to balance more intense urban uses with the lower-density neighborhood by placing the structured parking garage and vehicle access closer to the adjacent freeway (Capital City Freeway) and incorporating generous building stepbacks at multiple levels along Alhambra Boulevard. The proposed development uses building stepbacks to reduce the massing of the new structure in relation to the street and adjacent structures, while enhancing the visual interest along the residential street. The project incentivizes infill development by utilizing a recently adopted California Environmental Quality Act (CEQA) process authorized through Assembly Bill 130 (2025) (as codified in Public Resources Code section 21080.66); whereby qualifying projects are statutorily exempt from further CEQA review.

Goal LUP-6. A city of healthy, livable, “complete neighborhoods” that provide for residents’ daily needs within easy walking or biking distance from home.

Policy LUP-6.2 Range of Residential Development Intensities. The City shall allow for a range of residential development intensities throughout the community to cultivate a mix of housing types at varying sales price points and rental rates, provide options for residents of all income levels, and protect existing residents from displacement.

Policy LUP-6.3 Variety of Housing Types. The City shall promote the development of a greater variety of housing types and sizes in all existing and new growth communities to meet the needs of future demographics and changing household sizes, including the following:

- Single-unit homes on small lots
- Accessory dwelling units
- Tiny homes
- Alley-facing units
- Townhomes
- Lofts
- Live-work spaces
- Duplexes
- Triplexes
- Fourplexes
- Cottage/bungalow courts
- Neighborhood-scale multi-unit buildings
- Senior and student housing

Policy LUP-6.5 Established Neighborhoods. The City should encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place.

Policy LUP-6.7 Architectural Variations. The City should encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential street.

Staff Response: The project is consistent with the goal and policies above in that the proposal contributes to the variety of housing available in the area to meet the needs of various household sizes and income levels. Specifically, the project establishes a higher-density mixed-use development in an area concentrated with single-unit and smaller-scaled multi-unit developments and existing Sacramento Regional Transit bus routes, including Routes 67 and 68 at 30th and G Streets, Route 134 at Alhambra and McKinley Boulevards, and Route 30 at J and 30th Streets. The building incorporates vertical integration of uses by dedicating a portion of Alhambra Boulevard and D Street to ground-floor commercial tenant spaces with multi-unit residences above. The commercial spaces will allow street activating uses, such as restaurants or services, to support the vibrancy of the pedestrian-oriented Alhambra Corridor and viability of the existing

public transit options. The variety in materials (original brick, original steel stash windows, thin brick base, corrugated metal panels, cement board and plaster, and metal architectural elements) will provide a dynamic statement at the gateway into the downtown area and anchor the edge of East Sacramento.

Goal HCR-1. Historic and cultural resources that enrich our sense of place and our understanding of the City's prehistory and history.

Policy HCR-1.6 Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed.

Policy HCR-1.6 Contextual Features. The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual features related to historic resources, including maintenance and reconversion of parkway strips to landscaping; maintenance and replication of historic sidewalk patterns; use of historic streetlamps and street signs; and maintenance or restoration of historic park features.

Policy HCR-1.18 Evaluation of Potentially Eligible Built Environmental Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource.

Staff Response: The project is consistent with the goal and policies above in that staff identified the potential historic nature of the commercial warehouse buildings to the applicant team early in the development review process and required an evaluation of all structures proposed for demolition. The requested evaluation found the residential structures are not historic in nature but confirmed the commercial warehouses are eligible for listing on the California Register due to their association with the Pureta Sausage Factory. Based on this determination, the applicant team worked with staff and a historical resources consultant to refine the design of the development consistent with the Secretary of Interior Standards, including incorporating the character-defining features of the commercial warehouses into the design and ensuring new additions were appropriately setback from the historic elements and designed in a style that does not replicate the historic structures. A full analysis of how the new development is compatible with the Secretary of Interior Standards is available in ***Attachment 9.*** *The project also supports these policies related to historic preservation through the retention, restoration, and adaptive re-use of vacant and deteriorating buildings eligible for listing on the California Register that are a known fixture of the community. By doing so, the project has the ability to preserve the buildings and reintroduce members of the community to the now-inaccessible structures.*

General Plan - Central City Community Plan

The subject property is located within the Central City Community Plan Area of the General Plan. The Central City encompasses about seven square miles at the core of the City of Sacramento, and includes Downtown, Midtown, Old Sacramento Waterfront, the Railyards, the River District, and a small portion of East Sacramento generally between the Capital City Freeway and Alhambra Boulevard. The General Plan envisions the Community Plan Area as the urban core of Sacramento that balances a revitalized riverfront; ample employment uses; cultural, historical, and tourist destinations; major sporting events; diverse and walkable neighborhoods with a variety of housing options available to a wide range of income levels and preferences; and an efficient, convenient, and climate-friendly transportation system connects riders to a mix of uses. The Central City is a destination for tourists, rich with cultural and recreational attractions, and is the regional hub for economic and government institutions. The area consists of State government buildings, corporate offices and businesses, high-rise condominiums, historic neighborhoods, parks and recreational areas, nightlife, restaurant and shops, schools, and industrial and manufacturing complexes all within a treelined street grid. Higher intensity development is permitted throughout most of the Community Plan Area, while maintaining lower intensities that are in character with historic districts farther from transit.

Staff Response: *This project is consistent with the vision of the Community Plan Area in that the project promotes infill development on an underutilized parcel and is sensitive to the surrounding context in its form and massing and is compatible and supports existing development within the immediate vicinity and nearby. The Central City Community Plan does not have any applicable goals or policies that address the project or area. Given the project's consistency with the General Plan RMU designation and goals and policies from the 2040 General Plan, staff find the proposed project is also consistent with the Community Plan Area.*

200-Year Flood Protection

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The project site is within a flood hazard zone and is an area covered by SAFCA's Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the facilities of the State Plan of Flood Control or other flood management facilities protect the project to the urban level of flood protection. This is based on the SAFCA Urban Level of Flood Protection Engineer's Reports accepted by the City Council on October 21, 2025 (Resolution No. 2025-0283).

No Net Loss

The project is located on two sites (320 Alhambra Boulevard and 3012 C Steet) listed in the 2021-2029 RHNA Housing Element Sites Inventory, which anticipate 33 total units of lower income housing. This project proposes 332 units of moderate-income housing. As of October 15, 2025, the

lower income capacity on remaining sites identified in the Housing Element is 15,404, which is adequate to meet the jurisdiction's remaining low income RHNA of 13,406 for the 2021-2029 planning period. As the remaining sites identified in the Housing Element are adequate to meet the requirements of Section 65583.2 of the California Government Code and to accommodate the City's share of the regional housing need pursuant to Section 65584, this project is consistent with the Housing Element.

Public/Neighborhood Outreach and Comments: Staff routed the proposal to community groups within 500 feet of the site including: Civic Thread, Sacramento Area Bicycle Advocates, Preservation Sacramento, East Sacramento Community Association, Marshall-New Era Neighborhood Association, East Sac Gives Back, East Sacramento Chamber of Commerce, and East Sacramento Preservation. These community groups as well as property owners and current residents/businesses within 500 feet of the project site were sent a notice of the February 12, 2026, Planning and Design Commission meeting.

Staff received responses to the initial project routing from Civic Thread and Preservation Sacramento, which are available in **Attachment 6**. In addition to routing the project to the above community groups for review, the applicant and staff also attended a community meeting at the Shepard Garden and Art Center on June 5, 2025.

Throughout the processing of the proposed project, staff has received 40 public comments, including 6 letters of support and 34 letters of opposition. Public comments are included in the following attachments:

- **Attachment 7:** Letters of Support
- **Attachment 8:** Letters of Opposition

Below is a summary of the concerns identified in the letters of opposition followed by staff responses.

1. Concerns that the proposed **density** of the project is out of scale and inconsistent with the character of the existing community.

   Staff Response: Community members have expressed concerns that the project is much denser than the neighboring residential areas in East Sacramento which were developed at a much lower density.

   The project site is designated RMU in the City's General Plan and located within the C-2-SPD zone and Alhambra Corridor SPD. The City's General Plan building intensity standards (Maps LUP-6, -7, and -8) establish a minimum density requirement of 20 dwelling units per acre (du/ac) and a floor area ratio (FAR) range of 0.3 to 4.0. The project is not subject to any

maximum density standards. At 147 du/ac and a FAR of 3.37, the project is consistent with the building intensity standards established by the General Plan and C-2-SPD zone. While staff recognizes the preference of some neighbors for fewer units, the Housing Accountability Act (HAA) is a State law that limits the ability of the city to deny, reduce the density of, or impose infeasible restrictions on housing developments that are consistent with the General Plan and zoning designations. As such, staff cannot require the project to reduce its density as it is consistent with the objective density standards of the General Plan and underlying C-2-SPD zone.

2. Concerns that the proposed development exceeds **height** restrictions of the Alhambra Corridor SPD.

   Staff Response: Community members have expressed concern that the height of the project exceeds the height restriction set by the Alhambra Corridor SPD.

   Sacramento City Code (SCC) section 17.216.730 establishes a maximum by-right height of 65 feet for the C-2 zone (base zone). The Alhambra Corridor SPD reduces the by-right maximum height to 35 feet when within 300 feet of a residential zone (measured from the street centerline) to protect residential neighborhoods from visual intrusion by new development that is out of scale with the adjacent residential neighborhood (SCC section 17.420.020.B). Projects may exceed this height restriction if authorized by a CUP approved by the Planning and Design Commission, provided that the height of the proposed building does not exceed the limits established by the applicable base zoning.

   The applicant team has requested a CUP to authorize the mixed-use development to exceed the 35-foot height restriction in the Alhambra Corridor SPD. At 62.75-feet, the height of the proposed building does not exceed the limits established by the applicable base zone.

   Overall, staff find the design of the mixed-use development, even with the additional height, is consistent with the purpose and intent of the Alhambra Corridor SPD buffer zone for the following reasons:

   i. *The mixed-use building is across an 80-foot right-of-way from existing single-unit development. There is one commercial building that will remain on the block, located at the northeast corner of 30th & D Street. The additional 28-feet of building height will not impact the privacy of adjacent rear yards or private open space.*
   ii. *The development reuses the façade of the existing brick warehouse structures, where feasible, maintaining the same context at the ground level.*
   iii. *Substantial building step-backs are incorporated into the upper floors along Alhambra Boulevard and portions of D Street and Chinatown Alley, including 10-to-25-foot*

setbacks from the original brick buildings at the second floor, then additional step-backs of 10-to-13.5 foot at the third floor and a 37-to 39-foot step-back at the fifth floor along Alhambra Boulevard. The multiple step-backs reduce the bulkiness of the building when viewed from the smaller-scaled residential development across the street and results in the development being more in-scale with the surrounding neighborhood.

iv. The proposed step-backs comply with the height requirements in the underlying C-2 zone which apply everywhere else outside the Alhambra Corridor SPD. The building has a maximum height of 22.75 feet for portions of the building within zero to 39 feet of the R-1, R-1B, and R-2 zones, 43.5 feet for portions within 40 to 79 feet of the R-1, R-1B, and R-2 zones, and 62.5 feet for portions more than 80-feet from the R-1, R-1B, and R-2 zones, consistent with the transitional height requirements of the underlying C-2 zone (SCC section 17.216.120).

3. Concern the **architecture and scale** of the project is incompatible with the existing neighborhood character. Concern the proposed building design is inconsistent with the existing neighborhood and architectural character of East Sacramento, including the architecture-style, scale, and material use.

   Staff Response: Staff offers the following in response to these concerns:

   i. Regarding height and step-backs, please see Staff Response (2) above.

   ii. In response to community concerns, the applicant team redesigned the project to incorporate additional step-backs for the new vertical additions along Alhambra Boulevard and portions of D Street and Chinatown Alley, reducing the massing when viewed from the existing neighborhood.

   iii. The brick façade of the original warehouse building is retained at the base of the new project, where feasible, maintaining material historic to the neighborhood. The materials utilized on other portions of the building include thin brick, corrugated metal panels, cement board and plaster, and metal architectural elements, materials commonly found within the surrounding neighborhood.

   iv. Alhambra Corridor SPD and Alhambra Corridor Supplemental Design Guidelines do not objectively describe "neighborhood character" or include objective standards for architectural-style, scale, design aesthetic, and material use. In the absence of objective development standards related to "neighborhood character," the building has been reviewed for consistency with the development standards of the underlying C-2-SPD zone, Alhambra Corridor SPD, and the Alhambra Corridor Supplemental Design Guidelines. The building design is determined to provide sufficient architectural detail to meet those standards and staff believes the architecture and scale of the project will contribute positively to the visual quality of the surrounding community.

v. *One of the stated goals of the Alhambra Corridor SPD is to, "Maintain the diverse character and housing opportunities provided in these urban neighborhoods," acknowledging that there is diversity of character already inherent in the neighborhood. New projects should maintain quality of design and materials, which staff believes this mixed-use project does.*

vi. *The General Plan identifies that the urban form characteristics of the RMU land use designation allow for denser developments with a higher-intensity mix of residential, commercial, office, and public uses. As proposed, the project would result in development consistent with the anticipated buildout of the site under the General Plan. The proposal also complies with the development standards of the C-2-SPD zone and Alhambra Corridor SPD and no deviations are requested.*

4. Concerns that the adjacent Casa Loma Terrace Neighborhood is a **historic district** that will be impacted by the proposed project.

   *Staff Response: Community members have raised concerns that the project will impact the historical significance of the adjacent Casa Loma Terrace neighborhood. The City received multiple comments and a community-sponsored Historical Review prepared by Historic Environment Consultants (**Attachment 10**) asserting that the surrounding Casa Loma Terrace neighborhood qualifies as eligible for listing in the Sacramento, California, or National Registers, and that the proposed project would be incompatible with such a context.*

   The project is located on a parcel that has historically functioned as an industrial and commercial site, with the Pureta Sausage Factory, Mary Ann's Bakery, and related uses dating back to the early 20th century. It does not contain a substantial number of residential buildings, nor was it part of the Casa Loma Terrace subdivision or any early residential tract map. As such, the site would not be a contributing part of any potential residential historic district and would not impact the potential historic eligibility of the adjacent residences or district

   The City has reviewed the area in the context of multiple prior planning efforts and has not identified the area as eligible for district designation. The community-sponsored historical review does not adhere to the professional standards outlined by the National Register, such as Bulletin 24: Guidelines for Local Surveys; Bulletin 15: How to Apply the National Register Criteria for Evaluation; or the Guidelines for Defining Boundaries. Specifically, it does not establish a defensible period of significance, evaluate contributing versus non-contributing structures, identify building integrities, establish a framework for historical district boundary justification, or include a comparative analysis to contextualize the neighborhood in relation to other known historic districts or subdivisions in the City. The presence of older homes alone does not establish district eligibility. Rather, historical districts must demonstrate clear architectural cohesion, sufficient integrity, and contribute to the evolution or transition of a

defined architectural type or period. Without an analysis of architectural integrity, alterations, or whether existing buildings collectively convey a unified sense of time and place, the comments received are insufficient as substantial evidence for the existence or eligibility of a historic district.

5. Concerns that the project results in the **demolition of residential structures** that are eligible historic resources.

   *Staff Response: Pursuant to SCC section 17.604.600, the proposed demolition of the three single-unit residences and duplex building constructed between 1922 and 1935 were referred to the Preservation Director for a determination on whether the structures were eligible for consideration for listing on the Sacramento Register (pursuant to eligibility criteria and requirements established in SCC section 17.604.210). The Preservation Director considered Preservation Sacramento's comment letter (see **Attachment 6**), Historic Resources Evaluation (see **Attachment 9**) and the community-sponsored Historic Review (see **Attachment 10)** along with all public comments when evaluating the existing building's eligibility for listing on the Sacramento Register. As discussed in the Background section of this report, the Preservation Director has determined that the residential buildings do not represent a historical resource for the purposes of SCC section 17.604.600 (demolition of buildings or structures 50 years old or older) or CEQA. As such, the project would not result in the demolition of a historic building or require historic preservation of the existing residential structures.*

6. Concerns that the project does not provide enough **vehicle parking**.

   Staff Response: As proposed, the project provides 322 off-street vehicle parking spaces in a six-level parking garage accessed via 30th Street. This results in a parking ratio of 0.97 spaces per unit. Under the 2040 General, the City no longer requires a minimum number of vehicle parking spaces (Policy LUP 4.14) and no minimum parking for vehicles is codified in parking regulations established in SCC chapter 17.608. For this reason, staff do not find it reasonable or necessary to impose additional parking requirements on the proposed development.

7. Concerns with the **increased traffic** from the proposed development potentially resulting in excessive traffic hazards.

   Staff Response: The Fire Department and Department of Public Works have reviewed the project plans to confirm compliance with City Code for adequate site circulation, roadway design, emergency vehicle access, and intersection capacity. Based on their review, both departments have provided staff with conditions of approval to be imposed on the development. Based on discussions with Public Works staff, the traffic generated by the proposed project does not trigger the requirement for requiring the construction of additional

traffic calming devices or changes to the roadway orientations.

8. Concerns with **overcrowding** the area with people.

   Staff Response: The project site is designated RMU in the City's General Plan and located within the C-2-SPD zone and Alhambra Corridor SPD. The City's General Plan building intensity standards (Maps LUP-6, -7, and -8) establish a minimum of 20 dwelling units per acre (du/ac) and a floor area ratio (FAR) range of 0.3 to 4.0. The project is not subject to any maximum density standards. At 147 du/ac and a FAR of 3.37, the project is consistent with the building intensity standards established by the General Plan and C-2-SPD zone. As such, the proposal is consistent with the anticipated buildout of the site and would not result in overcrowding of the area with people.

9. Concerns that the project does not include **affordable housing**.

   Staff Response: While the City encourages developers to provide housing for a variety of incomes and household types, there is not a requirement to include income-restricted affordable housing as a part of this development.

10. Concerns with that the **site is hazardous** and not suitable for a mixed-use housing development.

    Staff Response: A Phase I Environmental Site Assessment (ESA) was prepared by Geocon Consultants, Inc. to identify recognized environmental conditions (RECs), controlled RECs (CRECs), and/or historical RECs (HRECs) associated with the project site. The Phase I ESA identified evidence of possible RECs caused by the storage, use, and potential on-site release of hazardous substances or petroleum products. Additionally, the Phase I ESA identified a closed leaking underground storage tank (LUST) case for the site as a HREC and an identified and unregistered underground storage tank (UST) as a REC. The project has been conditioned to implement the recommendations of the Phase I ESA. Implementation of these recommendations would address and mitigate all RECs, allowing the site to be suitable for residential development.

11. Concerns with that the project's **combined sewer** flows will cause overflows in East Sacramento.

    Staff Response: The City has received several comments concerning the potential for the existing sanitary sewer system to reach capacity and overflow. The Department of Utilities has imposed a condition of approval that includes a requirement that the developer provide a sewer study to evaluate whether the combined sewer system (CSS) main connecting to the project has sufficient capacity. If not sufficient, the developer would be required to upsize

sewer mains as needed. The proposed project would also be subject to pay applicable development impact fees for the increased sewer impacts.

12. Concerns with the **lack of community outreach** opportunities.

    Staff Response: Community members raised concern with the lack of community outreach conducted by the applicant team. In response, City staff provided the applicant team with a list of the local neighborhood groups and recommended they reach out to schedule meetings with each group to solicit feedback from the community. A joint community meeting with the East Sacramento Community Associaion, East Sacramento Preservation, and the Casa Loma Terrace-East Sac Neighborhood Association was held on June 5, 2025, where the applicant team listened to community feedback and City staff answered general questions about the planning process. City staff also routed the application to local neighborhood associations within 500 feet of the project site and actively responded to community inquiries throughout the planning process and encouraged the community to submit written comment letters to document their support or opposition the project.

Environmental Considerations: The City, as lead agency, is required to proceed with the environmental evaluation of projects after accepting an application as complete and determining that the project is subject to the California Environmental Quality Act (CEQA). The proposed Alhambra Redevelopment is a "project" as defined in the California Environmental Quality Act (CEQA) Guidelines Section 15060(b). Staff reviewed the application materials in accordance with CEQA Guidelines Sections 15060(c) and 15061 and has determined that the project qualifies for a statutory exemption pursuant to Public Resources Code (PRC) section 21080.66 as follows:

Public Resources Code section 21080.66

On June 30, 2025, the Governor signed Assembly Bill (AB) 130, which made significant changes as to how the California Environmental Quality Act (CEQA) applies to certain housing development projects in the State of California. AB 130 states it was designed to further "infill" multi-family housing development projects, other than single-family residential, and is part of a comprehensive legislative approach in response to the state's housing crisis. Section 21080.66 was added to the Public Resources Code by AB 130 and created a new statutory CEQA exemption for qualifying urban infill housing projects, streamlining approvals for infill housing developments. The legislature included the following that applies to section 21080.66:

> *"[AB 130] would exempt from the requirements of CEQA any aspect of a housing development project, as defined, including any permits, approvals, or public improvements required for the housing development project, as may be required by CEQA, if the housing development project meets certain conditions relating to, for example, size, density, location, and use, including specific requirements for any*

housing on the project site located within 500 feet of a freeway. This bill would require a local government to, within specified timeframes, provide formal notification to each California Native American tribe that is traditionally and culturally affiliated with the project site as an invitation to consult on the proposed project, as specified. The bill would require a local government, as a condition of approval for the development, to require the development proponent to complete a specified environmental assessment regarding hazardous substance releases. If a recognized environmental condition is found, the bill would require the development proponent to complete a preliminary endangerment assessment and specified mitigation based on that assessment."

Section 21080.66(a) provides that CEQA does not apply to new housing development projects (i.e., projects where at least two-thirds of the square footage is residential) if the following conditions are met:

(1) (A) Except as provided in subparagraph (B), the project site is not more than 20 acres.

(B)The project site or the parcel size for a builder's remedy project, as defined in paragraph (11) of subdivision (a) of Section 65589.5 of the Government Code, or the project site or the parcel size for a project that applied pursuant to paragraph (5) of subdivision (a) of Section 65589.5 of the Government Code as it read before January 1, 2025, is not more than four acres

(2) The project site meets either of the following criteria:

(A) Is located within the boundaries of an incorporated municipality.

(B) Is located within an urban area, as defined by the United States Census Bureau.

(3) The project site meets any of the following criteria

(A) Has been previously developed with an urban use.

(B) At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses.

(C) At least 75 percent of the area within a one-quarter mile radius of the site is developed with urban uses.

(D) For sites with four sides, at least three out of four sides are developed with urban uses and at least two-thirds of the perimeter of the site adjoins parcels that are

developed with urban uses

(4) (A) The project is consistent with the applicable general plan and zoning ordinance, as well as any applicable local coastal program as defined in Section 30108.6. For purposes of this section, a housing development project shall be deemed consistent with the applicable general plan and zoning ordinance, and any applicable local coastal program, if there is substantial evidence that would allow a reasonable person to conclude that the housing development project is consistent.

(B) If the zoning and general plan are not consistent with one another, a project shall be deemed consistent with both if the project is consistent with one.

(C) The approval of a density bonus, incentives or concessions, waivers or reductions of development standards, and reduced parking ratios pursuant to Section 65915 of the Government Code shall not be grounds for determining that the project is inconsistent with the applicable general plan, zoning ordinance, or local coastal program.

(5) The project will be at least one-half of the applicable density specified in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65583.2 of the Government Code.

(6) The project satisfies the requirements specified in paragraph (6) of subdivision (a) of Section 65913.4 of the Government Code.

(7) The project does not require the demolition of a historic structure that was placed on a national, state, or local historic register before the date a preliminary application was submitted for the project pursuant to Section 65941.1 of the Government Code.

(8) For a project that was deemed complete pursuant to paragraph (5) of subdivision (a) of Section 65589.5 of the Government Code on or after January 1, 2025, no portion of the project is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging. For the purposes of this section, “other transient lodging” does not include either of the following:

(A) A residential hotel, as defined in Section 50519 of the Health and Safety Code.

(B) After the issuance of a certificate of occupancy, a resident’s use or marketing of a unit as short-term lodging, as defined in Section 17568.8 of the Business and Professions Code, in a manner consistent with local law.

Staff has reviewed the proposed housing development project against the requirements of Public Resources Code section 21080.66(a) and found there is substantial evidence to demonstrate the

project satisfies the necessary conditions to exempt the project from further environmental review in accordance with the California Environmental Quality Act. This evidence is documented in a project-specific PRC 21080.66 Consistency Checklist available in **Attachment 11.** The PRC Section 21080.66 checklist describes the project-specific criteria that have been incorporated into the project design, or will be required as conditions of approval, to make the findings in the affirmative to exempt the project from further environmental review**.**

Rationale for Recommendation: Staff recommends approval of the project subject to the draft findings of fact and conditions of approval listed in Attachment 3. Staff's recommendation is based on findings that the project: a) is consistent with the established goals and implementing policies within the RMU designation, the C-2-SPD zone, and the Alhambra Corridor SPD; b) is appropriate for the site's characteristics and will not negatively impact surrounding properties as designed and conditioned; c) promotes sustainable growth and change by facilitating the infill development of a large, underutilized property with a higher-density mixed use development; d) revitalizes properties along the Alhambra Corridor through the retention, restoration, and adaptive re-use of vacant and deteriorating buildings eligible for listing on the California Register; and e) provides a vibrant street presence by engaging street frontages with commercial uses and quality design.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): No goods or services are being purchased under this report.

Economic Impacts: Not applicable

Sustainability: Not applicable

Commission/Committee Action: Not applicable

Background

Figure 1: Vicinity Map



Project Vicinity

The proposed project is located northwest of the intersection of D Street and Alhambra Boulevard at a ±2.26-acre site developed with two vacant commercial warehouses associated with the Pureta Sausage Factory, a surface parking lot, three single-unit dwellings, and one duplex dwelling in the General Commercial (C-2-SPD) zone and the Alhambra Corridor Special Planning District (SPD). The site consists of eight contiguous parcels and segment of Chinatown Alley generally bound by D Street to the south, Alhambra Boulevard to the east, 30th Street to the west, and C Street to the north. The project frontage is improved with existing curb, gutters, and sidewalks and features City street trees and unmetered street parking along the project frontages.

The site is located within the Alhambra Corridor of the Central City Community Plan, which consists of approximately 400 acres along the eastern extent of the Central City. The elevated Capital City Freeway serves as an edge between Midtown and East Sacramento. The Alhambra corridor is made up of several neighborhoods, each with its own character and distinct urban function, with uses consisting of single-unit and small-scaled multi-unit residential, retail commercial centers, low-rise office developments, hotels, storage facilities, and educational and recreational amenities (William McKinley Park and School, Miwok Middle School, Lincoln Law School). Land uses immediately adjacent to the project site include the Capital City Freeway to the west, single-unit and multi-unit residential to the east and south, and single-unit residential and a low-rise office building to the north.

Figure 1 identifies the project vicinity and Figure 2 identifies the zoning of the project site and surrounding area. Figures 3 – 7 highlight the existing site conditions

Figure 2: Zoning Map



Figure 3: Existing Conditions – Alhambra Boulevard and D Street



Figure 4: Existing Conditions – Alhambra Boulevard and C Street



Figure 5: Existing Conditions –30th Street and Chinatown Alley

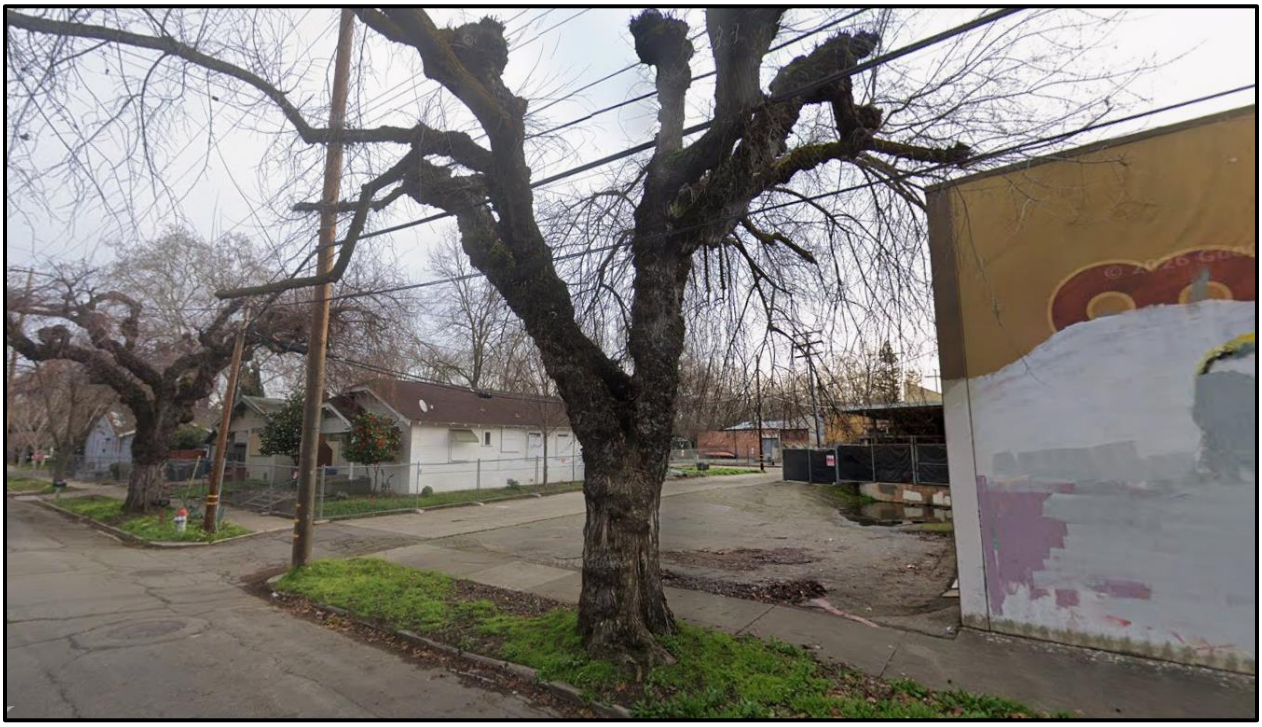


Figure 6: Existing Conditions –30th Street and C Street



Entitlement Review

The applicant is proposing to demolish the existing residential structures and stand-alone surface parking lot as well as the non-historic additions of the existing commercial warehouses to allow for the construction of a six-story mixed-use infill housing development. The 442,930 square foot building will be approximately 62.75 feet tall (68.17 feet to top of parapet) and include 332 multi-unit dwellings, 2,400 square feet of ground floor commercial retail/restaurant space, and 322 parking spaces located in a five-story, six-level parking garage along 30th Street. Vehicular access is provided by a new driveway connecting 30th Street to the parking garage. Up-ramps would be located on the west side of the parking garage and down-ramps would be located on the east side. To facilitate the site redevelopment, the applicant requests the removal of existing on-site trees and City Street trees within the public right of way, non-standard pruning of City trees, and abandonment of Chinatown Alley.

To accommodate the request, the project requires approval of three entitlements, including a Conditional Use Permit, Site Plan and Design Review, and Tree Permit.

Table 1: Project Information	
General Plan:	Residential Mixed Use (RMU) *FAR: 0.3 – 4.0* *Density (min): 20 du/ac*
Housing Element Inventory Site:	Yes – 33 lower income units
Community Plan:	Central City
Specific Plan:	n/a
Zone:	General Commercial (C-2-SPD)
Special Planning District:	Alhambra Corridor
Design Review District:	Alhambra Corridor
Parking District:	Urban
Historic Landmark:	No
Historic District:	No
Property Area:	98,663 square feet | ±2.26 acres
Gross Building Area:	Total: 442,390 square feet *Residential: 329,910 square feet* *Commercial: 2,400 square feet* *Garage: 110,080 square feet*
Floors:	6
Height:	62.75 feet *(68.17 feet to top of parapet)*
Density:	147 du/ac
FAR	3.37

Figure 7: Project Rendering – Alhambra Boulevard and D Street



Figure 8: Project Rendering – 30th and D Street



Figure 9: Transitional Height Exhibit

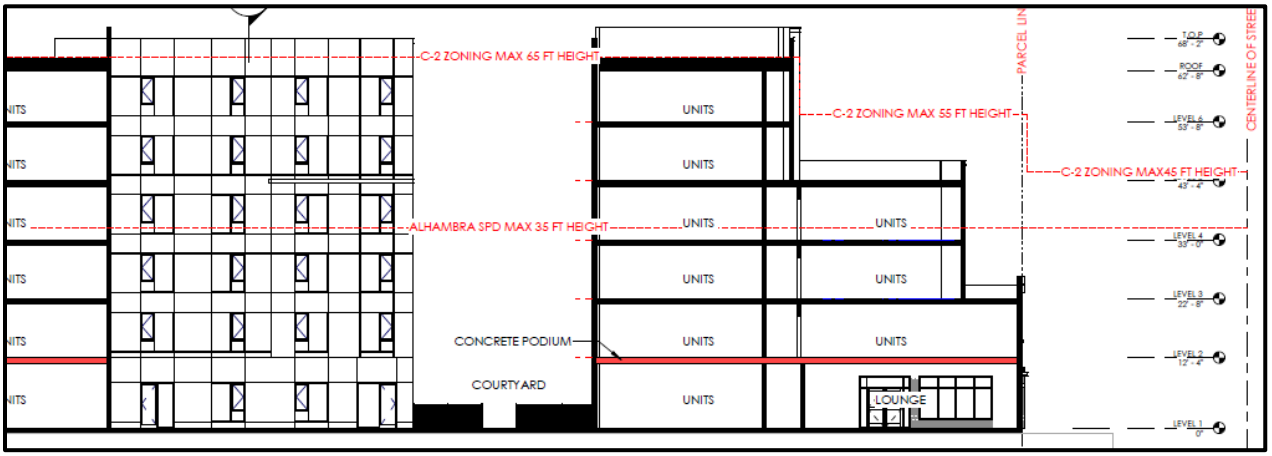


Figure 10: Streetscape Exhibit – D Street



Conditional Use Permit

The project site is located within the C-2-SPD zone and Alhambra Corridor SPD and is approximately 80 feet to the west of residential uses within the Single-Unit Dwelling (R-1-SPD) and Multi-Unit Dwelling (R-4-SPD) zones. Sacramento City Code (SCC) section 17.216.730 establishes a maximum by-right height of 65 feet for the C-2 zone (base zone). The Alhambra Corridor SPD reduces the by-right maximum height to 35 feet when within 300 feet of a residential zone (measured from the street centerline) to protect residential neighborhoods from visual intrusion by new development that is out of scale with the adjacent residential neighborhood (SCC section 17.420.020.B). Projects may exceed this height restriction if authorized by a Conditional Use Permit (CUP) approved by the Planning and Design Commission:

> *The planning and design commission may approve a conditional use permit allowing additional height, provided that the height may not exceed the limits established by the applicable base zoning chapter. To approve the conditional use permit, the planning and design commission must find that the development will not be out of scale with the adjacent residential*

neighborhood. An example where the intent of the buffer zone is maintained while allowing additional height is a development incorporating design features or step-backs that reduce the walled effect on adjacent smaller-scaled residential development. [City Code section 17.420.020(B)(2)]

The new building is proposed to be approximately 62.75 feet tall (68.17 feet to top of parapet). It is noted that the residential properties to the south across D Street are within the Residential Office (RO-SPD) zone and the residential properties to the north across C Street are within the General Commercial (C-2-SPD) zone, which are not considered residential zones. As such, staff's analysis of the CUP is focused on the building's compatibility with the residential uses along Alhambra Boulevard.

The Conditional Use Permit (CUP) process is designed to evaluate a project's potential impact on a site and the surrounding area. In evaluating the proposed building height, staff found the potential impacts to be minimal for the following reasons:

1. The mixed-use building is across an 80-foot right-of-way from existing single-unit development. There is one commercial building that will remain on the block, located at the northeast corner of 30th & D Street. The additional 28-feet of building height will not impact the privacy of adjacent rear yards or private open space.

2. The development reuses the façade of the existing brick warehouse structures, where feasible, maintaining the same context at the ground level.

3. Substantial building step-backs are incorporated into the upper floors along Alhambra Boulevard and portions of D Street and Chinatown Alley, including 10-to-25-foot setbacks from the original brick buildings at the second floor, then additional step-backs of 10-to-13.5 foot at the third floor and a 37-to 39-foot step-back at the fifth floor along Alhambra Boulevard. The multiple step-backs reduce the bulkiness of the building when viewed from the smaller-scaled residential development across the street and results in the development being more in-scale with the surrounding neighborhood.

4. The proposed step-backs comply with the height requirements in the underlying C-2 zone which apply everywhere else outside the Alhambra Corridor SPD. The building has a maximum height of 22.75 feet for portions of the building within zero to 39 feet of the R-1, R-1B, and R-2 zones, 43.5 feet for portions within 40 to 79 feet of the R-1, R-1B, and R-2 zones, and 62.5 feet for portions more than 80-feet

from the R-1, R-1B, and R-2 zones, consistent with the transitional height requirements of the underlying C-2 zone (SCC section 17.216.120).

5. The 2040 General Plan did anticipate development of the project site with uses consistent with the Residential Mixed Use land use designation at a minimum building density of 20 dwelling units per acre (du/ac) (General Plan Map LUP-8) and a maximum floor area ratio (FAR) of 4.0 (General Plan Map LUP-6). At 147 du/ac and a FAR of 3.37, the proposed development with the requested height exceedance does fall within the generally anticipated buildout of the development with uses consistent of the General Plan.

Staff supports the CUP request because the proposed use and its operating characteristics are consistent with general plan goals that encourage the aggregation of small parcels along high-quality transit corridors into larger development sites to facilitate their reuse as transit-oriented, higher-intensity residential, mixed-use developments. Further, the project is designed to be compatibility with adjoining uses by incorporating substantial building height step-backs along Alhambra Boulevard and portions of D Street to maintain appropriate transitions in scale.

Site Plan and Design Review

The purpose and intent of the Site Plan and Design Review entitlement is to ensure the project proposal complies with the relevant development standards of the underlying zone, the C-2-SPD zone, in addition to making sure the horizontal and vertical design of the development is compatible and complementary to surrounding development and consistent with applicable design guidelines. The applicable design guidelines for the project site are the Alhambra Corridor Supplemental Design Guidelines.

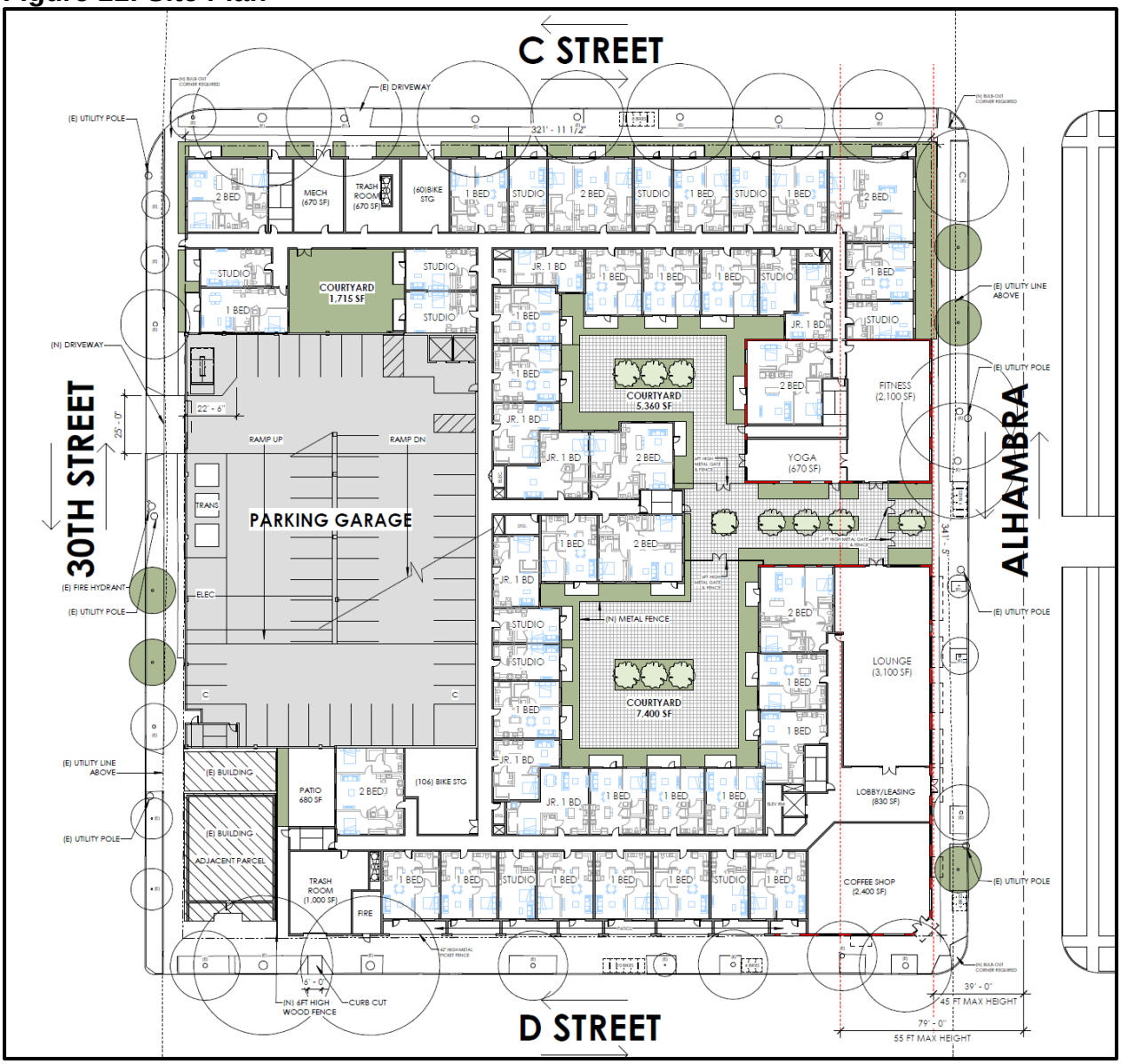
Site and Building Layout

The proposed mixed-use building includes 332 multi-unit dwellings, 2,400 square feet of ground floor commercial retail/restaurant space, and 322 parking spaces located in a five-story, six-level parking garage along 30th Street. The apartment units are spread across all six floors of the development and provided in five specific layouts, ranging in size from 505 square feet to 1,500 square feet, including:

- 505-squre-foot studio units (88)
- 560-square-foot junior-one-bed units (42)
- 740-square-foot one-bed units (134)
- 1,110-square-foot two-bed units (67)

- 1,500-square-foot three-bed unit (1)

Figure 11: Site Plan



The ground-floor commercial retail/restaurant space is proposed to occupy a prominent suite at the corner of D Street and Alhambra Corridor and features a clipped-corner entryway, original brickwork façade, and metal frame windows retained or replaced in-kind.

Pedestrian access to the interior residential areas is provided through doors on the ground floor, as well as through pedestrian gates west of the main outdoor courtyard. The main lobby and leasing office is accessed from Alhambra Boulevard, just north of the

proposed commercial retail/restaurant suite. The main lobby and leasing office would connect through internal hallways to residences as well as internal courtyards, bike storage, and amenities. An elevator and stairway is provided next to the lobby to access the upper levels, with additional stairwells at the end of each hallway.

Ground floor amenities for residents would consist of three centrally located outdoor courtyards (totaling 14,475 square feet), a lounge, fitness area, yoga area, private patio spaces, two trash rooms, and two bicycle storage rooms. The main courtyard would be accessed from the street on Alhambra Boulevard and from the internal hallways of the residential area, with six-foot-tall metal gates separating northern and southern portions of the courtyard from the main area. The northern courtyard would be 5,360 square feet, and the southern portion would be 7,400 square feet. A smaller 1,650-square-foot courtyard would share a wall with the parking garage within the northwestern section of the residential building. Eight private residential patios ranging in size from 79 square feet to 139 square feet would be located along the southern side of the building along D Street. Amenities above the ground floor would include co-working spaces on floors two through six, private patios and balconies for residential units, two fifth story rooftop patios ranging in size from 2,700 square feet and 3,730 square feet, and a sixth-story 10,069 square feet rooftop patio with a pool and spa above the parking structure.

Table 2: Summary of Existing Buildings/Structures

Address	Building Type	Date
311 30th Street	Single-Unit Residential	1922
315 30th Street	Single-Unit Residential	1925
3000 C Street / 301 30th Street	Duplex	1933
3004 C Street	Single-Unit Residential	1925
320 Alhambra Boulevard	Commercial Warehouses	1926
324 – 350 Alhambra Boulevard	Commercial Warehouses	1935

Demolition Review

SCC section 17.108.090 defines “demolition” of any structure 50 years older or older as either the complete demolition of the structures or the partial demolition of the structure that would remove an aggerate of 50 or more linear feet of exterior wall or more than 50% of the building’s footprint. As illustrated in Table 2, the project site contains residential structures constructed between 1922 and 1933 and commercial warehouse buildings constructed in 1926 and 1935. Pursuant to SCC section 17.604.600, the proposed

demolition of any of these buildings/structures shall be referred to the Preservation Director to make the determination of whether the structures are eligible for consideration for listing on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) the eligibility criteria and requirements specified in SCC section 17.604.210. The Preservation Director meets the U.S. Secretary of the Interior Professional Qualification Standards for history and architectural history.

Historic Eligibility of Residential Structures

As proposed, the project would require the complete demolition of three single-unit dwellings and one duplex dwelling constructed between 1925 and 1933. The buildings are not currently listed on the California Register of Historic Places (California Register) or as a landmark on the Sacramento Register. Staff received a Historic Resource Evaluation report for the proposed project prepared by Groundwork Preservation (**Attachment 9**), which determined the residential structures do not meet the criteria for listing in the Sacramento Register or the California Register.

As the City's historic preservation specialist, the Preservation Director, has reviewed the report and all public comments submitted as part of the project and concluded the buildings at 311 30th Street, 315 30th Street, 3000 C Street / 301 30th Street, and 3004 C Street do not meet the qualifications for listing on the California Register or Sacramento Register as either an individual landmark or a contributing resource to a potential historic district and are not a historical resources for the purposes of the California Environmental Quality Act (CEQA). As such, the Preservation Director has concluded that the buildings do not represent a historical resource for the purposes of SCC section 17.604.600 (demolition of buildings or structures 50 years old or older) or CEQA. The Preservation Director does not oppose demolition of the residential structures on historical or environmental grounds.

Historic Eligibility of Commercial Structures

The project site contains two industrial/commercial warehouse buildings adjacent to Alhambra Boulevard and D Street associated with the Pureta Sausage Factory. This includes a 1926 one-story brick commercial and industrial building located at 320 Alhambra Boulevard northwest of the intersection of Alhambra Boulevard and Chinatown Alley and a 1935 one- and two-story brick commercial and industrial building at 324 – 350 Alhambra Boulevard. Given the age of the structures, staff requested the applicant team provide a historic resource evaluation for the project, which was prepared by Groundwork Preservation and available in **Attachment 9.** The report determined the original portions of the industrial/commercial warehouse buildings are eligible for listing in the California

Register and the Sacramento Register under Criterion 1 for their contributions to the local history of Sacramento, California and Northern California. As a major regional wholesaler, distributor, and manufacturer of processed meats from 1927-1969, the Pureta Sausage Factory served as one of the leading companies in the meatpacking industry in Sacramento. According to the historic resources evaluation, the character-defining features of the two industrial/commercial warehouses include:

- Brick construction
- One- and two-story massing
- Parapet wall
- Brick pattern
- Clipped corner entry
- Multi-paned, metal framed windows.

The proposed project would result in minimal changes to the character-defining features of the Pureta Sausage Factory buildings. Changes include the demolition of the interior features of both buildings, retention of the overall building envelope and form of 320 Alhambra Boulevard, and partial demolition of the non-contributing additions of 324-350 Alhambra Boulevard. A tiered vertical addition ranging from three to five stories would be added to both buildings. The additions are sufficiently set back from the historic building façades to ensure that the retained historic buildings read as one-to two-stories in height and the materials of the additions are differentiated such that they will read as contemporary elements. The Historic Resources Evaluation concluded that the project as designed is in substantial compliance with the Secretary of the Interior's Standards for Rehabilitation and would not cause a substantial adverse change in the significance of the historical resources as defined in CEQA Guidelines section 15064.5. As the City's historic preservation specialist, the Preservation Director, reviewed the report along with all public comments submitted as part of the project and concurs with the findings of the Historical Resources Evaluation As such, staff does not oppose the demolition and alterations to the industrial/commercial warehouses to facilitate the adaptive reuse of the site.

Development Standards

The project is located within the C-2-SPD zone and the Alhambra Corridor SPD. As illustrated in Table 2 below, the project complies with the applicable development standards and no deviations are requested.

Table 2: Development Standards				
		Required	Project Site	
			Proposed	Deviation
Setbacks (min) (ft)	**Front-Yard** *(30th Street)*	0	0	No
	Street Side-Yard *(D Street)*	0	0	No
	Street Side-Yard *(C Street)*	0	0 – 4.75	No
	Rear-Yard *(Alhambra Boulevard)*	0	0 – 7	No
Height - C-2 Zone with CUP (max) (ft)		65	62.5	-
Height - Transitional[1] (max) (ft)	**0-39**	45	22.75	No
	40-79	55	43.5	No
	80+	65	62.5	No
Height - Roof Structure (max) (ft)		78	68.25	No
Open Space (sq ft)		33,200	40,852	No
Density (du/ac) (min)		20	147	-
Floor Area Ratio (FAR)		0.25 – 4.0	3.37	-
Parking	**Vehicle (min)**	n/a	322	-
	Bicycle – Long-Term	168	168	No
	Bicycle – Short-Term	35	35	No

1. *Transitional height refers to the height limits for portions of buildings in the C-2 zone within certain distances of the R-1, R-1B, and R-2 zone.*

Architectural Analysis

The site is subject to the Alhambra Corridor Supplemental Design Guidelines, which were developed to specifically address the form and function of the Corridor as well as of each neighborhood individually. The project site is located an industrial neighborhood of the corridor, on a site anticipated for redevelopment and reuse. The six-story building features a contemporary architectural style that reflects the industrial nature of the site by retaining the original brick facades along Alhambra Boulevard, D Street, and Chinatown Alley while using a charcoal thin brick base for the new vertical additions. Above the thin brick base, corrugated metal panels and cement board and plaster applications are employed around a well fenestrated façade, featuring vinyl windows with decorative mullions and steel framing. The windows are placed in symmetrical fashion for each unit both vertically and horizontally, complimenting the horizontal cement board reveals.

The façade features a series of white, light grey, red/orange, and black color reversals coupled with slight variations in materials and setbacks to create a visual pattern effect in the façade treatment. The implementation of stacked balconies with both overhanging and flush designs, patterned Juliet balconies, steel awnings, transom windows, and architectural insets divert attention across the entire façade. The building provides substantial step-backs at the third floor and fifth floors, incorporating outdoor patio amenities into the design to reduce the bulkiness and visibility of the building height while providing architectural variation to divert attention across the façades. The project employs a parapet roof with slight height variations to maintain a strong horizontal roof form. The varying use of materials coupled with step-backs and varied parapet heights results in a well-articulated building with a modern aesthetic that references the simple, utilitarian design aesthetic of the original brick warehouses on-site. Overall, staff find the design of the mixed-use development consistent with the Alhambra Corridor Supplemental Design Guidelines.

Tree Permit

Pursuant to SCC chapter 12.56, the removal of private protected trees and city trees requires a Tree Permit. As identified by the arborist report, prepared by California Tree and Landscape Consulting Inc., dated October 23, 2024 (revised May 5, 2025) and other related exhibits, this project proposes to remove nine (9) regulated trees, including seven (7) city trees and two (2) private protected trees. The project also proposes non-standard pruning of two (2) city trees for building clearance. The following identifies the specific trees proposed for removal and non-standard pruning:

<u>City trees to be removed:</u>

- Tree #59878, American Elm, 38-inch DSH
- Tree #59879, American Elm, 38-inch DSH
- Tree #59888, Coast Redwood, 9-inch DSH
- Tree #59890, Chinese Pistache, 22-inch DSH
- Tree #59896, Zelkova, 30-inch DSH
- Tree #59897, London Plane, 18-inch DSH
- Tree #59903, London Plane, 20-inch DSH

<u>Private protected trees to be removed:</u>

- Tree #8591, Chinese Elm, 34-inch DSH
- Tree #8594, Pecan, 29-inch DSH

<u>City trees to receive non-standard pruning:</u>

- Tree #59887, London Plane, 42-inch DSH

- Tree #59902, London Plane, 14-inch DSH

The trees are proposed for removal because they conflict with the most reasonable placement of proposed buildings, driveways, and necessary infrastructure. The trees proposed for non-standard pruning require significant reduction for the purposes of building clearance. The applicant has provided a replacement plan that is consistent with the replacement requirement described in the Tree Planting, Maintenance and Conservation Ordinance. Urban Forestry has approved a replacement waiver for Trees #59878, #59888, #59896, #59897, and #59903 due to the condition and structural defects of these trees. The outstanding replacement requirement for trees removed from the right of way is 60 inches. The replacement plan proposes the planting equivalent of 10 inches DSH in the form of new City street trees. The remaining replacement requirement of 50 inches shall be met with the payment of in-lieu fees. For the removal of 63 inches of private protected trees, the replacement plan proposes the planting the equivalent of 34 inches on-site in the form of new landscape trees. The remaining replacement requirement of 29 inches shall be met with the payment of in-lieu fees.

The total inches to be replaced with the payment of in-lieu fees is 79 inches, for a total of $25,675.00 to be paid to the Tree Planting and Replacement Fund. In-lieu fees are billed at the time that the entitlement is approved, and the fees are due upon receipt of the invoice.

FINDINGS OF FACT AND CONDITIONS OF APPROVAL
Alhambra Redevelopment Project (P24-007)
320, 324, and 350 Alhambra Boulevard;
3005 and 3012 C Street; and 301, 311, 315, and 317 30th Street
(APNs 003-0112-001, -002, -003, -004, -017, -018-, -020, and -021)

FINDINGS OF FACT

A. **Environmental Determination:** B Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the project, the Planning and Design Commission finds that:

1. The Alhambra Redevelopment (project) is statutorily exempt from further environmental review pursuant to Public Resources Code (PRC) section 21080.66 as follows:

    i. The project meets the conditions of Public Resources Code section 21080.66(a) as follows:

        1. The project is a housing development project within the meaning of PRC section 21080.66(a).

        2. The project site is less than 20 acres as required by 21080.66(a)(1).

        3. The project site is located within the City of Sacramento (an incorporated municipality) as required by PRC section 21080.66(a)(2).

        4. The project site has been previously developed with urban uses and at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses as required by PRC section 21080.66(a)(3).

        5. The project is consistent with the General Plan, General Commercial (C-2-SPD) zone, and the Alhambra Corridor Special Planning District (SPD) as required by PRC section 20180.66(a)(4).

        6. At 147 dwelling units per acre, the project will be at least one-half of the applicable density specified in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65583.2 of the Government Code as required by PRC section 20180.66(a)(5).

7. The project satisfies the requirements specified in paragraph (6) of subdivision (a) of Section 65913.4 of the Government Code, as follows:

    - The Project site is not located within a Coastal Zone as defined by PRC Section 30103.
    - The Project site is not located on prime farmland, farmland of statewide importance, or land zoned or designated for agricultural protection or preservation.
    - The Project site does not contain wetlands.
    - The Project Site is not located within a High or Very High Fire Hazard Severity Zone, as determined by the California Department of Forestry and Fire Protection (CAL FIRE).
    - The Project Site is not listed as a hazardous waste site, unless the Department of Toxic Substances Control (DTSC) has cleared the site for residential use or residential mixed uses.
    - The Project Site is within a delineated earthquake fault zone as determined by official maps published by the State Geologist, however the development will be required to obtain building permit(s), which will ensure compliance with applicable seismic protection building code standards adopted by the California Building Standards Commission.
    - The Project Site is not within a flood plain as determined by Federal Emergency Management Agency (FEMA) maps, unless the development has been issued a flood plain development permit.
    - The Project Site is not within a floodway as determined by FEMA maps, unless the development has received a no-rise certification.
    - The Project Site is not located on lands identified for conservation in an adopted natural community conservation plan or habitat conservation plan.
    - The Project Site does not contain habitat for protected

species identified as candidate, sensitive, or species of special status by State or federal agencies, fully protected species, or species protected by the federal Endangered Species Act, California Endangered Species Act, or the Native Plant Protection Act.

- The Project Site is not located on lands under a conservation easement.

8. The Project does not require the demolition of a historic structure that was placed on a national, state, or local historic register before the date a preliminary application was submitted for the project pursuant to Section 65941.1 of the Government Code as required by as required by PRC section 21080.6(a)(7).

9. The Project was deemed complete on May 7, 2024 and no portion of the project is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging as required by PRC section 21080.66(a)(8).

ii. The Project meets the conditions of Public Resources Code section 21080.66(b) related to Tribal Consultation as follows:

1. The City distributed requests for Tribal Consultation to the applicable Native American tribes identified by the California Native American Heritage Commission (NAHC). Project notification letters were distributed to United Auburn Indian Community (UAIC), Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians on April 3, 2024.

    - A response was received from the UAIC on April 8, 2024 requesting consultation on the project. On May 21, 2024, UAIC closed consultation with the stipulation that a certified tribal monitor conduct periodic spot checks during ground disturbance at the site and the inclusion of an unanticipated discoveries mitigation measure.

    - A response was received from Wilton Rancheria on April 8, 2024 requesting consultation for the project. On April 8, 2024, Wilton Rancheria closed consultation with the stipulation that a certified tribal monitor be on site during ground disturbance activities and that their inadvertent

discovery treatment plan is included in the construction protocols for the project.

- A response was received from the Shingle Springs Band of Miwok Indians on July 30, 2024, requesting continued updates on the project, as well as the record searches and surveys conducted. Such materials were provided.

- Requests for consultation were not received from Buena Vista Rancheria of Me-Wuk Indian tribe.

- Additional responses were not received within the consultation period.

iii. The Project meets the conditions of Public Resources Code section 21080.66(c)(1) as follows:

1. A Phase I Environmental Site Assessment (ESA) was conducted for the Project by Geocon Consultant, Inc. which identified recognized environmental conditions.

2. As such, the City has conditioned the project to require the preparation of a Preliminary Endangerment Assessment as a condition of approval for the development, in accordance with PRC Section 21080.66(c)(1)(a).

3. Preparation of a Preliminary Endangerment Assessment ensures that, if needed, measures are identified to adequately mitigate the existence of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby property or activity to levels required by current federal and State statutory and regulatory standards.

4. The Project is conditioned to prepare the Preliminary Endangerment Assessment and complete any identified measures to mitigate hazards prior to the issuance of a certificate of occupancy consistent with the intent of PRC Section 21080.66(c).

iv. The project meets the conditions of Public Resources Code section 21080.66(c)(2) as follows:

1. The Project site is located within 500 feet of a freeway and has

been conditioned to implement the following criteria in the Project as required by PRC section 21080.66(c)(2):

- The building includes a centralized heating, ventilation, and air-conditioning (HVAC) system
- The outdoor air intakes for the HVAC system faces away from the freeway.
- The building provides air filtration media for outside and return air that provides a minimum efficiency reporting value of 16.
- The air filtration media shall be replaced at the manufacturer's designated interval.
- The building is not designed to include any balconies facing the freeway.

v. Upon approval of the Alhambra Redevelopment Project (P24-007), the Planning Director shall file or cause to be filed a Notice of Exemption with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto

vi. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Planning and Design Commission has based its decision, including the project's PRC section 21080.66 Consistency Checklist, are located in and may be obtained from, the Community Development Department at 300 Richards Boulevard, Third Floor, Sacramento, California 95811. The Planning Director is the custodian of records for all matters before the Planning and Design Commission

B. The **Conditional Use Permit** to exceed height standards of the residential preservation transition buffer zone of the Alhambra Corridor Special Planning District (SPD) is **approved** based on the following Findings of Fact:

1. The proposed use and its operating characteristics are consistent with the general plan's Residential Mixed Use (RMU) land use designation, in that the height exceedance facilitates the redevelopment of a large, underutilized

city-block with a residential mixed-use development at an intensity that is consistent with the allowable building intensity standards (i.e. density minimums and floor area ratio (FAR) range). The proposed use and its operating characteristics support and implement the General Plan designation's vision for compact, mixed-use developments that are compatible with adjacent lower-density neighborhoods by the project being designed to incorporate multiple building step-backs along Alhambra Boulevard, thereby reducing the massing of the new development on relation to the adjacent development. The project is also consistent with the general plan goals and policies related to sustainable growth and change, in that the project introduces a new and denser housing product in a neighborhood with existing infrastructure that is close to transportation corridors, such as the Capital City Freeway and multiple Regional Transit bus routes, and educational and recreational amenities, such as the William McKinley Park and Library and Miwok Middle School. The project diversifies the housing stock in an area comprised of mostly single-unit residential and smaller-scaled multi-unit and commercial developments consistent with General Plan Policy LUP-6.2, which promotes a range of residential development intensities throughout the City to cultivate a mix of housing types at varying sales price points and rental rates. There are no specific plans or transit village plans applicable to the site.

2. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning districts in which it is located, and of all other provisions of this title and this code, in that the project complies with all development standards of the General Commercial (C-2-SPD) zone and the Alhambra Corridor Special Planning District (SPD) and no deviations are requested. Both multi-unit residential and commercial uses are allowed uses permitted by-right within the C-2-SPD zone and Alhambra Corridor SPD, and the multi-unit residential use will be required to implement operational standards established in Sacramento City Code section 17.228.117 to ensure the development is maintained and operating efficiently. The proposed height exceedance to the residential preservation transition buffer zone of the Alhambra Corridor SPD allows for a compatible mixed-use development that incorporates generous building step-backs at an intensity that is consistent with the allowable building intensity standards.

3. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities, in that the project location has been evaluated

and conditioned to ensure safe access and designed to adequately fit the mixed-use development. The site is also adjacent to existing public and private utilities.

4. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance, in that the project has been designed to complement other nearby land uses, including adjacent single-unit and smaller-scaled multi-unit developments, by placing the structured parking garage and vehicle access closer to the adjacent freeway (Capital City Freeway). The project also incorporates generous building step-backs along Alhambra Boulevard and portions of D Street, which reduces the massing of the new development on the adjacent community and provides appropriate transitions in scale. The mixed-use development and its active spaces are oriented toward the street, public and common open spaces, creating natural “eyes on the street” safety surveillance. The proposed use also provides adequate pedestrian and bike pathways and integrates well with the existing neighborhood through appropriate scale, access and parcel orientation

C. **Site Plan and Design Review** for the demolition of existing structures and construction of a six-story mixed-use development consisting of 2,400 square feet of ground-floor commercial and 332 multi-unit dwellings within the General Commercial (C-2-SPD) zone and Alhambra Corridor SPD is **approved** based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan in that it is consistent with general plan goals that encourage infill development and sustainable growth by redeveloping a large, underutilized city-block with a residential mixed-use development at an intensity that is consistent with allowable building intensity standards (i.e. density minimums and floor area ratio (FAR) range). The proposed use and its operating characteristics support and implement the designations vision for compact, mixed-use developments that are compatible with the adjacent lower-density neighborhoods by designing the project to incorporate multiple building stepbacks along Alhambra Boulevard to reduce the massing of the new development on the adjacent community. The project is also consistent introduces a new and denser housing product in a neighborhood with existing infrastructure that is close to existing Sacramento Regional Transit bus routes, such as Routes 30, 67, 68, and

134, and educational and recreational amenities, such as the William McKinley Park and Library and Miwok Middle School. The project also diversifies the housing stock in an area comprised of mostly single-unit residential and smaller-scaled multi-unit and commercial developments consistent with General Plan Policy LUP-6.2, which promotes a range of residential development intensities throughout the City to cultivate a mix of housing types at varying sales price points and rental rates. There are no specific plans or transit village plans applicable to the site.

2. The design, layout, and physical characteristics of the proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards. The project complies with development standards of the C-2-SPD zone and the Alhambra Corridor SPD and no deviations to development standards are required. The project is also consistent with the Alhambra Corridor Supplemental Design Guidelines in that the project is in an industrial neighborhood, which is anticipated for site redevelopment and reuse in the Design Guidelines. The six-story, mixed-use building features a contemporary architectural style that reflects the industrial nature by retaining the original brick building facades along Alhambra Boulevard and a portion of D Street and Chinatown Alley. New vertical and horizontal additions incorporate high-quality materials such as corrugated metal, cement plaster, and a thin brick veneer colored gray to contrast and reference the historic red brick, and adheres to guidelines for landscaping, parking, and building orientation. No deviations from applicable standards are requested.

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, in that the proposed project provides onsite and offsite improvements to sufficiently serve this project and its users through appropriate stormwater management, extension of necessary public and private utility infrastructure, and landscaping improvements.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that the surrounding neighborhood is a mix of commercial, office and other employment generating uses. The project is designed to be

compatibility with adjoining uses by incorporating gracious building height stepbacks along Alhambra Boulevard and portions of D Street to maintain appropriate transitions in scale. The proposed design also utilizes materials compatible with the Design Guidelines and are complementary to the visual appearance of other structures in the surrounding area.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged in that the proposed development will comply with California's 2019 Building Energy Efficiency Standards (Title 24), which are designed to reduce energy demand. Energy-efficient lighting, heating, and cooling systems are also integrated into the design, reducing overall consumption. Further, the project will utilize existing road and utility networks.

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 project has been designed to complement other nearby land uses, including adjacent single-unit and smaller-scaled multi-unit and commercial developments, by placing the structured parking garage and vehicle access closer to the adjacent freeway (Capital City Freeway). The project also incorporates generous building stepbacks along Alhambra Boulevard and portions of D Street to reduce the massing of the new development on the adjacent community and provide appropriate transitions in scale. The mixed-use development and its active spaces are also oriented toward the street, public and common open spaces, creating natural "eyes on the street" safety surveillance. The proposed use also provides adequate pedestrian and bike pathways and integrates well with the existing neighborhood through appropriate scale, access and parcel orientation.

D. The **Tree Permit** for the removal of seven (7) city trees and two (2) private protected trees, and the non-standard pruning of two city trees **is approved** based on the following Findings of Fact:

1. The location of the seven (7) city trees and two (2) private protected tree conflicts with the most feasible placement of proposed buildings, driveways, and necessary infrastructure.

2. The replacement plan is consistent with the standards set forth in section

12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance.

E. **200-Year Flood Protection**

1. The project site is within an area for which the facilities of the State Plan of Flood Control or other flood management facilities protect the project to the urban level of flood protection, as demonstrated by the SAFCA Urban Level of Flood Protection Engineer's Reports accepted by the City Council on October 21, 2025 (Resolution No. 2025-0283).

F. **No Net Loss**

1. The project is located on two sites (320 Alhambra Boulevard and 3012 C Steet) listed in the 2021-2029 RHNA Housing Element Sites Inventory, which anticipate 33 total units of lower income housing. This project proposes 332 units of moderate-income housing. As of October 15, 2025, the lower income capacity on remaining sites identified in the Housing Element is 15,404, which is adequate to meet the jurisdiction's remaining low income RHNA of 13,406 for the 2021-2029 planning period. As the remaining sites identified in the Housing Element are adequate to meet the requirements of Section 65583.2 of the California Government Code and to accommodate the City's share of the regional housing need pursuant to Section 65584, this project is consistent with the Housing Element.

CONDITIONS OF APPROVAL

B. The **Conditional Use Permit** to exceed height standards of the residential preservation transition buffer zone of the Alhambra Corridor SPD is **approved** subject to the following Conditions of Approval:

PLANNING

D1. Development shall comply with the Site Plan and Design Review conditions of approval.

D2. The project approval allows for the construction of a mixed-use building at a height that exceeds 35 feet in the Alhambra Corridor SPD. The project shall provide the approved setbacks, including the fifth story roof decks, along Alhambra Boulevard and portions of D Street and Chinatown Alley as shown on the final approved plans. Any modification(s) to the setbacks, building layout, and massing of the project shall be reviewed by Planning staff and may be subject to additional entitlements.

C. **Site Plan and Design Review** for the demolition of existing structures and construction of a six-story mixed-use development consisting of 2,400 square feet of ground-floor commercial and 332 multi-unit dwellings within the C-2-SPD zone and Alhambra Corridor SPD is **approved** subject to the following Conditions of Approval:

PLANNING

C1. The project approval allows for the construction of a mixed-use building with 332 multi-unit dwellings, ground floor commercial, and 322 parking stalls in a structured parking garage and landscaping improvements as shown on the final approved plans. Any modification(s) to shall be reviewed by Planning staff and may be subject to additional entitlements.

C2. Any changes, additions, or modifications to the approved plans with respect to architectural design, layout, materials, setback, etc. shall require additional review and approval from Planning staff.

C3. The applicant shall obtain all necessary building and encroachment permits prior to commencement of construction.

C4. It is in the City's interest to prevent blight by maintaining existing development on a site until such time as new construction is undertaken as evidenced by issuance of building permits for new development. Therefore, the applicant shall not commence demolition until a building permit has been issued for the new structure. Given the condition of the existing buildings, the Planning Division, at their sole discretion, may authorize the demolition of existing structures at the request of the applicant.

C5. A pre-construction meeting shall be scheduled between the applicant, the applicant's contractor, and preservation staff to review the conditions and the methods of treatment. There shall also be an in-progress inspection conducted by preservation staff, scheduled once demolition activity is complete.

C6. The existing character-defining elements of the commercial warehouses at 320 and 324 – 350 Alhambra Boulevard shall be retained and protected, including:

a. Brick construction

b. One- and two-story massing

c. Parapet wall

d. Brick pattern

e. Clipped corner entry

f. Multi-paned, metal framed windows.

C7. All repairs to existing character defining materials and elements shall meet the Secretary of the Interiors Standards for the Treatment of Historic Properties. Specific repair and cleaning techniques shall be subject to review and approval by Preservation Staff during construction.

C8. Match in-kind means to match: design, dimensions, placement, materials and finishes.

C9. If existing windows need to be replaced to be operable, the applicant shall utilize metal sash windows with true divided lites subject to review and approval by Preservation Staff. If windows are replaced, the existing fenestration pattern and opening shall be maintained.

C10. Applicant shall submit product literature for windows and provide contractor qualifications for review and approval by Preservation Staff prior to procurement.

C11. Applicant shall submit product literature for doors and provide contractor qualifications for review and approval by Preservation Staff prior to procurement.

C12. Landscaping improvements including planters, trees, shrubs, and groundcover shall be constructed as indicated on the final approved plans. Any changes to the proposed landscaping plans shall be reviewed by Planning/Urban Forestry for approval.

C13. The owner or operator shall maintain landscaping and irrigation in a healthy and serviceable condition and the site shall be free of debris and weeds

C14. Building finishes shall be provided in accordance with the materials and colors shown on the approved plans. Building height, setbacks, and massing shall be consistent with the approved plans. All building elevations shall have a form and design consistent with the final approved plans.

C15. As shown on the approved elevations, exterior building materials and elements shall be:

a. Thin brick veneer

b. Aluminum/corrugated panels

c. Metal

d. Stucco

e. Anodized storefront window system with clear glass

C16. Glazing shall be provided as indicated on the approved elevations.

C17. All parking, driveway, curb, and sidewalk improvements shall be constructed as indicated on the approved plans.

C18. The project shall provide open space courtyards, rooftop decks, private balconies, and private patios as shown on the final approved plans. Any modifications to open space amenities shall be reviewed by planning staff to ensure the development provides a minimum of 33,200 square feet of open space as required by SCC section 17.600.135.

C19. This project shall provide a minimum of 35 short-term and 168 long-term bicycle parking spaces. Bicycle parking shall adhere to the City's Bike Rack Design and Placement Design Standards.

C20. Walls and Fences shall:

a. Be consistent with heights and locations shown on approved plans.

b. Comply with development standards in the Planning and Development code.

c. Conform to City standards for sight line requirements at intersections and driveways

C21. All newly installed ground-mounted and roof-mounted mechanical equipment must be completely concealed from all adjacent and approaching right-of-way views. Construction documents shall clearly illustrate compliance. Placement of all exterior mechanical equipment, along with any necessary screening and details, must be shown on site plans, roof plans, and exterior elevations. Permanently supported solid,

slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. Louvered material shall be positioned so spacing does not align with line of sight views. All material shall be painted to match elements of building exterior finish.

C22. All newly installed exterior wall-mounted and ground-mounted electrical service equipment, excluding transformers, must be completely concealed from all adjacent and approaching right-of-way views. Construction documents shall clearly illustrate compliance. Placement of all exterior electrical equipment, along with any necessary screening and details, must be shown on site plans, floor plans, and exterior elevations, while maintaining all service clearance requirements. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. All material shall be painted to match elements of building exterior finish.

C23. The agreements executed between the operator and tenants shall include a notification that parking is not included as a part of the lease. Furthermore, the agreement shall state that there is limited parking available in the neighborhood adjacent to the facility.

C24. The operator shall comply with the maintenance, repair, and operation standards for multi-unit dwellings pursuant to SCC section 17.228.117.

C25. Prior to final building occupancy of the first unit, the project shall be subject to an on-site inspection by Planning staff to ensure all conditions of approval are satisfied.

C26. 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 approved by Urban Design staff shall be subject to review and approval prior to any changes.

C27. Provide light fixtures as shown on the final approved plans. Cutsheets of fixture specifications shall be provided during building permit plan check for review and approval by Planning staff. Project lighting shall comply with all applicable Sacramento City Code lighting regulations. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed to not produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public areas.

C28. A photometric plan shall be provided for all outdoor lighting in and around the site at the time of plan check. Any new building mounted lighting shall be subject to final review and approval by Planning staff.

C29. The applicant shall prepare a construction management plan prior to issuance of building permit for review and approval by the building division that addresses crane placement, potential encroachment into the public right of way, street closures, and potential effects on city street trees.

C30. Planning In-progress inspections (93) shall be called for prior to the following Building Inspections: Bldg-Foundation Forms (10), Bldg-Concrete Slab Forms (12), and Bldg-Frame (19). Coordinate with the assigned Planning staff (Planning Inspection Team).

C31. A Planning Final (89) shall be called for prior to Building Final (29). Coordinate with the assigned Planning staff (Planning Inspection Team).

C32. Prior to final building occupancy, the project shall be subject to an on-site inspection by Planning staff to ensure all conditions of approval are satisfied.

C33. Signage has not been reviewed as a part of this project approval. The applicant shall obtain a sign permit before the fabrication or installation of any signage for the development.

C34. This approval is valid for three years and is subject to SCC section 17.808.400.

ENVIRONMENTAL

C35. The project shall prepare a Preliminary Endangerment Assessment. The Preliminary Endangerment Assessment shall identify any measures needed to adequately mitigate the existence of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby property or activity to levels required by current federal and State statutory and regulatory standards. The project shall submit the Preliminary Endangerment Assessment and evidence documenting completion of all identified measures prior to issuance of a certificate of occupancy.

C36. Prior to issuance of building permits, the project shall incorporate design measures/criteria outlined in Public Resources Code Section 21080.66(c)(2) as follows:

a. The building includes a centralized heating, ventilation, and air-conditioning (HVAC) system

b. The outdoor air intakes for the HVAC system faces away from the freeway.

c. The building provides air filtration media for outside and return air that provides a minimum efficiency reporting value of 16.

d. The air filtration media shall be replaced at the manufacturer's designated interval.

e. The building is not designed to include any balconies facing the freeway.

C37. Prior to the initiation of any ground disturbing activities, the project applicant shall show on project improvement plans via notation that the following Basic Construction Emission Control Practices/BMPs shall be implemented during all construction activities associated with the proposed project:

a. 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;

b. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;

c. Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;

d. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);

e. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

f. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [CCR, Title 13, sections

2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site;

g. Provide current certificate(s) of compliance for the CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation (CCR, Title 13, Sections 2449 and 2449.1). For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html; and Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated

h. Proof of compliance with this measure shall be submitted to the City of Sacramento and SMAQMD for review and approval.

C38. Prior to the initiation of ground disturbance, the project applicant shall show on project improvement plans via notation that the contractor shall ensure that:

a. the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction of the proposed project, including owned, leased, and subcontractor vehicles, shall be Tier 4 final off-road construction equipment.

b. All off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturer's specifications.

c. Idling shall be limited to five minutes or less in accordance with the In-Use Off-Road Diesel Vehicle Regulation as required by CARB. Clear signage regarding idling restrictions shall be placed at the entrances to the construction site.

d. Portable equipment over 50 horsepower must have either a valid SMAQMD Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.

The aforementioned requirements shall be noted on grading plans and submitted for review and approval by the City of Sacramento Community Development Department.

C39. Purple Martin: If construction activities commence between February 1 and September 15, a pre-construction survey shall be conducted by a qualified biologist within 14 days of project construction for nesting purple martin within 0.25-mile of the project site. If nesting purple martin are not found, then further mitigation measures are not necessary. If active nests are found within 0.25-mile of the project site, the applicant shall maintain a 100-foot buffer around each active purple martin nest. Construction activities shall not be permitted in this buffer until a qualified biologist determines that the young have fledged or that the nesting attempt has failed. If an active purple martin nest is found within an on-site tree or structure, then the project applicant shall obtain any required permits from CDFW and shall further implement additional mitigation as recommended by a qualified biologist based on CDFW guidelines. The results of the pre-construction survey shall be submitted to the City of Sacramento Community Development Director, or designee thereof, as applicable.

C40. Nesting Raptors and Other Migratory Birds: 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 1-September 15), a qualified biologist shall be retained by the project applicant to conduct pre-construction 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 250 feet of project activity, as accessible. Surveys shall be conducted no more than 10 days before ground disturbance is expected to occur. The pre-construction surveys shall be submitted to the City's Community Development Department. If active nests are not found, further mitigation is not 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.

Construction activity shall not 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 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.

C41. Prior to issuance of grading permits, 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 private protected tree. The measures shall be reflected on the grading plans, subject to review and approval by the City's Planning and Design Commission. All removal activities shall be subject to the guidelines set forth in Chapter 12.56, Tree Planting, Maintenance, and Conservation, of the Sacramento City Code, which requires the acquisition of a Tree Permit prior to the removal of any tree.

C42. Avoidance and Preservation Procedures in the Event of the Inadvertent Discovery of Cultural Resources: If cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to cultural resources. This will be accomplished, if feasible, by several alternative means, including:

a. Planning construction to avoid archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.

b. Recommendations for avoidance of cultural resources will be reviewed by the City representative and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources, modification of the design to eliminate or

reduce impacts to cultural resources or modification or realignment to avoid highly significant features within a cultural resource.

c. If the discovered cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.

d. The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area.”

If a cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources:

a. Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.

b. If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.

C43. Implement Procedures in the Event of the Inadvertent Discovery of Human Remains: If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

a. If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

b. If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

C44. Prior to approval of any grading permits, a design-level Geotechnical Analysis shall be conducted by a California Registered Civil Engineer or Geotechnical Engineer to characterize the subsurface conditions of the project site. The report shall address and make recommendations on the following:

a. Road, pavement, and parking area design;

b. Structural foundations, including retaining wall design (if applicable);

c. Grading practices;

d. Erosion/winterization;

e. Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.);

f. Subsidence and settlement potential; and

g. Slope stability.

All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design. The design-level Geotechnical Analysis shall be submitted to the City of Sacramento Community Development Department.

C45. In the event that a paleontological resource is inadvertently discovered during project-related work, regardless of the depth of excavation or location, work shall be halted within 50 feet (15 meters) of the find and a qualified paleontologist (Society of Vertebrate Paleontology [SVP] 2010) and the City of Sacramento Community Development Department shall be notified. The resources shall be examined by the qualified paleontologist at the developer's expense, for the purpose of recording, protecting, or curating the discovery as appropriate. Construction activities could continue in other areas.

If the find is determined to be significant under SVP criteria, the find shall be left in place without further disturbance, or if avoidance is not feasible, then additional work, such as fossil recovery excavation (salvage) and curation at a certified repository, such as the University of California Museum of Paleontology (UCMP), may be warranted and would be discussed in consultation with the City of Sacramento Community Development Department, and any other relevant regulatory agency, as appropriate. The qualified paleontologist shall submit to the City of Sacramento Community Development Department for review and approval a report of the findings and method of curation or protection of the resources.

C46. During grading and construction activities, the applicant shall and obtain a permit from the Sacramento County Environmental Management

Department and hire a licensed contractor to properly remove the identified UST in consultation with SCEMD, subject to review and approval by the Sacramento County Environmental Health Department. If soils suspected of being contaminated are encountered in association with the USTs, the soils shall be removed in accordance with RWQCB guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines, subject to verification by the City of Sacramento Community Development Department.

C47. If indicators of apparent soil contamination (soil staining, odors, debris fill material, etc.) are encountered within the project site, the impacted area(s) should be isolated from surrounding, nonimpacted areas. The project environmental professional shall obtain samples of the potentially impacted soil for analysis of the contaminants of concern and comparison with applicable regulatory residential screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the soil contaminant concentrations exceed the applicable regulatory residential screening levels, the impacted soil shall be excavated and disposed of offsite at a licensed landfill facility to the satisfaction of the City of Sacramento Community Development Department.

C48. Prior to issuance of a demolition permit for on-site structures, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the Building Department an asbestos and lead survey. If asbestos-containing materials or lead-containing materials are not discovered during the survey, further mitigation related to asbestos-containing materials or lead-containing materials shall not be required. If asbestos-containing materials and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site asbestos-containing materials and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all California Environmental Protection Agency (CalEPA) regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the

work plan to the City of Sacramento for review and approval. The City has the right to defer the work plan to the Sacramento County Department of Environmental Health for additional review. Materials containing more than one (1) percent asbestos that is friable are also subject to SMAQMD regulations. Removal of materials containing more than one (1) percent friable asbestos shall be completed in accordance with SMAQMD Section 11-2-303.

C49. Prior to issuance of any grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the Central Valley RWQCB. The contractor shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the project may include, but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to both the City Director of Public Works, and the City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.

C50. Prior to approval of grading permits, the City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

a. Construction shall be limited to 7:00 AM and 6:00 PM, on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 AM and 6:00 PM on Sundays;

b. All construction equipment powered by internal combustion engines shall be properly muffled and maintained;

c. Quiet construction equipment, particularly air compressors, shall be selected whenever possible;

d. All stationary noise-generating construction equipment, such as generators or air compressors, shall be located as far as is practical from existing residences. In addition, such stationary construction equipment shall be placed so that noise is directed away from the sensitive receptors nearest to the project site;

e. Unnecessary idling of internal combustion engines shall be prohibited; and

f. The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during project construction.

Proof of compliance with the above measures shall be submitted to the City of Sacramento Community Development Department for review.

C51. Any compaction required within 26 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers, rather than vibratory compactors/rollers, which use weight instead of vibrations to achieve soil compaction. As an alternative, preconstruction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. The above requirements shall be included via notation on any future improvement plans approved for the proposed project to the satisfaction of the City's Community Development Department.

C52. In the event that tribal cultural resources are discovered during construction, the project shall implement procedures to evaluate tribal cultural resources and implement avoidance and minimization measures:

a. If any suspected TCRs or resources of cultural significance to UAIC, Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians, or other Native American Tribes, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of

whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

b. A Tribal Representative and the City of Sacramento shall be immediately notified, and the Tribal Representative in coordination with the City of Sacramento shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

c. Treatment and Documentation:

    i. The culturally affiliated Tribe shall consult with the City of Sacramento to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

    ii. The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.

    iii. The construction contractor(s) and City of Sacramento shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe’s preferences, excavation of the reburial location, and assisting with the reburial, upon request.

    iv. Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.

v. Work at the TCR discovery location shall not resume until authorization is granted by the City of Sacramento in coordination with the culturally affiliated Tribe.

vi. If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.

C53. Tribal Monitors and Monitoring: The project proponent or their construction manager shall comply with the foregoing measure to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities:

a. The project proponent shall reach out to qualified Native American Tribal Monitors [one option is to contact the UAIC THPO (thpo@auburnrancheria.com)] a reasonable amount of time prior to project ground-disturbing activities to retain the services of a qualified Native American Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.

b. A contracted Tribal Monitor(s) shall monitor the vegetation grubbing, stripping, grading, trenching, and other ground-disturbing activities in the project area. All ground-disturbing activities, including rebuild or previously disturbed, shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the contracted Tribal Monitor.

c. Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.

d. Appropriate treatment of TCRs may include but is not limited to:

i. Recordation of the resource(s)

ii. Avoidance and preservation of the resource(s)

iii. Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the appropriate Tribal THPO or their representative.

e. To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log. The Tribal Monitor shall provide a copy of the log to the City of Sacramento for mitigation compliance verification.

f. The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.

g. The Tribal Monitor and the project proponent or construction manager shall determine a mutual end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.

h. In the event the Tribal Monitor does not report to the job site at the scheduled time after receiving 24 hour business day notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a Tribal Monitor, shall suspected TCRs be mishandled or disrespected.

i. The CEQA lead shall assist with resolution of disagreements between the project proponent/contractor and the Tribe if such occurs on the project.

PUBLIC WORKS

C54. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

C55. 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.

C56. The applicant shall merge the existing parcels that cover the project site which creates the parcel boundary shown on the proposed site plan prior to obtaining any Building Permits.

C57. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.

C58. Reciprocal access easements are required for shared use of the driveways w/ the adjacent parcel, if not already in place.

C59. Bulb outs/curb extensions are required where there is on-street parking in the central City area or as directed by the Department of Public Works. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. The applicant shall construct bulb-outs/ curb extension at the following locations to the satisfaction of Public Works:

a. NW corner of Alhambra Blvd. and D Street (both directions)

b. SW corner of Alhambra Blvd. and C Street (both directions)

c. SE corner of 30th Street and C Street (N/S direction)

C60. The following conditions shall be applied to the proposed gate to the parking garage:

a. The gate shall be designed so that no portion of the gate will intrude into the public right-of-way;

b. The gate can be automatically opened and that all vehicles in the subject property will be equipped with an automatic gate opener/remote control; and

c. The gate shall remain open during operating hours of business if the proposed parking garage is used for public use. (Condition 7c not applicable if garage is used only for private resident use.)

C61. The applicant shall construct high visibility crosswalks with appropriate signage at the Alhambra Boulevard/D Street intersection, crossing

Alhambra Boulevard, consistent with City Pedestrian Crossing Guidelines to the satisfaction of the Department of Public Works.

C62. 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.

C63. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.

C64. This project will require the installation of streetlights on all public streets fronting this property to the satisfaction of Public Works. The number and locations of these lights will be determined when development plans are submitted for review.

C65. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.

C66. The applicant shall install appropriate signage and striping to restrict parking between the proposed driveway and the existing fire hydrant along 30th Street per City standards to the satisfaction of the Department of Public Works.

C67. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

C68. The applicant shall obtain any required encroachment permits from Development Engineering for any proposed construction within the public right-of-way (i.e. bicycle racks) per City Standards to the satisfaction of the Department of Public Works.

C69. The applicant shall complete the abandonment/vacation process for the former Chinatown Alley per Section B of the Abandonment/Vacation Application Process & Requirements prior to issuance of any Building Permits to the satisfaction of the Department of Public Works. Any conditions associated with the abandonment clearance letters shall be satisfied as part of the abandonment to the satisfaction of the Department of Public Works.

C70. 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-foot sight triangle). Walls shall be set back three feet 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 feet in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

STREETLIGHTS

C71. This project will require the installation of streetlights on all public streets to the satisfaction of Public Works. This will require the electrical design plans to be prepared and stamped by a registered civil or electrical engineer submitted with the major encroachment permit application. The Developer will determine the quantity and locations of streetlights based upon the City Lighting Standards. In general, the City Lighting Standard for illumination is the following: the illumination levels are 0.10 footcandles minimum for residential applications. The illumination levels for crosswalks and signalized intersections shall meet the American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) RP-8 guidelines. A photometric analysis is required for the first Cycle submission. Residential lighting shall be the City Standard ornamental streetlights

SMUD

C72. SMUD has existing overhead 21kV and low voltage/secondary facilities along the east and west sides of the property that will need to remain. SMUD also has existing overhead 21kV and low voltage/secondary facilities within the property area along Chinatown Alley that will need to remain (pending the service requirements for the facilites served off of these overhead lines). The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

C73. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant’s property.

C74. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

C75. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

C76. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

C77. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.

C78. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services.

C79. The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD.

C80. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

C81. The shown transformer location and space on the plans will have to be validated by SMUD to ensure it meets all SMUD design and operational requirements. SMUD space requirements will be dictated by the requested service size. Additional space for a switch may also be required. The latest revised site plan (REV1) shows an interior transformer space. Please consult SMUD Electric Service Requirements (ESR) T013 for additional transformer space requirements. Please contact SMUD Line Design for additional information.

DEPARTMENT OF UTILITIES (DOU)

C82. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and

Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

C83. 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 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 may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval.

C84. Common area landscaping shall have a separate street tap for a metered irrigation service.

C85. Applicant shall abandon the existing City water main in the Alley from 30th Street to Alhambra Boulevard to the satisfaction of the DOU.

C86. Applicant shall construct a City water main on D Street connecting to the existing water distribution main on 30th Street to the existing water distribution main on Alhambra Boulevard to the satisfaction of the DOU.

C87. Applicant shall relocate the existing water service of 3001 D St (APN 003-0112-015-0000) from the Alley to the existing City water main on 30th Street.

C88. 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 fee will be used for improvements to the CSS. The applicant is recommended to contact the Department of Utilities Development Services at 916-808-7890 for a CSS fee estimate.

C89. All increases in sewer flow shall be mitigated. The proposed project is contributing increased sewer flows to the CSS and shall evaluate the available capacity of existing CSS mains from the project's point of service to the nearest 18-inch main. If any portion of the City mains to the nearest 18-inch main is determined to have insufficient capacity to accommodate the increased sewer flow, the development shall be required to improve the undersized mains to the nearest 18-inch main. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-7890) at the early planning stages to address any sewer related requirements.

C90. Applicant shall relocate the existing sewer service of 3001 D St (APN 003-0112-015-0000) from the Alley to the existing City combined sewer main on 30th Street.

C91. The applicant shall pay the Drainage Impact Fee or provide onsite drainage mitigation meeting the current Onsite Design Manual requirements. To meet the onsite detention requirement, 7,600 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to 0.18 cfs/acre The required detention volume can be partially or fully mitigated by implementing Low Impact Development (LID) features such as Stormwater planters and porous pavement, provided these features conform to the DOU's Hydromodification Management Plan (HMP) requirements. Designer shall utilize the latest edition of the Sacramento Area Hydrology Model (SAHM) when using LID features. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any onsite drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: A maintenance agreement may be required for detention and Low Impact Development (LID) features.)

C92. The onsite water, sewer and storm drain systems shall be private systems maintained by the association or other approved entity.

C93. Onsite sewer and drainage facilities shall be separated systems.

C94. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual.

C95. Finished floor elevations shall be a minimum of 6-inches above the 100-year HGL or 1-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.

C96. All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.

C97. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard specified in the DOU onsite manual.

C98. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

C99. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

POLICE

Lighting:

C100. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of 0.95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.

C101. Light poles, if applicable, shall be no higher than 16 feet.

C102. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

C103. Entry drives, drive aisles, parking and bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 6:1 average to minimum ratio.

C104. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of 1/3 foot candles per square foot of surface area at a 6:1 average to minimum ratio.

C105. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.

C106. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.

Landscaping

C107. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance, eliminates hiding areas within the landscape, and provides for tenants and users a safer environment.

C108. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.

Security

C109. Fencing, if applicable, shall be of decorative tubular steel, no climb type and a minimum of six feet in height.

C110. A Video Assessment and Surveillance System (VASS) shall be installed at the site and maintained by a property management company, security company, or designee.

C111. Manager with access to VASS storage shall be able to respond to any activation within two hours.

C112. Cameras shall be day/night capable with a resolution of no less than two (2) megapixels and a minimum frame rate of 15 frames per second.

C113. Each driveway entrance and each building entrance shall be covered by a camera set at 100 pixels per foot or higher.

C114. VASS shall be capable of exporting footage to common media in a standard viewing format and shall not require proprietary software for third party viewing.

C115. VASS shall be capable of storing no less than 30 days' worth of activity.

C116. VASS shall provide comprehensive coverage of:

a. areas of ingress and egress

b. parking lot(s)

c. coverage of all four (4) exterior sides of the property

d. adjacent public rights of way

e. main lobby entrance

f. hallways

g. elevators

h. common retail areas

C117. No more than 10% of the square footage of windows and clear doors for retail purposes shall be blocked by advertising, signs, shelves or anything else. All advertising, signs, and shelving shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises from the exterior public sidewalk or entrance to the premises. All signs shall comply with the City Code.

C118. All dumpsters shall be kept locked or in locked enclosures. Gating for dumpster enclosures should be slatted to allow visual surveillance of the interior.

C119. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.

C120. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.

C121. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).

C122. Property management shall be responsible for the daily removal of all litter from the site.

C123. Applicant shall install a law enforcement “Knox Box” for police access to common areas on the premises, including, but not limited to the main lobby entrance. If elevators can only be operated via electronic access card, management shall ensure a card/fob is placed in the exterior knox box.

C124. Applicant shall employ uniformed security to respond to on-site disturbances, 24/7. Security shall conduct no less than one (1) site inspection daily. The contracted security company shall be registered and in good standing with the Bureau of Security and Investigative Services (BSIS). Applicant may request a modification of this condition at any time. Any request for modification shall be in writing and submitted to the Sergeant of the Sacramento Police Department’s CPTED unit, or designee, and specify the desired modification(s). The Sacramento Police Department will evaluate the modification request and will respond within 30 days of receipt of the request.

<u>During Construction:</u>

C125. The applicant shall enclose the entire perimeter of the project with a chain link fence with necessary constriction gates to be locked after normal construction hours.

C126. The location shall be monitored by security after normal construction hours during all phases of construction. This can be done via remote camera monitoring.

C127. Adequate security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be white light with full cut off fixtures.

SACSEWER

C128. Prior to the issuance of a building permit:

a. The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

SOLID WASTE

C129. Project must meet the requirements outlined in City Code Chapter 13.10, 13.24, and 17.616.

C130. The trash rooms must have sufficient space to store bins for trash, recycling, and organics. Containers may be used with an increase in collection frequency as an alternative to bins. The resident trash rooms on each floor shall have containers or chutes for trash, recycling, and organics. Service level minimums for recycling and organics can be found in Ch. 13.24

C131. Applicant must provide a statement of how trash, recycling and organics will be organized and collected after project is complete, per City Code Chapter 17.616.020. This statement must explain how the property manager will collect from the trash, recycling and organics receptacles located around the site and place each material type in the appropriate bin in the trash enclosure.

C132. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the bins and cans safely.

- This project may be required to submit a Construction and Demolition (C&D) Debris plan, as outlined on the City's web site at https://www.cityofsacramento.gov/public-works/recycling-solid-waste/Commercialwasteservices/construction---demolition-recycling. Please contact the Solid Waste C&D team if you have any questions: Phone: (916) 808-0965 & Email: C&D@cityofsacramento.org

PARKS

C133. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks

maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Infrastructure Finance, Brent Mueller, (916)808-5715, bmueller@cityofsacramento.org).

URBAN FORESTRY

C134. General Tree Protection – The applicant shall include the following Tree Preservation Measures in the General Notes, Grading Plans, Utility Plans, Demolition Plan, Landscape Plan and the offsite plans if the trees will be impacted by work proposed on each sheet.

Required Tree Preservation Measures for City and Private Protected Trees

1. *This project shall contract with a project arborist experienced with tree protection and construction that is required to:*
    a. *Attend the preconstruction meetings to approve of and inform contractors of all tree protection measures.*
    b. *Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.*
    c. *Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.*
    d. *The project arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.*
2. *All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities.*
    a. *Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by ¾-inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.*
3. *Right-of-way planters and City trees shall be separated from the construction site with a six- foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.*
4. *Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.*
5. *Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Qualified Arborist. Submit a tree permit application and a tree protection plan created by a Qualified Arborist to*

UrbanForestry@cityofsacramento.org and refer to the planning project number or off-site project number.

6. *All excavation, grading or trenching within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-excavation, pneumatic excavation or hand digging and shall be directly supervised by a qualified arborist.*
7. *There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of protected trees.*
8. *There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated onsite.*
9. *There shall be no soil compaction within the dripline of protected trees.*
10. *There shall be no non-native soil, non-organic matter or structural soil added to the right-of-way planter.*
11. *The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any regulated work as defined in SCC 12.56, excavation, grade changes, trenches, root or canopy pruning or boring.*
12. *The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids and any other activities that may have negative impacts on the trees and soil.*
13. *All trees shall be watered regularly according to the recommendation of the project arborist.*
14. *The applicant shall be financially responsible for any damage to the city trees associated with the project. Accidental or negligent actions that damage city trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.*

ADVISORY NOTES:

ADV.C1. **Parks.** As per City Code, the applicant will be responsible to meet his/her obligations regarding**:**

a. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at $789,994. This project proposes a total of 332 multifamily units, with 264 units under 750 square feet, no units over 2000 square feet, and the remaining units totaling 162,790 square feet, with 2,400 square feet of Commercial Retail/services

development. The Park Development Impact Fee due for this project is based on the Central City Incentive Zone Rate of $2.20 per square foot for residential projects, with a minimum rate of $1,634 for units under 750 square feet and a maximum of $4,360 for units over 2,000 square feet, and a rate of $0.20 per square foot for retail and commercial services projects. The applicant would likely receive credit for the demolition of the existing structures. 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.

b. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation

ADV.C2. **Police.** City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

ADV.C3. **DOU.** Water meters shall be located at the point of service, which is back of curb for separated sidewalks, back of walk for connected sidewalks or at the inside edge of the right-of-way for public alleys.

ADV.C4. **DOU.** As of January 1, 2018, all new multi-family residential construction will require sub-metering of each residential unit pursuant to all requirements found in California Senate Bill 7 (SB7). These requirements at a minimum include installing sub meters, billing for water based on the sub meters, and long-term calibration and maintenance of the sub meter. The SB7 requirements are the responsibility of the property owner.

ADV.C5. **DOU.** The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

ADV.C6. **DOU.** On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

ADV.C7. **Fire.** Provide a water flow test. (Make arrangements with the Department of Utilities at 916-808-7890 or by email at DOUdevelopmentreview@cityofsacramento.org, California Fire Code Section 507.4

ADV.C8. **Fire.** Provide appropriate Knox access for site. California Fire Code Section 506.

ADV.C9. **Fire.** Provide standpipe hose valves at the intermediate landing levels of stairways as required by the Sacramento Fire Official.

ADV.C10. **Fire.** Emergency Responder Radio Coverage may be required. Testing shall be conducted by an authorized technician to verify compliance with section 510, California Fire Code. This test shall verify that the building will support the Sacramento City Fire Department Radio Communication System. This test shall be performed in accordance with California Fire Code section 510.4.1.

ADV.C11. **Fire.** Provide a Site Safety Plan in compliance with Section 3303 of the California Fire Code. The plan shall identify at minimum, the following safety precautions during demolition and construction:

a. Name and contact information of the Owner's authorized agent (Site Safety Director) responsible for the development, implementation and maintenance of an approved written site safety plan.
b. Procedures for reporting emergencies.
c. Fire Department Access Routes.
d. Location of fire protection equipment, including type and size of fire extinguishers.
e. Smoking and cooking policies that include designated safe areas where smoking and cooking may occur with adequate signage in accordance with Section 3305.8
f. Location(s) and proper safety considerations for temporary heating and any associated equipment.
g. Hot Work Plan when any welding and/or cutting shall occur.
h. Means of providing safeguards to minimize the risk of unwanted releases, fires or explosions involving hazardous materials, such as ignitable liquids/vapors or other combustible materials and ignition sources (cutting and welding, etc).

i. Designated smoking areas free of ignitable vapors and other combustible materials

ADV.C12. **Building.** The plans are required to comply with the California Building Standards Code (California Code of Regulations Title 24 Volumes 1-12).

ADV.C13. **Building.** Some of the structures will be classified as R-2 occupancies, provide the following at the time these plans are submitted to the building department for permit issuance**:**

a. Please determine if the ownership, operation, program participation, or funding of this project, either in whole or in part, falls within the definition of "Public Housing" and/or "Public Use" as defined in CBC Section 202.

i. If public housing or public use:
- Indicate on the plans that the code standard for accessible access is CBC Chapter 11B.
- Specify the locations of all accessible unit entries on the plans and provide detailing for an accessible route of travel as required by CBC Sections 11B-233 and 11B-206.
- Include necessary details to demonstrate compliance with all applicable requirements of CBC Section 11B-233.

ii. If not public housing or public use:
- Include language on the plans under the project information section stating, “Due to the ownership, operation, and nature of funding, this project is not considered public housing, and CBC Chapter 11A is the applicable standard for housing accessibility

ADV.C14. **Sacramento Metro Air District.** Due to the health risks posed by public exposure to asbestos, demolition and renovation of existing buildings is subject to Sac Metro Air District Rule 902, to limit asbestos exposure during these activities. Sac Metro Air District staff is available to review notifications and answer asbestos related questions, either by emailing asbestos@airquality.org, or calling 279-207-1122.

ADV.C15. **Sacramento Metro Air District.** All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website to find a list of the most common rules that

apply at the construction phase of projects. Implementing Sac Metro Air District Basic Construction Emission Control Practices, also available on our website, will facilitate compliance with Sac Metro Air District's Rule 403, Fugitive Dust.

D. The **Tree Permit** for the removal of seven City trees (Tree #59878, Tree #59879, Tree #59888, Tree #59890, Tree #59896, Tree #59897, Tree #59903) and two private protected trees (Tree #8591 and Tree #8594, and for the non-standard pruning of two City trees (Tree #59887 and Tree #59902) as identified in the arborist report in Exhibit B is **approved** subject to the following conditions:

D1. The applicant shall provide for the planting and irrigation of 10 inches DSH in the form of street trees according to the landscape plan and to the satisfaction of the City Urban Forester.

D2. The applicant shall provide for the planting and irrigation of 34 inches DSH in the form of landscape trees on site according to the landscape plan and to the satisfaction of the City Urban Forester.

D3. The applicant shall satisfy the remaining 79 inches of replacement requirement for City trees with the payment of in-lieu fees in the amount of $325/inch of diameter removed, totaling $25,675.00 to be deposited to the Tree Planting and Replacement Fund.

D4. All pruning of City trees shall be directly supervised by an ISA Certified Arborist.

D5. The project arborist and the contracted pruner shall meet onsite with the City Arborist prior to pruning to discuss pruning specifications. The tree permit will be issued at that time.

D6. The applicant shall retain all trees permitted for removal until all fees associated with a building permit have been paid.

EXHIBITS:

Exhibit A – Project Plans
Exhibit B – Arborist Report



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AERIAL PERSPECTIVE

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PERSPECTIVE FROM THE FREEWAY

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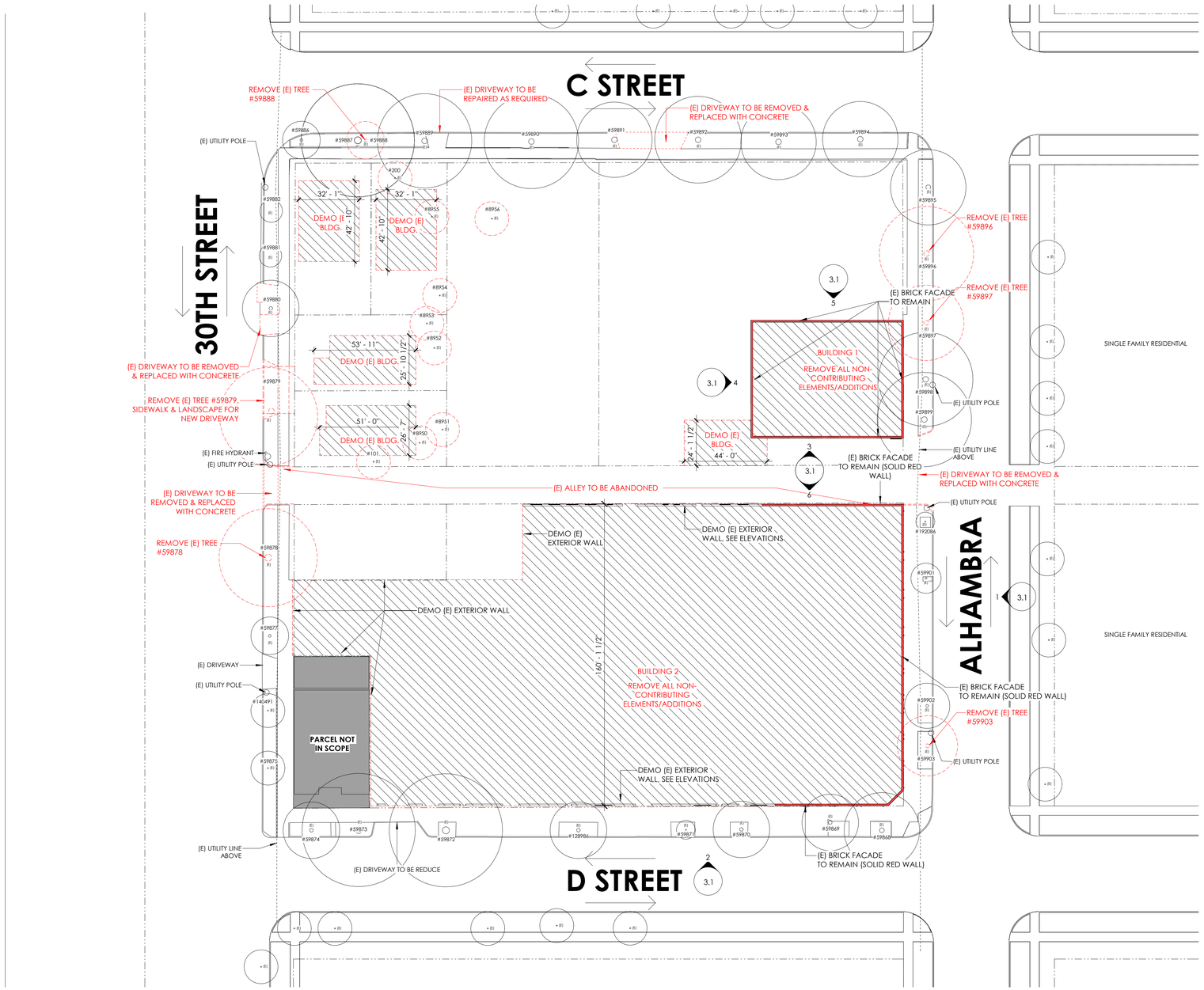
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SITE PLAN - EXISTING & DEMO 1" = 30'-0" 1

REQUIRED TREE PRESERVATION MEASURES FOR CITY AND PRIVATE PROTECTED TREES

1. THIS PROJECT SHALL CONTRACT WITH A PROJECT ARBORIST EXPERIENCED WITH TREE PROTECTION AND CONSTRUCTION THAT IS REQUIRED TO:

A. ATTEND THE PRECONSTRUCTION MEETINGS TO APPROVE OF AND INFORM CONTRACTORS OF ALL TREE PROTECTION MEASURES.

B. VISIT THE SITE BEFORE AND AFTER DEMOLITION, GRADING AND LANDSCAPING AS WELL AS AT LEAST TWICE EACH MONTH DURING CONSTRUCTION TO ENSURE THAT TREE PROTECTION MEASURES ARE IMPLEMENTED AND MAINTAINED.

C. BE RESPONSIBLE FOR CORRECTING ANY SITE CONDITIONS THAT MAY NEGATIVELY IMPACT THE TREES AND REVISIT THE SITE TO ENSURE CORRECTIVE ACTION WAS PROPERLY IMPLEMENTED.

D. THE PROJECT ARBORIST SHALL REPORT IN WRITING TO URBAN FORESTRY ALL VIOLATIONS AND TREE PROTECTION FAILURES ALONG WITH CORRECTIVE ACTION TAKEN AND EXPECTED OUTCOMES.

2. ALL CONCRETE SIDEWALKS AND DRIVEWAYS SHALL BE RETAINED THROUGHOUT CONSTRUCTION TO PROTECT THE ROOTS AND SOIL FROM THE IMPACTS OF CONSTRUCTION ACTIVITIES.

A. EXISTING DRIVEWAYS SHALL BE USED AS THE SOLE ACCESS TO THE SITE. WHERE THERE ARE NO EXISTING DRIVEWAYS, ACCESS SHALL BE LIMITED TO A ONE OR TWO LOCATIONS OUTSIDE THE DRIPLINE OF PROTECTED TREES THAT HAVE PROTECTION FROM SOIL COMPACTION WITH THE USE OF ONE OR MORE OF THE FOLLOWING: A 6-INCH LAYER OF HARDWOOD CHIPS COVERED BY ¾-INCH PLYWOOD OR TRENCH PLATES, GEOTEXTILE FABRIC COVERED BY A 6-INCH LAYER OF HARDWOOD CHIPS OR AN ALTERNATIVE THAT IS APPROVED BY THE CITY ARBORIST.

3. RIGHT-OF-WAY PLANTERS AND CITY TREES SHALL BE SEPARATED FROM THE CONSTRUCTION SITE WITH A SIX-FOOT HIGH CHAIN LINK FENCE THAT SHALL REMAIN THROUGHOUT THE DURATION OF THE PROJECT TO PROTECT TREES AND TO PREVENT CONSTRUCTION TRAFFIC FROM COMPACTING THE SOIL IN THE PLANTERS.

4. CONSTRUCTION TRAILERS AND PORT-A-POTTIES SHALL BE PLACED ON EXISTING HARDSCAPE OR BRIDGED OVER THE TREE PROTECTION ZONE OR PLANTER SO AS NOT TO COMPACT SOIL.

5. ANY REGULATED WORK WITHIN THE DRIPLINE OR TREE PROTECTION ZONE OF A REGULATED TREE SHALL BE SEPARATELY PERMITTED PRIOR TO THE START OF CONSTRUCTION AND SUPERVISED BY A CERTIFIED ARBORIST. SUBMIT A TREE PERMIT APPLICATION AND A TREE PROTECTION PLAN CREATED BY A CERTIFIED ARBORIST TO URBANFORESTRY@CITYOFSACRAMENTO.ORG AND REFER TO THE PLANNING PROJECT NUMBER OR OFF-SITE PROJECT NUMBER.

6. ALL EXCAVATION, GRADING, OR TRENCHING WITHIN THE DRIPLINE OF A PROTECTED TREE FOR THE PURPOSE OF UTILITY INSTALLATION, CONSTRUCTING FOUNDATIONS, FOOTINGS, SIDEWALKS, CURBS, GUTTERS, OR ANY OTHER REASON SHALL EMPLOY ONE OF THE FOLLOWING METHODS: HYDRO-EXCAVATION, PNEUMATIC EXCAVATION, OR HAND DIGGING AND SHALL BE DIRECTLY SUPERVISED BY A CERTIFIED ARBORIST.

7. THERE SHALL BE NO EXCAVATION DEEPER THAN THE EXISTING EXCAVATION FOR SIDEWALKS WITHIN THE DRIPLINE OF PROTECTED TREES.

8. THERE SHALL BE NO GRADE CHANGES WITHIN THE DRIPLINE OF PROTECTED TREES. ALL GRADE CHANGES SHALL BE ACCOMMODATED ONSITE.

9. THERE SHALL BE NO SOIL COMPACTION WITHIN THE DRIPLINE OF PROTECTED TREES.

10. THERE SHALL BE NO NON-NATIVE SOIL, NON-ORGANIC MATTER OR STRUCTURAL SOIL ADDED TO THE RIGHT-OF-WAY PLANTER.

11. THE FOLLOWING IS A LIST OF ACTIVITIES THAT REQUIRE A TREE PERMIT IF THEY ARE TO OCCUR OR BE USED WITHIN THE RIGHT-OF-WAY PLANTER AND/OR WITHIN THE TREE PROTECTION ZONE OF PROTECTED TREES: ANY REGULATED WORK AS DEFINED IN SCC 12.56, EXCAVATION, GRADE CHANGES, TRENCHES, ROOT OR CANOPY PRUNING, OR BORING.

12. THE FOLLOWING IS A LIST OF ACTIVITIES THAT ARE PROHIBITED WITHIN THE RIGHT-OF-WAY PLANTER AND/OR TREE PROTECTION ZONE OF PROTECTED TREES: PEDESTRIAN AND EQUIPMENT TRAFFIC THAT COULD COMPACT THE SOIL OR PHYSICALLY DAMAGE ROOTS, PARKING VEHICLES, EQUIPMENT AND/OR PORT-A-POTTIES, STORING OF SOIL, CONSTRUCTION MATERIALS, PETROLEUM PRODUCTS, WATER OR BUILDING REFUSE, DISPOSING OF WASH WATER, PAINT, CEMENT, FUEL OR OTHER POTENTIALLY DAMAGING LIQUIDS, AND ANY OTHER ACTIVITIES THAT MAY HAVE NEGATIVE IMPACTS ON THE TREES AND SOIL.

13. ALL TREES SHALL BE WATERED REGULARLY ACCORDING TO THE RECOMMENDATION OF THE PROJECT ARBORIST.

14. THE APPLICANT SHALL BE FINANCIALLY RESPONSIBLE FOR ANY DAMAGE TO CITY TREES ASSOCIATED WITH THE PROJECT. ACCIDENTAL OR NEGLIGENT ACTIONS THAT DAMAGE CITY TREES MAY RESULT IN A PENALTY. THE MONETARY VALUE OF ANY SUCH DAMAGES WILL BE APPRAISED BY THE CITY URBAN FORESTER OR HIS AUTHORIZED REPRESENTATIVE AND SHALL BE EXPRESSED AS THE MONETARY EQUIVALENT OF ALL LABOR AND MATERIALS REQUIRED TO BRING THE TREE IN QUESTION TO A STATE OF COMPARABLE UTILITY WITH REGARDS TO ITS CONDITION AND FUNCTION PRIOR TO THE BEGINNING OF THE PROJECT.

TREE PRESERVATION MEASURES

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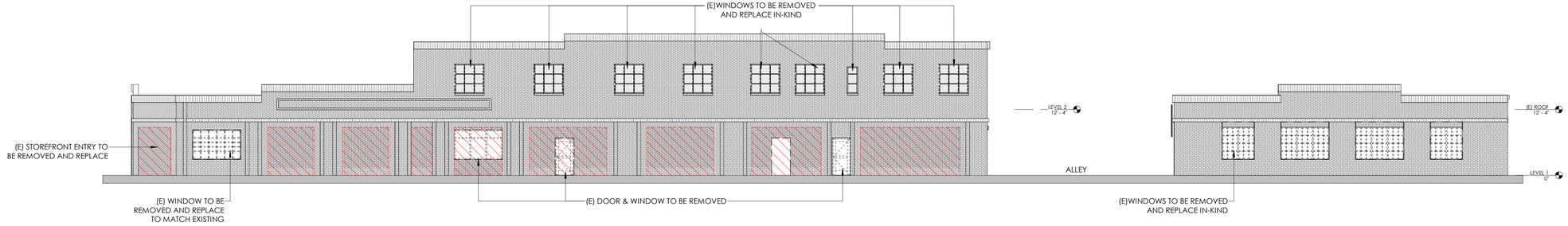
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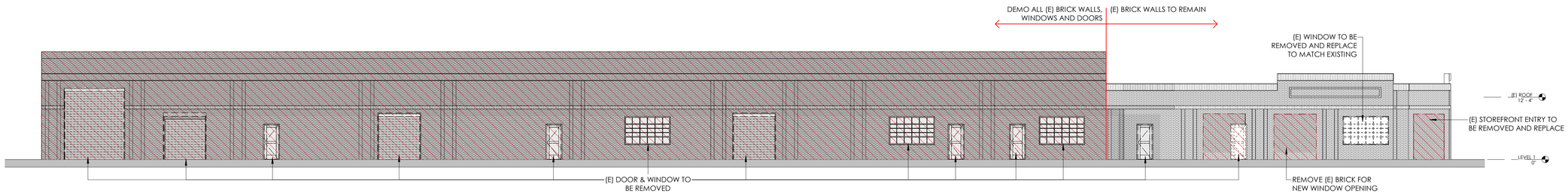
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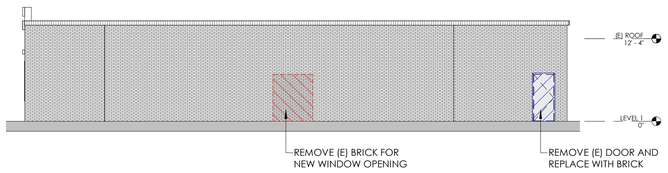
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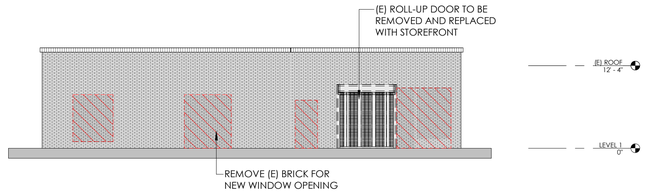
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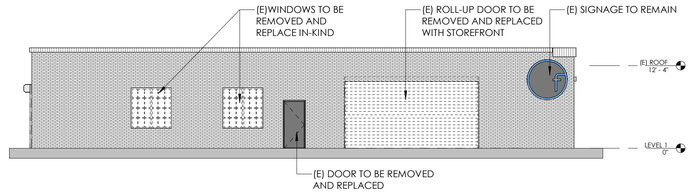
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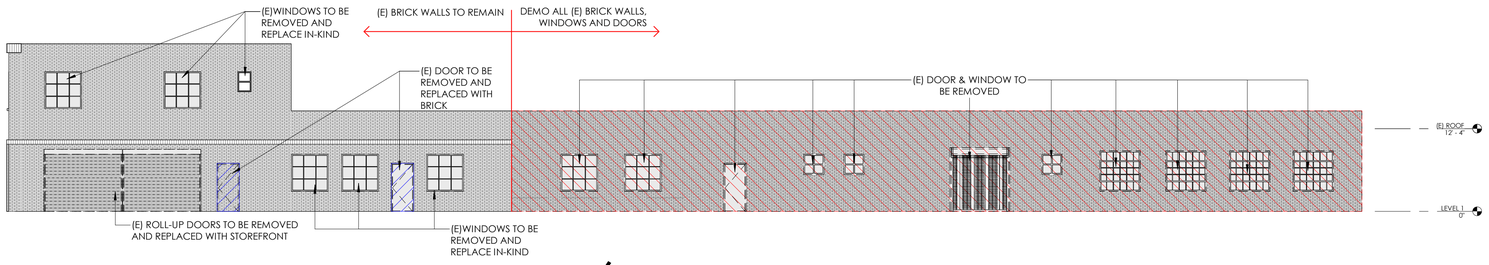
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EXISTING/DEMO - WEST ELEVATION BLDG 1 — 3/32" = 1'-0" — 4



EXISTING/DEMO - SOUTH ELEVATION BLDG 1 — 3/32" = 1'-0" — 3



EXISTING/DEMO - NORTH ELEVATION BLDG 2 — 3/32" = 1'-0" — 6

LEGEND

- INFILL BRICK
- TO BE DEMOLISHED

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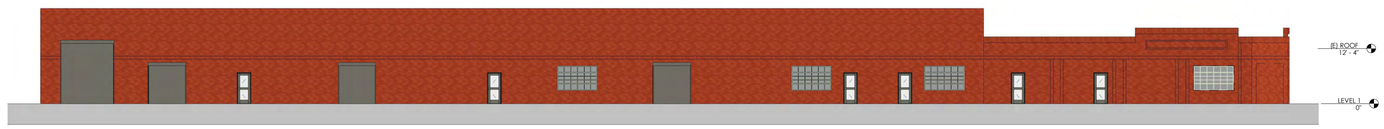
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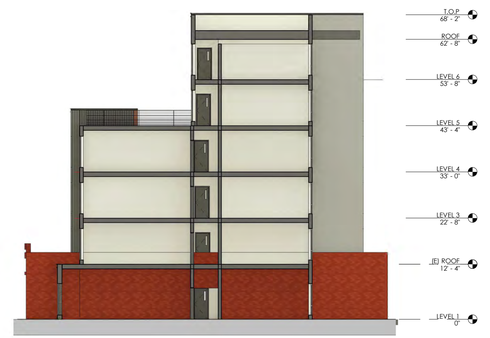
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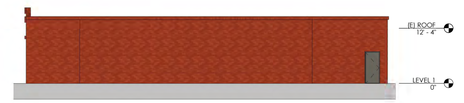
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EXISTING - SOUTH ELEVATION BLDG 2 1/16" = 1'-0" 5



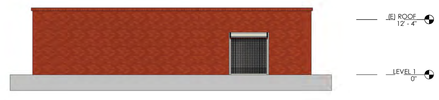
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EXISTING - NORTH ELEVATION BLDG 1 1/16" = 1'-0" 3



PROPOSED - WEST ELEVATION BLDG 1 1/16" = 1'-0" 2



EXISTING - WEST ELEVATION BLDG 1 1/16" = 1'-0" 1

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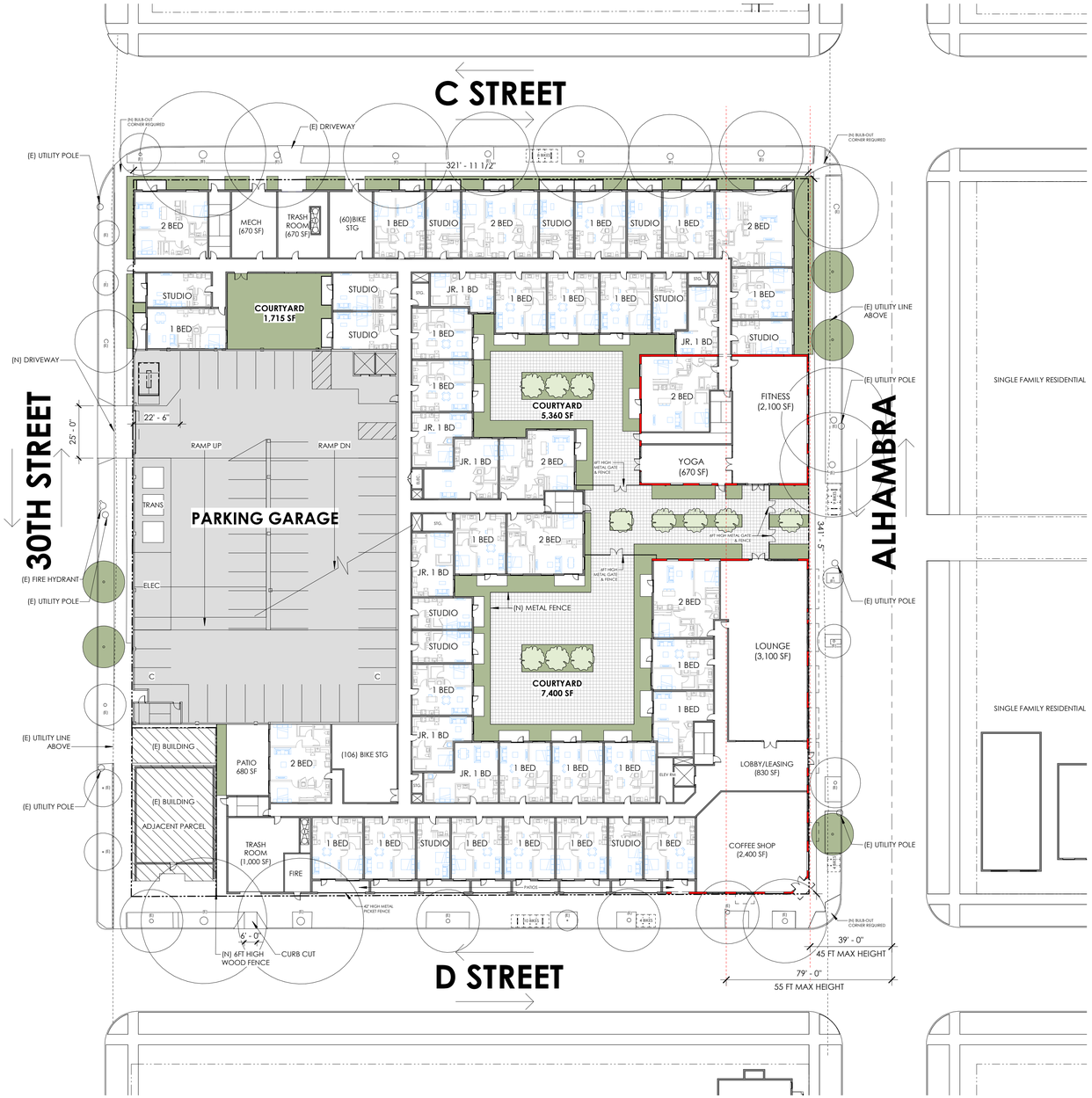
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CAPITAL CITY FWY



SITE PLAN 1" = 30'-0" 1

REQUIRED TREE PRESERVATION MEASURES FOR CITY AND PRIVATE PROTECTED TREES

1. THIS PROJECT SHALL CONTRACT WITH A PROJECT ARBORIST EXPERIENCED WITH TREE PROTECTION AND CONSTRUCTION THAT IS REQUIRED TO:

A. ATTEND THE PRECONSTRUCTION MEETINGS TO APPROVE OF AND INFORM CONTRACTORS OF ALL TREE PROTECTION MEASURES.

B. VISIT THE SITE BEFORE AND AFTER DEMOLITION, GRADING AND LANDSCAPING AS WELL AS AT LEAST TWICE EACH MONTH DURING CONSTRUCTION TO ENSURE THAT TREE PROTECTION MEASURES ARE IMPLEMENTED AND MAINTAINED.

C. BE RESPONSIBLE FOR CORRECTING ANY SITE CONDITIONS THAT MAY NEGATIVELY IMPACT THE TREES AND REVISIT THE SITE TO ENSURE CORRECTIVE ACTION WAS PROPERLY IMPLEMENTED.

D. THE PROJECT ARBORIST SHALL REPORT IN WRITING TO URBAN FORESTRY ALL VIOLATIONS AND TREE PROTECTION FAILURES ALONG WITH CORRECTIVE ACTION TAKEN AND EXPECTED OUTCOMES.

2. ALL CONCRETE SIDEWALKS AND DRIVEWAYS SHALL BE RETAINED THROUGHOUT CONSTRUCTION TO PROTECT THE ROOTS AND SOIL FROM THE IMPACTS OF CONSTRUCTION ACTIVITIES.

A. EXISTING DRIVEWAYS SHALL BE USED AS THE SOLE ACCESS TO THE SITE. WHERE THERE ARE NO EXISTING DRIVEWAYS, ACCESS SHALL BE LIMITED TO A ONE OR TWO LOCATIONS OUTSIDE THE DRIPLINE OF PROTECTED TREES THAT HAVE PROTECTION FROM SOIL COMPACTION WITH THE USE OF ONE OR MORE OF THE FOLLOWING: A 6-INCH LAYER OF HARDWOOD CHIPS COVERED BY ¾-INCH PLYWOOD OR TRENCH PLATES, GEOTEXTILE FABRIC COVERED BY A 6-INCH LAYER OF HARDWOOD CHIPS OR AN ALTERNATIVE THAT IS APPROVED BY THE CITY ARBORIST.

3. RIGHT-OF-WAY PLANTERS AND CITY TREES SHALL BE SEPARATED FROM THE CONSTRUCTION SITE WITH A SIX-FOOT HIGH CHAIN LINK FENCE THAT SHALL REMAIN THROUGHOUT THE DURATION OF THE PROJECT TO PROTECT TREES AND TO PREVENT CONSTRUCTION TRAFFIC FROM COMPACTING THE SOIL IN THE PLANTERS.

4. CONSTRUCTION TRAILERS AND PORT-A-POTTIES SHALL BE PLACED ON EXISTING HARDSCAPE OR BRIDGED OVER THE TREE PROTECTION ZONE OR PLANTER SO AS NOT TO COMPACT SOIL.

5. ANY REGULATED WORK WITHIN THE DRIPLINE OR TREE PROTECTION ZONE OF A REGULATED TREE SHALL BE SEPARATELY PERMITTED PRIOR TO THE START OF CONSTRUCTION AND SUPERVISED BY A CERTIFIED ARBORIST. SUBMIT A TREE PERMIT APPLICATION AND A TREE PROTECTION PLAN CREATED BY A CERTIFIED ARBORIST TO URBANFORESTRY@CITYOFSACRAMENTO.ORG AND REFER TO THE PLANNING PROJECT NUMBER OR OFF-SITE PROJECT NUMBER.

6. ALL EXCAVATION, GRADING, OR TRENCHING WITHIN THE DRIPLINE OF A PROTECTED TREE FOR THE PURPOSE OF UTILITY INSTALLATION, CONSTRUCTING FOUNDATIONS, FOOTINGS, SIDEWALKS, CURBS, GUTTERS, OR ANY OTHER REASON SHALL EMPLOY ONE OF THE FOLLOWING METHODS: HYDRO-EXCAVATION, PNEUMATIC EXCAVATION, OR HAND DIGGING AND SHALL BE DIRECTLY SUPERVISED BY A CERTIFIED ARBORIST.

7. THERE SHALL BE NO EXCAVATION DEEPER THAN THE EXISTING EXCAVATION FOR SIDEWALKS WITHIN THE DRIPLINE OF PROTECTED TREES.

8. THERE SHALL BE NO GRADE CHANGES WITHIN THE DRIPLINE OF PROTECTED TREES. ALL GRADE CHANGES SHALL BE ACCOMMODATED ONSITE.

9. THERE SHALL BE NO SOIL COMPACTION WITHIN THE DRIPLINE OF PROTECTED TREES.

10. THERE SHALL BE NO NON-NATIVE SOIL, NON-ORGANIC MATTER OR STRUCTURAL SOIL ADDED TO THE RIGHT-OF-WAY PLANTER.

11. THE FOLLOWING IS A LIST OF ACTIVITIES THAT REQUIRE A TREE PERMIT IF THEY ARE TO OCCUR OR BE USED WITHIN THE RIGHT-OF-WAY PLANTER AND/OR WITHIN THE TREE PROTECTION ZONE OF PROTECTED TREES: ANY REGULATED WORK AS DEFINED IN SCC 12.56, EXCAVATION, GRADE CHANGES, TRENCHES, ROOT OR CANOPY PRUNING, OR BORING.

12. THE FOLLOWING IS A LIST OF ACTIVITIES THAT ARE PROHIBITED WITHIN THE RIGHT-OF-WAY PLANTER AND/OR TREE PROTECTION ZONE OF PROTECTED TREES: PEDESTRIAN AND EQUIPMENT TRAFFIC THAT COULD COMPACT THE SOIL OR PHYSICALLY DAMAGE ROOTS, PARKING VEHICLES, EQUIPMENT AND/OR PORT-A-POTTIES, STORING OF SOIL, CONSTRUCTION MATERIALS, PETROLEUM PRODUCTS, WATER OR BUILDING REFUSE, DISPOSING OF WASH WATER, PAINT, CEMENT, FUEL OR OTHER POTENTIALLY DAMAGING LIQUIDS, AND ANY OTHER ACTIVITIES THAT MAY HAVE NEGATIVE IMPACTS ON THE TREES AND SOIL.

13. ALL TREES SHALL BE WATERED REGULARLY ACCORDING TO THE RECOMMENDATION OF THE PROJECT ARBORIST.

14. THE APPLICANT SHALL BE FINANCIALLY RESPONSIBLE FOR ANY DAMAGE TO CITY TREES ASSOCIATED WITH THE PROJECT. ACCIDENTAL OR NEGLIGENT ACTIONS THAT DAMAGE CITY TREES MAY RESULT IN A PENALTY. THE MONETARY VALUE OF ANY SUCH DAMAGES WILL BE APPRAISED BY THE CITY URBAN FORESTER OR HIS AUTHORIZED REPRESENTATIVE AND SHALL BE EXPRESSED AS THE MONETARY EQUIVALENT OF ALL LABOR AND MATERIALS REQUIRED TO BRING THE TREE IN QUESTION TO A STATE OF COMPARABLE UTILITY WITH REGARDS TO ITS CONDITION AND FUNCTION PRIOR TO THE BEGINNING OF THE PROJECT.

TREE PRESERVATION MEASURES



VICINITY MAP

PROJECT LOCATION: 320 & 324 ALHAMBRA BLVD, 3004 C ST, 3012 C ST, 317 30TH ST
301 30TH ST, 311 30TH ST, 315 30TH ST

ASSESSORS PARCEL #: 003-0112-001, 003-0112-002, 003-0112-003, 003-0112-004, 003-0112-017, 003-0112-018, 003-0112-020, 003-0112-021

LOT SIZE: 3,049 + 3,049 + 3,049 + 3,049 + 3,200 + 25,600 + 44,867 + 12,800 = 98,663 SF
0.07 + 0.07 + 0.07 + 0.07 + 0.07 + 0.59 + 1.03 + 0.29 = 2.26 ACRES

ZONING: C-2 -SPD (ALHAMBRA CORRIDOR)

GENERAL PLAN: URBAN CORRIDOR LOW

OCCUPANCY / USE: R-2, MULTI-FAMILY RESIDENTIAL

DENSITY: MIN. 20 U/A MAX 110 U/A

LOT COVERAGE: NO REQUIREMENT

PARKING DIMENSIONS: 90 DEGREE STANDARD
Space Width: 8.5 FT
Space Depth: 18 FT

90 DEGREE COMPACT*
Space Width: 8 FT
Space Depth: 15 FT
*Compact car spaces. Up to 50%.

Two-Way Maneuvering Width: 24 FT

FEMA FLOOD ZONE: A99, X

	ZONING REQUIREMENT:	PROVIDED:	MEETING CODE
BUILDING HEIGHT:	Alhambra corridor:Within 300 feet of a residential zone (measured from the street centerline) shall not exceed 35 feet in height.	64'-8"	NO
	C-2 ZONING: 65 FT MAX TRANSITIONAL HEIGHT: 0-39 FT = 45 FT 40-79 = 55 FT 80+ = 65 FT	64'-8"	YES
FRONT SETBACK:	NO REQUIRMENT	0'-0"	YES
STREET SIDE:	NO REQUIRMENT	0'-0"	YES
INTERIOR SIDE SETBACK:	NO REQUIRMENT	0'-0"	YES
REAR SIDE SETBACK:	NO REQUIRMENT	0'-0"	YES
FAR:	MAX 4.00	3.37	YES
OPEN SPACE:	URBAN - 100 SF PER UNIT (33,200 SF REQUIRED)	40,852 SF	YES
PARKING REQUIREMENT:	URBAN - 0.5 SPACES PER DWELLING UNIT (166 REQUIRED)	322	YES
RESIDENTIAL BIKE PARKING:	LONG TERM: 1 space per 2 dwelling units	166	YES
	SHORT TERM: 1 space per 10 dwelling units	33	YES
RETAIL BIKE PARKING:	LONG TERM: 1 space per 10,000 SF	2	YES
	SHORT TERM: 1 space per 2,000 SF	2	YES

ZONING INFORMATION

BUILDING SUMMARY:

LEVEL	GARAGE AREA	RES. AREA	NUMBER OF UNIT TYPES					TOTAL UNITS
			STUDIO	JR ONE BED	ONE BED	TWO BED	THREE BED	
BASEMENT	11,090 SF	-	-		-	-	-	-
LEVEL 1	22,500 SF	62,390 SF	12	7	23	8	-	50
LEVEL 2	22,500 SF	57,565 SF	16	7	23	13	1	60
LEVEL 3	22,500 SF	56,305 SF	16	7	23	14	-	60
LEVEL 4	22,500 SF	56,305 SF	16	7	23	14	-	60
LEVEL 5	8,990 SF	47,815 SF	14	7	21	9	-	51
LEVEL 6	-	51,930 SF	14	7	21	9	-	51
TOTAL	**110,080 SF**	**332,310 SF**	**88**	**42**	**134**	**67**	**1**	**332**
	TOTAL SF: 442,390 SF		OUTDOOR POOL DECK AREA: 10,069 SF					

UNIT SUMMARY:

UNIT TYPE	NUMBER OF UNITS	TYP. SIZE	PERCENT
STUDIO	88	505 SF	26 %
JR. ONE BED	42	560 SF	13 %
ONE BED	134	740 SF	40 %
TWO BED	67	1,110 SF	20 %
THREE BED	1	1,500 SF	1 %
TOTAL	**332**	-	**100 %**

PARKING SUMMARY:

LEVEL	NUMBER OF STALLS
BASEMENT	60
LEVEL 1	52
LEVEL 2	60
LEVEL 3	65
LEVEL 4	65
LEVEL 5	20
TOTAL	**322**

RATIO TO UNITS : 322/332 = 97 %

RESIDENTIAL PROGRAM DATA:

CEILING HEIGHT TARGET	LOBBY: 10'-6" UNITS: 9'-0"
CORRIDOR WIDTH	6'-0"

RESIDENTIAL PROGRAM DATA

06/10/2025

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LEVEL 2 3/64" = 1'-0" 2



LEGEND

(E) ORIGINAL BRICK WALL TO RETAIN

LEVEL 1 3/64" = 1'-0" 1

05/07/2025

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LEVEL 4 3/64" = 1'-0" 2



LEVEL 3 3/64" = 1'-0" 1

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LEVEL 6 3/64" = 1'-0" 2



LEVEL 5 3/64" = 1'-0" 1

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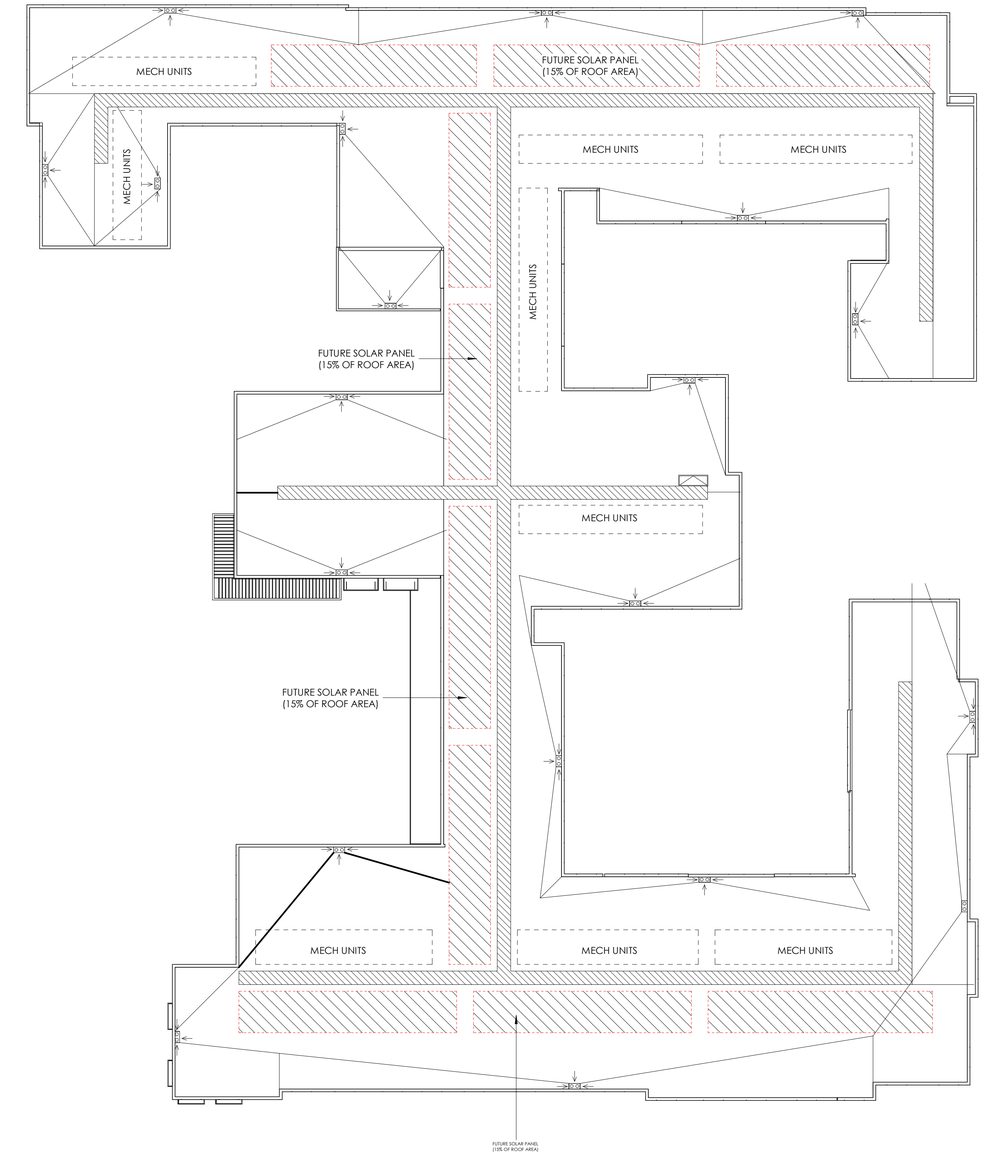
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ROOF 3/64" = 1'-0" 1

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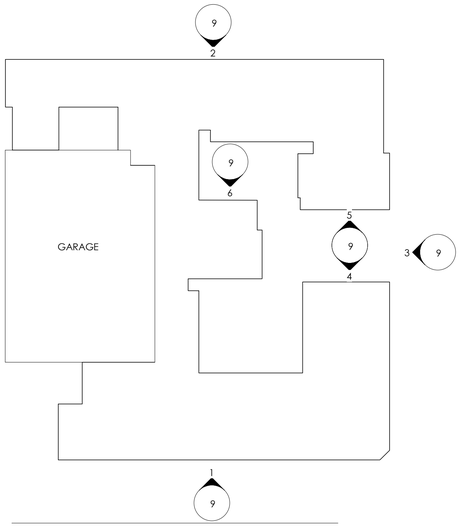
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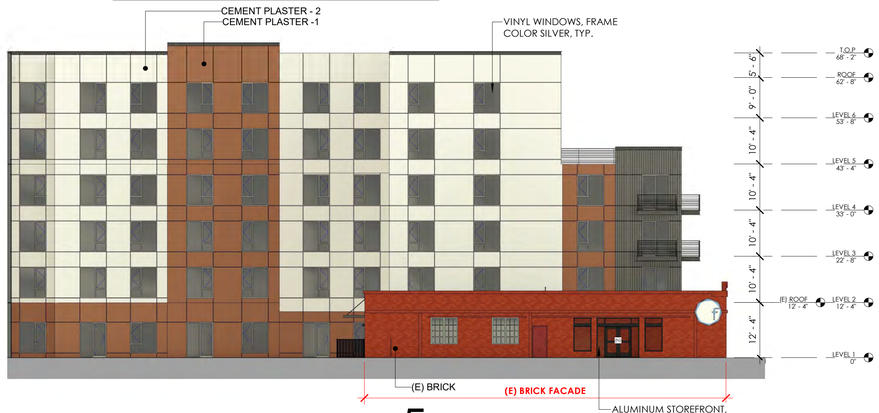


KEY PLAN





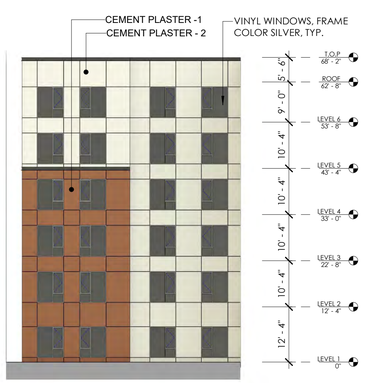
EAST ELEVATION 1/16" = 1'-0" 3



ELEVATION 1 - COURTYARD 1/16" = 1'-0" 5



NORTH ELEVATION 1/16" = 1'-0" 2



ELEVATION 2 - COURYARD 1/16" = 1'-0" 6



NORTH ELEVATION - COURTYARD 1/16" = 1'-0" 4



SOUTH ELEVATION 1/16" = 1'-0" 1

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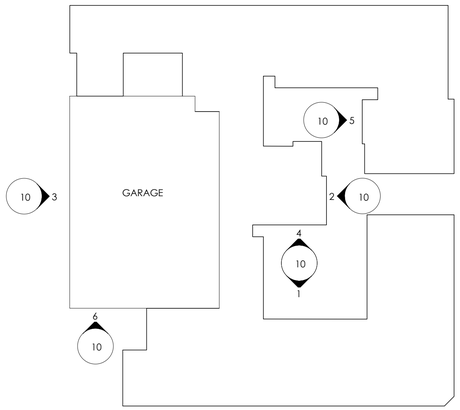
324 ALHAMBRA BLVD

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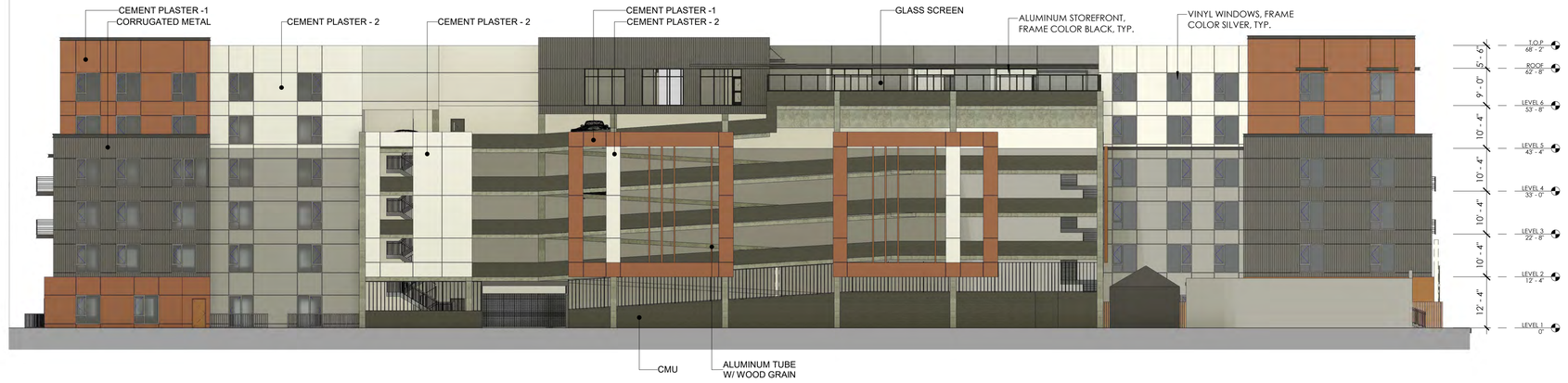
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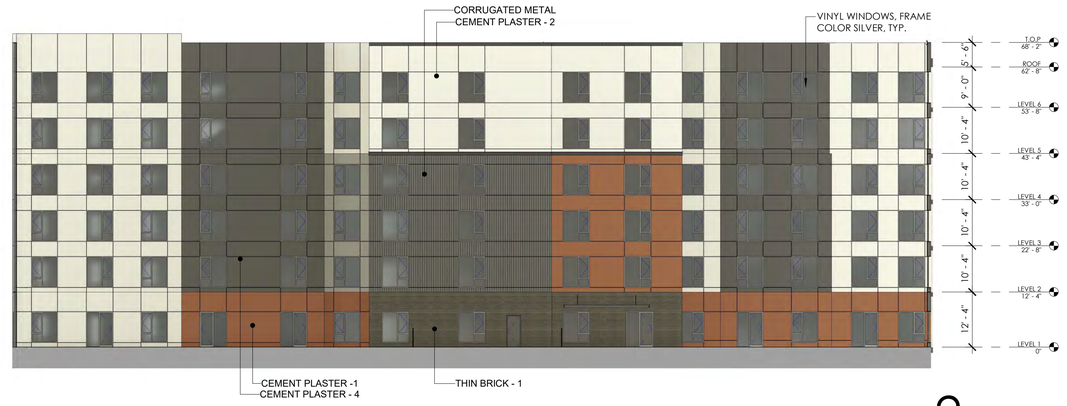
KEY PLAN



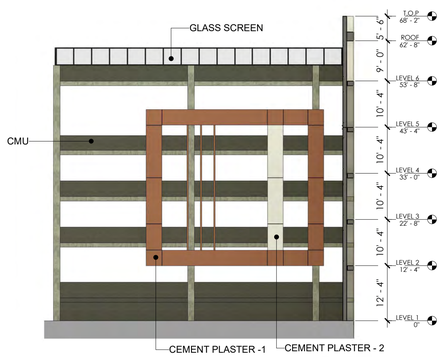
WEST ELEVATION 1/16" = 1'-0" 3



ELEVATION 2 - COURTYARD 1/16" = 1'-0" 5



ELEVATION 4 - COURTYARD 1/16" = 1'-0" 2



SOUTH ELEVATION - GARAGE 1/16" = 1'-0" 6



SOUTH ELEVATION - COURTYARD 1/16" = 1'-0" 4



ELEVATION 3 - COURTYARD 1/16" = 1'-0" 1

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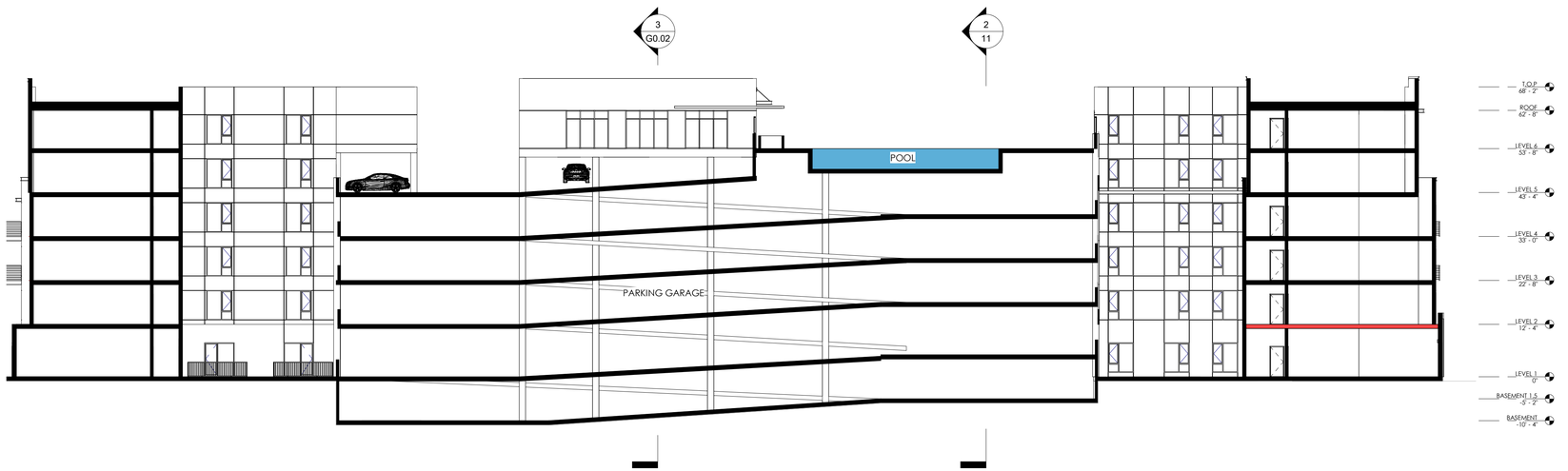
324 ALHAMBRA BLVD

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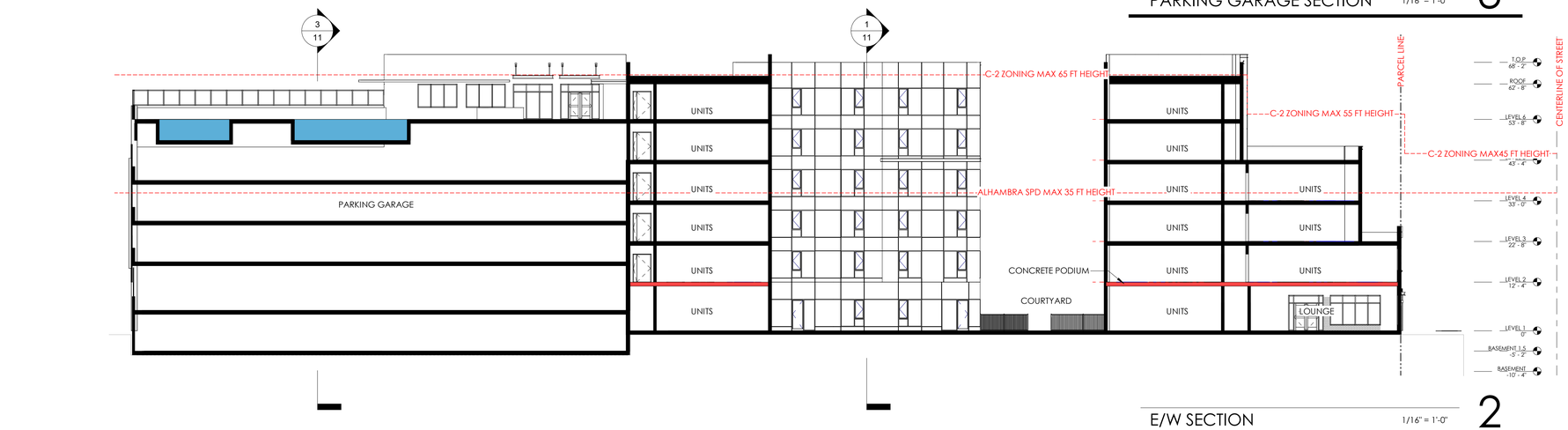
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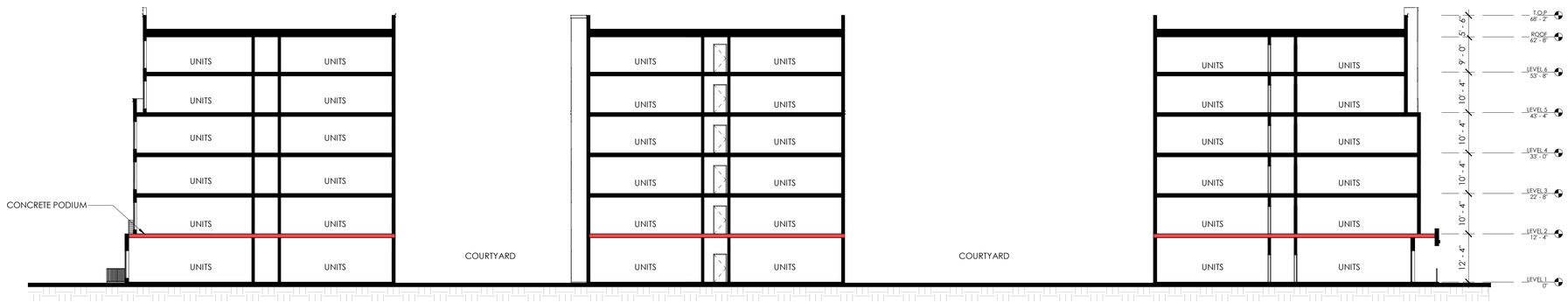
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PARKING GARAGE SECTION 1/16" = 1'-0" 3



E/W SECTION 1/16" = 1'-0" 2



N/S SECTION 1/16" = 1'-0" 1

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EAST ELEVATION 1/16" = 1'-0" 3



SOUTH ELEVATION 1/16" = 1'-0" 2



LEVEL 2 3/64" = 1'-0" 1

ENCROACHMENT EXHIBIT

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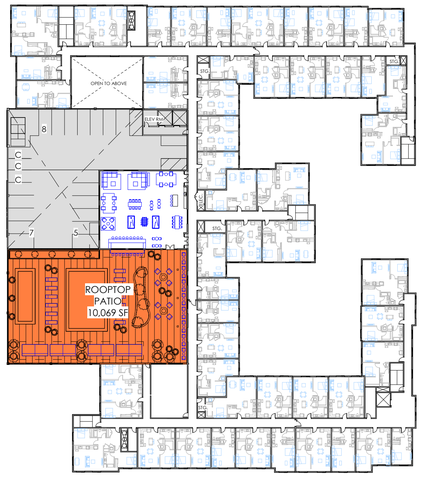
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LEVEL 6 1" = 50'-0" 6



LEVEL 4 1" = 50'-0" 4



LEVEL 2 1" = 50'-0" 2



LEVEL 5 1" = 50'-0" 5



LEVEL 3 1" = 50'-0" 3



LEVEL 1 1" = 50'-0" 1

OPEN SPACE SUMMARY:

LEVEL	PUBLIC AREA SF	PRIVATE AREA SF
LEVEL 1	14,410 SF	3,768 SF
LEVEL 2	-	3,657 SF
LEVEL 3	-	1,470 SF
LEVEL 4	-	396 SF
LEVEL 5	6,430 SF	652 SF
LEVEL 6	10,069 SF	-
TOTAL	**30,909 SF**	**9,943 SF**
TOTAL OVERALL = 40,852 SF		

REQUIRED OPEN SPACE: 33,200 SF

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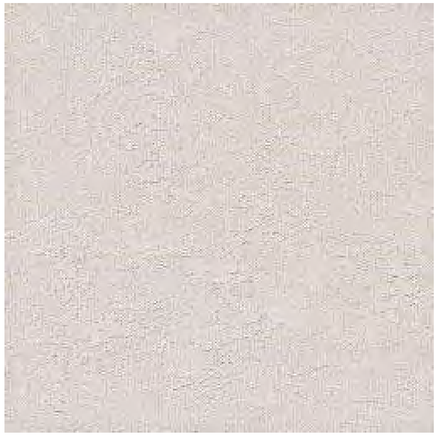
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MATERIAL BOARD



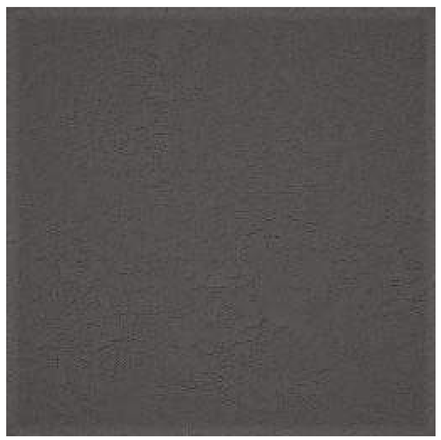
CEMENT PLASTER - 1
BRICK RED



CEMENT PLASTER - 2
OFF WHITE



CEMENT PLASTER - 3
GREY



CEMENT PLASTER - 4
DARK GREY



THIN BRICK - 1



CORRUGATED METAL

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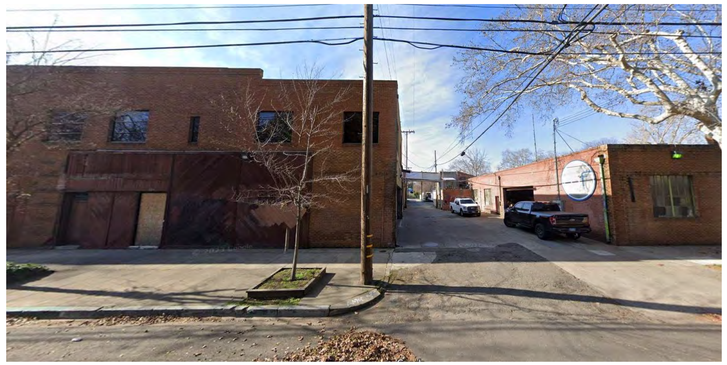
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SITE CONTEXT



1- VIEW FROM CORNER OF C ST AND ALHAMBRA BLVD



2- NORTHWEST VIEW FROM ALHAMBRA BLVD



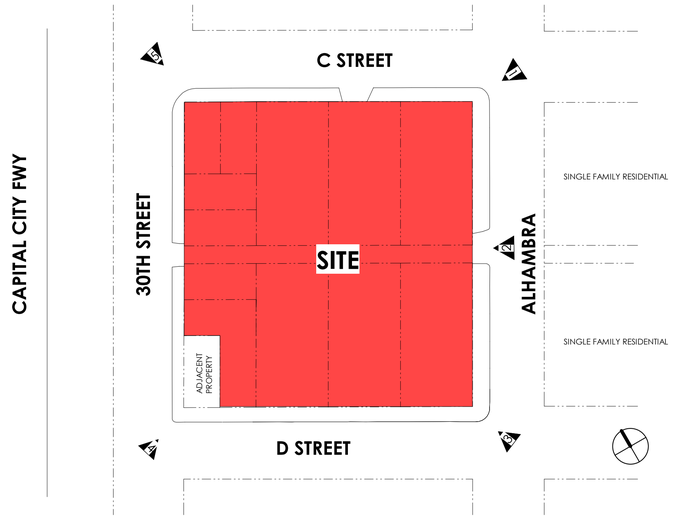
3- VIEW FROM CORNER OF ALHAMBRA BLVD AND D ST



4- VIEW FROM CORNER OF D ST AND 30TH ST



5- VIEW FROM CORNER OF C ST AND 30TH ST



CONTEXT GUIDE

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ALHAMBRA REDEVELOPMENT

324 ALHAMBRA BLVD

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GRAPHIC SCALE
0 30 60 90 120

ALHAMBRA - ELEVATION 1" = 30'-0" 2



GRAPHIC SCALE
0 30 60 90 120

D STREET - ELEVATION 1" = 30'-0" 1

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Sacramento, California 95825
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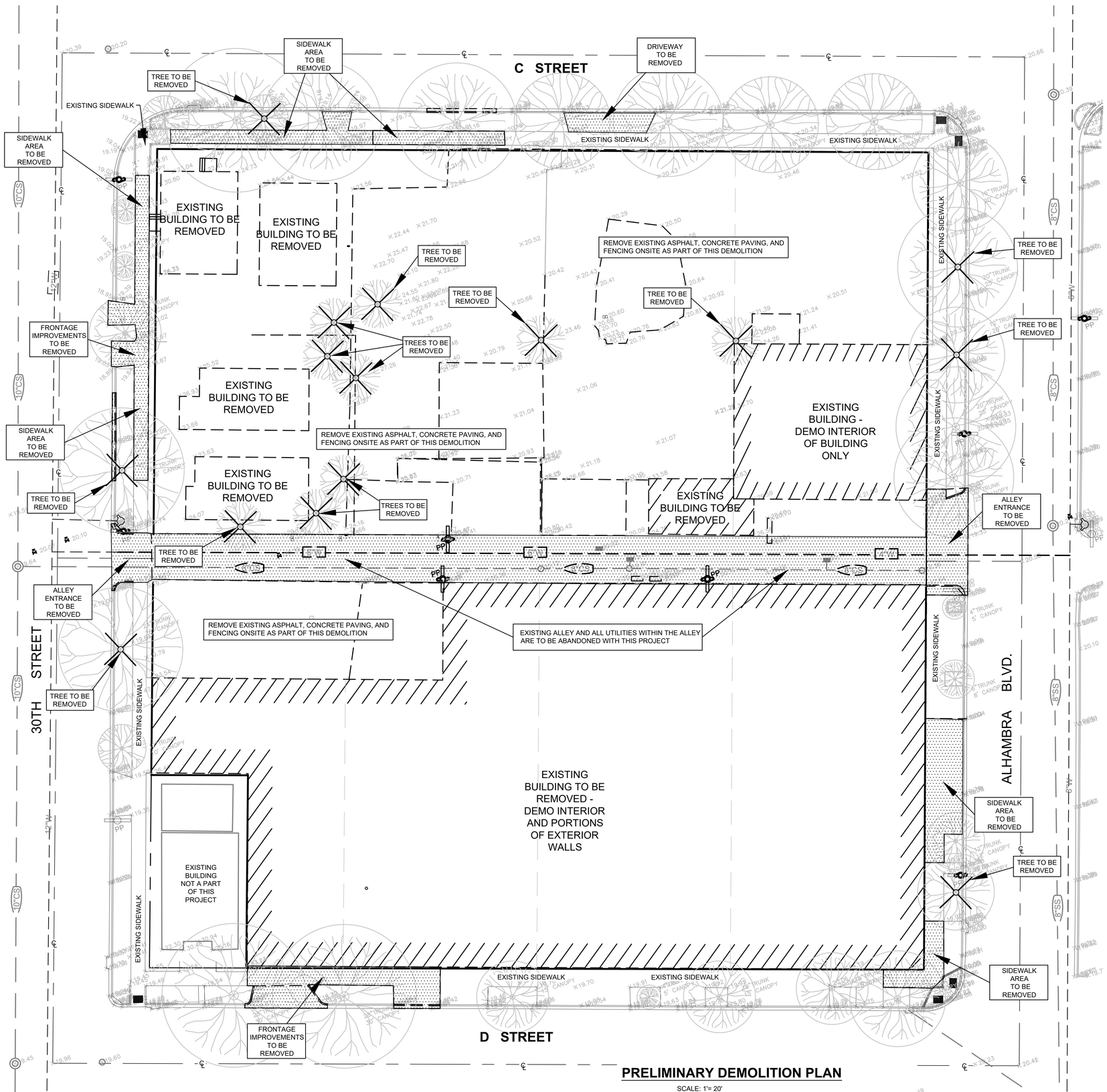
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ALHAMBRA REDEVELOPMENT

324 ALHAMBRA BLVD

16

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PRELIMINARY DEMOLITION PLAN

SCALE: 1'= 20'

BAR SCALE

0 10 20 40

(IN FEET)
1 inch = 20 feet

Required Tree Preservation Measures for City and Private Protected Trees

1. This project shall contract with a Project Arborist experienced with tree protection and construction that is required to:
   a. Attend preconstruction meetings to approve of and inform contractors of all tree protection measures.
   b. Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.
   c. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.
   d. The Project Arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.
2. All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities.
   a. Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by ¼-inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.
3. Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.
4. Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.
5. Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Certified Arborist. Submit a tree permit application and a tree protection plan created by a Certified Arborist to UrbanForestry@cityofsacramento.org and refer to the planning project number or off-site project number.
6. All excavation, grading, or trenching within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-excavation, pneumatic excavation or hand digging and shall be directly supervised by a Certified Arborist.
7. There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of protected trees.
8. There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated onsite.
9. There shall be no soil compaction within the dripline of protected trees.
10. There shall be no non-native soil, non-organic matter or structural soil added to the right-of- way planter.
11. The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any regulated work as defined in SCC 12.56, excavation, grade changes, trenches, root or canopy pruning, or boring.
12. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids, and any other activities that may have negative impacts on the trees and soil.
13. All trees shall be watered regularly according to the recommendation of the Project Arborist.
14. The applicant shall be financially responsible for any damage to City trees associated with the project. Accidental or negligent actions that damage City trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.

PEABODY TSUMURA ENGINEERING

REGISTERED PROFESSIONAL ENGINEER
RYAN E. PEABODY
No. C 91295
Exp. 9-30-25
CIVIL
STATE OF CALIFORNIA

CLIENT
HRGA

2277 FAIR OAKS BLVD.
SUITE 220
SACRAMENTO
CA. 95825

PROJECT TITLE
MARY ANN'S
BAKERY APTS.

ALHAMBRA & D ST.
SACRAMENTO
CALIFORNIA

SHEET TITLE
PRELIMINARY DEMOLITION PLAN

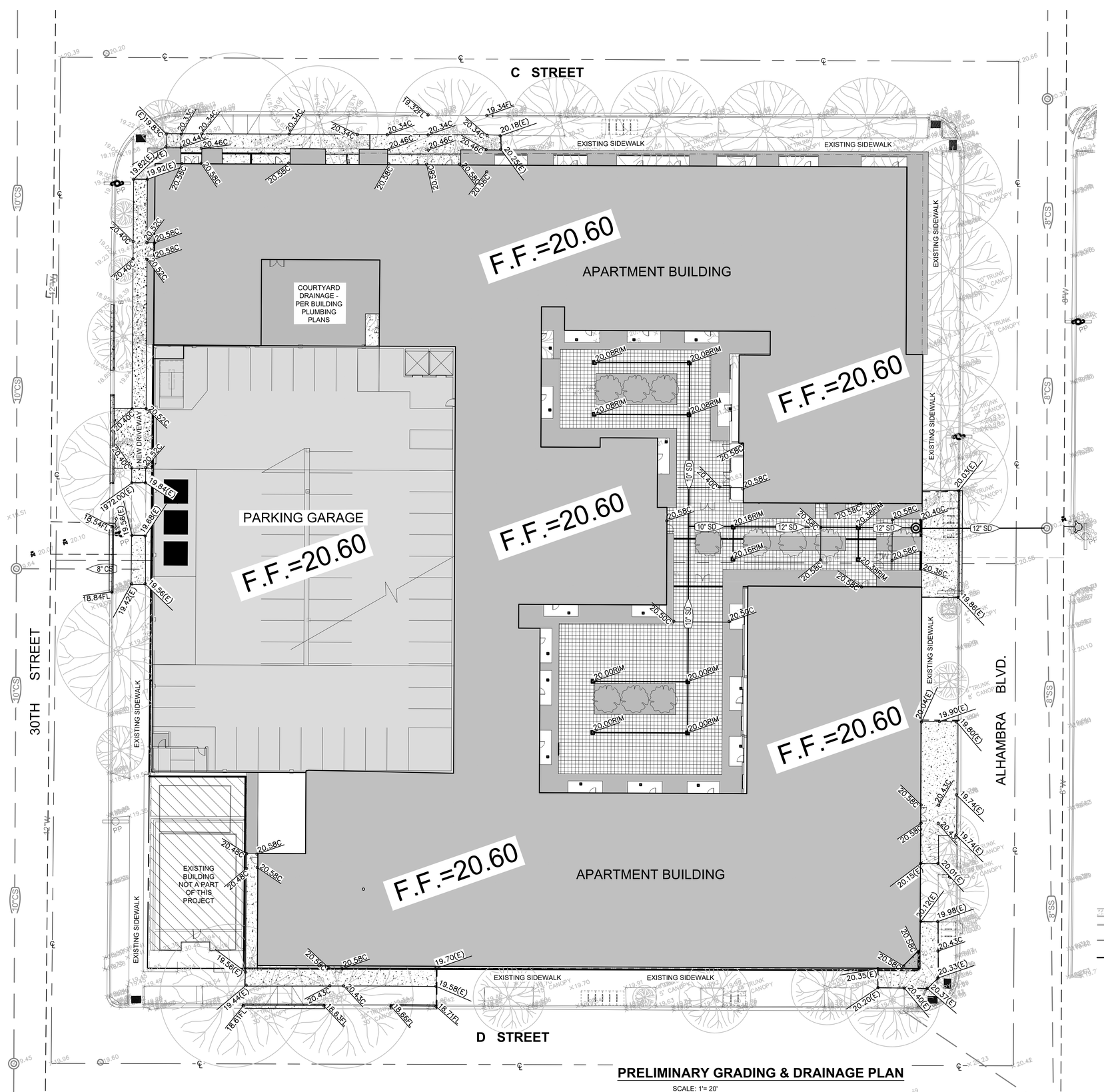
DELTA	REVISION	DATE:

DRAWN/CHK BY: MT / RP

DATE: 2/26/2025

JOB NO.: 0827.010

SHEET NUMBER
D.1



PRELIMINARY GRADING & DRAINAGE PLAN

SCALE: 1'= 20'

BAR SCALE

0 10 20 40

(IN FEET)
1 inch = 20 feet

LEGEND:

26.62(E)	EXISTING PAVEMENT GRADE
26.62P	PROPOSED PAVEMENT GRADE
26.62FL	PROPOSED FLOWLINE GRADE
26.62C	PROPOSED CONCRETE GRADE
	PROPOSED CURB&GUTTER
	PROPOSED POURED IN PLACE CURB
8"CS	EXISTING COMBINED SEWER & STORM DRAIN LINE
8"SD	PROPOSED STORM DRAIN LINE
	PROPOSED PARKING STALLS
	PROPOSED NEW SIDEWALK PROPOSED ALONG PROPERTY FRONTAGE AND BUILDING ENTRANCES
F.F.=20.60	PROPOSED BUILDING FINISHED FLOOR ELEVATION
	PROPOSED NEW PAVED PARKING LOT AND DRIVEWAY ENTRANCE TO THE PARKING GARAGE.

PEABODY TSUMURA ENGINEERING

REGISTERED PROFESSIONAL ENGINEER RYAN E. PEABODY No. 93823 Exp. 9-30-25 CIVIL STATE OF CALIFORNIA

CLIENT

HRGA

2277 FAIR OAKS BLVD.
SUITE 220
SACRAMENTO
CA. 95825

PROJECT TITLE

MARY ANN'S
BAKERY APTS.

ALHAMBRA & D ST.
SACRAMENTO
CALIFORNIA

SHEET TITLE

PRELIMINARY GRADING & DRAINAGE PLAN

DELTA	REVISION	DATE:

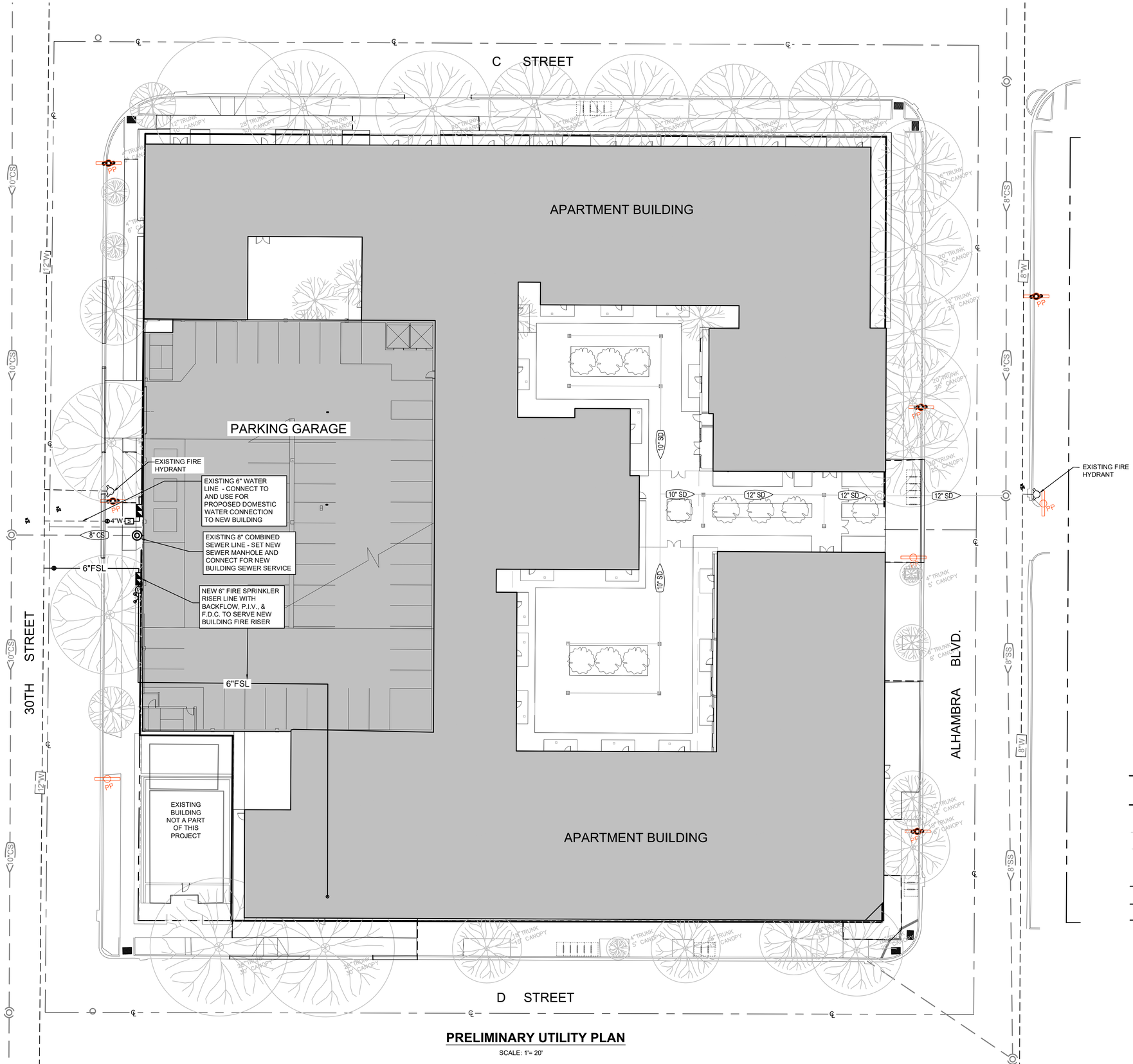
DRAWN/CHK BY: MT / RP

DATE: 2/26/2025

JOB NO.: 0827.010

SHEET NUMBER

G.1



PRELIMINARY UTILITY PLAN

SCALE: 1'= 20'

BAR SCALE

0 10 20 40

(IN FEET)
1 inch = 20 feet

LEGEND:

PROPOSED		EXISTING
	SEWER MANHOLE	
	COMBINED SEWER/STORM DRAIN MANHOLE	
6"SS	SEWER LINE	
	COMBINED SEWER/STORM DRAIN LINE	8"CS
	STORM DRAIN MANHOLE	
8"SD	STORM DRAIN	
	DRAIN INLET	
6"FSL	FIRE SPRINKLER RISER WATER LINE	6"FSL
4"W	WATER LINE	8"W
	WATER VALVE	
P	POST INDICATOR VALVE	P
	FIRE DEPARTMENT CONNECTION	
	FIRE HYDRANT ASSEMBLY	
	DOMESTIC WATER SERVICE & METER BOX	
	R.P. BACKFLOW PREVENTER	
	COMMUNICATIONS MANHOLE	C
	ELECTRICAL OR COMMUNICATIONS VAULT BOX	E

PEABODY TSUMURA ENGINEERING

REGISTERED PROFESSIONAL ENGINEER — MARK E. PEABODY — No. C51062 — EXP. 9-30-25 — CIVIL — STATE OF CALIFORNIA

CLIENT

HRGA

2277 FAIR OAKS BLVD.
SUITE 220
SACRAMENTO
CA. 95825

PROJECT TITLE

MARY ANN'S
BAKERY APTS.

ALHAMBRA & D ST.
SACRAMENTO
CALIFORNIA

SHEET TITLE

PRELIMINARY
UTILITY PLAN

DELTA	REVISION	DATE:

DRAWN/CHK BY: MT / RP

DATE: 2/26/2025

JOB NO.: 0827.010

SHEET NUMBER

U.1



0' 5' 10' 20' 40'
SCALE: 1" = 20'-0"

N

CANDIDATE PLANT LIST

Botanical Name	Common Name	Water Use
Street Trees		
Acer rubrum 'RedPointe'	RedPointe Red Maple	Med
Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	Med
Accent & Screening Trees		
Chitalpa tashkentensis 'Pink Dawn'	Pink Dawn Chitalpa Tree	Low
Cercis Canadensis 'Oklahoma'	Eastern Redbud	Low
Podocarpus elongatus 'Monmal'	Icee Blue Podocarpus	Med
Dodonaea viscosa 'Purpurea'	Purple Hopseed Bush	Low
Prunus caroliniana 'Compacta'	Compact Cherry Laurel	Med
Acer palmatum 'Sangu Kaku'	Coral Bark Maple	Med
Acer palmatum 'Bloodgood'	Japanese Maple	Med
Shrubs/Perennials/Grasses		
Agave 'Blue Flame	Blue Flame Agave	Low
Asparagus densiflorus 'Meyers'	Foxtail Fern	Med
Buxus x 'Green Velvet'	Green Velvet Boxwood	Med
Calamagrostis a. 'Karl Forester'	Feather Reed Grass	Low
Calandrinia spectabilis 'Shining Pink'	Rock Purslane	Low
Callistemon v. 'Little John'	Dwarf Bottle Brush	Low
Camellia sasanqua 'Apple Blossom'	Camellia	Med
Chondropetalum tecorum	Cape Rush	Med
Dianella revoluta 'Cool Vista'	Cool Vista Flax Lily	Med
Hesperaloe parvifolia 'Brake Lights'	Brake Lights Red Yucca	Low
Lomandra 'Lime Tuff'	Lime Tuff Mat Rush	Med
Lomandra 'Platinum Beauty'	Variegated Mat Rush	Med
Lagerstroemia indica 'Petite Plum'	Dwarf Crepe Myrtle	Low
Nandina domestica 'Lemon Lime'	Heavenly Bamboo	Low
Groundcovers		
Gardenia radicans 'Variegata'	Groundcover Gardenia	Med
Pachysandra terminalis	Japanese Spurge	Med
Trachelospermum asiaticum	Asian Star Jasmine	Med

PROJECT LANDSCAPE

TOTAL PROPOSED LANDSCAPE AREA: 8,418 SF

WATER CONSERVATION STATEMENT

The proposed design shall be in compliance with the criteria of the Model Water Efficient Landscape Ordinance, and such criteria shall be applied for the efficient use of water in the irrigation design plan.

TREE REPLACEMENT PLAN

Proposed removal of:
Tree #8951, Chinese Elm, 34" DSH, private protected tree
Tree #8954, Pecan, 29" DSH, private protected tree
Tree #59878, American Elm, 38" DSH, City tree, replacement waiver requested
Tree #59879, American Elm, 38" DSH, City tree
Tree #59888, Coast Redwood, 9" DSH, City tree, replacement waiver requested
Tree #59896, Zelkova, 30" DSH, City tree, replacement waiver requested
Tree #59897, London Plane, 18" DSH, City tree, replacement waiver requested
Tree #59903, London Plane, 20" DSH, City tree, replacement waiver requested

TOTAL DSH Aggregate for Mitigation = 101"

Proposed Mitigation:
17 (24" Box) New Accent Trees = 34" mitigation
5 (24" Box) Replacement Street Trees = 10" mitigation

TOTAL Mitigation Provided = 44"

TREE PROTECTION NOTES

REQUIRED TREE PRESERVATION MEASURES FOR CITY AND PRIVATE PROTECTED TREES

1. THIS PROJECT SHALL CONTRACT WITH A PROJECT ARBORIST EXPERIENCED WITH TREE PROTECTION AND CONSTRUCTION THAT IS REQUIRED TO:
   A. ATTEND THE PRECONSTRUCTION MEETINGS TO APPROVE OF AND INFORM CONTRACTORS OF ALL TREE PROTECTION MEASURES.
   B. VISIT THE SITE BEFORE AND AFTER DEMOLITION, GRADING AND LANDSCAPING AS WELL AS AT LEAST TWICE EACH MONTH DURING CONSTRUCTION TO ENSURE THAT TREE PROTECTION MEASURES ARE IMPLEMENTED AND MAINTAINED.
   C. BE RESPONSIBLE FOR CORRECTING ANY SITE CONDITIONS THAT MAY NEGATIVELY IMPACT THE TREES AND REVISIT THE SITE TO ENSURE CORRECTIVE ACTION WAS PROPERLY IMPLEMENTED.
   D. THE PROJECT ARBORIST SHALL REPORT IN WRITING TO URBAN FORESTRY ALL VIOLATIONS AND TREE PROTECTION FAILURES ALONG WITH CORRECTIVE ACTION TAKEN AND EXPECTED OUTCOMES.
2. ALL CONCRETE SIDEWALKS AND DRIVEWAYS SHALL BE RETAINED THROUGHOUT CONSTRUCTION TO PROTECT THE ROOTS AND SOIL FROM THE IMPACTS OF CONSTRUCTION ACTIVITIES.
   A. EXISTING DRIVEWAYS SHALL BE USED AS THE SOLE ACCESS TO THE SITE. WHERE THERE ARE NO EXISTING DRIVEWAYS, ACCESS SHALL BE LIMITED TO A ONE OR TWO LOCATIONS OUTSIDE THE DRIPLINE OF PROTECTED TREES THAT HAVE PROTECTION FROM SOIL COMPACTION WITH THE USE OF ONE OR MORE OF THE FOLLOWING: A 6-INCH LAYER OF HARDWOOD CHIPS COVERED BY ¾-INCH PLYWOOD OR TRENCH PLATES, GEOTEXTILE FABRIC COVERED BY A 6-INCH LAYER OF HARDWOOD CHIPS OR AN ALTERNATIVE THAT IS APPROVED BY THE CITY ARBORIST.
3. RIGHT-OF-WAY PLANTERS AND CITY TREES SHALL BE SEPARATED FROM THE CONSTRUCTION SITE WITH A SIX-FOOT HIGH CHAIN LINK FENCE THAT SHALL REMAIN THROUGHOUT THE DURATION OF THE PROJECT TO PROTECT TREES AND TO PREVENT CONSTRUCTION TRAFFIC FROM COMPACTING THE SOIL IN THE PLANTERS.
4. CONSTRUCTION TRAILERS AND PORT-A-POTTIES SHALL BE PLACED ON EXISTING HARDSCAPE OR BRIDGED OVER THE TREE PROTECTION ZONE OR PLANTER SO AS NOT TO COMPACT SOIL.
5. ANY REGULATED WORK WITHIN THE DRIPLINE OR TREE PROTECTION ZONE OF A REGULATED TREE SHALL BE SEPARATELY PERMITTED PRIOR TO THE START OF CONSTRUCTION AND SUPERVISED BY A CERTIFIED ARBORIST. SUBMIT A TREE PERMIT APPLICATION AND A TREE PROTECTION PLAN CREATED BY A CERTIFIED ARBORIST TO URBANFORESTRY@CITYOFSACRAMENTO.ORG AND REFER TO THE PLANNING PROJECT NUMBER OR OFF-SITE PROJECT NUMBER.
6. ALL EXCAVATION, GRADING, OR TRENCHING WITHIN THE DRIPLINE OF A PROTECTED TREE FOR THE PURPOSE OF UTILITY INSTALLATION, CONSTRUCTING FOUNDATIONS, FOOTINGS, SIDEWALKS, CURBS, GUTTERS, OR ANY OTHER REASON SHALL EMPLOY ONE OF THE FOLLOWING METHODS: HYDRO-EXCAVATION, PNEUMATIC EXCAVATION, OR HAND DIGGING AND SHALL BE DIRECTLY SUPERVISED BY A CERTIFIED ARBORIST.
7. THERE SHALL BE NO EXCAVATION DEEPER THAN THE EXISTING EXCAVATION FOR SIDEWALKS WITHIN THE DRIPLINE OF PROTECTED TREES.
8. THERE SHALL BE NO GRADE CHANGES WITHIN THE DRIPLINE OF PROTECTED TREES. ALL GRADE CHANGES SHALL BE ACCOMMODATED ONSITE.
9. THERE SHALL BE NO SOIL COMPACTION WITHIN THE DRIPLINE OF PROTECTED TREES.
10. THERE SHALL BE NO NON-NATIVE SOIL, NON-ORGANIC MATTER OR STRUCTURAL SOIL ADDED TO THE RIGHT-OF-WAY PLANTER.
11. THE FOLLOWING IS A LIST OF ACTIVITIES THAT REQUIRE A TREE PERMIT IF THEY ARE TO OCCUR OR BE USED WITHIN THE RIGHT-OF-WAY PLANTER AND/OR WITHIN THE TREE PROTECTION ZONE OF PROTECTED TREES: ANY REGULATED WORK AS DEFINED IN SCC 12.56, EXCAVATION, GRADE CHANGES, TRENCHES, ROOT OR CANOPY PRUNING, OR BORING.
12. THE FOLLOWING IS A LIST OF ACTIVITIES THAT ARE PROHIBITED WITHIN THE RIGHT-OF-WAY PLANTER AND/OR TREE PROTECTION ZONE OF PROTECTED TREES: PEDESTRIAN AND EQUIPMENT TRAFFIC THAT COULD COMPACT THE SOIL OR PHYSICALLY DAMAGE ROOTS, PARKING VEHICLES, EQUIPMENT AND/OR PORT-A-POTTIES, STORING OF SOIL, CONSTRUCTION MATERIALS, PETROLEUM PRODUCTS, WATER OR BUILDING REFUSE, DISPOSING OF WASH WATER, PAINT, CEMENT, FUEL OR OTHER POTENTIALLY DAMAGING LIQUIDS, AND ANY OTHER ACTIVITIES THAT MAY HAVE NEGATIVE IMPACTS ON THE TREES AND SOIL.
13. ALL TREES SHALL BE WATERED REGULARLY ACCORDING TO THE RECOMMENDATION OF THE PROJECT ARBORIST.
14. THE APPLICANT SHALL BE FINANCIALLY RESPONSIBLE FOR ANY DAMAGE TO CITY TREES ASSOCIATED WITH THE PROJECT. ACCIDENTAL OR NEGLIGENT ACTIONS THAT DAMAGE CITY TREES MAY RESULT IN A PENALTY. THE MONETARY VALUE OF ANY SUCH DAMAGES WILL BE APPRAISED BY THE CITY URBAN FORESTER OR HIS AUTHORIZED REPRESENTATIVE AND SHALL BE EXPRESSED AS THE MONETARY EQUIVALENT OF ALL LABOR AND MATERIALS REQUIRED TO BRING THE TREE IN QUESTION TO A STATE OF COMPARABLE UTILITY WITH REGARDS TO ITS CONDITION AND FUNCTION PRIOR TO THE BEGINNING OF THE PROJECT.

NeoTeric
Design Group
913 piedmont dr, sacramento ca 95822
916.662.0055 | www.neotericlandscapes.com

ALHAMBRA REDEVELOPMENT

324 ALHAMBRA BLVD. SACRAMENTO

PRELIMINARY
LANDSCAPE PLAN
5/7/2025

L3.0

California Tree and Landscape Consulting, Inc.
411 Grass Valley Hwy, #1050, Auburn, CA 95603 (530) 745-4086

October 23, 2024, Revised May 5, 2025

John Demas
% Mary Woltering
HRGA
2277 Fair Oaks Blvd., Studio 220
Sacramento, CA 95825
(916) 569-8103
Via Email: mwoltering@hrgarchitects.com

PRE-DEVELOPMENT ARBORIST REPORT & TREE INVENTORY

RE: Mary Ann's Bakery, (APNs 003-0112-003, -004, -021, -018, -020 & -017); City of Sacramento Jurisdiction

Executive Summary:
Mary Woltering of HRGA, on behalf of the property owner, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the trees on the site or within 25' of development for purposes of providing preliminary tree information for planning for development of the parcel. The property encompasses the majority of the block of 30th St., D St., Alhambra Blvd. and C St. and includes 6 parcels: APNs 003-0112-003, -004, -021, -018, -020 & -017 within the jurisdiction of the City of Sacramento. See Supporting Information Appendix A –Tree Location Map.

Edwin E. Stirtz, ISA Certified Arborist #WE-0510A, was on site March 11, 2024. A total of 45 trees were evaluated. 11 trees are on the property, 2 of which are considered 'Private-Protected' by the City of Sacramento Tree Preservation code chapter 12.56. 34 trees are protected City street trees.

Table 1 - Tree Inventory Summary

Tree Species	Trees Inventoried	Trees located on the Parcel[1]	Protected by Sacramento City Tree Preservation Code	Proposed for Removal	Trees with Pruning Requirements
American elm, *Ulmus americana*	2	0	2 (Street Trees)	2	-
American sweetgum, *Liquidambar styraciflua*	1	0	1 (Street Tree)	0	0
Chinese elm, *Ulmus parvifolia*	1	1	1 (Private Protected)	1	0
Chinese hackberry, *Celtis sinensis*	1	1	0	1	1
Chinese pistache, *Pistacia chinensis*	5	0	5 (Street Trees)	0	1

[1] CalTLC is not a licensed land surveyor. Tree ownership was not determined. Conclusions within this report are based on existing fences or other landmarks which may not represent the actual property boundary.

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Tree Species	Trees Inventoried	Trees located on the Parcel[1]	Protected by Sacramento City Tree Preservation Code	Proposed for Removal	Trees with Pruning Requirements
Coast live oak, *Quercus agrifolia*	2	1	1 (Street Tree)	1	1
Coast redwood, *Sequoia sempervirens*	1	0	1 (Street Tree)	1	-
Eastern redbud, *Cercis canadensis*	1	0	1 (Street Tree)	0	0
Evergreen pear, *Pyrus kawakamii*	1	0	1 (Street Tree)	0	0
Fruiting pear, *Pyrus sp.*	1	1	0	0	0
Glossy privet, *Ligustrum lucidum*	1	1	0	1	-
Italian cypress, *Cupressus sempervirens*	1	1	0	1	-
London plane tree, *Platanus × hispanica*	11	0	11 (Street Trees)	2	9
Maidenhair tree, *Ginkgo biloba*	2	0	2 (Street Trees)	0	0
Monterey pine, *Pinus radiata*	1	1	0	0	0
Pecan, *Carya illinoinensis*	3	3	1 (Private Protected)	3	-
Red oak, *Quercus rubra*	1	0	1 (Street Tree)	0	1
Scarlet oak, *Quercus coccinea*	1	0	1 (Street Tree)	0	0
Tree-of-Heaven, *Ailanthus altissima*	1	1	0	1	-
Zelkova, *Zelkova serrata*	7	0	7 (Street Trees)	1	6
Total	**45**	**11**	**36**	**15[2]**	**19**

See Appendices for specific information on each tree and preservation/pruning requirements and/or restrictions

METHODS

Appendix 2 in this report is the detailed inventory and recommendations for the trees. The following terms and Table A – Ratings Description will further explain our findings.

A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPhone or Android device. The data was then processed in ESRI's ArcMap to produce the tree location map.

Tree Measurements: DSH (diameter at standard height) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A steel diameter tape was used to measure the DSH for trees less than 23" in diameter and a steel diameter tape for trees greater than 23". A Stanley laser distance meter was used to measure distances. Canopy radius measurements may also have been estimated due to obstructions.

[2] A fee waiver is requested for Trees #59878, #59888, #59896, #59897 & #59903 due to poor condition and utility conflicts.

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TERMS

Field Tag #	The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree.
City Tag #	The number listed on the City of Sacramento tree inventory in the ARC GIS system found online at: saccity.maps.arcgis.com
Species	The species of a tree is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.
DBH	Diameter at breast height is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted in the next column "measured at"
DSH	"Diameter at standard height" is the same as DBH except as follows (according to the City of Sacramento requirements): (1) For a tree that branches at or below 4.5 feet, DSH means the diameter at the narrowest point between the grade and the branching point; and (2) For a tree with a common root system that branches at the ground, DSH means the sum of the diameter of the largest trunk plus one-half the cumulative diameter of the remaining trunks at 4.5 feet above natural grade.
Measured at	Height above average ground level where the measurement of DSH was taken
Canopy radius and Protection Zone Area	The farthest extent of the crown composed of leaves and small twigs. Most trees are not evenly balanced. This measurement represents the longest extension from the trunk to the outer canopy. The dripline measurement is from the center point of the tree and is shown on the Tree Location Map as a circle. This measurement further defines the radius of the protection zone to be specified on any development plans unless otherwise indicated in the arborist recommendations, Appendix 2.
Critical Root Zone	The radius of the critical root zone is a circle equal to the trunk diameter inches converted to feet and factored by tree age, condition and health pursuant to the industry standard. Best Management Practices: Managing Trees During Construction, the companion publication to the Approved American National Standard, provides guidance regarding minimum tree root protection zones for long term survival. In instances where a tree is multi-stemmed the protected root zone is equal to the extrapolated diameter (sum of the area of each stem converted to a single stem) factored by tree age, condition and health.
Arborist Rating	Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection.

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Arborist Ratings

No problem(s)	Excellent	**5**
No apparent problem(s)	Good	**4**
Minor problem(s)	Fair	**3**
Major problem(s)	Fair to Poor	**2**
Extreme problem(s)	Poor	**1**
Dead	Dead	**0**

Rating #0: This indicates a tree that has no significant sign of life.
Rating #1: The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.
Rating #2: The tree has major problems. If the option is taken to preserve the tree, its condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.
Rating #3: The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.
Rating #4: The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.
Rating #5: No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect characteristics for the species. Highly rated trees are not common in natural or developed landscapes. No tree is ever perfect especially with the unpredictability of nature, but with this highest rating, the condition should be considered excellent.

Notes: Provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed (for example - why dsh may have been measured at a location other than the standard 54"). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

Development Restrictions/Actions: Recommended actions to increase health and longevity.

Development Impacts: Projected development impacts are based solely on distance relationships between tree location and grading. Field inspections and findings during the project at the time of grading and trenching can change relative impacts. Closely followed guidelines and requirements can result in a higher chance of survival, while requirements that are overlooked can result in a dramatically lower chance of survival. Impacts are measured as follows:

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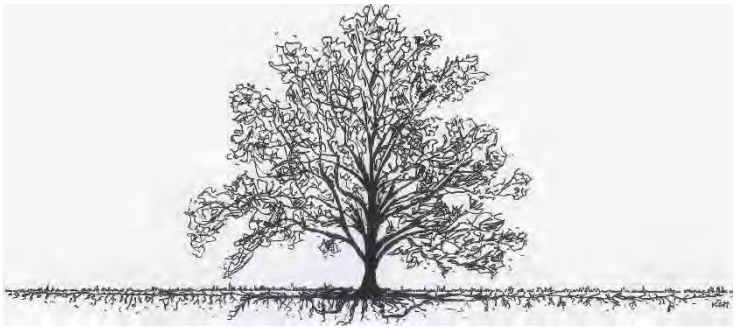
Impact Term:	Long Term Result of Impact:
Negligible	Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone are less than 5%.
Minor	Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected Root Zone are less than 15% and species tolerance is good.
Moderate	Tree is likely to show moderate symptoms. Chance of survival post development is fair. Impacts to the Protected Root Zone are less than 35% and species tolerance is good or moderate.
Severe	Tree is likely to show moderate symptoms annually and a pattern of decline. Chance of long term survival post development is low. Impacts to the Protected Root Zone are up to 50% and species tolerance is moderate to poor.
Critical	Tree is likely to show moderate to severe symptoms annually and a pattern of decline. Chance of long term survival post development is negligible. Impacts to the Protected Root Zone are up to 80%.

Discussion

Trees need to be protected from normal construction practices if they are to remain healthy and viable on the site. Our recommendations are based on experience and the County ordinance requirements to enhance tree longevity. This requires their root zones remain intact and viable despite the use of heavy equipment to install foundations, driveways, underground utilities, and landscape irrigation systems. Simply walking and driving on soil can have serious consequences for tree health. Tree Protection measures should be incorporated into the site plans in order to protect the trees.

Root Structure

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy. The correct root structure of a tree is in the drawing below. All plants' roots need both water and air for survival. Poor canopy development or canopy decline in mature trees after development is often the result of inadequate root space and/or soil compaction.



The reality of where roots are generally located

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Our native oak trees are easily damaged or killed by having the soil within the Protected Root Zone (PRZ) disturbed or compacted. All of the work initially performed around protected trees that will be saved should be done by people rather than by wheeled or track type tractors. Oaks are fragile giants that can take little change in soil grade, compaction, or warm season watering. Don't be fooled into believing that warm season watering has no adverse effects on native oaks. Decline and eventual death can take as long as 5-20 years with poor care and inappropriate watering. Oaks can live hundreds of years if treated properly during construction, as well as later with proper pruning, and the appropriate landscape/irrigation design.

Arborist Classifications
There are different types of Arborists:

Tree Removal and/or Pruning Companies: These companies may be licensed by the State of California to do business, but they do not necessarily know anything about trees;

Arborists: Arborist is a broad term. It is intended to mean someone with specialized knowledge of trees but is often used to imply knowledge that is not there.

ISA Certified Arborist: An International Society of Arboriculture Certified Arborist is someone who has been trained and tested to have specialized knowledge of trees. You can look up certified arborists at the International Society of Arboriculture website: isa-arbor.org.

Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and tested to have specialized knowledge of trees and trained and tested to provide high quality reports and documentation. You can look up registered consulting arborists at the American Society of Consulting Arborists website: asca-consultants.org

RECOMMENDATIONS: SUMMARY OF TREE PROTECTION MEASURES FOR SITE PLANNING

The Owner and/or Developer should ensure the project arborist's protection measures are incorporated into the site plans and followed. Tree specific protection measures can be found in Appendix 2 – Tree Information Data.

- Trees to sustain encroachment for driveway abandonment shall have oversight by the project arborist at the time excavation/existing improvements are removed.

- **The stumps of the trees to be removed that are within the root zone of the City trees shall be removed using a backhoe or other piece of grading equipment only with supervision by the project arborist.** Roots from the other nearby trees may have intertwined and will be required to be severed and cut clean during the removal process. Pulling on the stumps with equipment will likely result in the lifting of the asphalt in the parking areas on the adjacent parcels.
- Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site or in the access path. The Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist.
- Clearly designate an area on the site outside the drip line of all trees on the adjacent parcels where construction materials may be stored and parking can take place. No materials or parking shall take place within the root zones of trees to be retained.

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- Sewer line installation and trenching inside the root protection zone of trees to remain on the site shall be directly supervised by the project arborist. A hydraulic or air spade may be required for digging and placement of pipes underneath the roots, or boring of deeper trenches underneath the roots.
- Follow all of the General Development Guidelines, Appendix 3, for all trees not identified as requiring special preservation measures in the summary and in Appendix 2.
- ALL construction related activities within the critical root zone of any protected tree shall conform/comply with the ANSI Standards for Tree Maintenance & Safety as well as the ISA Best Management practices for the applicable activities.

Report Prepared by:

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Arborist Assistant

Project Arborist:

Edwin E. Stirtz
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ISA Certified Arborist #WE-0510A, TRAQ

Appendix 1 – Tree Location Map
Appendix 2 – Tree Data and Tree Specific Recommendations
Appendix 3 – General Development Guidelines
Appendix 4 – Site Photographs

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Mary Ann's Bakery - North Portion

Sacramento, CA

Prepared for: HRGA

Map of Property Showing Approximate Tree Locations



Prepared by CalTLC

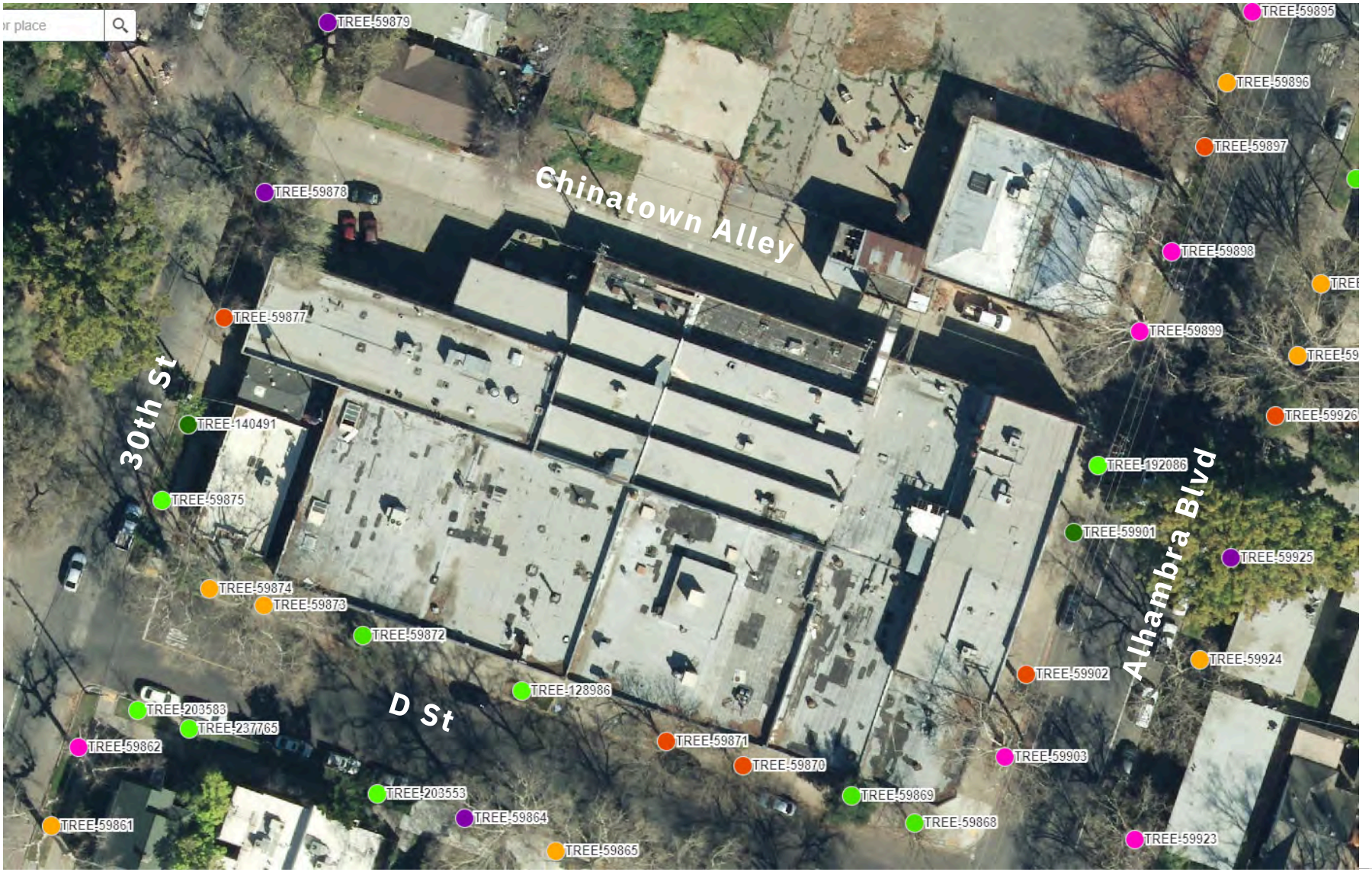
5/28/2024

Mary Ann's Bakery - South Portion

Sacramento, CA

Prepared for: HRGA

Map of Property Showing Approximate Tree Locations



Prepared by CalTLC

5/28/2024

APPENDIX 2 – TREE DATA

Tag #	Old Tag #	Protected By Code	Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status	Pruning Requirement	Fee Waiver Requested
100		No		No	Fruiting pear	*Pyrus sp.*	5		54	7	666-Unprotected		Retain.	NA	
101		No		No	Pecan	*Carya illinoinensis*	6		54	8	3-Minor Problems	Growing between the existing residence and the concrete dry concrete alley surface for Chinatown Alley	Proposed for removal.	NA	
102		No		No	Monterey pine	*Pinus radiata*	11		54	13	3-Minor Problems	Leans west	Retain.	NA	
200		No		No	Italian cypress	*Cupressus sempervirens*	14		12	3	3-Minor Problems	Growing in the front yard approximately 3 feet away from the existing house. Height is 35 feet tall and conflicting with the adjacent plane tree.	Proposed for removal.	NA	
8950		No		No	Chinese hackberry	*Celtis sinensis*	12.5	5,6,7	36	15	1-Extreme Structure or Health Problems	Growing through chain-link fence, forks, 2 feet above grade grafted, 3 1/2 to 4 feet above grade one sided south	Proposed for removal.	NA	
8951		Yes		No	Chinese elm	*Ulmus parvifolia*	34	5,9,20,14	42	25	1-Extreme Structure or Health Problems	Growing through chain-link fence, forks, one to the 3 feet above grade, we attachments hissing wounds, where the stems have begun to	Proposed for removal.	NA	

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Tag #	Old Tag #	Protected By Code	Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status	Pruning Requirement	Fee Waiver Requested
												engulf the top on the fence the largest stem bends at that point towards the west towards the house.			
8952		No		No	Tree-of-Heaven	*Ailanthus altissima*	17.5	11,12	54	17	2-Major Structure or health problems	Lower portion not visible, due to fence screening, forks, somewhere close to grade above average amount of dead branches of Collen wounds from pruning on the lower stems	Proposed for removal.	NA	
8953		No		No	Pecan	*Carya illinoinensis*	15		54	21	3-Minor Problems	Growing against the chain-link fence to the north, very upright, with limited lateral branching, some dead branches.	Proposed for removal.	NA	
8954		Yes		No	Pecan	*Carya illinoinensis*	29		54	28	3-Minor Problems	Growing against chain-link fence to the west, above average amount of dead branches	Proposed for removal.	NA	
8955		No		No	Glossy privet	*Ligustrum lucidum*	15		12	12	3-Minor Problems	Growing on the west side of the chain-link fence that separates the commercial from the residential we attachments.	Proposed for removal.	NA	
8956		No		No	Coast live oak	*Quercus agrifolia*	6		54	10	3-Minor Problems	Leans northeast	Proposed for removal.	NA	

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Tag #	Old Tag #	Protected By Code	Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status	Pruning Requirement	Fee Waiver Requested
59868		Yes	Yes	Yes	Chinese pistache	*Pistacia chinensis*	14		54	16	3-Minor Problems	Above average amount of dead branches.	Retain.	Standard reduction "tip" prune.	
59869		Yes	Yes	Yes	Coast live oak	*Quercus agrifolia*	13		54	16	2- Major Structure or health problems	Reaction growth over sidewalk. Removal may be necessary.	Retain.	1x3", ~5% of canopy.	
59870		Yes	Yes	Yes	Zelkova	*Zelkova serrata*	15		54	17	3-Minor Problems	Above average amount of dead branches.	Retain.	Standard reduction "tip" prune.	
59871		Yes	Yes	Yes	Zelkova	*Zelkova serrata*	19		54	22	3-Minor Problems	Above average amount of dead branches.	Retain.	Standard reduction "tip" prune.	
59872		Yes	Yes	Yes	Chinese pistache	*Pistacia chinensis*	14		54	21	2- Major Structure or health problems	Ivy covering root collar/lower trunk, leans south. Remove ivy & reinspect. Diameter estimated due to ivy.	Retain.	None, leans away from buildings.	
59873		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	32		54	30	3-Minor Problems	Ivy covering root collar/lower trunk, leans south. Remove ivy & reinspect. Diameter estimated due to ivy.	Retain.	Remove branch or reduction prune - 3 to 4x4", <20% of canopy.	
59874		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	35		54	30	3-Minor Problems	Diameter estimated due to ivy.	Retain.	Remove branch or reduction prune - 3 to 4x4", <20% of canopy.	
59875		Yes	Yes	Yes	Eastern redbud	*Cercis canadensis*	5		54	6	3-Minor Problems		Retain.	None	

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Tag #	Old Tag #	Protected By Code	Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status	Pruning Requirement	Fee Waiver Requested
59877		Yes	Yes	Yes	American sweetgum	*Liquidambar styraciflua*	14		54	16	2-Major Structure or health problems	Topped for utility line clearance, above average amount of dead branches.	Retain.	None	
59878		Yes	Yes	Yes	American elm	*Ulmus americana*	38		54	28	2-Major Structure or health problems	Topped and thru pruned for utility line clearance, over extended branches east and west, above average amount of dead branches.	Proposed for removal due to poor structure.	NA	Yes - due to poor condition and utility conflicts.
59879		Yes	Yes	Yes	American elm	*Ulmus americana*	38		54	31	2-Major Structure or health problems	Topped and thru pruned for utility line clearance, over extended branches east and west, above average amount of dead branches.	Proposed for removal.	NA	
59880		Yes	Yes	Yes	Red oak	*Quercus rubra*	14		54	17	2-Major Structure or health problems	Topped for utility line clearance, above average amount of dead branches.	Retain.	Minor reduction prune east side, minor encraochment for driveway R&R	
59881		Yes	Yes	Yes	Maidenhair tree	*Ginkgo biloba*	6		54	6	3-Minor Problems		Retain.	None	
59882		Yes	Yes	Yes	Maidenhair tree	*Ginkgo biloba*	5		54	6	3-Minor Problems		Retain.	None	
59886		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	18		54	21	2-Major Structure or health problems	Trunk wound south side 6' above grade with minor to moderate decay. One sided west.	Retain.	Remove branch or reduction prune - 1x6", ~5% of canopy.	

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Tag #	Old Tag #	Protected By Code	Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status	Pruning Requirement	Fee Waiver Requested
59887		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	42		54	35	3-Minor Problems	Root collar lower trunk covered in ivy	Retain.	Remove branch or reduction prune - 1x28", 1x18", 1x12". ~35% to 45% of canopy.	
59888		Yes	Yes	Yes	Coast redwood	*Sequoia sempervirens*	9		54	12	2-Major Structure or health problems	Stump sprout from within the stump.	Proposed for removal due to poor structure.	NA	Yes - due to poor condition and utility conflicts.
59889		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	34		54	29	3-Minor Problems	One sided east. Root collar/lower trunk covered in ivy. Remove ivy & reinspect.	Retain.	Remove branch or reduction prune - 1x14", 1x6". ~15% to 20% of canopy.	
59890		Yes	Yes	Yes	Chinese pistache	*Pistacia chinensis*	22		54	25	3-Minor Problems	Girdling root over root south side.	Retain.	Reduction prune on building side by ~10% to 15%.	
59891		Yes	Yes	Yes	Zelkova	*Zelkova serrata*	31		54	28	3-Minor Problems	Codominant with inclusion, 13" stem east side with decay cavity. Remove 13" stem.	Retain.	Remove branch or reduction prune - 1x12", 2x9", ~20% of canopy.	
59892		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	40		54	38	3-Minor Problems	Above average amount of dead branches.	Retain.	Remove branch or reduction prune - 1x12" ~15% of canopy.	
59893		Yes	Yes	Yes	Zelkova	*Zelkova serrata*	24		54	25	3-Minor Problems	Above average amount of dead branches.	Retain.	Remove branch or reduction prune - 6x4" to 6"". ~20% of canopy.	
59894		Yes	Yes	Yes	Zelkova	*Zelkova serrata*	35		54	29	3-Minor Problems	Above average amount of dead branches.	Retain.	Remove branch or reduction prune - 1x12",	

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Tag #	Old Tag #	Protected By Code	Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status	Pruning Requirement	Fee Waiver Requested
														3x4". ~20% of canopy.	
59895		Yes	Yes	Yes	Zelkova	*Zelkova serrata*	21		36	20	2-Major Structure or health problems	Weak attachments, above average amount of dead branches.	Retain.	Remove branch or reduction prune -6x4" to 5", ". ~20% of canopy.	
59896		Yes	Yes	Yes	Zelkova	*Zelkova serrata*	30		36	27	2-Major Structure or health problems	Topped/ thru pruned for utility line clearance, over extened branches east and west, above average amount of dead branches. Root damage evident.	Proposed for removal due to poor structure.	NA	Yes - due to poor condition and utility conflicts.
59897		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	18			16	2- Major Structure or health problems	Topped and thru pruned for utility line clearance, above average amount of dead branches.	Proposed for removal due to poor structure.	NA	Yes - due to poor condition and utility conflicts.
59898		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	25		54	28	2- Major Structure or health problems	Topped for utility line clearance, above average amount of dead branches.	Retain.	Reduction prune to clear building by 10% to 20% of length.	
59899		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	24		54	27	2- Major Structure or health problems	Topped for utility line clearance, above average amount of dead branches.	Retain.	Reduction prune to clear building by 10% to 20% of length.	
59901		Yes	Yes	Yes	Chinese pistache	*Pistacia chinensis*	7			8	3-Minor Problems	Ivy covering root collar/lower trunk.	Retain.	None	

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Tag #	Old Tag #	Protected By Code	Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status	Pruning Requirement	Fee Waiver Requested
59902		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	14		54	10	2- Major Structure or health problems	Topped for utility line clearance, above average amount of dead branches.	Retain.	Remove branch or reduction prune - 2x8", 2x6"". ~25% of canopy.	
59903		Yes	Yes	Yes	London plane tree	*Platanus × hispanica*	20		54	16	2- Major Structure or health problems	Topped for utility line clearance, above average amount of dead branches.	Proposed for removal due to poor structure.	NA	Yes - due to poor condition and utility conflicts.
	D St														
128986		Yes	Yes	Yes	Scarlet oak	*Quercus coccinea*	4		54	6	3-Minor Problems		Retain.	None	
	30th St														
140491		Yes	Yes	Yes	Evergeen pear	*Pyrus kawakamii*	6		12		2-Major Structure or health problems	Forks at grade, weak attachments	Retain.	None	
	Alhambra Blvd														
192086		Yes	Yes	Yes	Chinese pistache	*Pistacia chinensis*	5		54	7	3-Minor Problems		Retain.	None	

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APPENDIX 3 – GENERAL PRACTICES FOR TREE PROTECTION

Definitions

Root zone: The roots of trees grow fairly close to the surface of the soil, and spread out in a radial direction from the trunk of tree. A general rule of thumb is that they spread 2 to 3 times the radius of the canopy, or 1 to 1 ½ times the height of the tree. It is generally accepted that disturbance to root zones should be kept as far as possible from the trunk of a tree.

Inner Bark: The bark on large valley oaks and coast live oaks is quite thick, usually 1" to 2". If the bark is knocked off a tree, the inner bark, or cambial region, is exposed or removed. The cambial zone is the area of tissue responsible for adding new layers to the tree each year, so by removing it, the tree can only grow new tissue from the edges of the wound. In addition, the wood of the tree is exposed to decay fungi, so the trunk present at the time of the injury becomes susceptible to decay. Tree protection measures require that no activities occur which can knock the bark off the trees.

Methods Used in Tree Protection:

No matter how detailed Tree Protection Measures are in the initial Arborist Report, they will not accomplish their stated purpose unless they are applied to individual trees and a Project Arborist is hired to oversee the construction. The Project Arborist should have the ability to enforce the Protection Measures. The Project Arborist should be hired as soon as possible to assist in design and to become familiar with the project. He must be able to read and understand the project drawings and interpret the specifications. He should also have the ability to cooperate with the contractor, incorporating the contractor's ideas on how to accomplish the protection measures, wherever possible. It is advisable for the Project Arborist to be present at the Pre-Bid tour of the site, to answer questions the contractors may have about Tree Protection Measures. This also lets the contractors know how important tree preservation is to the developer.

Root Protection Zone (RPZ): Since in most construction projects it is not possible to protect the entire root zone of a tree, a Root Protection Zone is established for each tree to be preserved. The minimum Root Protection Zone is the area underneath the tree's canopy (out to the dripline, or edge of the canopy), plus 10'. The Project Arborist must approve work within the RPZ.

Irrigate, Mulch: Prior to grading on the site near any tree, the area within the Tree Protection fence should be irrigated. The irrigation should percolate at least 24" into the soil. This should be done no less than 2 weeks prior to grading or other root disturbing activities. After irrigating, cover the RPZ with at least 12" of leaf and twig mulch. Such mulch can be obtained from chipping or grinding the limbs of any trees removed on the site. Acceptable mulches can be obtained from nurseries or other commercial sources. Fibrous or shredded redwood or cedar bark mulch shall not be used anywhere on site.

Fence: Fence around the Root Protection Zone and restrict activity therein to prevent soil compaction by vehicles, foot traffic or material storage. The fenced area shall be off limits to all construction equipment, unless there is express written notification provided by the Project Arborist, and impacts are discussed and mitigated prior to work commencing.

No storage or cleaning of equipment or materials, or parking of any equipment can take place within the fenced off area, known as the RPZ.

The fence should be highly visible, and stout enough to keep vehicles and other equipment out. I recommend the fence be made of orange plastic protective fencing, kept in place by t-posts set no farther apart than 6'.

In areas of intense impact, a 6' chain link fence is preferred.

In areas with many trees, the RPZ can be fenced as one unit, rather than separately for each tree.

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Where tree trunks are within 3' of the construction area, place 2" by 4" boards vertically against the tree trunks, even if fenced off. Hold the boards in place with wire. Do not nail them directly to the tree. The purpose of the boards is to protect the trunk, should any equipment stray into the RPZ.

Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.[3]

Expose and Cut Roots: Breaking roots with a backhoe, or crushing them with a grader, causes significant injury, which may subject the roots to decay. Ripping roots may cause them to splinter toward the base of the tree, creating much more injury than a clean cut would make. At any location where the root zone of a tree will be impacted by a trench or a cut (including a cut required for a fill and compaction), the roots shall be exposed with either a backhoe digging radially to the trunk, by hand digging, or by a hydraulic air spade, and then cut cleanly with a sharp instrument, such as chainsaw with a carbide chain. Once the roots are severed, the area behind the cut should be moistened and mulched. A root protection fence should also be erected to protect the remaining roots, if it is not already in place. Further grading or backhoe work required outside the established RPZ can then continue without further protection measures.

Protect Roots in Deeper Trenches: The location of utilities on the site can be very detrimental to trees. Design the project to use as few trenches as possible, and to keep them away from the major trees to be protected. Wherever possible, in areas where trenches will be very deep, consider boring under the roots of the trees, rather than digging the trench through the roots. This technique can be quite useful for utility trenches and pipelines.

Protect Roots in Small Trenches: After all construction is complete on a site, it is not unusual for the landscape contractor to come in and sever a large number of "preserved" roots during the installation of irrigation systems. The Project Arborist must therefore approve the landscape and irrigation plans. The irrigation system needs to be designed so the main lines are located outside the root zone of major trees, and the secondary lines are either laid on the surface (drip systems), or carefully dug with a hydraulic or air spade, and the flexible pipe fed underneath the major roots.

Design the irrigation system so it can slowly apply water (no more than ¼" to ½" of water per hour) over a longer period of time. This allows deep soaking of root zones. The system also needs to accommodate infrequent irrigation settings of once or twice a month, rather than several times a week.

Monitoring Tree Health During and After Construction: The Project Arborist should visit the site at least twice a month during construction to be certain the tree protection measures are being followed, to monitor the health of impacted trees, and make recommendations as to irrigation or other needs. After construction is complete, the arborist should monitor the site monthly for one year and make recommendations for care where needed. If longer term monitoring is required, the arborist should report this to the developer and the planning agency overseeing the project.

[3] International Society of Arboriculture (ISA), maintains a program of Certifying individuals. Each Certified Arborist has a number and must maintain continuing education credits to remain Certified.

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APPENDIX 4 – SITE PHOTOGRAPHS by Edwin E. Stirtz, March 11, 2024

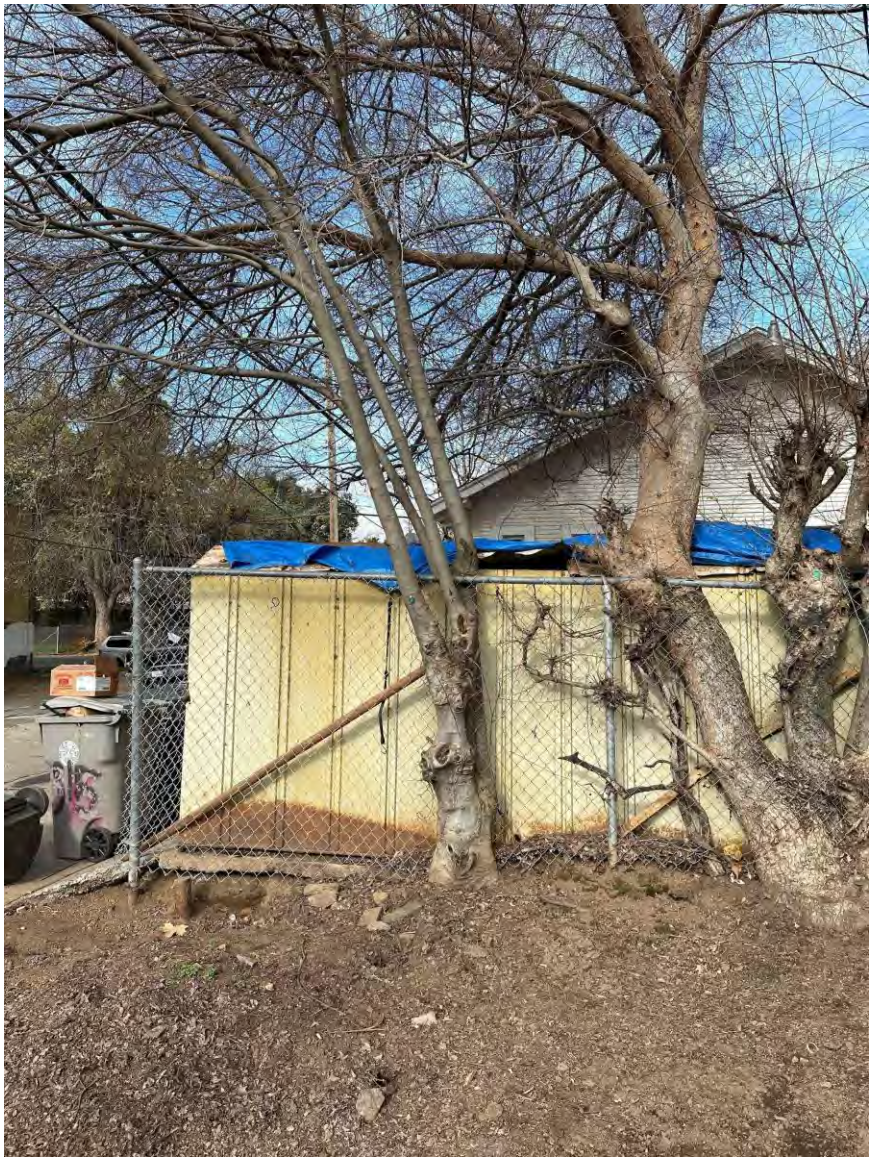


Photo #1, Shows Trees #8950 & #8951



Photo #2, Shows Tree #8952

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Photo #3, Shows Tree #8956



Photo #4, Shows Tree #8954

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Photo #5, Shows Tree #101



Photo #6, Shows C St., looking west & Tree #59894 in foreground

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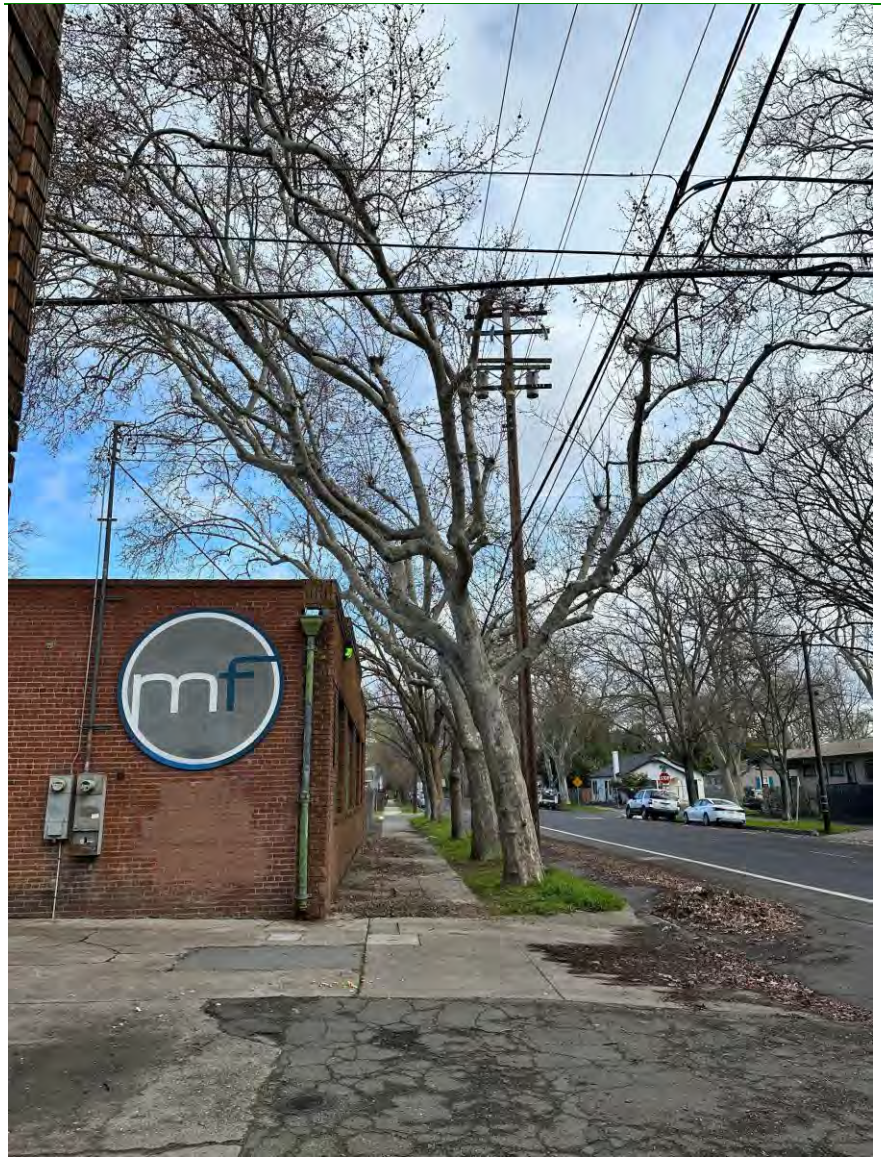


Photo #7, Shows Alhambra Blvd., view north from Chinatown Alley & Tree #59899 in front



Photo #8, Shows Alhambra Blvd., view south from Chinatown Alley & Tree #192086 in foreground

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Photo #9, Shows C St., looking west & Tree #59889 in front



Photo #10, Shows Tree #59888

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Photo #11, Shows Tree #59887 with typical ivy growth

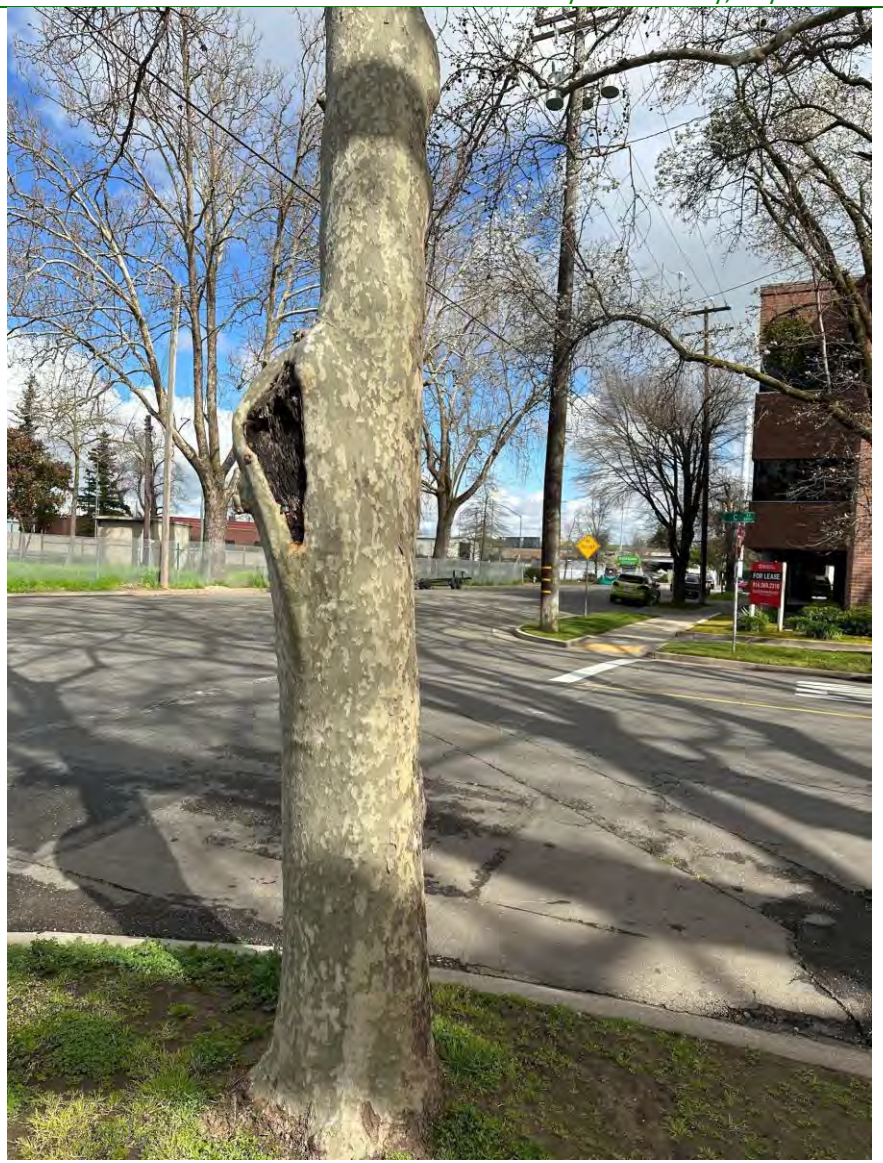


Photo #12, Shows Tree #59886 with cavity/decay

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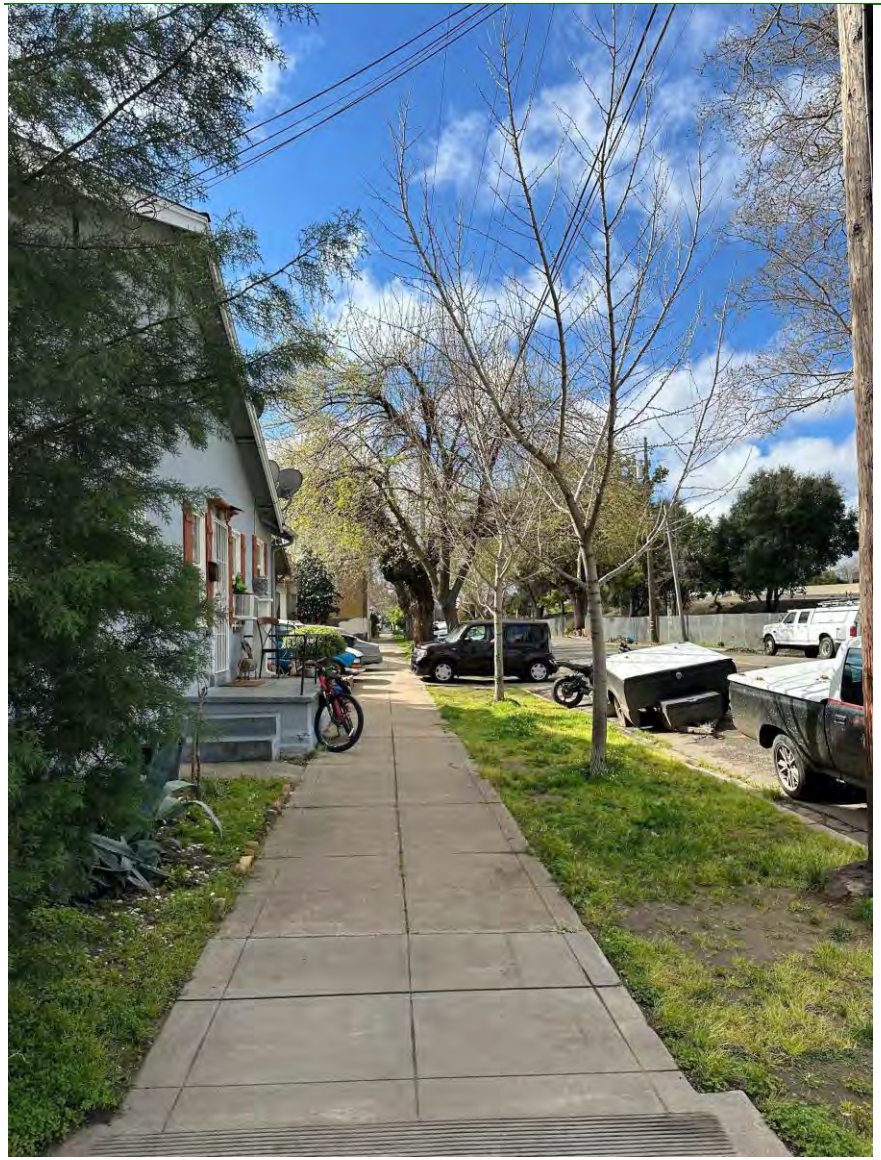


Photo #13, Shows 30th St., view south & Tree #59882 in foreground



Photo #14, Shows Tree #59872

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SITE PHOTOGRAPHS by Edwin E. Stirtz, June 17, 2024, Showing pruning cuts



Photo #15, Shows Tree #59894, with pruning cuts

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Photo #16, Shows Trees #59893 (left) & #59894 (right), with pruning cuts

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Photo #17, Shows Trees #59891 (back) & #59892 (front), with pruning cuts

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Photo #18, Shows Tree #59891, with pruning cuts

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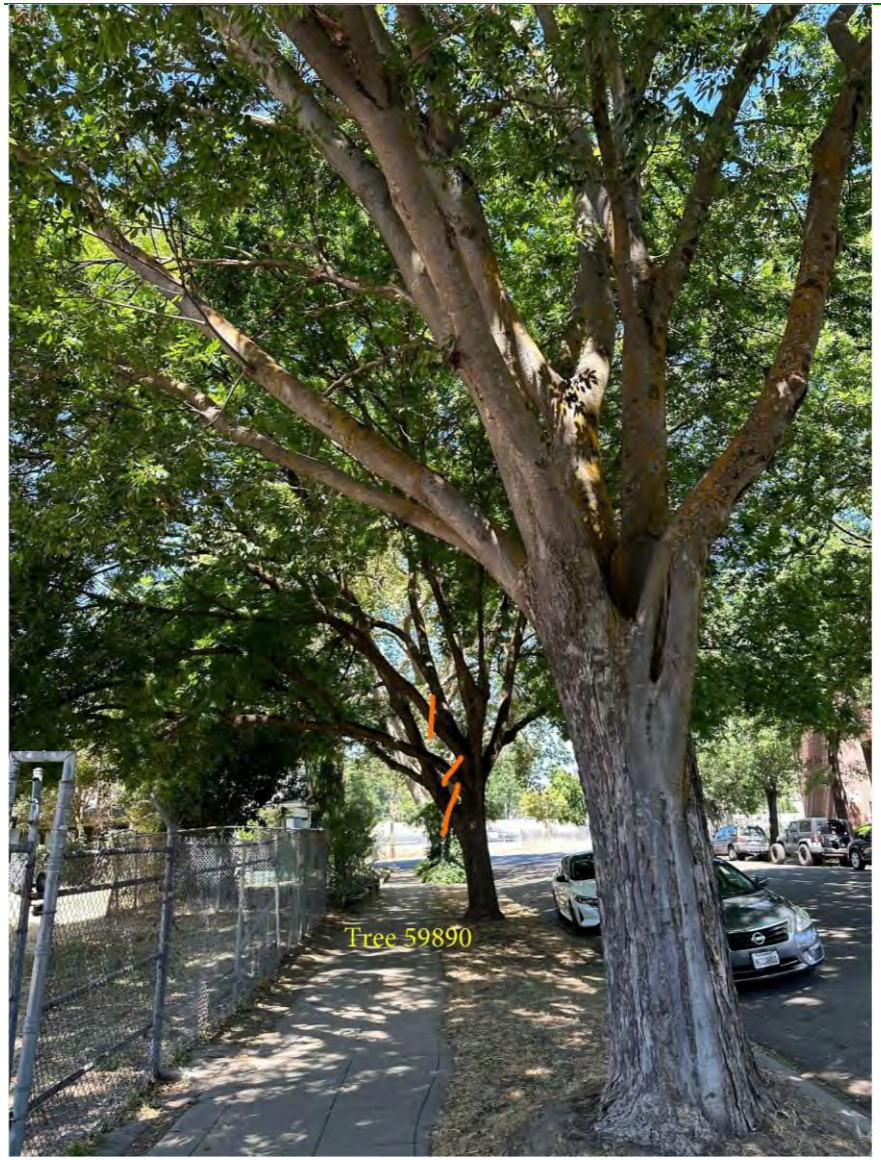


Photo #19, Shows Tree #59890, with pruning cuts



Photo #20, Shows Trees #59887 (back), #59888 (left) & #59889 (front/right), with pruning cuts

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Photo #21, Shows Tree #59886, with pruning cuts



Photo #22, Shows Tree #59895, with pruning cuts

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Photo #23, Shows Tree #59896, with pruning cuts



Photo #24, Shows Tree #59897, with pruning cuts

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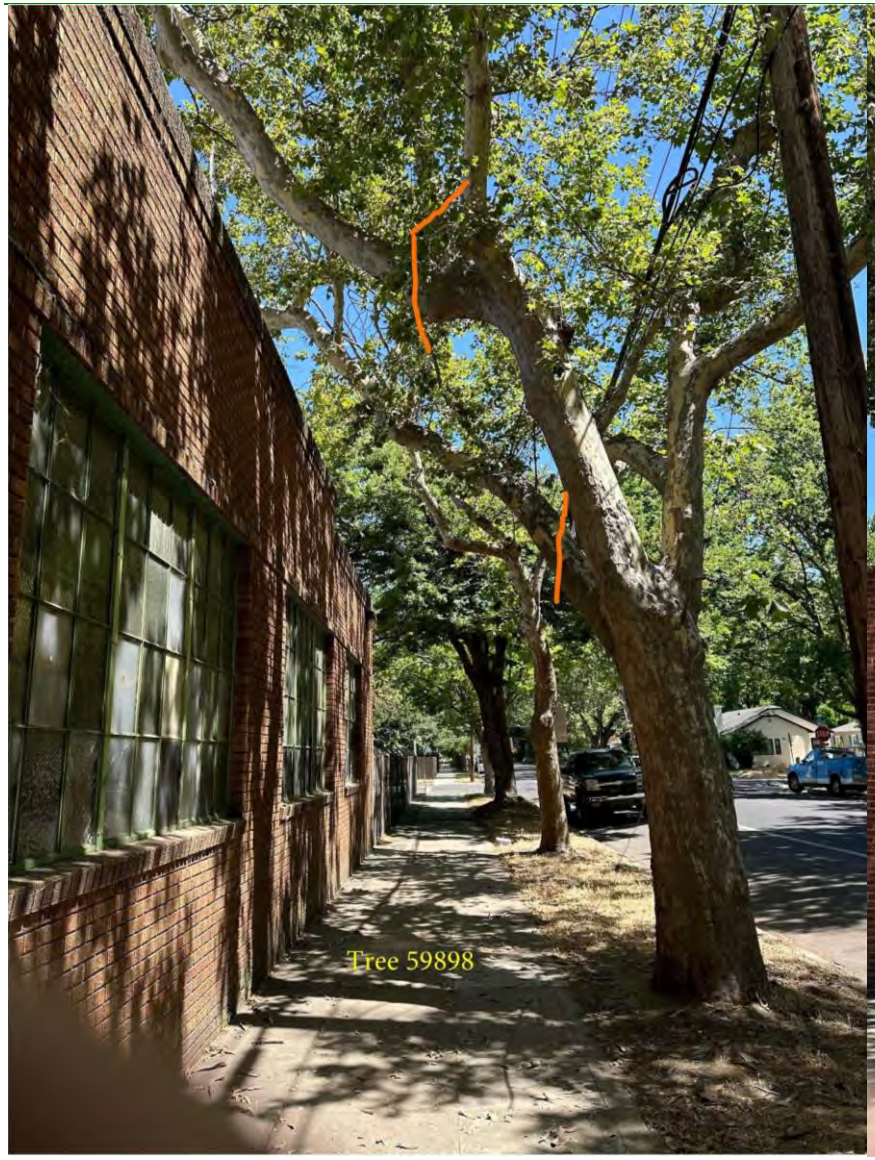


Photo #25, Shows Tree #59898, with pruning cuts



Photo #26, Shows Tree #59899, with pruning cuts

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PRESERVATION
SACRAMENTO

PO Box 162140, Sacramento CA 95816 – preservation.sacramento@gmail.com - PreservationSacramento.org - (916)604-8320

Sean deCourcy, Preservation Director
City of Sacramento, Community Development Department
300 Richards Blvd. Sacramento CA 95811

April 2, 2024
RE: P24-007, Alhambra Redevelopment Site, 324 Alhambra Boulevard—Public Comment

Dear Director DeCourcy,

The Board of Directors of Preservation Sacramento wishes to comment on the Alhambra Redevelopment Site, proposed for most of the block encompassing C Street, D Street, 30th Street, and Alhambra Boulevard. While we support the approach taken to integrate the brick facades of the industrial building along C Street and Alhambra Boulevard into a new apartment building, we have concerns about demolition of the three buildings on 30th Street for a parking garage.

The proposed project demolishes much of the Pureta Sausage/Mary Ann Bakery complex, but retains its exterior walls. While facadism is sometimes considered a less than ideal approach, retention of the exterior walls while building a much taller building within the older envelope seems like a worthwhile compromise to bring a significant amount of housing to the site while retaining present historic features.

The project also proposes demolishing three buildings, two of which are single-family homes in the Craftsman bungalow style and a Minimal Traditional building that appears to have been converted to 3 or 4 apartments, to make way for a parking structure and utility enclosure. While these buildings are not located within the boundaries of an existing historic district, they are indistinguishable from similar buildings of comparable construction era and architectural style that are listed as contributors to nearby historic districts along Alhambra Boulevard; to the best of our knowledge, no detailed surveys of this part of East Sacramento have ever been done. Demolishing them could constitute a loss of eligible historic resources, as well as a loss of existing older housing *currently in use by tenants*.

We recommend a potential compromise: the parking structure's capacity of approximately 300 cars is twice the required parking capacity (0.5 spaces per unit) for the proposed use. Instead of a 300 car garage, we encourage the applicant to consider a smaller garage of 150-200 spaces. The resulting savings of approximately $3-5 million (based on an estimate $30,000 cost per space for structured parking) would facilitate adding Accessory Dwelling Units to the existing homes, increasing housing supply while retaining the historic buildings and providing sufficient tenant parking for the project.

Sincerely,



William Burg
President, Preservation Sacramento Board of Directors

CIVIC THREAD

April 19th, 2024

Zach Dahla
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Alhambra Redevelopment (P24-007)

Dear Mr. Dahla,

I hope this letter finds you well. On behalf of Civic Thread, I extend our sincerest gratitude for considering our organization to route the new development project. We are thrilled about the prospects of the proposed six-story, mixed-use development encompassing 302 multi-unit dwellings, commercial space, and parking. It represents a significant opportunity for community growth and enhancement. We commend the inclusion of historic Chinatown Alley in the development plan. Preserving such cultural landmarks is crucial for maintaining our community's identity and heritage. Additionally, we appreciate the development's strategic proximity to parks, trails, and American Parkway, offering residents convenient access to recreational spaces and amenities.In addition, the attributes above, we would like to recommend the following:

Affordable Housing
We propose allocating 15% of the units as affordable rental units.Developers can capitalize on reducing their developer impact fees by including 15% of the units as affordable rental units. Affordable housing fosters community diversity and ensures equitable access to housing opportunities.

Traffic and Safety Measures
We urge the implementation of traffic-calming measures, such as crossing improvements and roundabouts, to enhance resident safety. Additionally, we suggest reducing car parking spaces in favor of promoting alternative modes of transportation like biking and walking.

Bike and Car Parking
It is essential to ensure that the parking garage is accessible for bike storage, encouraging sustainable transportation options. We also express concerns about the parking lot's placement near the pool area and recommend planting pollution-filtering trees to mitigate environmental impacts.

Bicycle Storage Concerns
We strongly recommend providing a ground-level bike storage room to accommodate residents' needs. Our primary concern lies with the request to waive the requirement for a ground-level

bike room and instead provide in-unit bike wall racks. In contrast, this strategy may effectively spread the required space for bike storage across existing uses rather than replacing some units with a bike storage room or reconfiguring the ground-level floor plan. I strongly recommend that the developers to provide a ground-level bike storage room. While the number of spaces offered would ideally utilize a one parking space to one dwelling unit ratio, we would support the provision of 93 bicycle parking spaces in the storage room and the provision of in-unit bicycle wall racks for the 39 ground-level units.

At Civic Thread, we are dedicated to promoting physical activity and creating environments that support active transportation, such as walking and bicycling. Our efforts aim to improve public health, air quality, and neighborhood cohesion and foster sustainable local economies.
Thank you for considering our input and your commitment to community development. We look forward to working together and creating a vibrant, inclusive, and sustainable living environment for all.

Sincerely,
Abayomi Brownfield
Project Coordinator
Civic Thread

February 3, 2026

Planning and Design Commission
Zachary Dahla, Senior Planner

RE: Support for Alhambra Residential Project P24-007

Dear Planning and Design Commission:

The East Sacramento Community Association (ESCA) supports the Alhambra Residential Project (former Maryann's Bakery) as presented.East Sacramento, like much of Sacramento, is experiencing intense competition for a limited number of homes. Residents see this every day in rising rents, bidding wars, and the difficulty workers and families face when trying to live near their jobs, schools, and transit. This project meaningfully responds to that reality by adding new housing choices in a connected, infill location, and provides housing choices for those desiring to enjoy the benefits of all East Sacramento has to offer.

More homes in established neighborhoods are not an accident of market forces alone: they are the result of deliberate policy decisions to allow housing where people already live, work, and travel. The Alhambra Residential Project reflects recent state and local policy choices intended to address the housing shortage by allowing modestly scaled apartment buildings in corridors like Alhambra Boulevard. These choices are changeable, and this project demonstrates how thoughtful policy can expand opportunity rather than preserve scarcity. The project is supported by General policy that supports healthy, livable, and complete neighborhoods (LUP-6).

By delivering 336 new homes, the project increases availability and choice for renters and future homebuyers, giving people more leverage and reducing the pressure that drives displacement. Providing additional housing options, especially multifamily homes near jobs, transit, and services, helps protect existing residents by easing competition for older housing stock and supporting working families who rely on proximity to East Sacramento.

The project's design balances added housing with neighborhood context. Step-backs along Alhambra Boulevard reduce the visual impact and avoid a walled effect, while still allowing enough homes to make the project viable. Thus, we believe the criteria for issuance of the Conditional Use Permit is met. Importantly, the development provides 322 on-site parking spaces for 336 units, even though state law would allow significantly less. This reflects a good-faith effort to address neighborhood concerns while maintaining the number of homes needed to meaningfully contribute to housing availability. Reducing unit count through additional step-backs would likely reduce both housing options and parking, undermining the project's benefits.

This project advances a future where East Sacramento can remain inclusive, vibrant, and accessible to the people who work here, raise families here, and contribute to the community every day. For these reasons, ESCA urges the Planning and Design Commission to approve the Alhambra Residential Project.

Sincerely,

Tricia Stevens

Tricia Stevens, President
East Sacramento Community Association
president@eastsacramento.org

Zachary Dahla

From: Brandon Soares <brandonrsoares@gmail.com>
Sent: Monday, February 3, 2025 11:44 AM
To: Zachary Dahla
Subject: P24-007

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'd like to support/advocate for this development if possible. I have seen nearby HOA's banding together to complain in a very NIMBY manner.

The city needs more new development to increase housing supply. Please let me know if there is anything I can do (writing, calling, attending a meeting) to provide support and an opposing voice to those who want to shut it down.

Zachary Dahla

From: Evan Johnson <ipodcastedit@gmail.com>
Sent: Tuesday, June 25, 2024 8:57 PM
To: Dylan Musgrove
Cc: Zachary Dahla; Mayor Steinberg
Subject: Re: Support for Proposal at Mary Anne's Bakery Site

Follow Up Flag: Follow up
Flag Status: Flagged

Good evening all,

This is Evan, and I wholeheartedly support Dylan's message.

Thank you,
Evan Johnson

On Tue, Jun 25, 2024, 8:54 PM Dylan Musgrove <dlmusgrove@comcast.net> wrote:

> Good evening,
>
> I am Dylan Musgrove, a local attorney and a resident of East Sacramento. I am writing to voice my strong support of the proposed apartment project on the north end of Alhambra.
>
> I was genuinely excited when I first read about this proposal in the Business Journal. I was genuinely disappointed when I found a note in my mailbox from neighborhood NIMBYs calling for organized resistance to the proposal.
>
> I live at 3109 C Street, directly across the intersection from the project site. Given my proximity to the proposal, it is safe to say that I would be strongly impacted by this proposal. Still, I believe the impacts would be overwhelmingly positive. Sacramento needs more housing, and a large project like this with easy access to parks, freeways, and the amenities of the Alhambra corridor and Midtown would be an overwhelmingly positive addition to our housing inventory. We *need* this proposal, yet the neighborhood NIMBYs are trying to do what they always do and stop this project from going forward.
>
> We are in this housing crisis because NIMBYs use BS arguments like neighborhood character to mislead the public into helping them maintain property values. I strongly support a wholesale rejection of NIMBYism. I support approving this project exactly as proposed by the developer. Frankly, I wish the proposal had even more units.
>
> I have cc'd Evan Johnson, a fellow resident of 3109 C Street. He agrees with me completely, and he will respond to this email thread confirming this.
>
> If you have any questions, please let me know.
>
> Cordially,

Dylan Musgrove, Esq.

Zachary Dahla

From: Heriberto Soto <heribertosotogonzalez@gmail.com>
Sent: Thursday, January 30, 2025 9:49 PM
To: casalomaeastsacna@gmail.com
Cc: Zachary Dahla
Subject: Redevelopment Project

Follow Up Flag: Follow up
Flag Status: Flagged

Good evening,

I received your flyer regarding the concerns expressed by the redevelopment project on 324 Alhambra Blvd. I did wonder where the outcry was for the McKinley Village Self Storage space built on McKinley Village Way. Did we need another storage unit?

I do hope this redevelopment project is built and brings in more residents, coffee shops and restaurants to this community. I congratulate the efforts of Zach Dahla and the City of Sacramento.

A resident in East Sac.

heriberto

Zachary Dahla

From: Steven Menconi <steven@plantdomaine.com>
Sent: Thursday, January 30, 2025 3:22 PM
To: Zachary Dahla
Subject: Project No. P24-007

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Zach:

We live off of C street are excited to a see new development project planned for the abandoned Mary's bakery warehouse at Alhambra and C street. This is welcome news for this currently blighted block and we would like to hear more about what is planned for this site.

Will there be retail or restaurants along with the apartments? When will groundbreaking occur? When is completion projected?

Though you are no doubt receiving negative feedback regarding this project, all of my neighbors and friends are happy to see a new development project at this site.

Please keep us posted and thank you,

Steven Menconi, Partner

foliate.org

steven@plantdomaine.com
If you think we've earned it, we'd greatly appreciate a quick review on Google.
https://review.foliate.org/

Zachary Dahla

From: Anne Davis <annedavis312@gmail.com>
Sent: Wednesday, June 26, 2024 8:58 PM
To: Zachary Dahla
Cc: casalomaeastsacna@gmail.com
Subject: Project proposed for Alhambra Blvd.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Zach,

I am writing about the proposed six story apartment building to be constructed at Alhambra Blvd. in the old Mary Anne's bakery building.

I am very much in favor of developing the block of Alhambra Blvd. between C and D Streets. It has been empty for years and is an eyesore as well as fostering homeless camps and crime. It would be wonderful to have some housing built there that would add to the character of the neighborhood instead of having an abandoned building that gets more decrepit each year. I only live four houses away from that corner so I know.

The building being proposed however is not at all in keeping with the neighborhood! We are one and two story homes and a six story behemoth of a building would be totally out of line for our area. There have been many other units built near here that are much more in line with the neighborhood, for example the homes at I and J on Alhambra. The project being considered is way out of scale.

I only recall one meeting about a year and a half ago by the developer. We stood on the corner in the cold and were told about it. Since then, nothing. Why? I would like to be added to the list of people to be notified about the project. The people who live here need to be considered and our input requested so that something can be built that will fit the space and feel of the area. I reiterate, I am not against building housing but it's got to be right. This project is not!

Anne Davis

Zachary Dahla

From: cbdesign@surewest.net
Sent: Saturday, June 29, 2024 4:15 PM
To: Zachary Dahla
Cc: Mayor Steinberg; Jocelyn Navarro
Subject: 'Maryann Bakery Site' on Alhambra Blvd.

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
I am writing you all to comment on the proposed 302 apartments for the Maryann Bakery Site.

While *we all agree the city needs more housing*, I am happy to have someone develop this site into residential housing while being sensitive to the Casa Loma Terrace neighborhood.

Outreach:
As a resident of McKinley Park, I have never been notified of any outreach by the developer, nor for a request for a variance ! Due to the proposed height and massing, neighbors should be notified and have input.
All other developments that have been built in and around East Sac have had neighborhood input, and are better because of it.

Design: The city's Alhambra Corridor Special Planning District (SPD) requires that new development *preserve the neighborhood scale and character*.
I would like the developer to come back with a plan that *fits within the zoning* and is sensitive to scale, massing and character of the Casa Loma Terrace neighborhood. The proposed design looks so random – like a hospital or student dormitory! Surely the developer can do better than this.

Height:
I believe at *68 feet tall it is WAY too tall* for this site and will overbear neighboring homes. The city's zoning code for this area is 35 feet tall max. The proposed plan is ***almost twice the height*** of the existing city zoning code for this area.

Sewer:
While the vault installed in McKinley Park *has helped* the flooding in and around McKinley Park the winter, *it does not eliminate flooding*. I have first hand experience with the vault at max capacity, and flooding still occurring on Santa Ynez Way and Park Way. With the combined sewer system we have in place, adding an estimated 500+ more people to this combined system puts the existing neighborhood at more risk of flooding. Please let me know your solution.

Thank you for listening and acting to develop this project into an *appropriate addition* to our vintage neighborhood.

Claudia Bordin, CID

Zachary Dahla

From: E M S <whereselke@hotmail.com>
Sent: Monday, July 1, 2024 6:58 AM
To: Zachary Dahla
Subject: Maryann's Bakery Redevelopment project

Follow Up Flag: Follow up
Flag Status: Flagged

I have grave concerns about the proposed redevelopment of the Mary Anns Bakery Redevelopment project on Alhambra between C and D Streets.

It is completely out of character for this historic residential neighborhood.

The height and scope is not in keeping with current restrictions, and traffic and parking will be a nightmare for existing residents if the project goes forward in its present form.

Traffic on C Street is already way too high, and this project in its proposed version will effectively ruin the neighborhood.

I propose a scaled down version of 3 stories with at least 1 parking space for every resident as most people have a car.

Also the architectural renderings I have seen completely mis-state the character of the neighborhood.
They show 30th and D streets as 4 lane streets which they are not!
They also show a large number of 2 story homes which don't exist. This is a blatant lie and attempt to misguide.

I am not against a redevelopment. Just not on the proposed scale.

I also want to see the City hold public hearing with neighbors close to the property to inform them and hear their concerns. Why have there been no public meetings or announcements of the project?
It is clear to me that this is an illegal and nefarious attempt to skirt the project through without anyone noticing.

I would like to meet with you to discuss this further. As a resident my property and quiet enjoyment will be severely impacted if this project goes through in its present form.

It is your duty as a city representative to address my concerns.

I look forward to meeting with you.

Elke Schlosser
916.817.9574

Zachary Dahla

From: jose hernandez <jjcmhv@gmail.com>
Sent: Saturday, June 29, 2024 8:02 PM
To: Zachary Dahla
Subject: Proposed Building on Alhambra Blvd between C and D streets

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Dahla,
This letter concerns the proposed 6 story apartment building on Alhambra Blvd. AKA "Mary Ann's Bakery site.
Many of us who've lived in this neighborhood for many years are strongly against this high density, high-rise project.We are not opposed to the development of the site, this plan however is totally out of scale for this neighborhood.
The impact from traffic, parking, noise and density would forever affect the character and quality of life of this neighborhood. Questions about the current sewer system, public transportation and local school enrollment capacities are also of concern to us.
Has an environmental impact report been submitted?. Will some units be reserved for seniors and low income renters?
I and many of my neighbors look forward to discussing this planned proposal with you at a neighborhood meeting site.
Please add my email to the list of people who want to be notified on all upcoming public meetings you have planned.

Thank You.

Jose Hernandez

Zachary Dahla

From: Laura Goldhammer <lauragoldhammer@gmail.com>
Sent: Sunday, June 30, 2024 5:45 PM
To: Zachary Dahla
Subject: Concerns RE Development @ Alhambra & 30th, btwn C & D Streets

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Dahla,

I'm reaching out to express my concerns and opposition to the proposed housing/retail development between Alhambra & 30th, and C & D Streets. Please add me to the list of people who are notified about this project.

My husband and I live on C Street, less than a block away from the site, and we are concerned about the size and scale of this development, not to mention the lack of outreach and engagement on the part of the developers.

We consider ourselves to be pro-growth and pro-development, and know that there is a great need for building new housing in Sacramento.

This development is NOT the way to go. It is a proposed SIX STORIES, 300+ apartments, and an estimated occupancy of roughly 450 people. However, the plans only include 344 parking spaces, and no indication for additional parking for the ground level retail spaces.

Furthermore, the development lists a building height of 68 feet, when the city zoning code for buildings in this area is only 35 feet.

My understanding is that the developers have requested an exception to the Alhambra Corridor Special Planning district, and I urge (beg?) that this NOT be approved. This development will NOT "preserve the neighborhood scale and character" but drastically alter it for the worse.

Even from the renderings of the project, it is clear that the developers have no understanding or respect for the neighborhood - they are inaccurate and misleading (30th street is not 4 lanes, there are nowhere near that many 2-story homes in the neighborhood, D street is NOT that wide).

Again, we are not opposed to development on this site - this particular project is simply too large and dense and places too much of a burden on the parking, traffic, and infrastructure (including sewage) in our neighborhood.

Please do not approve the exception and allow it to move forward. We would also be interested to learn more about what we can do and who we can contact to continue to advocate against this project.

Thank you for your time and attention.

Laura Goldhammer
C Street Resident

Zachary Dahla

From: larry larrypilgrim.com <larry@larrypilgrim.com>
Sent: Wednesday, June 26, 2024 6:27 AM
To: Zachary Dahla
Subject: Mary Anne Bakery site proposed development - Alhambra and D

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Dahla,

Will you please add me to the list of people to be notified regarding the above-referenced proposed development?

I own and live in the house at 400 Alhambra Blvd, (the corner of Alhambra and D) directly across from the proposed apartment complex. My office is located at 30th and C, adjacent to the proposed development.

I have mixed feelings about this project. I think something other than the abandoned factory would be great and great for the neighborhood. This project, as proposed, is too high and does not have enough parking.

I have 4 windows that face North, directly across the street from the proposed apartments. My back and side yard also face the proposed apartments. No only would I lose all notions of privacy, I would literally be living in the shadow of the building.

I understand from the developers that they need the building to be as large as proposed in order to make it economically feasible for them, but the parking and privacy issues need to be addressed.

Would the City be willing to make street parking available to only homeowners, not the apartment dwellers? Would the developers pay for me to construct a parking area in my back yard? Can I get a variance to build a 12-foot privacy fence on the North side of my house, at the developer's expense? These custom-tailored accommodations are probably not realistic, but without them, the abandoned factory is preferable. Why not tear it down and put in a park or something?

To cram that hideous behemoth of a building in between single-family, one-story homes a block from one of the City's most beloved parks, is not appropriate.

Very truly yours,

Larry Pilgrim

916-424-0400 Office

916-496-0210 Cel

Zachary Dahla

From: Mary Coronado <merryhln@gmail.com>
Sent: Thursday, June 27, 2024 12:28 PM
To: Zachary Dahla
Subject: Alhambra Redevelopment Project P24-007

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Zach,
Yesterday, many concerned neighbors met regarding the Alhambra project at the old Mary Ann's Bakery on Alhambra and C&D Streets. We've always felt fortunate to be on the borders of East Sac and Midtown, however living two blocks from McKinley Park connects me to my East Sac neighborhood. I would hate to see this proposed apartment complex impose or have any negative impact at all on our East Sac neighborhood. If anything, they should be a good neighbor and add to our neighborhood with additional sidewalk lighting and raised crosswalks to and from McKinley Park as the foot traffic will increase.

As you know, we've had two big projects in East Sac (McKinley Village and Sutter Park) which are the standard for new growth. Let's all agree to sustain and maintain this for our East Sac neighborhood. The current city zoning code for buildings on our block are 35 feet in height. My understanding is the developer is asking for a waiver to build at 68 feet. This is 6 stories high! Also, the preservation of character of our neighborhood is lost in design. It looks like the old Sutter Hospital! I'm for growth, but let's get it right.

Lastly, I'm not sure why the City is not working with the neighbors to allow input or have the opportunity to ask questions. Therefore, I'm requesting the City of Sacramento gather citizen feedback through a local community meeting. We should have the opportunity at the minimum to do this as it will take everyone working together to make our City a better place to live.

Thank you.
Mary and Alex Calvario
3137 C Street
23 Year Residents

Zachary Dahla

From: Andrew Gates <amcalgates@gmail.com>
Sent: Tuesday, July 9, 2024 10:07 AM
To: Zachary Dahla
Subject: Concerns regarding P24-007

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning Mr. Dahla,

My name is Andrew Gates and I live at 3135 D Street, a historical landmark 4 houses down from the development proposed in P24-007.

I'm sure you've received letters from my neighbors as well, so I'll try to keep this short - I have serious reservations regarding the plans as they currently are, and would kindly request the city take the following concerns into consideration:

Issue: the height of the building - at six stories and 68 feet in height, this building will:
- be nearly double the limit allowed by the current zoning
- be 50% taller than the vast majority of new developments I've seen while driving around Midtown, Downtown, and North Sacramento
- dramatically detract and distract from the quaint historical neighborhood in which it's being built

Request: Limit the development to 4 stories, just like the majority of new Midtown and North Sac developments I see while driving around. I am in favor of housing, and I am in favor of it in my own backyard, but six stories is such a dramatic contrast to the surrounding neighborhood. I think it's important to take the context in which a new construction is being built into account.

Issue: the city is apparently giving away the alley - which is owned by the city and in turn we the taxpayers - with no recompense.

Request: The city needs to not gift our land to a wealthy developer, and it needs to communicate with the taxpayers and voters what benefit they are receiving in return for that land. Currently the city is cutting valuable programs that aren't **that** expensive - public pools, parks, and bus rides for kids. We **clearly cannot afford** to just give away assets, even as small as this alley.

Issue: Parking. The proposal does not include enough parking.

Request: I am aware that the city cannot force the developer to provide sufficient parking. I am somewhat ok with that, but at the bare minimum we need a bus line nearer to us that runs more than twice a day to make it feasible for our new neighbors to have one or zero cars. Given that I also made it clear above that the city is short on funds, I would propose once again that the developer help pay for this problem that they are directly causing.

Ultimately, this development will introduce negative externalities to the surrounding neighborhood, and as far as I can tell nothing is being done to mitigate them. As a person who has the power to help mitigate them, I ask that you please wield that power on behalf of not just my neighborhood, but also the city taxpayers and voters.

Thank you,
Andrew Gates
3135 D Street

Zachary Dahla

From: James Conant <jdc5683@gmail.com>
Sent: Monday, July 8, 2024 9:20 PM
To: Zachary Dahla
Cc: casalomaeastsacna@gmail.com
Subject: Proposal to Develop the Mary Anne Bakery site

Follow Up Flag: Follow up
Flag Status: Flagged

I would like to be kept informed of the recent development proposal for the site of the former Mary Anne Bakery. This proposal as currently envisioned is out of character with this part of the greater McKinley Park neighborhood. Our neighborhood is a cluster of old, mostly small, single family homes. The proposal is grossly over-sized and inconsistent with the Alhambra Corridor plan. It is way too high, appears to have no street set-backs and will greatly add to parking congestion that is already prevalent in the neighborhood. As envisioned it would be better placed down near the corner of Folsom and Alhambra Boulevard among similar sized buildings or near the light rail line where it could further support that system.

Jim Conant

332 32nd Street

Zachary Dahla

From: Joseph Kehrt <jkehrt@yahoo.com>
Sent: Sunday, July 7, 2024 5:59 PM
To: Zachary Dahla
Cc: casalomaestsacna@gmail.com
Subject: Proposed Project at the corner of Alhambra and D Street, Sacramento. 95816

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Zach,

I am writing about the proposed six story apartment building to be constructed at the corner of Alhambra Blvd. and D Street in the old Mary Anne's bakery building.

The people in our neighborhood are very much in favor of developing the block of Alhambra Blvd. between C and D Streets. It has been empty for years and is actually an eyesore as well as fostering homeless camps and crime. It would be wonderful to have some housing built there that would work with and add to the character of the neighborhood instead of having an abandoned building that gets more decrepit each year. I live on the next block of D Street so this project impacts me and my neighbors a lot. We are close knit, friendly very eclectic bunch of people. Many of us have lived here several decades. It's a great community, very accepting of people of all walks of life and all identities and we're proud of that. .

The building being proposed however is not at all in keeping with the neighborhood! We are one and two story homes. Having a six story behemoth of a building would be totally out of line for our area and could potentially ruin living conditions for those of us who have lived here so long as well as the young folks who have joined us in recent years. There have been many other units built near here that are much more in keeping with the neighborhood, for example the homes at I and J on Alhambra. The project being considered is way out of scale.

I only recall one meeting about a year and a half ago by the developer. It was very uncomfortable and extremely poorly conducted but I was there as were a lot of people from the neighborhood. We stood on the corner in the cold and were told about it. It was not a discussion. Since then, nothing. Why? I would like to be added to the list of people to be notified about the project. The people who live here need to be considered and our input requested so that something can be built that will fit the space and agree with the character feel of the area. I reiterate, I am not and we as a neighborhood are not against building housing but it's got to be right. This project is not! If this was being considered in the "Fab 40's" area the project would not be being carried out in this manner and I don't think the planning department would allow it to be. It should be the same for this neighborhood and the people who live here.

Respectfully submitted, Joe Kehrt, D Street resident

Mr. Dahla
RE: P24-007 Mary Ann's Bakery Apartments

I am writing to you on behalf of my neighbors in East Sacramento who live near McKinley Park. Below is a summary of our concerns regarding the proposed Mary Ann's Bakery Apartment site.

1. **Toxic Site**

   According to the Land Use form completed by HRGA Architects on behalf of Demas Enterprises, there are no known environmental issues with this property. However, we understand that there was a significant toxic site cleanup operation at this location not long ago. The neighborhood would like assurance that it was properly cleaned up. Who performed the cleanup, and who certified the site as non-toxic and suitable for an apartment complex?

2. **Design Guidelines**

   The Alhambra Corridor neighborhood site plan and design review guidelines checklist was completed by HRGA Architects. Mary Ann's Bakery is located at 324 Alhambra Blvd. in the Alhambra Corridor neighborhood (29th to 34th Street and W/X to A Streets), which is a special planning district (SPD) with specific regulations and restrictions. Developers must adhere to design guidelines when building in this area, including:

   - The site layout shall maintain the scale and rhythm of the existing neighborhood.
   - The design should be in scale and architectural character similar to the adjacent single-family residential structures, avoiding excessive massing.
   - The maximum height within the transition buffer zone is thirty-five feet.

   The proposed six-story apartment complex at Mary Ann's Bakery site does not adhere to these guidelines. The adjacent neighborhood consists predominantly of single-story bungalow and Tudor-style homes, with a few two-story homes. There are no structures taller than 35 feet close to this location. A modern six-story apartment complex spanning an entire city block, featuring exterior balconies and rooftop patios overlooking single-family homes, undermines the aesthetic and historical integrity of our community. While we recognize the need for more housing in Sacramento, a six-story building with 332 apartments and 322 parking spaces is unsuitable for this area. This project does not align with the City's Missing Middle Housing strategy, which aims to build a range of small multi-unit housing types, such as triplexes, fourplexes, and accessory dwelling units (ADUs), that are similar in scale to single-family houses. These housing types are intended to blend into existing residential neighborhoods. The proposed apartment complex does not maintain the scale and rhythm of this East Sacramento neighborhood.

3. **Combined Sewer Overflows**

   Mary Ann's Bakery project site is in the city's Combined Sewer System (CSS), which conveys stormwater, surface runoff, drainage, and sewage to the main treatment plants. The State Central Valley Regional Water Quality Control Board and the City of Sacramento Utilities Department work together to manage water and sewage in this area, focusing on combined sewer overflows (CSOs). In 1990, the city faced numerous overflows and outflows of sewage into the streets and rivers without notifying the proper agencies. This led to a cease-and-desist order on new development in downtown and East

Sacramento due to the poor condition of the 100-year-old sewer system. Since then, the city has been implementing temporary fixes to areas prone to flooding.

The McKinley Park 6-million-gallon sewer vault was built for this reason. However, the vault overflowed with sewage during the first rainfall in October 2021. The city then added more temporary fixes by sealing manholes and installing backflow valves. These measures ensure that the next sewer overflow will occur further down the combined sewer line and not next to the park.

The CSS long-term control plan consists of temporary fixes instead of separating the pipes for rainwater and sewage, as found in almost every other U.S. city. These temporary fixes increase the points of failure, jeopardizing the entire system during significant rainfall events. A substantial part of the utilities budget is used to maintain this antiquated system. According to the Utilities Department, the city has almost $1billion in wastewater system deferred maintenance. Emergency fixes will eventually outpace the entire Utilities Department budget. The continued construction of infill projects, high-rise buildings, ADUs, and the increase of impervious materials in East Sacramento contribute to the danger of combined sewer overflows. With climate change worsening each year, significant rainfall could cause the entire Downtown and East Sacramento area to overflow with sewage.

Mary Ann's Bakery project site is located just two blocks from McKinley Park. With 332 new apartments, a significant amount of sewage will enter the existing combined sewer system. Although there are combined sewer development fees, new development projects should not add any new sewage to the combined sewer system. While an in-line sewer storage vault is not ideal, it should be mandatory for this project site within East Sacramento.

4. **Transportation Safety**

According to the mobility element of the Sacramento 2040 General Plan, the transportation strategy should include an equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities. It should reduce reliance on single-occupant vehicles, and the streets should be designed and maintained to contribute to the quality of life.

In the eight years since the City Council made a "Vision Zero" pledge to end traffic fatalities by 2027, more than 300 people have died on city streets. Vision Zero is a traffic safety philosophy that rejects the notion that traffic crashes are simply "accidents," but instead preventable incidents that can and must be systematically addressed. Through Vision Zero, the City of Sacramento and its partners are committed to creating safer streets.

The City has adopted a Transportation Demand Management (TDM) ordinance, called the Transportation Systems Management (TSM) program, which establishes requirements for employers to reduce vehicle miles traveled (VMT) and traffic congestion while improving air quality.

Mary Ann's project does not adhere to these transportation requirements. It is situated next to a very busy, smog-filled freeway area of Sacramento. This project promotes increased vehicle usage with its 322-space parking garage. East Sacramento is already

overwhelmed by traffic due to freeway congestion, leading to widespread use of arterial streets as bypass routes. Most of these arterial streets go through East Sacramento, including C Street, McKinley Blvd, H Street, and J Street. East Sacramento was once a desirable residential neighborhood where one could safely cross the street. Currently, many streets are lined with orange cones placed next to parked cars to prevent mirrors from being damaged by speeding vehicles navigating narrow streets. The safety of young children and the elderly must be a top priority in any transportation plan for this area.

The only bus line close to Mary Ann's Bakery site is SacRT #134, which runs once in the morning and once in the afternoon during school sessions, with no service on weekends. SacRT #30, located ¾ mile away on L Street, is the only other bus service. Sacramento's light rail system is over a mile away from this project on Folsom Blvd. There are no safe bike lanes near this project. Although some streets have bike lanes, there are no continuous bike lanes in this area due to the narrow streets. There is barely enough room for two cars to pass with parked cars on both sides of the streets. Bike lanes are often obstructed by garbage cans once a week. In the fall and winter months, bike lanes are filled with leaves and debris from trees. Crossing Alhambra Blvd. and 30th Street is especially difficult due to several busy freeway entrances and exits at E (McKinley Blvd.) and H Street. During rush hours, traffic backs up from 30th Street to nearly 39th Street, with cars frequently running red lights and stop signs due to congestion. Traffic safety deteriorates each year due to increasing housing construction, infill units, large downtown events, and inadequate public transportation.

The four areas of concern outlined above – toxic site, design guidelines, combined sewer overflows, and transportation safety – are the reasons we feel this project should not be approved.

We would appreciate any additional information you could provide about this project as it progresses through the planning stages.

Respectfully,

Ann Broderick for The Neighbors of McKinley Park

Email: Ann.broderick@gmail.com

Zachary Dahla

From: Ann Broderick <ann.broderick@gmail.com>
Sent: Wednesday, May 15, 2024 11:00 AM
To: Zachary Dahla
Subject: 324 Alhambra Blvd. project question

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Dahla,
One of my neighbors told me this Alhambra site had a toxic chemical issue a while back. Can you please tell me who actually cleaned up the toxic site, when did they clean it up and who signed off that it was officially cleaned up. If possible, we would like a copy of these documents.

Also, I noticed the Noise study was done on a Wed. which is probably the least busiest day on the Business 80 corridor. As you are probably aware, there is heavy construction being done over the river in that area, the lanes are very narrow and traffic is at a crawl most of the day. Once that construction is done, cars will be traveling 80 miles an hour. Why was that not considered in the noise study?

Respectfully,
Ann Broderick

Zachary Dahla

From: Ann Broderick <ann.broderick@gmail.com>
Sent: Sunday, June 16, 2024 10:13 PM
To: Zachary Dahla
Cc: Katie Valenzuela (City); Jovy Navarro
Subject: Project P24-007, MaryAnn's Bakery site

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Dahla,

The neighborhood has not heard any information about this large project at 324 Alhambra Blvd. Can you please tell me when the developers plan to have some community input regarding such a project that will greatly affect a residential neighborhood of single story houses. Also, I believe this project is being built in the combined sewer system area. Can you tell me where the developer plans to locate an off-line sewage storage facility for the 300+ apartments which I believe is required by the Water Quality Control Board.

Thank You,
Ann Broderick

Zachary Dahla

From: Ann Broderick <ann.broderick@gmail.com>
Sent: Wednesday, July 17, 2024 12:59 PM
To: Zachary Dahla
Subject: AgencyCounter: P24-007 inquiry

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Dahla,
There was a recent neighborhood meeting about the MaryAnn's bakery project. Although we all agreed there is a need for more housing in Sacramento, the scale and design of the proposed 6-story apartment complex does not fit into the size and character of the neighborhood. Several questions came up regarding this project.

1) The diagram shows a large outdoor rooftop patio on the fifth floor of the complex that faces the residents on the other side of Alhambra Blvd. How does the developer intend to keep the noise level down and the privacy intact for the single-story homes nearby and the small two-story apartment that is across the street?

2) There appears to be a large 2,400 square foot coffee shop on the corner of Alhambra & D. Will this be open to the public and if so, where will people park their cars? This complex is in a corner of East Sacramento with poor access in and out of the area and no public transportation nearby.

Also, there appears to be a swimming pool, lounge area, fitness center, yoga studio and courtyard inside the complex. We assume these areas will be private for just the apartment residents. How does the developer plan to keep the public out of these areas?

3) It is unclear how the electrical system and the utilities will be handled for this very large structure without affecting the neighbors. For instance - A) There is an annotation on the plans that says transformers which faces C street - what is the purpose, design and noise level of this electrical structure. B) How will the garbage be disposed of? The diagram has 2 trash rooms that face C street and D street on the ground floor which is across the street from residents. How will the developer keep the homeless from going through the trash? C) We see no solar system but only a mention that it might come in the future - doesn't the city have a mandate for new buildings being more energy efficient when they are first built?

We would appreciate any information you could provide regarding our questions.

Regards,
Ann Broderick

CASA LOMA TERRACE – EAST SACRAMENTO

NEIGHBORHOOD ASSOCIATION

P.O. Box 160033, Sacramento, CA. 95816

SUBJECT: P24-007, PROPOSED DEVELOPMENT OF MARY ANN'S BAKERY SITE

Dear Mr. Dahla,

Our membership has reviewed the proposal, and has a number of serious concerns.

As you know, this project falls within the Alhambra Corridor Special Planning District, subject to different design and code criteria than the general City limits. Specifically, the ACSPD provides that:

> Height shall not exceed 35 feet, except by exception on a Conditional Use Permit (variance from requirements)
>
> The intent of the ACSPD is to ensure the preservation of neighborhood scale and character, more specifically:
>
> - Maintain and improve the character, quality, and vitality of individual neighborhoods;
> - Provide the opportunity for a balanced mixture of uses in neighborhoods adjacent to transit facilities and transportation corridors.

In general, this project appears to fail by all measures. More specifically:

Height. The proposed building is nearly twice the allowable height, and completely out of scale with anything in the larger neighborhood area. The neighborhood consists primarily of one- and two-story homes, with some compliant (35 feet or under) newer development. This would be the sole building in the greater area exceeding 35 feet.

Architectural appearance. The proposed building style appears completely out of place in the Casa Loma Terrace/ East Sacramento neighborhood. Development should at least echo architectural elements of the area. The Sutter Park and McKinley Village developments provide good examples of how this can be done.

Density. The greater neighborhood has a density of approximately 24 persons per acre on average. McKinley Village appears to have approximately 19 people per acre, and Sutter Park approximately 16.5 per acre. The proposed development would have between 227 and 300 people per acre. This is completely out of scale and character for the neighborhood.

Transportation. The project is not adjacent to any transit facilities. Using the standardly accepted Institute of Transportation Engineers model, the project as proposed will generate between 1,500 and 2,238 trips per day. The nearest transportation corridor on- and off-ramps (E and H streets) are among the most severely impacted/congested in the City. Such an addition will be further crippling to an already grid-locked corridor.

Traffic. The surrounding neighborhoods already struggle with heavy traffic flow, and are at or beyond the threshold of residential viability. The addition of 1,500 to 2,238 vehicle trips per day, plus retail traffic, will be devastating for the neighborhood, and destroy its vitality.

Parking. The developer proposes to provide far less on-site parking than there will be residents, and makes does not account for parking for retail. This will result in cars circling blocks looking for parking, unnecessarily further reducing already questionable air quality due to the proximity to the freeway.

Lack of outreach. The developer has offered no community outreach to solicit community input. I contrast with other recent major development projects in East Sacramento:

- McKinley Village, where the developer had 30 community meetings and another 51 community meetings with various organizations.
- Sutter Park, where Paul Noble of the East Sacramento Improvement Association "told council members that the developers did a good job of reach out to the people in the neighborhood. They were actually looking for ideas, and they listened to what the people had to say".

Various other concerns have been expressed, including the lack of senior or affordable housing, extreme demand being added to an antiquated sewer/wastewater system, adequacy of water supply and pressure availability in the event of fire in such a tall structure, and others.

Overall, this project will not preserve the neighborhood scale and character – in fact it will egregiously and irreparably damage it. Further, it will irreparably harm the vitality of the long-established neighborhood, dating from the 1920's and 30s. The project is unacceptably far beyond the specified limit of height. And thus our concerns.

Please include Casa Loma Terrace – East Sacramento Neighborhood Association (CLTESNA) on all correspondence and information regarding Project 24-007, the proposed redevelopment of the Mary Ann's Bakery site.

Sincerely,

Carl Seymour

President, CLTESNA
carlsccp@surewest.net

ESP, Inc., PO Box 191763, Sacramento, CA 95819

Mr. Dahla,

East Sacramento Preservation, Inc. (ESP) is a Sacramento Neighborhood Association that is very concerned about the proposed development of the Mary Ann's Bakery Site (P24-007) at Alhambra and C and D Streets.

Our board has reviewed a brief update of the project. It shows that now more units have been added and fewer parking spaces on site. This means more cars will be flowing into already narrow and congested neighborhood streets for their parking needs. I am assuming that each unit will have a minimum of 2 cars. This translates to about 500-600 cars without designated or available onsite parking spaces will overflow into the contiguous neighborhoods.

While on traffic, these same cars will add to the already congested and backed up traffic waiting to get onto the East bound Business-80 freeway at the on-ramp at 30th and E Streets. Presently we are seeing traffic stacked from 30th street backed onto McKinley Blvd to Alhambra Blvd. and wrapping around the intersection onto the north side of Alhambra from McKinley Blvd. What are the traffic engineers saying about this impaction?

The other major concern about this project is the lack of height restriction to 3 stories high in keeping with the Alhambra Corridor Special Regulations and Restrictions Code (cited below). Remember these "infill" projects are to be "in keeping with the existing residential neighborhoods. How is a residential development of 6-stories complementary to single family one-storied small residential homes?

17.420.020 Alhambra Corridor special regulations and restrictions.

B. Residential preservation transition buffer zone.

1. General rule. Except as provided below, development located within 300 feet of a residential zone (measured from the street centerline) shall not exceed 35 feet in height. This restriction is intended to establish a buffer zone to protect residential neighborhoods from visual intrusion by new development that is out of scale with the adjacent residential neighborhood.

2. Exception. The planning and design commission may approve a conditional use permit allowing additional height, provided that the height may not exceed the limits established by the applicable base zoning chapter. To approve the conditional use permit, the planning and design commission must find that the development will not be out of scale with the adjacent residential neighborhood. An example where the intent of the buffer zone is maintained while allowing additional height is a development incorporating design features or step-backs that reduce the walled effect on adjacent smaller-scaled residential development.

ESP wants to be included in all correspondence and information regarding the Mary Ann's Bakery Project (P24-007). Also, ESP, (use wgreen@surewest.net) would like to be informed of any community outreach meeting that may be planned by the developer or City of Sacramento for this project.

How is this P24-007 in Keeping with the Code?

ESP would like a response from you regarding our stated concerns.

Respectfully,

Martin Palomar, President / martinpalomar@yahoo.com

Will Green, M.D. Treasurer / wgreen@surewest.net

Zachary Dahla

From: E M S <whereselke@hotmail.com>
Sent: Thursday, July 11, 2024 12:45 PM
To: Zachary Dahla
Subject: Re: Maryann's Bakery Redevelopment project

Dear Mr. Dahla

Thank you for your response.
I appreciate your efforts and feedback.

Please note that the community will be keeping a close eye on the project and will mobilize against it if it goes forward in its present form.

I trust the City will take the wishes of its local citizens seriously, and not just play into the hands of big developers who stand to profit, but don't have to suffer the long-term consequences.

Short term gains have long term consequences.
Food for thought.

Elke Schlosser

From: Zachary Dahla <zdahla@cityofsacramento.org>
Sent: Tuesday, July 9, 2024 12:25:31 PM
To: E M S <whereselke@hotmail.com>
Subject: RE: Maryann's Bakery Redevelopment project

Hi Elke,

Thank you for providing comments on the Alhambra Redevelopment project (P24-007).

By submitting this public comment, you are actively engaging in the planning process and providing the City with feedback/input on this proposal, and I appreciate you taking the time to do so.

The project is still in the early stages of the planning process, so certain project aspects are still being reviewed/considered and there is no estimated or targeted hearing schedule for the project at this time.

To answer your question about notices, City staff typically only mails out notices for release of CEQA documents for public review and of upcoming public hearings on projects, which is why you did not receive a notice that this project was submitted for planning review. However, I hear your concern about wanting additional or early notification of new projects in your area. To provide additional notification opportunities, the City has created a new development tracker tool called Agency Counter. On Agency

Counter, you can create an account and request to receive notifications/alerts of new planning and/or building projects that have been submitted in an area of the City that interests you, such as East Sacramento. If interested, here is a link to Agency Counter and, to set an area of preference, click on the "red bell" which will take you to new screen where you can draw or select boundaries for notifications: https://sacramento.agencycounter.com/?tab=map

Additionally, I hear you concern about limited community engagement. City staff encourages applicants to engage with the community throughout the planning process to discuss aspects of their proposals and solicit community feedback. However, in lieu of any specific outreach efforts by the applicant team, submitting public comments such as this are important as they document for City staff specific community concerns on projects as well as general opposition and/or support for projects or project aspects. All public comments are forwarded to the applicant team for review/consideration and added to the project's administrative record for inclusion and response to in future staff reports for decision-makers to review and consider before making any formal determinations.

Planning staff also does not typically host community meetings on development proposals and instead encourages applicants/developers to engage with the local neighborhood group to present their proposals at a monthly meeting and solicit community feedback. To assist in initiating some community engagement, I am reaching out to the applicant to request they coordinate with the local neighborhood group (East Sacramento Community Association) to see if they can have their project added to an upcoming agenda to receive some community feedback.

If you have any additional questions, let me know and I am happy to jump on a call to discuss.

Best,

Zach Dahla **(He/Him)**
Associate Planner | Central Area | Planning Division
City of Sacramento Community Development Department

sacramento I 2040
City of Sacramento General Plan Update and Climate Action Plan

Interested in the City's General Plan Update and Climate Action & Adaptation Plan? Visit Sacramento 2040 to learn more!

From: E M S <whereselke@hotmail.com>
Sent: Monday, July 1, 2024 6:58 AM
To: Zachary Dahla <zdahla@cityofsacramento.org>
Subject: Maryann's Bakery Redevelopment project

I have grave concerns about the proposed redevelopment of the Mary Anns Bakery Redevelopment project on Alhambra between C and D Streets.

It is completely out of character for this historic residential neighborhood.

The height and scope is not in keeping with current restrictions, and traffic and parking will be a nightmare for existing residents if the project goes forward in its present form.

Traffic on C Street is already way too high, and this project in its proposed version will effectively ruin the neighborhood.

I propose a scaled down version of 3 stories with at least 1 parking space for every resident as most people have a car.

Also the architectural renderings I have seen completely mis-state the character of the neighborhood.
They show 30th and D streets as 4 lane streets which they are not!
They also show a large number of 2 story homes which don't exist. This is a blatant lie and attempt to misguide.

I am not against a redevelopment. Just not on the proposed scale.

I also want to see the City hold public hearing with neighbors close to the property to inform them and hear their concerns. Why have there been no public meetings or announcements of the project?
It is clear to me that this is an illegal and nefarious attempt to skirt the project through without anyone noticing.

I would like to meet with you to discuss this further. As a resident my property and quiet enjoyment will be severely impacted if this project goes through in its present form.

It is your duty as a city representative to address my concerns.

I look forward to meeting with you.

Elke Schlosser
916.817.9574

Zachary Dahla

From: Joseph Kehrt <jkehrt@yahoo.com>
Sent: Wednesday, July 10, 2024 10:20 PM
To: Zachary Dahla
Subject: Re: Proposed Project at the corner of Alhambra and D Street, Sacramento. 95816

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Zach,
Thank you for your reply to my emailed comments and concerns. Please do add me to mailing lists related to this project. My mailing address is:
Joe Kehrt
3129 D Street
Sacramento, CA. 95816

One additional concern I have which is shared with many of the other residents in this area is that the proposed project is likely to house over 500 occupants but only provide about 60% of the parking spaces that would need to be allocated for over 500 new residents. The apartments are likely to house working class people, which is wonderful; but these people would no doubt need transportation to various jobs likely in the form of automobiles. Adding capacity for this many people without providing sufficient parking for their transportation is not right and is likewise not in keeping with the character of the neighborhood. It would negatively impact parking and living conditions for the existing residents of the C and D Street. Unfortunately Sacramento public transit is not developed sufficiently at this time to relieve the additional transportation needs. In essence it is a plan to fail and the developers should not be allowed to profit by under allocation of parking and then walk away with excessive profits leaving behind a failed plan.

Respectfully submitted, Joe Kehrt, D Street Resident

Sent from Yahoo Mail for iPad

On Wednesday, July 10, 2024, 11:57 AM, Zachary Dahla <zdahla@cityofsacramento.org> wrote:

> Hi Joe,
>
> Thank you for providing comments on the Alhambra Redevelopment project (P24-007).
>
> By submitting this public comment, you are actively engaging in the planning process and providing the City with feedback/input on this proposal, and I appreciate you taking the time to do so.
>
> City staff encourages applicants to engage with the community throughout the planning process to discuss aspects of their proposals and solicit community feedback. However, in lieu of any specific outreach efforts by the applicant team, submitting public comments

such as this are important as they allow the community to document their specific concerns on projects as well as voice their general opposition and/or support for projects or project aspects. All public comments are forwarded to the applicant team for review/consideration and added to the project's administrative record for inclusion and response to in future staff reports for decision-makers to review and consider before making any determinations.

The project is still in the early stages of the planning process, so certain project aspects are still being reviewed/considered and may change.

Additionally, I am happy to add you to the mailing/noticing list to receive for all future hearing and environmental notices on the project but will need your mailing address. Could you please send over the best mailing address to reach you?

Feel free to reach out if you have any additional questions.

Best,

Zach Dahla (He/Him)
Associate Planner | Central Area | Planning Division
City of Sacramento Community Development Department

-----Original Message-----
From: Joseph Kehrt <jkehrt@yahoo.com>
Sent: Sunday, July 7, 2024 5:59 PM
To: Zachary Dahla <zdahla@cityofsacramento.org>
Cc: casalomaestsacna@gmail.com
Subject: Proposed Project at the corner of Alhambra and D Street, Sacramento. 95816

Dear Zach,

I am writing about the proposed six story apartment building to be constructed at the corner of Alhambra Blvd. and D Street in the old Mary Anne's bakery building.

The people in our neighborhood are very much in favor of developing the block of Alhambra Blvd. between C and D Streets. It has been empty for years and is actually an eyesore as well as fostering homeless camps and crime. It would be wonderful to have some housing built there that would work with and add to the character of the neighborhood instead of having an abandoned building that gets more decrepit each year. I live on the next block of D Street so this project impacts me and my neighbors a lot. We are close knit, friendly very eclectic bunch of people. Many of us have lived here several decades. It's a great community, very accepting of people of all walks of life and all identities and we're proud of that. .

The building being proposed however is not at all in keeping with the neighborhood! We are one and two story homes. Having a six story behemoth of a building would be totally out of

line for our area and could potentially ruin living conditions for those of us who have lived here so long as well as the young folks who have joined us in recent years. There have been many other units built near here that are much more in keeping with the neighborhood, for example the homes at I and J on Alhambra. The project being considered is way out of scale.

I only recall one meeting about a year and a half ago by the developer. It was very uncomfortable and extremely poorly conducted but I was there as were a lot of people from the neighborhood. We stood on the corner in the cold and were told about it. It was not a discussion. Since then, nothing. Why? I would like to be added to the list of people to be notified about the project. The people who live here need to be considered and our input requested so that something can be built that will fit the space and agree with the character feel of the area. I reiterate, I am not and we as a neighborhood are not against building housing but it's got to be right. This project is not! If this was being considered in the “Fab 40’s” area the project would not be being carried out in this manner and I don’t think the planning department would allow it to be. It should be the same for this neighborhood and the people who live here.

Respectfully submitted, Joe Kehrt, D Street resident

Zachary Dahla

From: Katrina Beedy <k_beedy@yahoo.com>
Sent: Friday, July 12, 2024 4:31 PM
To: Zachary Dahla
Subject: Proposed Development at Mary Ann's Bakery Site on Alhambra

Follow Up Flag: Follow up
Flag Status: Completed

Hi Zach,

I am a resident on 510 Alhambra Blvd right across from McKinley Park in East Sacramento, and I am concerned about the proposed 6-story apartment development on Alhambra on the former Mary Ann's Bakery site. As planned, I understand the development would house up to 500 people, with parking only available for 344 people. I am very concerned about the impact this would have on street parking in the area, as well as the impact on the overall neighborhood. I think it makes sense to convert the existing building into housing, but the number of proposed units and height of the building as proposed is excessive.

Do you have any updates on this proposal, and could you add me to the notification list serve for this project? Please let me know if there is anything else I can do to submit public comment or otherwise express my concerns about this project.

Thank you!
Katrina

Zachary Dahla
Associate Planner
City of Sacramento Community Development Department

Re: Public Comment Letter on Proposed Alhambra Redevelopment Project (P24-007): Oppose

Dear Mr. Dahla,

I am a City of Sacramento resident living on the corner of Alhambra and McKinley Boulevard, and I am writing to express my opposition regarding the proposed Alhambra Redevelopment project on the former Mary Ann's Bakery site on Alhambra and D Street.

According to city records, this proposal would consist of a six-story mixed-use development with 302 multi-unit dwellings and 344 parking spaces. **While I am fully in support of converting the existing building into housing, I am concerned that the scale of this proposed development would have an unduly negative impact on local residents. If the applicant's proposal moves forward, I implore the developer and City of Sacramento to scale down the height and number of proposed dwelling units, ensure parking for every new resident, and ensure compliance with local zoning laws.**

See below for specific details on my concerns:

1. **Building height:** As noted above, the proposed development is six-stories high (68 feet). The building height allowed by the City's Zoning Code for buildings on this block is 35 feet. *The proposed development is in a quiet residential neighborhood where no other building exceeds the height regulations. A six-story building would tower over all other buildings in the area and fundamentally change the neighborhood, in violation of guidance issued by the Alhambra Corridor Special Planning District (see number 4 below).*

2. **Parking:** The proposed development consists of 302 multi-unit dwellings, including 76 studios, 164 one-bedrooms, 61 two bedrooms, and 1 three bedroom. The probable resulting occupancy from this development would be 450-500 people. Given that there are only 344 planned parking spaces, *this would mean anywhere from 100-150 residents may be parking on the surrounding neighborhood streets on any given day or night. In addition, the planned ground floor retail space may or may not add parking.* Due to the building's proximity to McKinley Park, parking can already be incredibly competitive in the area, especially in the evening, on weekends, and during special events. This would have an outsize negative impact on local residents that sometimes need to park on the street (myself included).

3. **Noise and Traffic:** As noted above, the proposed development may house up to 500 additional residents. This will *invariably increase noise, vehicle and foot traffic, and potentially litter in the area and in the nearby park*.

4. **Neighborhood Scale and Character:** As noted above, the City of Sacramento's Alhambra Corridor Special Planning District (SPD) *requires that new development "preserve the neighborhood scale and character." The proposed high-density, high-rise project covering a whole city block does not meet this criteria*.

I have lived near McKinley Park for five years, and I love my neighborhood. I cherish my daily walks on the quiet, tree-lined streets of East Sacramento. Given our city's housing crisis, I think it absolutely makes sense to open buildings in our beautiful neighborhood to new residents. However, in its current form, this development will add significant noise traffic, severely impact parking, and forever change the character of the neighborhood.

Thank you for your consideration of my comments. Please keep me updated on any new developments on this project.

Sincerely,

Katrina Beedy

Zachary Dahla

From: Rajesh Chauhan <jesh159@yahoo.com>
Sent: Tuesday, April 23, 2024 4:22 PM
To: Zachary Dahla
Subject: AgencyCounter: P24-007 inquiry

Follow Up Flag: Follow up
Flag Status: Completed

Hi Zach

I have the properties right next door 3014 D (4) units and 3018 D (4) which are in the Alhambra Historic district as the Bakery.

when i wanted to redevelop i was given 26 pages of conditions of approval that didn't allow some of the things i have listed

1) set backs and heights 320 ' from residential how is an applications a building 60' tall next to buildings that were only allowed to be 35'.

is the city now allowing applications after denying the rest of the property owners in the area to go that height?

2) dont see Traffic flow with application which impacts community can we get that so can see

3) dont Utilities and Flow test for 302 units

4) Alhambra historic dept how does this building meet historic ?

5) parking for the rest of the residential homes in area there are only 344 spaces for 302 units
where is the guest parking ?
commercial parking?
and will the streets now become permit parking ?
I understand 50% parking has been waived , but its not suppose to be waived for that massive of a number in a residential area . the street can only hold 10 cars each side

6) units per acre how its this project allowed so much? compared to the rest of the neighborhood? units per acre are their so residential streets

7) alley way being removed yet trash locations on street sides further taking away parking how are both of these items possible

8) bike parking which takes away even more residential parking for the current home owners

Which you have to keep in mind this community the majority of properties do not have driveways and have to park on the streets

can you please let me know how these considerations are possible

also any information on project has been removed from property

thanks

Jesh
916 769 3878

Zachary Dahla

From: John Thor Cornelius <thorcornelius@gmail.com>
Sent: Thursday, January 30, 2025 12:08 PM
To: Zachary Dahla
Subject: Concern about project number p24-007.

Follow Up Flag: Follow up
Flag Status: Flagged

As a homeowner in the East Sacramento area (422 Alhambra Blvd), I was just informed about the proposed project p24-007.

I'm very concerned about the project for a number of reasons including the extreme height of the project, The lack of parking spaces, and concerns about traffic. I'm not sure these concerns are being fairly addressed with the current plan.

Please add me to the list of people who want to be notified about anything regarding this project.

Thank you,

John Thor Cornelius, MD

Zachary Dahla

From: Meghan McKenna <mmckenna210@gmail.com>
Sent: Friday, June 28, 2024 12:19 PM
To: Zachary Dahla
Subject: Proposed development for Alhambra Blvd

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Dahla,

I am writing to express my deep concerns over the proposed development for the warehouse site formerly occupied by Mary Anne's Bakery. My concerns are many, and as I enumerate them below I hope that you take them seriously, and answer them to the best of your abilities. I also want to say that I am not at all opposed to development at this location. In fact, I welcome it. However, this project does not make any sense for the proposed location.

Firstly, this project is simply too large for the location and violates city zoning laws. The location in question is part of the Alhambra Corridor Special Planning District. Buildings in this location are not allowed to be greater than 35 feet in height. This project is expected to be 68 feet tall--nearly double the allowed height. This fact alone should be enough to make anyone question if a building of that size makes sense for this area.

In addition to the height of the building, the number of occupants is enormous compared to the population density of the surrounding streets. The Alhambra Corridor Special Planning District gives a very clear restriction on height. What is less clear is how one would "preserve the neighborhood scale and character" as mandated by the special planning district. However, 500 people living on one square block is clearly far too many people for this residential area of the city. Perhaps a building of this size would make sense for Midtown, but we do not have the city services or infrastructure for so many people, and it would undoubtedly change the character of the neighborhood.

In reviewing the plans for this project, I did not see anything stating what impact the building would have on parking and traffic in the surrounding neighborhood. I live on C and 32nd street and can say that this is already a highly used road. Adding 344 cars (which is what the project has planned for parking spaces) would cause gridlock in morning traffic. The E street freeway onramp is already crowded in the mornings, I can't imagine what it would be like with a massive apartment complex next door. Please have someone do an analysis on how this would impact traffic and noise to the surrounding residents.

Furthermore, in the developer's proposed graphics, the project appears to be located at a block surrounded by four lane double yellow striped thoroughfares. This is completely inaccurate. 30th street is a one way, one lane road, and the other streets surrounding the plot of land are two lane roads. It is laughable to think that a building of this size, and with this many occupants, could be supported by the infrastructure in the community. It also appears that the developers are either intentionally hiding this fact by purposely using an inaccurate graphic, or have never visited the site themselves. Both scenarios are incredibly problematic.

I also have questions regarding the neighborhood's ability to handle sewage and electricity for this project. As someone who would live one block over from this complex, what would happen to my home if a sewer line were to back up? Will my electricity be less reliable with 500 people adding new demands to the grid? Or does this city have a plan to address these concerns? I would like to know how these services will be impacted.

I am also very curious to know the state of the project. Has the land been bought? Is the project approved? What additional reports can we expect? When will the project move forward? etc. The developer has made no efforts to do any of this outreach or make any of this clear to me or my neighbors.

I would like to take a moment to express what I do like about this project, because I am not opposed to the project in general, just to the size and density. I eagerly hope that someone will buy this land and put housing on it.The city and the state need more housing, and any empty land in this city should be turned into housing. At least, in my opinion. I like that they would keep the old brick facade. I think that could very much be seen as keeping with the character of the neighborhood. I think an apartment complex or row of condos would make a lot of sense. We need more housing density than single family homes, this is just too big and too dense for this spot. I am also excited at the idea that some of this land would be used for a cafe, bistro, or corner store. All of these things are wonderful. What I am primarily concerned about is the height exceeding 35 feet, the number of units proposed, parking and traffic impacts, as well as how the project will impact city services such as sewage and electricity. I am also very bothered that there hasn't been any outreach from the developer thus far.

Thank you so much for considering these concerns, and for answering whatever questions you are able to address.

Best wishes,
Meghan McKenna

3167 C Street

Zachary Dahla

From: Kimmai McClain <kimmai.mcclain@gmail.com>
Sent: Friday, January 30, 2026 5:36 AM
To: Zachary Dahla
Subject: Fwd: P24-007 - Alhambra Redevelopment Project/Mary Ann's Bakery - pedestrian/bicycle safety

Apologies--forwarding as it appears there was a typo in Zach's original email. Thank you,

---------- Forwarded message ---------
From: **Kimmai McClain** <kimmai.mcclain@gmail.com>
Date: Tue, Jan 27, 2026 at 8:34 PM
Subject: P24-007 - Alhambra Redevelopment Project/Mary Ann's Bakery - pedestrian/bicycle safety
To: <zdalhla@cityofsacramento.org>
Cc: <district4@cityofsacramento.org>, <mayor@cityofsacramento.org>, <district3@cityofsacramento.org>, <eguerra@cityofsacramento.org>

Hi Zach,

My name is Kimmai and I live along Alhambra Blvd (between McKinley Blvd & D Street) and have recently learned of this new project one block from my home. I think additional housing is important, as are safe streets and infrastructure.

I largely commute via bicycle and know that this area is a thoroughfare for cyclists to connect with the American River Bike Trail. I routinely experience unsafe driving secondary to congestion and traffic; I was nearly killed by a truck last month running a red light.

I'm deeply concerned that the current plan will make an already dangerous intersection/area even more dangerous and I've not seen adequate plans to address this. Would you be able to elaborate on this?

Kind regards,

--
Kimmai V. McClain
408-518-2788

Zachary Dahla

From: Ann Rothschild <rothschild.ann@gmail.com>
Sent: Friday, January 30, 2026 5:02 PM
To: Zachary Dahla
Subject: Fwd: P24-007 Alhambra Redevelopment at former Maryann's Bakery.

Our information had a spelling mistake! I hope this works. My apologies for the error, and the message is the same!

---------- Forwarded message ---------
From: **Ann Rothschild** <rothschild.ann@gmail.com>
Date: Thu, Jan 29, 2026 at 4:06 PM
Subject: P24-007 Alhambra Redevelopment at former Maryann's Bakery.
To: <zdalhla@cityofsacramento.org>

Dear Mr. Dalhla,
We support infill buildings within the city--so much better than spreading out over the fields. I support multi-use housing.
However, I object to the latest iteration of the building on the former Maryann's Bakery for the following reasons:
It's just too big in every way.
It violates the Alhambra Corridor Special Planning District objectives.
It is twice the size of the original plan and so doubles population and traffic concerns.
There are limited outlets to get to midtown or the freeway and the intersection on McKinley and Alhambra will be jammed.
Parking concerns: less than half the units provide parking, so street parking will be needed, already at capacity.
Only market value housing--the city needs mixed-cost housing, and some subsidized housing.
Huge sewage increase with no accommodation made in the plan.

Keep the original plan--do not double it!
Thank you.
Michael Rothschild
Ann Rothschild
4216 C St, Sacramento, CA 95819.

Norman Spalding, DDS and Flora Young Spalding, EdD

1571 12th Avenue

Sacramento, CA 95818

(916) 595-2019

normandflor@gmail.com

July 1, 2024

Zach Dahla, City Planner

Re: Mary Anne's Bakery Site

Dear Mr. Dahla,

We are the owners of the house located at 315 Alhambra Boulevard, directly across from the 6-story building proposed to replace the Mary Anne's Bakery. We have serious objections to this project in its current configuration and the potential changes to the neighborhood it may bring. Of concern to us is the height of the building, the increased traffic, noise and impact to parking it will bring to our quiet neighborhood. There is only one two story building in the vicinity, the apartment house across the street at Alhambra Boulevard and D Street. This proposed building is completely out of scale and will clash significantly with the peaceful visual esthetic of this part of East Sacramento. Regarding the traffic, adding this many people in this area will add significantly to the congestion and noise in our peaceful neighborhood. There will certainly be many residents who choose not to use the parking structure and with the proposed retail spaces on the ground floor, the street parking may be significantly impacted. For these reasons, we oppose this project in its current configuration.

Please add our names to the list of those to be notified about the project. Thank you.

Sincerely,

Norman Spalding, DDS

Flora Young Spalding, EdD

Casa Loma Terrace – East Sacramento Neighborhood Association
June 5, 2025

No Impact?

POPULATION DENSITY

- East Sacramento: 11.2 people per acre
- San Francisco: 29.1 per acre
- New York City: 45.8 per acre (Manhattan 67)
- Alhambra "Redevelopment" Project:
  - 384.9 people per acre at City's figure (870 residents)
  - 221.24 people per acre at 500 residents

Project at City's estimate is:

- 34 times denser than East Sacramento
- 8.5 times denser than NY City

If East Sacramento was populated at project's rate, pop would be 810,701 instead of 23,528.

PERCENTAGE INCREASE

Adds 3.7% to East Sacramento population in just one block

Compare to:

- Adding Sacramento's population to the State's: 1.35%
- Adding San Francisco to the State: 2.2%
- Adding San Jose to the State: 2.39%

VEHICLE TRIPS PER WEEK

Car-centric, because not near light rail or viable bus line.
Greenhouse gas/carbon footprint intense.

Adds 19,043 vehicle trips per week, as:

2,637 daily vehicle trips Monday – Friday

3,300 vehicle trips on Saturdays

2,558 vehicle trips on Sundays

WHERE WILL THIS TRAFFIC GO?

Freeway on- and off-ramps at E and H – arguably the most congested in the City, very high pollution burden

Intersections of E and H with 29th and 30th. 29th and H is the second most dangerous in the entire City.

C Street, D Street, Alhambra Blvd, McKinley Blvd/E, H – already unsafe for children, pedestrians, and bicyclists, and frequently backed up

Per Deakin-Harvey, City's traffic consultant, streets cease to be residentially viable at 9,000 cars per day

OTHER IMPACTS

Sewage and stormwater: direct feed into antiquated combined sewer system, not mitigated, pay impact fee

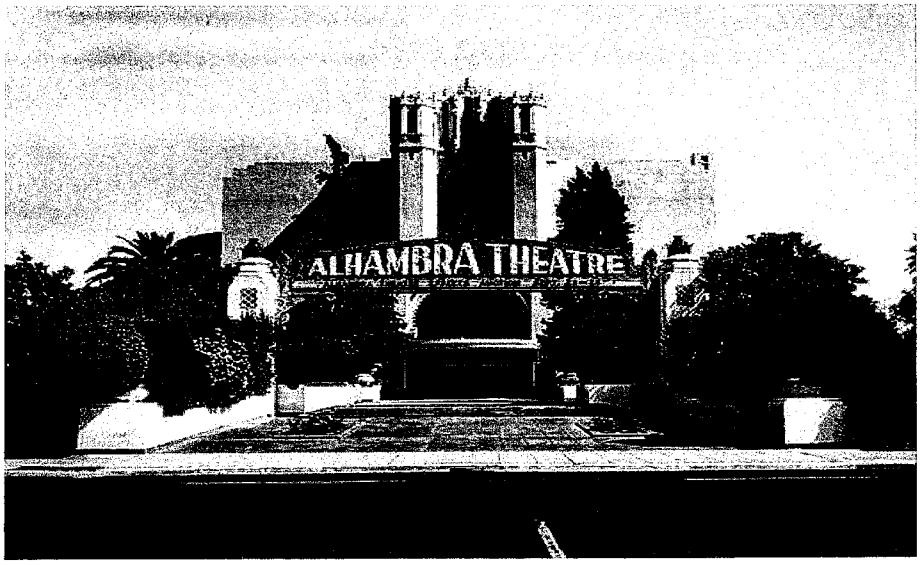
Parks: City would require 7.9 acres of parkland, but is waived with impact fee

Parking:

- insufficient for number of residents, neighborhood already crowded
- residential permit fees likely coming but not this year

HISTORICAL AREA

- IS/MND looked only at Mary Ann's Bakery/Pureta Sausage factory buildings, not surrounding neighborhood as required
- Casa Loma Terrace eligible for listing in Sacramento, California, and National historical Registers based on type of homes, age of homes, and association with lives of persons important in our past
- Predominantly characterized by one- and two- story Bungalow and Craftsman, some Victorians, some apts and small businesses



Built 1927, Demolished 1973

ALHAMBRA CORRIDOR SPECIAL PLANNING DISTRICT (ACSPD) REQUIREMENTS

- Limits height to 35 feet (3 stories) – which all others have complied with
- Requires "step back" in height
- "Design should be similar in

  scale... to adjacent single family residential structures"

  architectural character to adjacent single family residential structures.
- "Prevalent styles include: Craftsman, California Bungalow, Mediterranean, Mission, Spanish, Period Revival, Colonial

ACSPD, continued

- Maintain the diverse character and housing opportunities provided in these neighborhoods
- Ensure the preservation of neighborhood scale and character
- Maintain and improve the character, quality, and vitality of individual neighborhoods

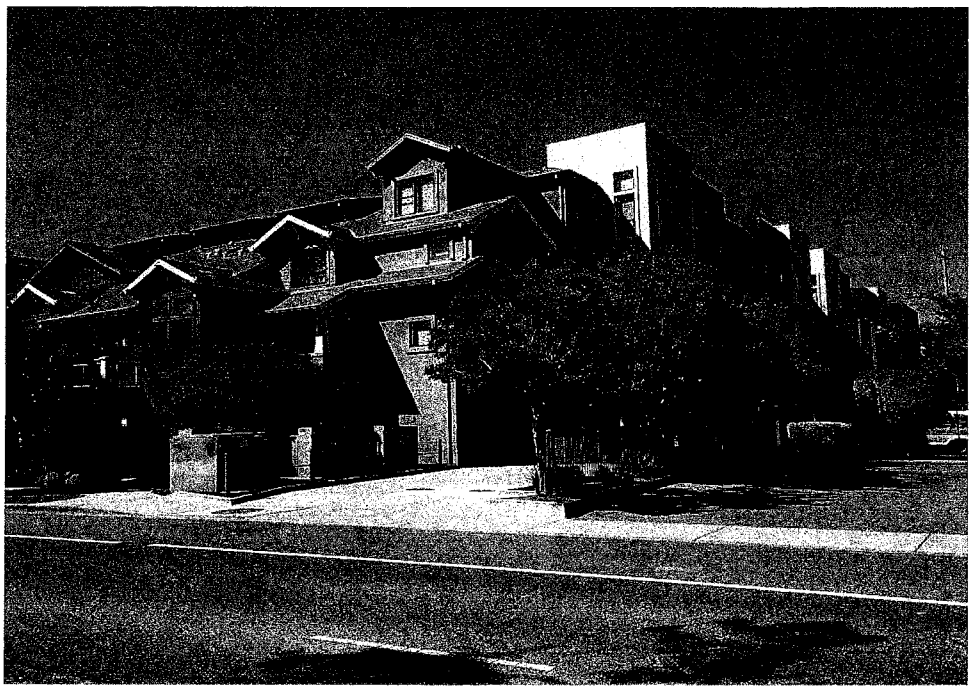
WHAT DO WE HAVE TO COMPARE ALHMABRA "REDEVELEOPMENT" PROJECT TO?

3 EXISTING NEWER 6 STORY IN EAST SAC:

Two are on light rail, one across the street from Sac State – NOT car centric

No height limitation in zoning for location

Commercially developed neighborhoods adjacent to substantial office, retail and related



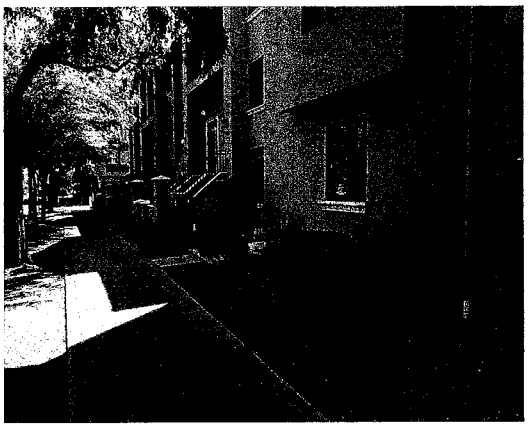
2211 F; and Washington Square

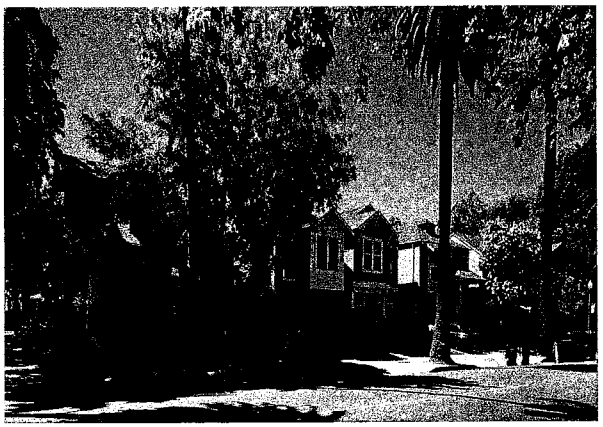
2211 F Street, former Rite Aid site, Project DR24-052



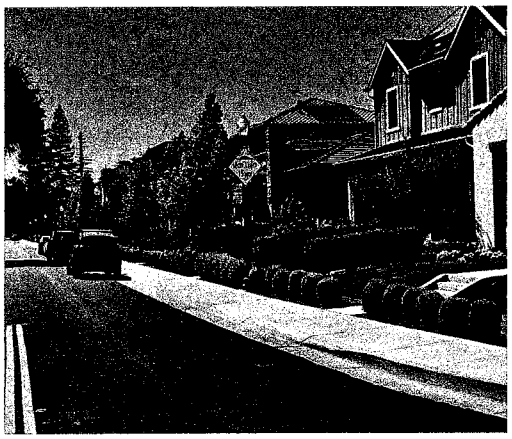


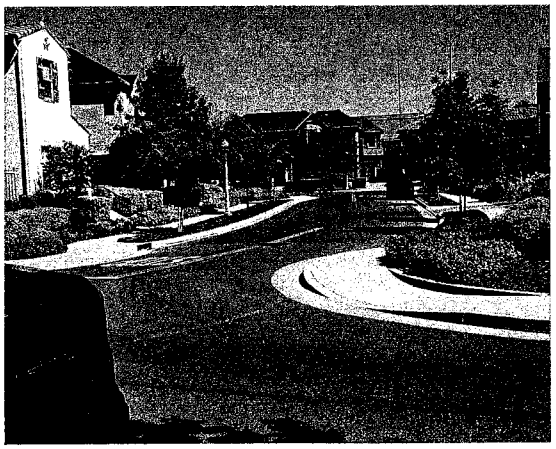
900 Alhambra; and Metro Square





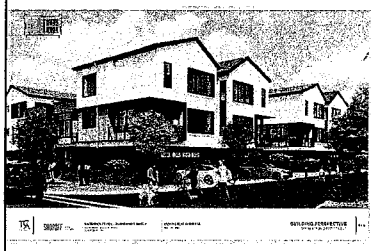
Sutter Park; and McKinley Village





NEED FOR HOUSING

- Yes, more housing is needed, we support that.
- 56% of new 1 and 2 BR apartments are still unrented 3 months after opening, five quarter trend (Newsweek, May 31, 2025)
- Vacancy rates (Q4 '24 and Q1 '25) highest since 2021
- Theory – more apartment supply will bring down rents – is not working. Instead, builders stop building.
- U.S. Housing market currently has 500,000 more sellers than buyers
- EXAMPLES OF PROJECTS PROPOSED OR UNDERWAY FOLLOW:



2100 Q, formerly Sacramento Bee, **reduced from 6 stories**



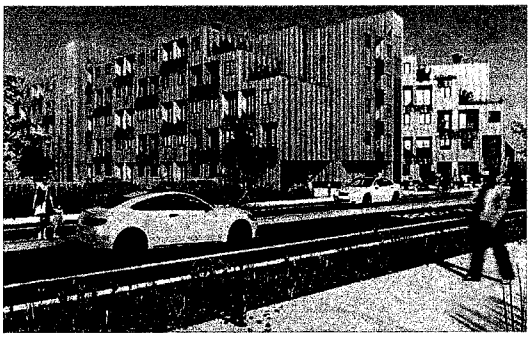
3625 Fong Ranch Rd, South Natomas, Sacramento. 119 affordable apartments and around 100 single-family townhomes



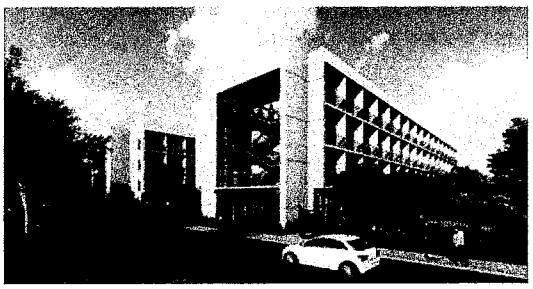
2130 J Street, adding 100 units



2000 16th Street, 134 units



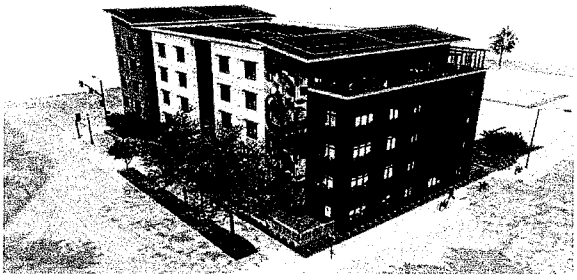
2910 Ramona Avenue, 200 units, 5 stories



7141 Woodbine Avenue. Over 200 affordable apartments



1900 Capitol Ave, midtown, 252 units, 8 stories



815 11th Street



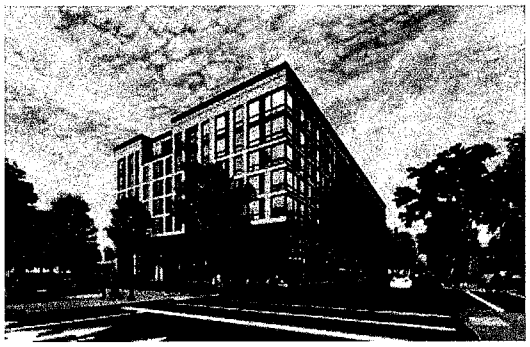
1300 C Street, 3 stories



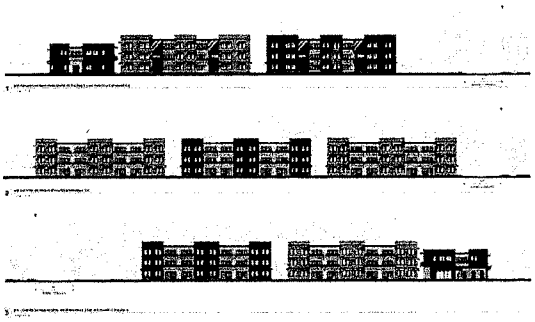
620 15th Street, 3 stories



2399 American River Drive, Campus Commons,
3 stories, condominiums



1617 J Street, mixed residential and commercial, 7
stories



8740 Bruceville Rd, 125 apartments,
5 buildings, 3 stories



1801 21st Street, "Sac Bee South", 3 stories

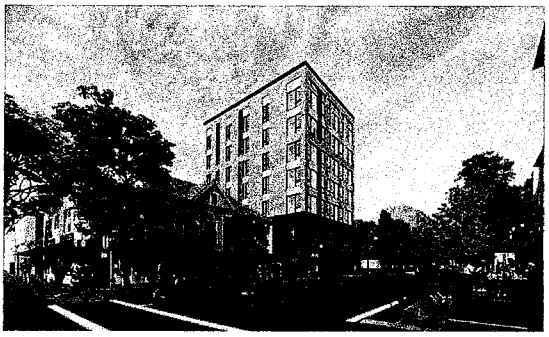




2020 U Street, 2 buildings, 40 units



Delta Shores, 167 one-bedrooms, 145 two-bedrooms, and 32 three-bedrooms. Coupled with another 232 units at 8105 Delta Shores, total 576 units across both applications. Density of 27 units per acre.



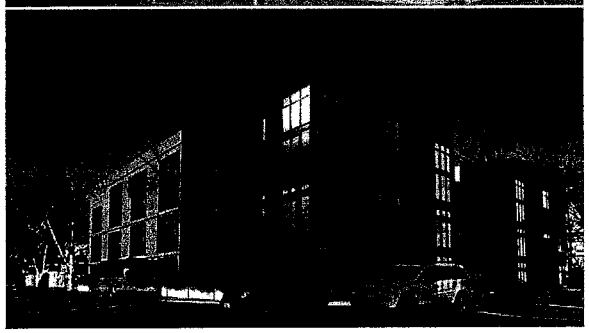
116 18th Street, mixed use



805 R Street, 200 units, 5 stories



631 F Street, 150-units, senior housing



424 12th Street, 3 stories, 132 units

VOICE YOUR OPPOSITION!



The red shaded area shows the proposed construction above the 35-foot height limit in the Alhambra Corridor and the "Residential Preservation Transition Buffer Zone." Renamed Alhambra Redevelopment Project P24(007), it is located at the site of the historic Pureta Sausage Company and Mary Ann's Bakery in East Sacramento.

TELL THE CITY TO ENFORCE THE 35-FOOT MAXIMUM HEIGHT LIMIT.

The Alhambra Corridor Special Planning District (Alhambra SPD) places a 35-foot height restriction on development located within 300 feet of a residential zone from the centerline of the street. "This restriction is intended to establish a buffer zone to protect residential neighborhoods from visual intrusion by new development that is out of scale with the adjacent residential neighborhood." (Section 17.420.020, Sacramento City Code)

The Alhambra Redevelopment Project ("Project") would gut the protections provided by the 35-foot height limit and will generate massive negative impacts throughout East Sacramento, including architectural incompatibility, increased hazardous traffic conditions, and more raw, untreated sewage that will overwhelm (and overflow) East Sacramento's already beleaguered Combined Sewer System (CSS).



Traffic is already a nightmare, and this project would make it worse.



Morning traffic backed up on McKinley Blvd. at Alhambra Blvd.

With 332 units, this Project is projected to generate more than half a million additional vehicle trips annually through already congested, hazardous conditions. The congestion is made worse by the concentration of hospitals south of the Project, including Sutter Medical Center, Anderson Lucchetti Women's and Children's Center, Mercy General Hospital, Alex G. Spanos Heart & Vascular Center, and U.C. Davis Medical Center. These facilities all generate substantial emergency vehicle traffic. These emergency vehicles have difficulty navigating the congestion either to reach the hospitals, or to reach their patients to take them to the hospitals for emergency medical care.

Data from "Streets for People: Sacramento Active Transportation Plan (2025)" documents that:

- East Sacramento and the Alhambra Corridor already experience the highest levels of traffic congestion and pedestrian transportation stress—collision points—in Sacramento.
- H Street consistently experiences the highest traffic levels, surpassing those in downtown, midtown, and other areas of East Sacramento.
- H Street and 29th Street are the second most hazardous locations for collision points involving cars, cyclists, and pedestrians.
- Folsom Boulevard at 40th Street is the tenth most dangerous collision point.
- J Street and Folsom Boulevard are designated arterials. However, they do not connect directly to downtown. Instead, H Street and McKinley Boulevard have become major arterial routes to downtown.
- Traffic congestion on H Street is severe, with backups sometimes stretching six and eight blocks.
- The transition of McKinley Boulevard into E Street generates constant traffic from vehicles entering and exiting the Business 80 Freeway.
- Motorists frequently run red lights, further endangering pedestrians and cyclists.
- Midtown has the advantages of traffic-calming measures. However, their measures have effectively diverted the bulk of the traffic onto East Sacramento streets, making daily life increasingly difficult for East Sacramento residents.



There are 322 parking spaces for 332 apartments. Parking is already insufficient in East Sacramento. Residents often have their driveways blocked by illegally parked cars.

Concerned residents in East Sacramento want to work collaboratively with the City to install traffic-calming measures, such as speed bumps, already installed in other residential neighborhoods, to slow speeding traffic and enable safe access to residents' driveways.

In December 2024, Raftelis performed an audit of the DOU water and wastewater fund. Findings from the Raftelis audit include:

- The current risks of catastrophic wastewater system assets failure appear to be high
- The deferred capital investment is increasing the risk of assets failing catastrophically, increasing the consequences of failure,
- The need for higher levels of asset Renewal and Replacement funding in the next 5 to 10 years to catch up on the deferments.
- By not renewing and replacing the existing assets, they become harder to keep operational and properly maintained. As a result, the capacity of the infrastructure decreases and becomes significantly less reliable and resilient, and the value of the assets decreases.
- About 74% of the wastewater assets have 20 years or less of remaining useful life.
- About 53% have 10 years or less of remaining useful life.
- About 30% of the wastewater assets appear to have no useful life remaining and should be assessed for immediate replacement.



Raw sewage remaining on streets and yards the day after flooding overwhelmed the McKinley Park Sewage Vault—October 25, 2021.

- Catastrophic failure of the wastewater system could include a major trunk sewer line breaking or one of the treatment facilities or pump stations failing, spilling hundreds of thousands or millions of gallons of sewage into the streets and waterways within the City.
- These types of failures are very expensive and can take considerable time to fix, resulting in a significant risk to public health.

The sewage crisis in Sacramento has existed for decades. The sewage vaults have not solved the problem. Allowing developers merely to pay fees to allow sewage to flood the pipes beyond capacity of the existing Combined Sewer System is a disaster.

Developers must provide storage for sewage generated on their property. Approval of this monstrous Project ensures catastrophic failure of the wastewater system. The City cannot approve the Project without accepting responsibility for catastrophic failure of the Combined Sewer System in East Sacramento.

The health and safety of the residents must become the City's highest priority.

Zachary Dahla

From: Doug Timpe <douglasjtimpe@gmail.com>
Sent: Monday, February 3, 2025 9:45 AM
To: Zachary Dahla
Subject: Concerns about Project No. P24-007

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
I live in the East Sacramento neighborhood close to where the proposed Project No. P24-007 is located, and I have some concerns. The main concern is the proposed height of the new building, which will dwarf the other neighborhood structures and change the landscape of the community.

Can you please keep me informed about any information or progress on this project?

Thank you,
Doug

--

DOUG TIMPE

REALTOR©

LIC# 02206532

WINDERMERE SIGNATURE PROPERTIES

916-282-8252

dtimpe@windermereca.com

dtimpe.windermereca.com

2580 Fair Oaks Blvd, Suite 20 / Sacramento, CA 95825

Zachary Dahla

From: Kate Samsa <kate.samsa@gmail.com>
Sent: Wednesday, January 29, 2025 3:02 PM
To: Zachary Dahla
Subject: Project No. P24-007

Follow Up Flag: Follow up
Flag Status: Flagged

As a resident and home owner living near the project at 324 Alhambra, I am very concerned about the overbuilding of our area and what it does to our quality of life. We are a neighborhood of nurtured homes, landscapes and trees.
Our area already suffers from heavy traffic congestion along H St and Alhambra and McKinley with the freeway on ramp. McKinley Park is a heavily and daily used park - and we welcome that usage, but weekends we can barely pull in and out of our driveway due to maxed out street parking.
The prospective residential building in project P24-007 has a height that far exceeds any residence anywhere near it and the 35 feet allowed by city zoning code.
The number of apartments strains the already burdened sewer system. There is a lack of public transportation in the area that necessitates car travel - and there isn't street availability for more and constant street parking.

Hold this project to the current height allowed by city zoning code.

Kate Samsa and Mike Feroah
443 33rd St.
Sacramento

Zachary Dahla

From: Neal Pfeiffer <nppfeiffer@sbcglobal.net>
Sent: Tuesday, June 25, 2024 9:10 PM
To: Zachary Dahla
Subject: AgencyCounter: P24-007 inquiry

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Dahla

I own a home and live at 3224 D Street. Can you please let me know what is the current status of this development request and where it sits in the review process? It appears to me that the proposed 6 story building is a very large structure that would introduce a lot of traffic into the neighborhood on multiple single lane streets, and I have concerns about whether it would be an appropriate use of the property on which it is being built.

Thanks, and I look forward to hearing from you.

Neal Pfeiffer
3224 D Street
Sacramento, CA 95816

Zachary Dahla

From: Patricia Turse <pturse@gmail.com>
Sent: Monday, July 15, 2024 7:49 PM
To: Zachary Dahla
Subject: MaryAnne's Bakery site developer proposal

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr.Dahla,
I am a resident of D Street, just off Alhambra, and I am writing to express my deep concern over the proposed 6-story, 302-apartment structure the developer has graced us with. He's even tossed in a four-lane version of 30th Street, and various "upscaled" versions of C and D Streets.

Has this developer even been to Sacramento? He seems to have just plugged in a graphic showing a huge structure he envisions that is out of scale and character with the actual neighborhood.This is such a high density project that-IF it is built as currently proposed, traffic, parking, and the character of this neighborhood will be forever impacted. I urge you not to let that happen.

Please keep me informed about this project.

Patricia A Turse
3109 D St.
Sacramento, CA 95816-3334

Zachary Dahla

From: Rian Troth <rynsac@sbcglobal.net>
Sent: Thursday, January 30, 2025 10:15 AM
To: Zachary Dahla
Subject: Project No. P24-007

Follow Up Flag: Follow up
Flag Status: Flagged

Hello-

As a nearby resident of the proposed redevelopment at 324 Alhambra Blvd, Project No. P24-007 I have several concerns about the development.

1) overall building height should be limited to four floors not six as proposed to blend into existing neighborhood.
2) every unit should have at least 1 parking space assigned. Have additional spots built for larger unit needs.
3) scale down project size and number of units. Surrounding neighborhood streets cannot handle the additional traffic that will be generated.

Thank you,
Rian Troth
3111 I Street
Sacramento, CA 95816
916-813-8547

Zachary Dahla

From: Theodore Marentis <marentis@gmail.com>
Sent: Thursday, June 5, 2025 8:59 PM
To: Zachary Dahla
Cc: Paige Greaves Marentis
Subject: Feedback re: Alhambra Project/ Maryann's bakery

Follow Up Flag: Follow up
Flag Status: Completed

Dear Zach,

Thanks for being part of the city team for the project and help present and answer questions!

Just echoing everyone's concern at the meeting that 820 residents with 320 parking spots in a landlocked by highway and levy part of town just won't work. As proposed this is a meatpacker project that will greatly detract from the neighborhood.

The lot would be much better developed as condos like 19L, brownstones or townhouses like McKinley Village. The developer can still get top dollar if they optimize differently.

Please do not grant the height exemption and send them back to the drawing board.

Best,

Theo & Paige Marentis
3301 McKinley Blvd

est. 2021

GROUNDWORK

PRESERVATION, LLC



HISTORIC RESOURCE EVALUATION - FINAL

324 ALHAMBRA BOULEVARD, SACRAMENTO, CALIFORNIA

SEPTEMBER 27, 2024

Prepared for Demas Enterprises
by
Groundwork Preservation LLC

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Acronyms/Abbreviations

CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
DPR form	State of California Department of Parks & Recreation DPR 523 form
ESA	Environmental Science Associates
IS/MND	Initial Study/Mitigated Negative Declaration
Groundwork	Groundwork Preservation LLC
HRE	Historic Resource Evaluation
NRHP	National Register of Historic Places
Standards	*Secretary of the Interior's Standards for Rehabilitation*

Summary of Findings

The proposed project (known as 324 Alhambra Blvd) would redevelop a city block in East Sacramento with a six-story, 332-unit market-rate apartment complex and a five-level parking structure. This Historic Resource Evaluation (HRE) was prepared by Groundwork Preservation LLC (Groundwork) for the project sponsor, Demas Enterprises. The City of Sacramento is the lead agency and the HRE was conducted to inform the City's review responsibilities under the California Environmental Quality Act (CEQA). The HRE will inform the Initial Study/Mitigated Negative Declaration (IS/MND) being prepared for the proposed project by the project sponsor's environmental consultant. The HRE was prepared by Groundwork's founder, Gretchen Hilyard Boyce, who exceeds the *Secretary of the Interior's Professional Qualification Standards* in History and Architectural History, with support from Associate Cultural Resources Historian, Ettienne LeFebre.

The purpose of this HRE is to identify historical resources in the study area, provide a discussion of the proposed project's conformance with the *Secretary of the Interior's Standards for Rehabilitation* (Standards), and evaluate the impacts of the proposed project on historical resources.

There are six historic-age properties within the CEQA Study Area, including two previously identified historical resources associated with the Puerta Sausage Factory at 320 and 324-350 Alhambra Blvd. Four additional properties, 311 30th Street, 315 30th Street, 3000 C Street/301 30th Street (a duplex unit), and 3004 C Street, were evaluated and determined not to meet the criteria for listing in the California Register of Historical Resources (CRHR). Groundwork confirmed that the two original buildings associated with the Puerta Sausage Factory constructed in 1926 and 1935 are eligible historical resources under CEQA and are the only historical resources located on the subject property.

The proposed project would require retention of 320 Alhambra Blvd and partial demolition of the non-contributing elements of 324-350 Alhambra Blvd to accommodate new residential construction. As currently designed, Groundwork concludes that the proposed project complies with the Standards, would not cause a substantial adverse change in the significance of the historical resource, and the buildings would still be able to convey their significance after implementation of the proposed project. As such, the proposed project would cause a Less-Than Significant Impact under CEQA.

I. Introduction

The HRE was prepared for the project in compliance with the City of Sacramento's regulatory responsibilities under the California Environmental Quality Act (CEQA) (CEQA Guidelines 15064.5(b)). The City is the lead agency under CEQA and the HRE will inform the Initial Study/Mitigated Negative Declaration (IS/MND) being prepared for the proposed project by others.

The CEQA Study Area contains six historic-age properties, including two previously identified historical resources associated with the Puerta Sausage Factory at 320 and 324-350 Alhambra Blvd. Four additional properties, 311 30th Street, 315 30th Street, 3000 C Street/301 30th Street (a duplex unit), and 3004 C Street, were evaluated and determined not to meet the criteria for listing in the California Register of Historical Resources (CRHR). Groundwork confirmed that the original portions of the Puerta Sausage Factory are eligible historical resources under CEQA and are the only historical resources located on the subject property.

The project sponsor plans to redevelop the subject block into a six-story, 332-unit market-rate apartment complex with a five-level parking structure. As part of the project, the project sponsor has requested support from Groundwork through this HRE to assess potential project-specific impacts under CEQA to the former Puerta Sausage Factory at 320-250 Alhambra Blvd as a result of the proposed project.

Project Area and Property Description

The project area is composed of eight parcels located within the City of Sacramento in Sacramento County, California. All parcels are owned by Demas Enterprises, the project sponsor.

APNs (Assessor's Parcel Number):
003-0112-001 (Parcel 1, 0.07 acres),
003-0112-002 (Parcel 2, 0.07 acres),
003-0112-003 (Parcel 3, 0.07 acres),
003-0112-004 (Parcel 4, 0.07),
003-0112-017 (Parcel 5, 0.07),
003-0112-018 (Parcel 6, 0.59 acres),
003-0112-020 (Parcel 7, 1.03 acres), and
003-0112-021 (Parcel 8, 0.29).

The project area is mainly developed, apart from Parcel 5 and Parcel 8, which are empty lots. The project area is situated in the East Sacramento neighborhood of Sacramento, California. The neighborhood is largely residential and is located north of Highway 50, east of the Interstate I-80 Business Loop, and south and west of the American River. The project area is one city block that is bounded by C Street to the north, Alhambra Blvd to the east, D Street by the south, and 30th Street to the west. One parcel in the southwest portion of the block, APN 003-0112-015, is owned by a separate party and not included in the proposed project. Surrounding land uses include residential and commercial areas.

The study area includes two historical resources; the original Pureta Sausage Factory building (built in 1926) located on Parcel 6 at 320 Alhambra Blvd, Sacramento, California; and the second Pureta Sausage Factory building (built in 1935) located on Parcel 7 at 324-350 Alhambra Blvd (see Figure 1: Location Map). 320 Alhambra Blvd is a one-story brick commercial and industrial building with a rectangular-shaped plan set on a concrete slab foundation. The building is located at the intersection of Alhambra Blvd and Chinatown Alley and is located on a rectangular parcel bounded by a chain-link fence and the surrounding streets. The primary façade faces south towards Chinatown Alley and 324-350 Alhambra Blvd. A parking lot is located to the north.

324-350 Alhambra Blvd is a one- and two-story brick commercial and industrial building with a rectangular-shaped plan set on a concrete slab foundation. The building is located on Alhambra Blvd between D Street and Chinatown Alley and is located on a flat and irregularly shaped parcel bounded by the surrounding streets. The primary façade faces southeast towards the intersection of Alhambra Blvd and D Street. A commercial business and 30th Street are located to the west and Chinatown Alley and 320 Alhambra Blvd is located to the north. Vehicle access to the buildings is from Chinatown Alley.



Figure 1: Location Map, Subject Block, Google Earth, 2024. CEQA study area indicated by red line.

II. Project Description

Project Overview

Demas Enterprises proposed to redevelop the subject block into a six-story, 332-unit market-rate apartment complex with a five-level parking structure. The subject block, a 320' by 340' city block located in East Sacramento, California, is bounded by C Street to the north, Alhambra Blvd to the east, D Street to the south, and 30th Street to the west and would exclude the parcel at the northeast corner of D Street and 30th Street. The apartment complex would contain E-shaped apartments ranging from studios to three-bedroom, and residential amenities would be dispersed throughout the complex. Amenities would include a lobby, leasing office, fitness center, yoga studio, coffee and bakery space on the ground floor, a rooftop patio on the fifth story; a rooftop pool, spa, and longue on the sixth story; and co-working spaces on all floors. Landscaped courtyards will be accessible from Alhambra Blvd down a path that will replace Chinatown Alley.

The Pureta Sausage Factory complex includes two historic industrial buildings adjacent to Alhambra Blvd and D Street, which were deemed eligible for listing in the CRHR in 2016. The factory site is 56,000 square feet and includes the two historic buildings located at 320 Alhambra Blvd (built in 1926) and 324-350 Alhambra Blvd (originally built in 1935), as well as a series of non-contributing additions (see Figure 2). Only the original portions of the two buildings constructed in 1926 and 1935 are considered eligible for listing on the CRHR.

The proposed project would retain 320 Alhambra Blvd, partially demolish the non-contributing additions of 324-350 Alhambra Blvd, and demolish the interiors of 320 and 324-350 Alhambra Blvd. The proposed project includes construction of two (2) new buildings: a six-story, 332-unit apartment complex; and a five-story parking structure. In addition, the project would require the demolition of the four residential properties at 311 30th Street, 315 30th Street, 3000 C Street/301 30th Street (a duplex unit), and 3004 C Street.

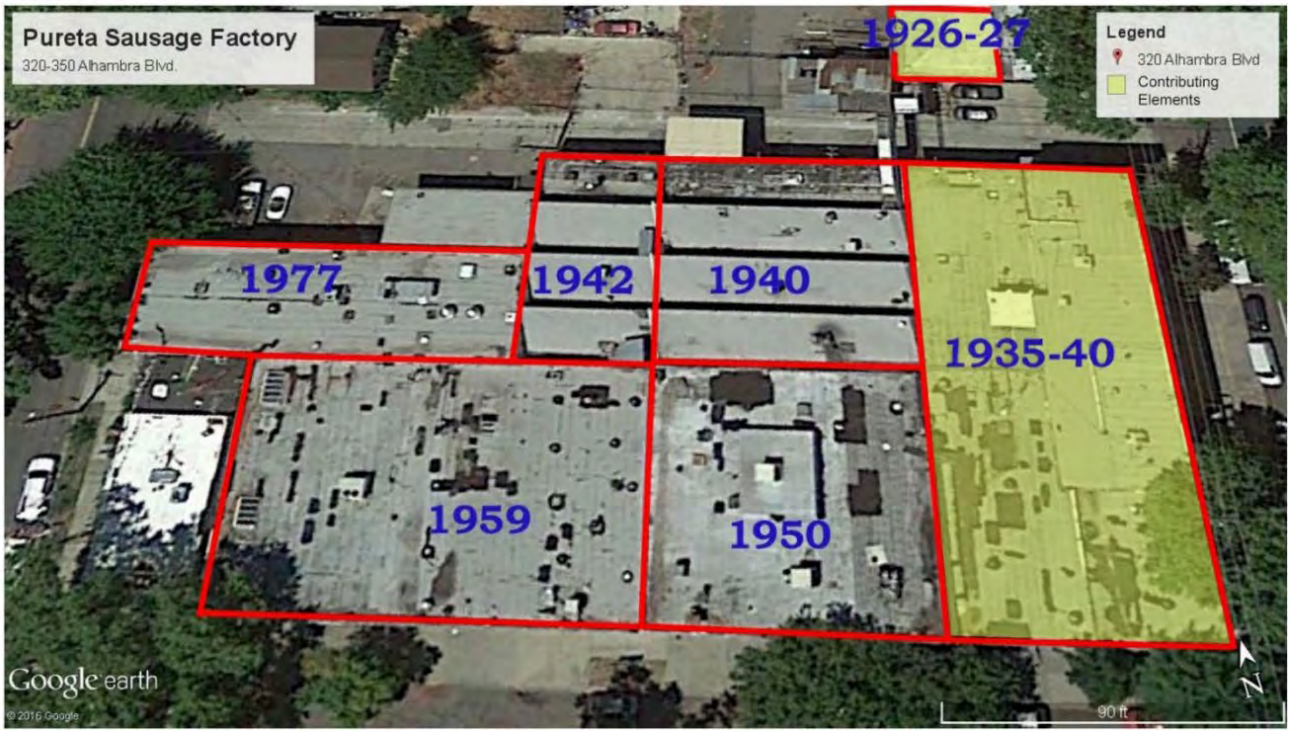


Figure 2: Historic Pureta Factory Sausage Site Chronology, ESA "Pureta Sausage Factory Memorandum," 2022.

Table 1. Summary of Existing and Proposed Buildings/Structures

BUILDING/ STRUCTURE	PROPOSED WORK	AREA TOTAL (SF)
320 Alhambra Blvd - 1926 Pureta Sausage Company Building	Retention of the overall building form, including all façades. Demolition of interior features.	5,836
324-350 Alhambra Blvd – 1935 Pureta Sausage Company Building	Retention of the contributing façades (north, east and south), demolition of the non-contributing west façade and later additions. Demolition of interior features.	74,817
311 30th Street	Demolition	1,086
315 30th Street	Demolition	1,160
3000 C Street/301 30th Street	Demolition	1,325
3004 C Street	Demolition	981
Apartment Complex	Construction of a six-story, 332-unit apartment complex	333,485 SF
Parking Structure	Construction of a five-story parking structure	110,080 SF
	Total New Development	**443,565 SF**

Alterations to the Former Pureta Sausage Factory

The proposed project would result in minimal changes to the character-defining features of the Pureta Sausage Factory buildings. Changes include the demolition of the interior features of both buildings, retention of the overall building envelope and form of 320 Alhambra Blvd, and partial demolition of the non-contributing additions of 324-350 Alhambra as described below. The proposed project is outlined in schematic drawings prepared by HRGA, dated September 25, 2024, and the narrative project description dated August 13, 2024.

Exterior Changes to 320 Alhambra Boulevard (1926 Puerta Sausage Factory Building)

The proposed project would retain all four façades of 320 Alhambra Blvd and demolish the non-contributing interior features. The non-contributing one- and two-story concrete block structure affixed to the southwestern corner of the building in Chinatown Alley would also be demolished. A new interior that houses a fitness studio, yoga studio, and a two-bedroom apartment unit would be constructed.

The east façade along Alhambra Blvd would be retained and the four existing multi-paned metal sash windows would be removed and replaced in-kind.

The south façade would be retained and two existing multi-paned metal sash windows would be replaced in-kind. Two existing doors (a single pedestrian door, and a metal roll-up garage door) would be removed and replaced with a fully-glazed storefront.

The west (rear) façade would be retained and the existing roll-up door would be removed and replaced with a new fully-glazed storefront. Two additional doors and one window would be inserted into the façade.

The north façade would become an interior wall within the addition and would be located between the new fitness studio and residential units. A single interior doorway would be cut into the center of the existing wall to provide access between the interior spaces. The existing pedestrian door at the right side of the north façade would be removed and infilled with brick to match the existing.

A tiered vertical addition ranging from three to five stories would be added to the building. The first tier of the addition (stories 2 through 4) would be set-back 10'-0" from the retained east façade and 25' from the retained south façade to accommodate rooftop patios, and setback 5'-6" from the retained west façade. The building would be setback and additional 37'-0" from the east façade starting at the fifth story.

The materials of the new construction would be a mixture of corrugated metal, a thin brick veneer colored gray to contrast with the adjacent historic red brick, and cement plaster. The new construction would span the length of the retained façades (minus setbacks) and across the entire block, with a courtyard located at the interior of the block.

Exterior Changes to 324-350 Alhambra Boulevard (1935 Pureta Sausage Factory Building)

The proposed project would retain the contributing portion of the south façade, and the north and east façades as detailed below. Non-contributing portions of the north (rear) façade would be demolished, as well as the non-contributing west façade. A new interior that houses a lobby, leasing office, lounge, and coffee and bakery shop on the first story and a mixture of studio, one-bedroom, and two-bedroom apartments on the second floor would be constructed.

The proposed project would retain the contributing, one-story portion of the south façade and one existing multi-paned metal sash window would be replaced in-kind. Two existing doors would be removed and replaced with three fully-glazed storefront windows, which would be located within the existing architectural bays. In order to create the new openings, a portion of historic brick would be removed. The remaining, non-contributing portions of the south façade would be demolished and replaced with a new horizontal and vertical addition. The new construction in this location would be set back from the retained portion of the south façade by 10'.

At the east façade, the existing openings on the ground floor will be removed and replaced with storefronts within the existing architectural bays. The storefronts will be of a high-quality metal material and will have a powder coated or matte finish. Portions of the existing brick would be demolished to accommodate the new openings. The window directly adjacent to the clipped corner entryway at Alhambra Blvd and D Street would be removed and replaced in-kind. The entryway at the clipped corner would be removed and replaced with a fully-glazed entry door and metal-framed storefront windows. A new projecting canopy would be added above this entry. On the second story, all existing multi-paned metal sash windows would be replaced in-kind and their operation would be slightly modified to include an operable section at each window unit to address egress requirements.

The proposed project would retain the contributing one- and two- story portions of the north façade, including three existing multi-paned metal sash windows, which would be replaced in-kind. The two existing roll-up garage doors will be removed and replaced with storefront windows within the existing openings. The remaining, non-contributing portions of the north façade would be demolished and replaced with a new horizontal and vertical addition. The new construction in this location would be set back from the retained portion of the south façade by 10'.

The existing west façade is composed of non-contributing additions added to the building in 1959 and 1977. The proposed project would demolish this façade and replace it with new construction.

A tiered vertical addition ranging from three to five stories would be added to the building. The first tier of the addition (stories 2 through 4) would have a varied set-back ranging from 10' to 13'-6" from the retained east façade, 10' from the retained north façade, and 10'-0" to 12'-7" from the retained south façade. The building would be setback and additional 36'-6" to 38'-11" feet from the east façade starting at the fifth story. The materials of this new construction would be a mixture of corrugated metal, a thin brick veneer colored gray to

contrast with the adjacent historic red brick, and cement plaster. The new construction would span the length of the retained historic façades (minus setbacks) and across the entire block, with a courtyard located at the interior of the block.

Site Improvements

Site improvements include changes in site circulation and landscaping. Chinatown Alley would be abandoned and the eastern end of the alley would be converted into a landscaped walkway leading to two central courtyards and the parking structure at the west side of the block. Additionally, all driveways to the properties on C Street and 30th Street would be removed and replaced with concrete and/or new driveways. The majority of the landscaping associated with the existing residential properties on C Street and 30th Street would be removed.

CEQA Study Area

The CEQA Study Area **(see Figure 3)** was delineated to include all areas where work is proposed, including the known and reasonably anticipated boundaries of historic properties. The CEQA Study Area includes the approximately 2.26-acre property which is composed of eight parcels located within the East Sacramento neighborhood of Sacramento, California: APNs (Assessor's Parcel Number) 003-0112-001 (Parcel 1, 0.07 acres), 003-0112-002 (Parcel 2, 0.07 acres), 003-0112-003 (Parcel 3, 0.07 acres), 003-0112-004 (Parcel 4, 0.07), 003-0112-017 (Parcel 5, 0.07), 003-0112-018 (Parcel 6, 0.59 acres), 003-0112-020 (Parcel 7, 1.03 acres), and 003-0112-021 (Parcel 8, 0.29). The property is bounded by C Street to the north, Alhambra Blvd to the east, D Street to the south, and 30th Street to the west. The commercial parcel (APN 003-0112-015) at the southwest corner of the block is excluded from the proposed project and CEQA Study Area.

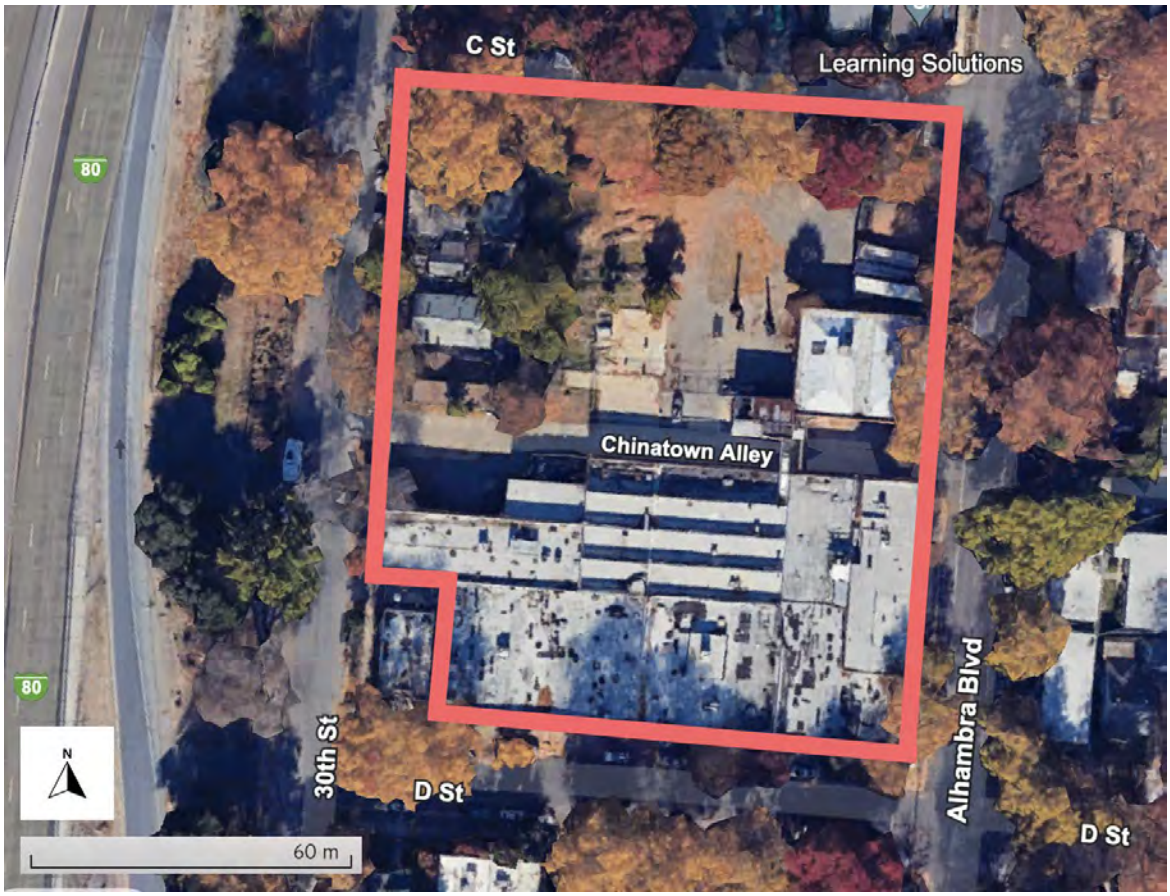


Figure 3: CEQA Study Area, Google Earth, 2024. CEQA study area indicated by red line.

III. Study Methods and Findings

Current Historic Status

The two historic-age industrial buildings located within the CEQA Study Area and associated with the former Pureta Sausage Factory at 320 and 324-350 Alhambra Blvd were evaluated by Historic Environment Consultants in July 2016. Historic Environment Consultants prepared a State of California Department of Parks & Recreation DPR 523 form (DPR form) for the buildings and found that the property was eligible for listing in the CRHR under Criterion 1 for a period of significance 1926 to 1969. Additional analysis was prepared by ESA in June 2022 to confirm the character-defining features of the buildings, which ESA determined to be limited to the oldest portions of the factory built between 1926 and 1935 (see Appendices A and B, and Figure 2). The City of Sacramento concurred with these findings and determined that the 1926 (320 Alhambra Blvd) and 1935 (324-350 Alhambra Blvd) buildings are eligible historical resources under CEQA. This HRE is based on the prior findings by Historic Environment Consultants and ESA and Groundwork did not conduct further evaluation of 320-350 Alhambra Blvd.

The four residential buildings located within the CEQA Study Area (315 30th Street, 311 30th Street, 3000 C Street/301 30th Street, and 3004 C Street) were not previously evaluated for listing in the CRHR. Groundwork evaluated the four residential buildings and determined that none met the criteria for listing in the CRHR and should not be considered historical resources under CEQA.

The findings of these evaluations and historic context sections are summarized below.

Methodology

On July 29, 2024, Ettienne LeFebre, Associate Cultural Resource Historian for Groundwork, visited the site and conducted a pedestrian survey to field verify the presence or absence of historical resources. She observed the existing conditions of the commercial/industrial buildings and additions associated with the former Pureta Sausage Factory, including interior features. The site visit included an updated survey of the commercial/industrial buildings and their surroundings, and exterior survey of the four previously unevaluated residential properties.

Groundwork prepared this report using primary and secondary sources collected at various repositories. Archival research was targeted at local archives and online repositories as needed to obtain information about the development of the properties, historic context, and alterations over time. The following archives were consulted: the City of Sacramento Assessor's Office, Building Department, and City Clerk's Office; the Cartwright Aerial Surveys Collection at UC Santa Barbara; the CSU Sacramento Library; Newspapers.com and Ancestry.com.

The following key technical reports provided background information to inform the evaluation:

Table 2. Previous Historical Resource Studies and Reports in the CEQA Study Area

Author	Date	Report Title
Historic Environment Consultants	July 2016	*DPR-523 Form for 320-350 Alhambra Blvd*
ESA	June 2022	*Pureta Sausage Factory Memorandum*

Historic Context

Early Settlement of East Sacramento

The subject block, which contains two industrial buildings, four residential buildings, and one commercial building, is located in East Sacramento, a residential neighborhood that was annexed by the City of Sacramento in 1911.[1] The Nisenan and Plain Miwok peoples inhabited the region pre-contact, and tended the land through burning, hunting, and plant cultivation. During the Mexican era in 1839, European settlement of what is presently the City of Sacramento began when John Sutter built a fort on land he named New Helvetia. Commercial trade from the Gold Rush brought Americans from the East and people from around the world to Sacramento, and the population rose from 150 in 1849 to 9,087 in 1850.[2] However, the location of the subject property in East Sacramento remained largely undeveloped and agricultural. During the city's early years, the area around William McKinley Park, one block away from the subject property, was a swampy area with a stream known as Burns Slough. During Sacramento's agricultural development the slough became an irrigation canal.[3]

Residential Development in East Sacramento

Residential development began in July 1871 when City Street Railway Company expanded their operations to take people to the easternmost reaches of the city and surrounding agricultural lands. To encourage riders to make the trip east, they founded East Park, which later became McKinley Park, as a 30-acre "suburban place of resort."[4] The park became a popular recreation spot in Sacramento, and in 1902, the city purchased the park from the City Street Railway Company.[5]

During the 1890s, the City Railway Company installed more streetcar lines to promote further residential development, which began around 1905, and the city annexed the area in 1911. However, the land remained largely agricultural until the 1920s.[6] Sanborn Maps of the block of 30th Street from C Street to Chinatown Alley dating to 1915 show the location of the subject property without any buildings. However, surrounding streets

[1] City of Sacramento, "City of Sacramento History of Annexation Activity," November 19, 2013, https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Long-Range/New-Growth/annexhist.pdf?la=en.
[2] City of Sacramento Historic Preservation Department, *Sacramento Historic District Plans Final*, City of Sacramento, accessed June 27, 2024, 20.
[3] City of Sacramento Department of Parks and Recreation, "William McKinley Park: 146 Years of History (1871-2017)" Sign, City of Sacramento, 2017, McKinley Park, Sacramento, California, The Historical Marker Database, https://www.hmdb.org/m.asp?m=137570.
[4] City of Sacramento Department of Parks and Recreation, "William McKinley Park: 146 Years of History (1871-2017)" Sign, City of Sacramento, 2017, McKinley Park, Sacramento, California, The Historical Marker Database, https://www.hmdb.org/m.asp?m=137570.
[5] City of Sacramento, *Sacramento Parks Plan 2040: Final Draft Plan May 2024*, prepared by MIG, EMC Research, and UC Davis Center for Regional Change, May 2024, 19, https://www.cityofsacramento.gov/content/dam/portal/ypce/Parks/ppds/Sacramento_Parks_Plan_05172024_WEB.pdf.
[6] Lee M.A. Simpson, "Images of America: East Sacramento," (Charleston: Arcadia Publishing, 2004), 7.

each have several lots with residential dwellings, showing the beginning of development in the area.[7] Residential development increased around McKinley Park and East Sacramento in the 1920s, and this is demonstrated by the development of the subject block through construction of new residential buildings. While larger developers in East Sacramento constructed large tracts all at once, including Charles Wright and Howard Kimbrough with the Fabulous Forties neighborhood, the subject block was developed in piecemeal fashion by individual landowners.

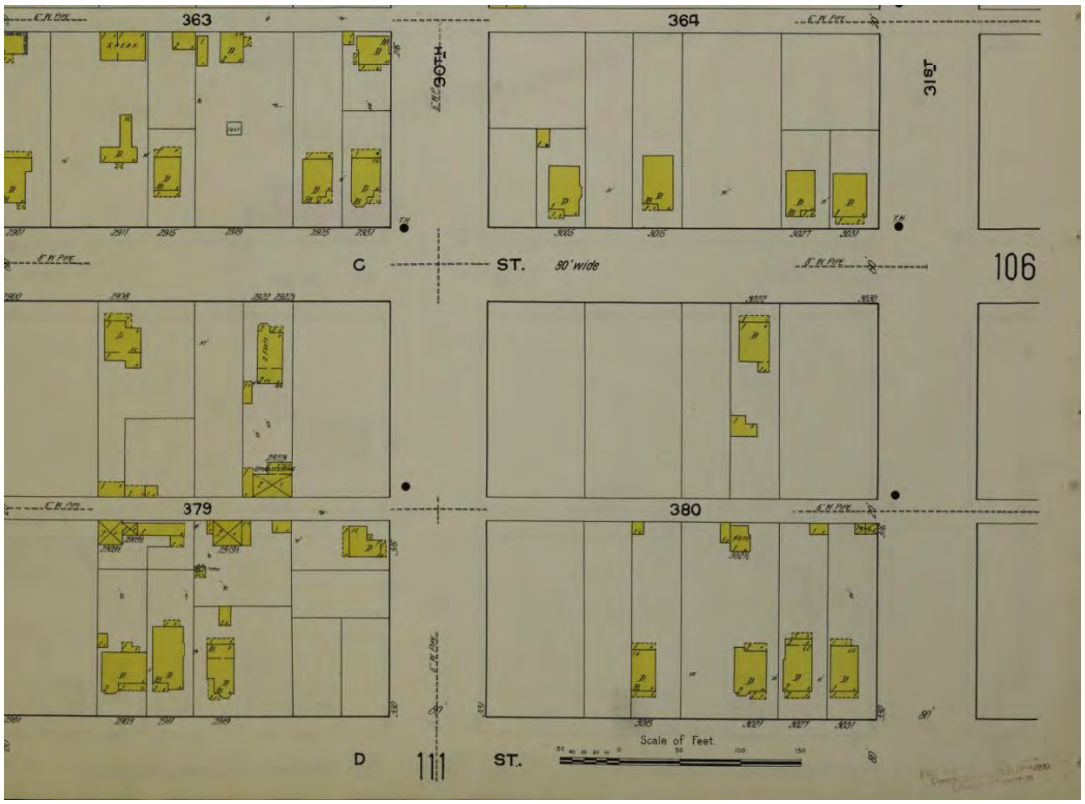


Figure 4: 1915 Sanborn Map of subject block, Library of Congress, http://hdl.loc.gov/loc.gmd/g4364sm.g4364sm_g00799191502.

[7] *Sanborn Fire Insurance Map from Sacramento, Sacramento County, California*, Sanborn Map Company, 1915-DeVol. 2, 1952, Library of Congress, http://hdl.loc.gov/loc.gmd/g4364sm.g4364sm_g00799191502.

Subject Block Site History

Development on the subject block was completed in piecemeal by individual owners and companies in the first decades of the 20th century. According to *The Sacramento Bee*, this was a period of a high volume of building permit applications submitted to the city.[8] Five residential buildings were construction on the subject block by 1915 (see Figure 4 above). By the Fall of 1925, the four one-story, wood-framed Craftsman Bungalows evaluated in this HRE were built.[9]

Development around the subject property remained largely residential, as evidenced by aerial photography of the expansive suburbs in the East Sacramento region in 1928.[10] However, the subject block saw industrial and commercial development with the founding of the Pureta Sausage Company in 1926 on C Street and Alhambra Blvd. Pureta became a highly successful meat-packing company and expanded its operations rapidly from the late-1920s to the 1960s. Pureta erected two brick buildings and several additions to these buildings on the block on either side of Chinatown Alley, altering the residential quality of the subject block and surrounding area. By 1947, the streetcar service that had made East Sacramento possible was discontinued due to the rise of private automobile ownership in the suburbs.[11] By 1962, the Elvas Freeway, originally a one-lane north-south artery that crossed the American River and relieved traffic congestion, was expanded into the six-lane Business Loop 80 highway one block west of the subject block.[12] The installation of the highway destroyed the remaining residential quality of the subject block. However, it also separated the properties from Midtown and Downtown Sacramento, firmly placing them in East Sacramento. By 1961, the area was officially rezoned as a General Commercial/Special Planning District and was advertised as such in newspaper articles.[13]

[8] "$300,000 Permit Valuation In Week's Report," *The Sacramento Bee*, March 21, 1925, Newspapers.com.
[9] "Building Permits," *The Sacramento Union*, April 17, 1925, Newspapers.com.
"Application for Permit to Build," City of Sacramento Building Division, June 17, 1925, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.
[10] "Flight CAS-201, 1: 14,000 Photograph," Sacramento, CA, March 28, 1928, Cartwright Aerial Surveys Collection, University of California, Santa Barbara Library, Santa Barabara, California, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.
[11] City of Sacramento Historic Preservation Department, "Sacramento Historic District Plans Final," City of Sacramento, accessed June 27, 2024, 26
[12] "Elvas Freeway Photograph," 1945, Sacramento California, Sacramento Room Photograph Collection, Sacramento Public Library, Sacramento, California, https://sacroom.contentdm.oclc.org/digital/collection/p15248coll1/id/2363.
[13] "Duplex 3000 C Street," *The Sacramento Union*, December 18, 1961, Newspapers.com.

311 30th Street

In February 1922, property owner C.F. Peterson applied for a permit with the City of Sacramento to build a wood-framed house at 311 30th Street.[14] By May 1922, the one-story, wood frame Bungalow was completed, and it was advertised in *The Sacramento Bee*.[15] 311 30th Street has primarily served as a rental property since its construction. For a detailed list of previous owners and occupants of the subject properties, refer to Appendix C.

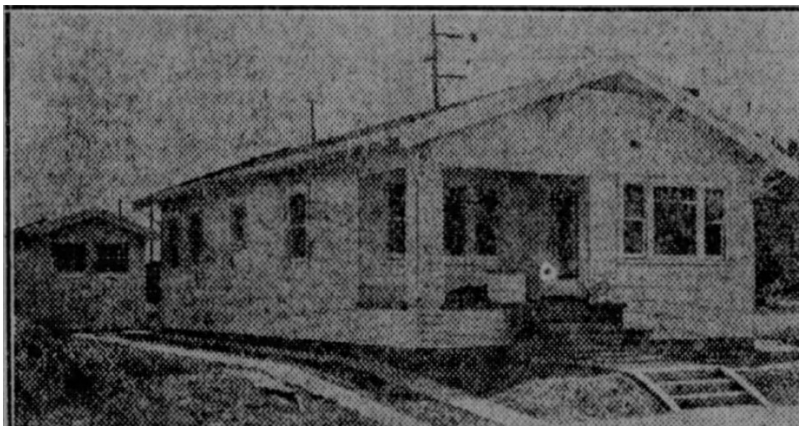


Figure 5: 1922 Photograph of 311 30th Street, *The Sacramento Bee*, Newspapers.com.

3000 C Street/301 30th Street

In 1925, property owner Percy L. Philips applied for a permit with the City of Sacramento to build a wood-framed house at 3000 C Street.[16] In 1933, Philips submitted a building permit to the City of Sacramento, and although the purpose is unknown, it is possible it was to divide 3000 C Street into a two unit duplex, as evidence shows this work was completed by 1933.[17,18] This new unit became 301 30th Street. Since then, the two units have been owned and rented out by various people. Percy L. Philips remained the primary owner and occupant of 3000 C Street until his death in 1952, and his wife Elizabeth remained the owner until 1955. By the 1960s, the duplex was largely rented out by off-site landlords. For a detailed list of previous owners and occupants of the subject properties, refer to Appendix C.

[14] "Application for Permit to Build," City of Sacramento Building Division, February 1, 1922, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.
[15] "A Classy Home Open For Inspection Sunday," *The Sacramento Bee*, May 6, 1922, Newspapers.com.
[16] "Building Permits," *The Sacramento Union*, April 17, 1925, Newspapers.com.
[17] "Building Division: Building Inspector's Report Card," February 1, 1933, City of Sacramento Building Division, February 1, 1922, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.
[18] "Percy Phillips," *The Sacramento Union*, November 3, 1952, Newspapers.com.; Polk's Sacramento Directory Co. Publishers, *1955 Sacramento (Sacramento County, Calif.) Directory,* San Francisco, California, 211, City Directories, 1822-1995 Collection, Ancestry.com.

3004 C Street

In March 1925, building contractor Niels H. Lund applied for a permit with the City of Sacramento to build a wood-framed house at 3004 C Street.[19] Since then, the property has had numerous owners, some who lived at the property and some who rented it out to tenants. For a detailed list of previous owners and occupants of the subject properties, refer to Appendix C.

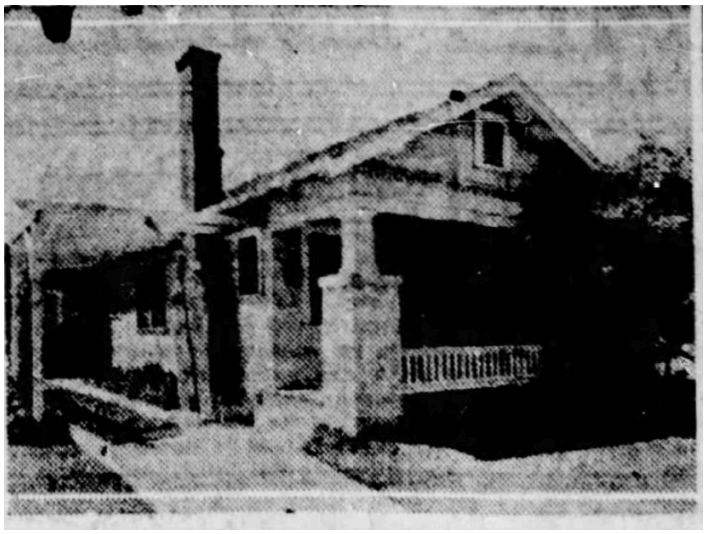


Figure 6: 1925 Photograph of 3004 C Street, *The Sacramento Bee,* Newspapers.com.

315 30th Street

In June 1925, building contractor Burton H. Bill applied for a permit with the City of Sacramento to build a wood-framed house at 315 30th Street.[20] Since then, the property has been owned and rented out by various tenants. In 1982, Gallaghan's Typing Exchange occupied the building, exemplifying the rezoning of the area.[21] However, after 1982, the building was only used as a residential dwelling and either occupied by owners or renters. For a detailed list of previous owners and occupants of the subject properties, refer to Appendix C.

[19] "Building Permits," *The Sacramento Union*, March 13, 1925, Newspapers.com.
[20] "Application for Permit to Build," City of Sacramento Building Division, June 17, 1925, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.
[21] Polk's Sacramento Directory Co. Publishers, *1982 Sacramento (Sacramento County, Calif.) Directory,* Dallas, Texas, 82, City Directories, 1822-1995 Collection, Ancestry.com.

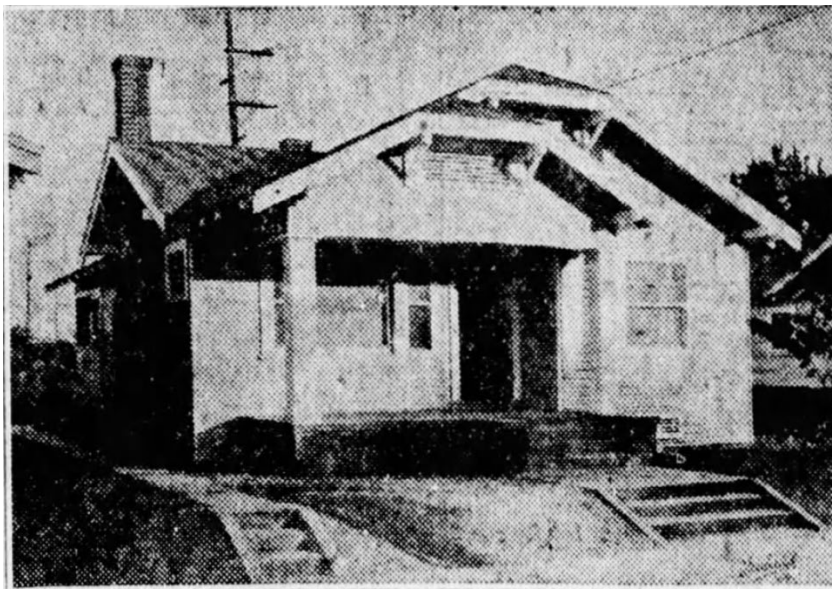


Figure 7: 1925 Photograph of 315 30th Street, *The Sacramento Bee,* Newspapers.com.

The Pureta Sausage Factory, 1926-1969

In 1926, the Pureta Sausage Company was founded by Alfred Zehnder, Joseph Reichmuth, and Herman Zimmerman and built their first factory at 316 (now 320) Alhambra Blvd between C Street and Chinatown Alley. The one-story brick building with a rectangular-shaped plan was built by Holdener Construction Co. and housed both production and a commercial space for the Pureta Sausage Company. The plant opened in early 1927 and quickly became a successful meat-packing and processing plant in Sacramento. By 1931, *The Sacramento Bee* noted that meat-packing and processing ranked third in Sacramento for the industry with the most output, and Pureta was specifically identified as one of the most successful plants in the city.[22]

[22] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 2.

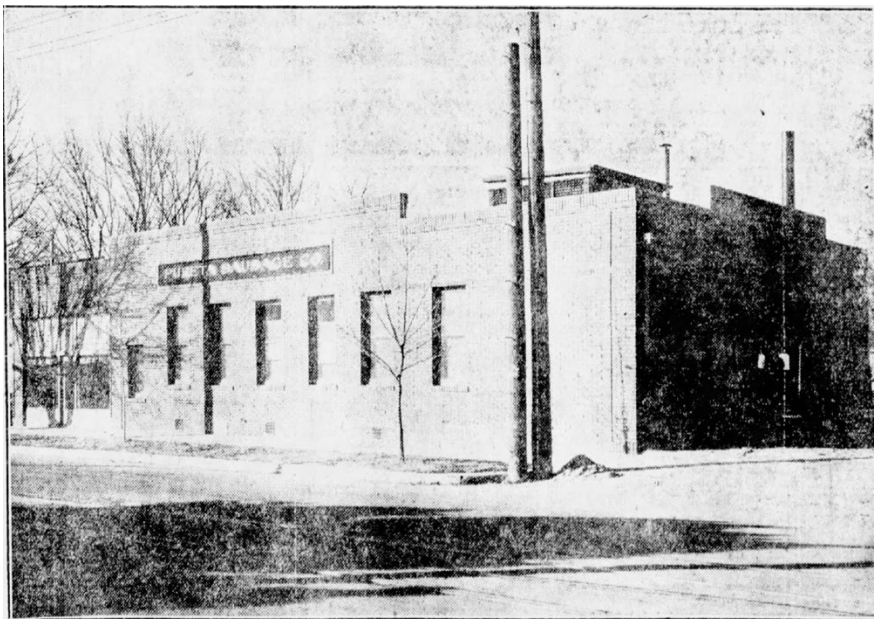


Figure 8: 1927 Photograph of the Pureta Sausage Factory at 316 Alhambra Blvd, *The Sacramento Bee*, Newspapers.com.

Within its first five years, three additions to the plant were built by Holdener Construction Co., all situated across Chinatown Alley between the alley and D Street. A second building at 324-350 Alhambra Blvd was constructed to house these additions, which became a one- and two-story brick building with a rectangular-shaped plan. By 1940, a one-story concrete addition was added to 324-350 Alhambra Blvd along Chinatown Alley, and the Pureta Sausage Factory was described as "...one of the most modern (plants) of its kind on the Pacific Coast."[23] With almost 140 employees during peak season, offices across California, and a growing fleet of refrigerated trucks and sales cars, the company continued to grow in the 1940s. A 13,000 square foot brick and concrete addition was added to the plant in 1942 west of the 1940 addition (see Figure 2).[24]

[23] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 4.
[24] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 4.



Figure 9: 1930s Photograph of the Pureta Sausage Factory at 324-350 Alhambra Blvd, Lance Armstrong Collection cited in "DPR-523 Form for 320-350 Alhambra Blvd, July 8, 2016" by Historic Environment Consultants.

By 1950, Sanborn Maps identify the original 1926 building (320 Alhambra) as a garage, the 1935-1940 building (324-350 Alhambra) as containing the cutting room, offices, and cold storage, and the 1940 and 1942 additions as the factory (see **Figure 10**).[25] Growth continued in the 1950s, with two more brick and concrete additions added in 1950 and 1959, and over 200 people being employed during peak season in 1957. By 1963, *The Sacramento Bee* described the company as "…one of the largest and most modern sausage plants on the Pacific Coast" and that it was expanding its market to the San Francisco Bay Area.[26]

[25] *Sanborn Fire Insurance Map from Sacramento, Sacramento County, California*, Sanborn Map Company, 1915-DeVol. 2, 1952, Library of Congress, http://hdl.loc.gov/loc.gmd/g4364sm.g4364sm_g00799191502.
[26] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 4.



Figure 10: 1950 Sanborn Map of subject block (at right) and surroundings, Library of Congress, http://hdl.loc.gov/loc.gmd/g4364sm.g4364sm_g00799195002.

In April 1964, Hygrade Food Products purchased Pureta to expand the sale of their national line of Ball Park Franks in Northern California. Throughout the late 1960s, Pureta sold the hot dogs under the name "Pureta, Ball Park Franks". In 1969, Hygrade consolidated their production and closed the Sacramento branch of its operations at the Pureta Sausage Factory.[27]

In 1970, Andrew Demas, a well-known Sacramento Greek community member, opened Mary Ann's Bakery in the factory buildings. The bakery became very successful and in 1977 added another addition to the building south of the alley on the west side.[28] In 1974, the original factory building at 320 Alhambra Blvd housed a vintage car restoration shop.[29] From about 1990 to 2009, an American Cancer Society office was located at 350 Alhambra Blvd.[30] A Tea Shop also occupied a space in the building on D Street at an unknown time as

[27] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 5.
[28] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 5.
[29] Jim Anderson, "Fact Finder," *The Sacramento Bee*, November 3, 1974, Newspapers.com.
[30] "Health Organizations," *The Sacramento Bee*, May 15, 1990, Newspapers.com.; "Huntsman, Mildred," *The Sacramento Bee*, September 8, 2009.

evidenced by an extant sign affixed to the side of the building. In 2004, the bakery moved to a new location on Power Inn Road and the subject property remained owned by the Demas family.[31]



Figure 11: 1976 Aerial Photograph of the subject block, indicated by red lines (north is up). Cartwright Aerial Survey Collection, UC Santa Barbara Library.

Today, the former Pureta factory buildings are vacant and in poor condition. The four residential buildings, all owned by Demas Enterprises, remain as occupied residential dwellings. Demas Enterprises plans to redevelop the subject block into a six-story, 332-unit apartment complex.

[31] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 5.

Major Alterations

The original portions of the Pureta Sausage Factory have been minimally altered since their period of significance of 1926-1935. Wood siding was added to a section of the brick wall on the contributing east elevation of 324-350 Alhambra Blvd near the intersection of Alhambra Blvd and Chinatown Alley. Additionally, some minor exterior and interior alterations to 324-350 Alhambra Blvd related to the functions of the meat processing, and later bakery production, were carried out over time. In 1940, the first major non-contributing alteration was made with the construction of the concrete addition on the north façade along Chinatown Alley, connected on the west side of the 1935-1940 building. In 1942, another addition was connected along Chinatown Alley adjoining to the west side of the non-contributing 1940 addition. In 1950, another addition was made on the south façade along D Street and connected to the west side of the 1935-1940 historic building. In 1959, an addition adjoined to the west side of the 1950 addition was constructed along D Street. The most significant alteration was the construction of the addition related to the bakery in 1977 on the north elevation near the intersection of 30th Street and Chinatown Alley (See Figure 2).[32]

Minimal exterior alterations were made to 311 30th Street, 315 30th Street, and 3004 C Street since they were built in the 1920s. All still retain their original form, window and door arrangements, and most of the original materials. Wood and chain link fences have been constructed on all the properties since they were built in the 1920s.

311 30th Street has been minimally altered. The 1922 building permit states that the original shingles on the house were wood, indicating that the property was reroofed at an unknown time.[33] Additionally, one window on the north façade was replaced with a vinyl replacement window at an unknown time.

315 30th Street's main alterations include the replacement of most of the original windows with vinyl replacement windows at an unknown time before 2011.[34] Building permits on file also indicate that the original wood shingles were replaced with composite shingles at an unknown time, and that within the interior of the home the kitchen and electrical system were modified.[35]

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[32] Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 3.

[33] "Application for Permit to Build," February 1, 1922, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.

[34] "Google Maps Street View of 315 30th Street," Google Maps, August 2011, https://www.google.com/maps/@38.5802807,-121.4634431,3a,75y,84.68h,90.17t/data=!3m7!1e1!3m5!1s03fsBhX8Yvp0vZnmIX7qIg!2e0!5s20110801T000000!7i13312!8i6656?coh=205409&entry=ttu.

[35] "Application for Permit to Build," June 17, 1925, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.; "Building Division: Building Inspector's Report Card," February 21, 1955, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.; "Building Division: Building Inspector's Report Card," April 19, 1982, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.

3004 C Street was also minimally altered. According to city building permits, the only alterations to the property include reroofing in 1979.[36]

The most altered property is 3000 C Street/301 30th Street. Due to the property's configuration and examination of the designs of surrounding residential properties built during the same period, it is likely that the building was originally designed in the Craftsman style and was later stripped of its architectural detailing. Possible alterations include but are not limited to new siding and removal of a shaded porch. The 301 30th Street unit was likely added in 1933 according to building permits and city directories first listing the address that year, meaning the porch and entryway on the south façade were likely added that year. In 1961, termite and rot damage were repaired on the property, which could have altered the façade if it was previously clad in wood siding like the surrounding residential properties. In 1981, electrical repairs were made, and in 1999 the roof cladding was replaced.[37] The windows and doors were replaced between August 2007 and August 2011.[38]

Architectural Descriptions

320 Alhambra Boulevard

320 Alhambra Blvd was the first building constructed on the Pureta Sausage Factory site in 1926. The building is one-story with a flat roof and is located on the north side of Chinatown Alley. The north elevation is a blank brick wall. The east elevation contains a narrow window and four rows of multi-paned metal sash windows, two with 24 lights and two with 36 lights, extending across the elevation beneath a shallow raised section of the roof parapet. The south elevation contains a garage door opening and two multi-pane metal sash windows. A small rectangular concrete block addition constructed at an unknown date is adjoined to the southwest portion of the main historic building. The addition contains two roll-up garage doors, a standard door and two small windows. This is the only structure in the complex not surfaced with brick and appears to be a later addition. A

[36] "Building Division: Building Inspector's Report Card," February 28, 1979, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.
[37] "Building Division: Building Inspector's Report Card," March 22, 1961, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.; "Building Division: Building Inspector's Report Card," July 22, 1981, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.; "Building Division: Building Inspector's Report Card," January 13, 1999, City of Sacramento Building Division, Sacramento, CA, City of Sacramento Records Search, https://records.cityofsacramento.org/AdvanceSearch.aspx.
[38] "Google Maps Street View of 315 30th Street," Google Maps, August 2007, https://www.google.com/maps/@38.5805982,-121.4633536,3a,75y,97.48h,83.32t/data=!3m7!1e1!3m5!1sCsu6SGMms5e77hqAl46PCg!2e0!5s20070801T000000!7i3328!8i1664?coh=205409&entry=ttu.; "Google Maps Street View of 315 30th Street," Google Maps, August 2011, https://www.google.com/maps/@38.5806359,-121.4632694,3a,75y,97.48h,83.32t/data=!3m7!1e1!3m5!1sngQvVos7m4cFaPH98efRpg!2e0!5s20110801T000000!7i13312!8i6656?coh=205409&entry=ttu.

metal enclosed conveyor belt structure extends from the second floor of this building, over the paved alley, and connects to the larger factory/office building to the south.[39]



Figure 12: South façade of 320 Alhambra Blvd, looking north, July 29, 2024.

[39] This architectural description is adapted from Historic Environment Consultants, "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian, July 2016, Sacramento, California, 1.



Figure 13: East façade of 320 Alhambra Blvd, looking west, July 29, 2024.



Figure 14: North (rear) façade of 320 Alhambra Blvd, looking southeast, July 29, 2024.



Figure 15: West façade of 320 Alhambra Blvd and concrete block addition (at right), looking east, July 29, 2024.



Figure 16: West side of South façade of 320 Alhambra Blvd concrete block addition, looking north, July 29, 2024.



Figure 17: Oblique view of east façade of 320 Alhambra Blvd (right), concrete block addition (center), and north façade of 324-350 Alhambra Blvd (left), looking west, July 29, 2024.

324-350 Alhambra Boulevard

324-350 Alhambra Blvd is a large, mostly brick-faced building located across Chinatown Alley from 320 Alhambra Blvd. Originally constructed in 1935, this building received a series of ground floor additions from ca. 1940 to 1977 (see Figure 2). The 1940 and 1942 additions are located west of the original building along Chinatown Alley. The 1950 addition is located west of the historic building and south of the non-contributing 1940 addition along D Street. The 1959 addition is located west of the 1950 addition and east of the parcel excluded from the project along D Street. The 1977 addition is located north of the 1959 addition and the parcel excluded from the project and west of the 1942 addition along 30th Street.

The north façade of 324-350 Alhambra Blvd is comprised of both the original building and non-contributing additions dating to 1940, 1942, and 1970. The historic building is located on the left side of the façade and the ground floor is massed in red brick that has been painted over. The far-left side is two-stories and clad in stucco on the second story (possibly a later alteration to the original brick). Two industrial metal roll-up garage doors are located on the first story with a metal door located to the right. A corrugated metal awning is affixed to the roofline above the entry door. Two fixed, single pane replacement windows and one double-hung window are located on the second story. Attic vents are visible below the roofline. After the entry door the building steps down to one-story, and the remainder of the building and additions are one story. To the right of the entry door

are three original multi-pane steel sash windows and another metal door. The building massing changes from the original brick massing to concrete block construction after the third window, demarcating where the non-contributing additions. The far-right side of the façade that contains the 1977 addition has a significant set-back to accommodate a loading dock covered with a metal-framed awning. This addition is clad in stucco. Six multi-pane steel sash windows of various sizes, four glass block windows, three metal doors, and three metal roll-up garage doors are located across this façade. Clerestory windows are set-back from the 1940 and 1942 additions and are obscured from the public right-of-way.

The non-contributing west façade is clad in stucco and contains no fenestration. The building on the parcel excluded from the project obscures the right side of this façade.

The south façade is clad in various types of brick representing the various phases of development including the 1950 and 1959 additions. The non-contributing section of the façade (left side) is two stories tall, is clad in red brick; and contains five metal roll-up garage doors of varying sizes, three entry doors, and four windows. Plywood boards are affixed to the doors and windows. A sign that says "Tea Shop" is affixed to the far-right side of this portion of the façade. After this sign the building steps down from two- to one-stories in height, demarcating where the non-contributing additions ends and the original (contributing) building begins on the far-right side of the façade (see Figure 21 below). The contributing building is massed with both red brick and blonde brick, possibly indicating historic infill projects. A parapet wall is located at the roofline on the far-right side of the façade. The façade contains two doors, one window, and one garage door. Plywood boards are affixed to all openings. A clipped entryway is located at the intersection between the historic south and east façades and contains a set of double-doors obscured by plywood boards.

The east façade is entirely contributing and massed in red and blonde brick like the south façade. Wood planks are affixed to the far-right side of the façade on the first story. The first story contains three doors and two windows obscured by plywood boards. A parapet wall is located at the roofline on the left side of the façade, and the middle and right side of the façade steps up from one- to two- stories in height. The second story is massed with red brick and contains nine fixed, single pane replacement windows.



Figure 18: Contributing clipped corner of 324-350 Alhambra Blvd at Alhambra Blvd and D Street, looking northwest, July 29, 2024.



Figure 19: Contributing portion of the south façade, looking west, July 29, 2024.



Figure 20: Contributing portion of the south façade, looking north, July 29, 2024.



Figure 21: South façade (Red arrow indicates the separation between the contributing/historic (right) and non-contributing (left) portions of the façade, looking north, July 29, 2024.



Figure 22: Non-contributing portion of the south façade, looking north, July 29, 2024.



Figure 23: Non-contributing portion of the south and partially-obscured west façades, looking east, July 29, 2024.



Figure 24: Non-contributing west façade, looking east, July 29, 2024.



Figure 25: Non-contributing portion of the north façade, looking southeast, July 29, 2024.



Figure 26: Non-contributing portion of the north façade, looking south, July 29, 2024.



Figure 27: Non-contributing portion of the north façade, looking south, July 29, 2024.



Figure 28: Contributing portion of the north façade, looking south, July 29, 2024.



Figure 29: Contributing east façade, looking west, July 29, 2024.



Figure 30: Contributing east façade, looking north, July 29, 2024.

311 30th Street

The primary façade of 311 30th Street faces west towards Business Loop 80 and a sidewalk directly in front of it. The building is clad in horizontal wood clapboard siding and has a low-pitched, gabled roof with moderate eaves, decorative brackets, and is covered in composite shingles. Attic and basement vents are visible on the upper and lower portion of the primary façade. The primary façade is arranged asymmetrically. On the left side is a recessed wood porch with decorative elements, such as decorative banisters and squared railings. An original wood-framed picture window flanked by two double-hung windows is located on the façade and the entryway is set into the L. On the right side of the façade is a picture window identical to the one under the porch. A straight concrete staircase leads to the porch from the sidewalk.

The south façade faces 315 30th Street. Decorative rafters are located along the roofline. Fenestration includes five windows that are original and wood-framed. Two fixed rectangular windows are located on either side of a brick chimney on the left side of the façade, a picture window identical to the ones on the primary façade is located in the center, and two double-hung windows are located on the right side of the façade. A wood fence separates the back portion of the façade from both the public right of way and the adjacent property.

The rear façade faces a private backyard and beyond a wood fence is the factory property. Decorative brackets and attic vents are located along the roofline. A rear entry-way with a wood door is located on the left side of the façade and is elevated above the ground. A small wood porch and stairs are affixed to the entryway. Two

original, wood-framed double-hung windows are located on the façade, one directly left of the rear entryway and one on the right side of the façade. An original storage shed clad in horizontal wood clapboard siding with a gabled roof is located in the rear.

The north façade faces 3000 C Street/301 30th Street. Decorative rafters are located along the roofline. Two original double-hung windows are located on the far-left side, one double-hung vinyl replacement window and one original fixed square window are located in the center, and one original double-hung window is located on the far-right side. A wood fence with a gate separates the back portion of the façade from both the public right of way and the adjacent property.



Figure 31: Primary façade of 311 30th Street, facing east, July 29, 2024.



Figure 32: South façade of 311 30th Street, facing northeast, July 29, 2024.



Figure 33: Rear façade of 311 30th Street, facing west, July 29, 2024.



Figure 34: North façade of 311 30th Street, facing southwest, July 29, 2024.

3000 C Street/301 30th Street

The primary façade of 301 30th Street/3000 C Street faces north towards C Street. A sidewalk is located directly in front of the building. The building is clad in stucco and has a rectangular plan. The cross-gabled roof is moderately pitched with slight eaves and covered in composite shingles. Attic vents are visible underneath the gable. The façade is arranged asymmetrically. A small concrete porch is located on the left side of the façade and has round metal railing. Fenestration on the porch includes two double-hung, vinyl replacement windows and a wood door covered by a vinyl screen door. The right side of the façade features another entryway with two concrete steps leading up to. Fenestration includes two, double-hung, vinyl replacement windows to the left of a wood door covered by a vinyl screen door, and one large square fixed replacement window. A wood awning with decorative brackets is affixed to the façade above the doorway.

The west façade faces Business Loop 80 and the adjacent sidewalk. Attic and basement vents are located underneath the gable and at the bottom of the façade respectively. The façade features a concrete porch with round metal railing, five double-hung vinyl replacement windows with wood shutters, and a door on the porch obscured by a metal screen door. A small wood awning is affixed to the façade above the door.

The rear façade is partially visible from the public right-of-way and faces south towards 311 30th Street. The far-left side of the façade is visible and features a small stone porch with a wood awning. Fenestration includes a door on the porch that is obscured by a metal screen door. A brick chimney is also located in the rear. A wood fence with a gate obscures the rest of the façade. Behind the fence are two double-hung vinyl

replacement windows and a metal utility box affixed to the façade. A shed clad in horizontal clapboard siding with two swinging doors is located in the rear outside of the fence line.

The east façade faces 3004 C Street. An attic vent and five double-hung vinyl replacement windows are located on the façade. A mix of mature and immature trees and landscaping is located along the property lines.



Figure 35: Primary façade of 3000 C Street/301 30th Street, facing south, July 29, 2024.



Figure 36: West façade of 3000 C Street/301 30th Street, facing east, July 29, 2024.



Figure 37: Portion of rear façade of 3000 C Street/301 30th Street, facing northeast, July 29, 2024.



Figure 38: East façade of 3000 C Street/301 30th Street, facing southwest, July 29, 2024.

3004 C Street

The primary façade of 3004 C Street faces north towards C Street and a sidewalk located directly in front of the building. The building is clad in horizontal wood clapboard siding and has a low-pitched, cross-gabled roof with a dormer, moderate eaves, decorative brackets, and is covered in composite shingles. An attic vent is visible on the upper portion of the primary façade. The primary façade is arranged asymmetrically. On the left side is a recessed wood porch supported by concrete piers with short battered columns on top. It is bordered by short squared railings. Two original wood-framed, double-hung windows flank the centrally located door located within the porch. A picture window is located on the right side of the façade.

The west façade faces 3000 C Street/301 30th Street. An attic vent and three windows are located on the façade. The type and composition of the windows are unknown as they are currently covered by wood panels.

The rear façade faces a private backyard and beyond a wood fence line is 311 30th Street. An attic vent, a door, and four windows are located on the façade. The type and composition of the door and windows are unknown as they are currently covered by wood panels. An original storage shed clad in horizontal wood clapboard siding with a gabled roof and damaged door is located in the rear.

The east façade faces a chain-link fence that separates it and the factory property. A brick chimney and four windows are located on the façade. The type and composition of the windows are unknown as they are currently covered by wood panels



Figure 39: Primary façade of 3004 C Street, facing south, July 29, 2024.



Figure 40: West façade of 3004 C Street, facing east, July 29, 2024.



Figure 41: Rear façade of 3004 C Street, facing north, July 29, 2024.



Figure 42: East façade of 3004 C Street, facing west, July 29, 2024.

315 30th Street

The primary façade of 311 30th Street faces west towards Business Loop 80 and a sidewalk directly in front of it. The building is clad in horizontal wood clapboard siding and has a low-pitched cross-gable-on-hip roof with moderate eaves and is covered in composite shingles. Attic and basement vents are visible on the upper and lower portion of the primary façade. The primary façade is arranged asymmetrically. On the left side is a recessed concrete porch supported by two square columns. A replacement wood-framed cottage window flanked by two double-hung windows with patterned glass panes is located on the façade. The wood entryway door with multiple glass panels and a metal screen door is located to the right of the window. A double-hung vinyl replacement window with a metal window awning affixed to the façade above it is located on the right side of the façade. A straight concrete staircase leads to the porch from the sidewalk.

The south façade faces Chinatown Alley. Fenestration on the façade includes three double-hung, one rectangular fixed, and one sliding vinyl replacement windows. One double-hung window has a metal window awning affixed to the façade above it.

The rear façade faces a private backyard and beyond a wood fence is the factory property. The wood fence has an access gate to the backyard. Fenestration includes one fixed rectangular and three double-hung vinyl

replacement windows and one window of an unknown type and composition covered by wood panels. A small metal storage shed is located in the rear.

The north façade faces a small side yard and a wood fence that separates the building and 311 30th Street. A brick chimney is located on the right side of the façade. One fixed, square window and one window obscured by a wood panel is located on the left side of the façade and three double-hung vinyl replacement windows are located on the right side of the façade. A wood door with a concrete step provides access to the side yard in the center of the façade.

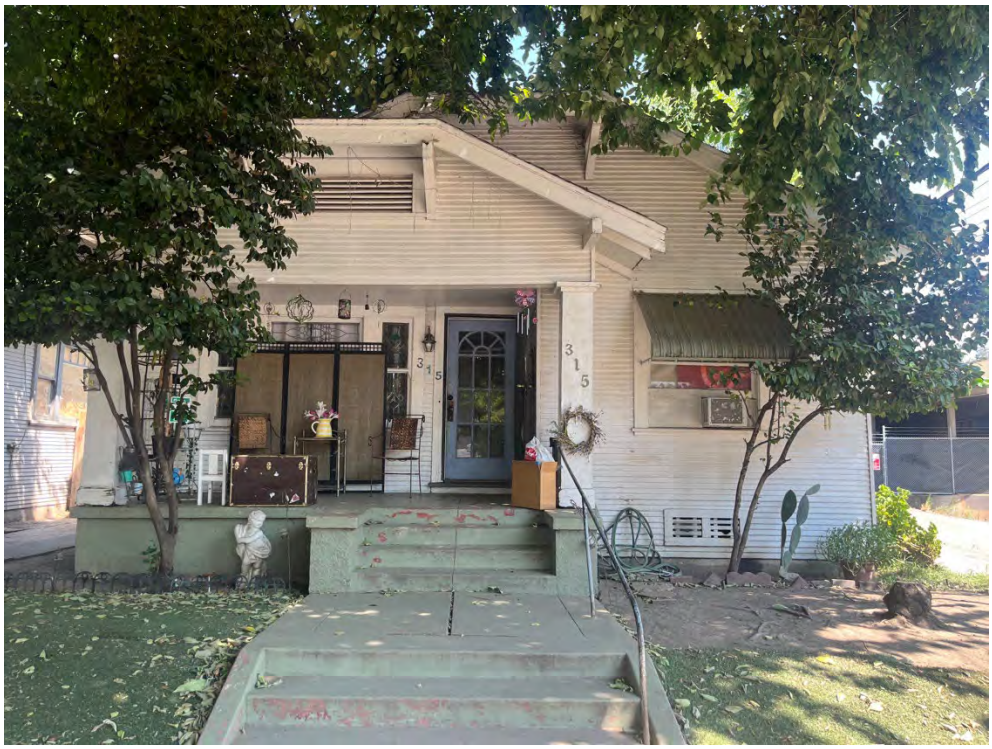


Figure 43: Primary façade of 315 30th Street, facing east, July 29, 2024.



Figure 44: South façade of 315 30th Street, facing north, July 29, 2024.



Figure 45: Rear façade of 315 30th Street, facing west, July 29, 2024.



Figure 46: North façade of 315 30th Street, facing southwest, July 29, 2024.

Evaluation Summary

The following section evaluates historic-age properties located in the CEQA Study Area to determine whether they meet the eligibility criteria for listing in the California Register of Historical Resources (CRHR). Detailed prior evaluations of the Pureta Sausage Factory at 320-350 Alhambra Blvd can be found in Appendices A and B.

In order to be eligible for listing in the CRHR, a property must demonstrate significance under one or more of the following criteria:

- Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criterion 2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.
- Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criterion 4 (Information Potential): Resources that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

320-350 Alhambra Blvd (former Puerta Sausage Factory)

The following evaluation is summarized from the 2016 DPR form evaluation prepared by Paula Boghosian of Historic Environment Consultants and the 2022 Character-Defining Features Memorandum prepared by ESA.

320 and 324-350 Alhambra Blvd, the original Pureta Sausage Factory buildings built in 1926 and 1935, are significant under Criterion 1 for their contributions to the local history of Sacramento, California and Northern California. As a major regional wholesaler, distributor, and manufacturer of processed meats from 1927-1969, the Pureta Sausage Factory served as one of the leading companies in the meatpacking industry in Sacramento. Pureta's regional success positioned it to be purchased by Hygrade Food Products and become a part of the national distribution and popularization of the nationally well-known hot dogs, Ball Park Franks. While the additions after 1940 do not contribute to the historical resource, the two original buildings built between 1926 and1935 exemplify the importance and early success of the Pureta Sausage Factory in Sacramento.

The two original Pureta Sausage Factory buildings at 320 and 324-350 Alhambra Blvd are eligible for listing in the CRHR under Criterion 1 and are considered historical resources under CEQA.

Period of Significance

According to ESA, the period of significance for the buildings associated with the Pureta Sausage Company extends from construction of 320 Alhambra Blvd in 1926 to the first phase of construction of 324-350 Alhambra in 1935. This period covers the initial years of operation of the Pureta Sausage Company as a leading regional business and meat processing plant in Sacramento, California and across Northern California.

Character-Defining Features: 320 Alhambra Boulevard

- Brick construction
- One-story massing
- Parapet wall
- Brick pattern (east façade)
- Six multi-paned metal-framed windows (four on the east façade and two on the south façade)

Character-Defining Features: 324-350 Alhambra Boulevard

- Brick construction
- One- and two-story massing
- Parapet wall
- Brick pattern (east and south façades)
- Clipped corner entry (southeast corner)
- Three, multi-paned, metal framed windows (north façade)

311 30th Street

Criterion 1 (Events)

To be eligible under the events criterion, a property cannot merely be associated with historic events or trends but must have a specific association to be considered significant. The 311 30th Street was constructed in the 1920s and is associated with residential development of East Sacramento in the early 20th century. Although the property was constructed as part of a community-wide need to provide housing for growing East Sacramento at the time, the property does not stand out singularly within this context. Research did not uncover any other important events or associations at the property with the development of East Sacramento in the 20th century. Therefore, 311 30th Street is not eligible for listing in the CRHR under Criterion 1.

Criterion 2 (Persons)

311 30th Street does not appear to be associated with the lives of persons important to local, California, or national history. To be found eligible under Criterion 2, the property must be directly tied to a historically important person and the place where the individual conducted or produced the work for which he or she is known. Research on the builder, property owners, and occupants revealed no historically significant persons associated with the property. 311 30th Street is not eligible for listing in the CRHR under Criterion 2.

Criterion 3 (Design/Construction)

To be eligible under Criterion 3, the property must represent the work of a master, embody the distinctive characteristics of a type, period, region, or method of construction, or possess high artistic values. While builder Burton H. Bill was a professional building contractor based in Sacramento for many years, research did not reveal any information to suggest he made significant contributions to the architecture of Sacramento or elsewhere.

The subject building was constructed in 1922 in a Craftsman Bungalow style, which was widely applied by architects and builders for residential buildings across California and the United States in the early twentieth century. 311 30th Street has minimal architectural features characteristic of the Craftsman Bungalow Style, limited to a low-pitched roof, a front porch with minimal ornamentation, wood siding, and brick materials that are not distinctive in their architectural design. Overall, 311 30th Street is a moderate examples of Craftsman Bungalow style architecture and does not embody the characteristics of a particular type, period, region, or method of construction. Considering all of these factors, the subject property is not eligible for listing in the CRHR under Criterion 3.

Criterion 4 (Information Potential)

311 30th Street is not significant under Criterion 4, which most commonly apply to archaeological resources. Where buildings or architectural elements are concerned, Criterion 4 typically relates to rare construction

types, of which the subject properties are not examples. For this reason, the subject building is not eligible under CRHR Criterion 4.

Finding

311 30th Street is not significant under any of the CRHR criteria and is not an eligible historical resource under CEQA.

3000 C Street/301 30th Street

Criterion 1 (Events)

To be eligible under the events criterion, a property cannot merely be associated with historic events or trends but must have a specific association to be considered significant. The 3000 C Street/301 30th Street was constructed in the 1920s and is associated with residential development of East Sacramento in the early 20th century. Although the property was constructed as part of a community-wide need to provide housing for growing East Sacramento at the time, the property does not stand out singularly within this context. Research did not uncover any other important events or associations at the property with the development of East Sacramento in the 20th century. Therefore, 3000 C Street/301 30th Street is not eligible for listing in the CRHR under Criterion 1.

Criterion 2 (Persons)

3000 C Street/301 30th Street does not appear to be associated with the lives of persons important to local, California, or national history. To be found eligible under Criterion 2, the property must be directly tied to a historically important person and the place where the individual conducted or produced the work for which he or she is known. Research on the builder, property owners, and occupants revealed no historically significant persons associated with the property. 3000 C Street/301 30th Street is not eligible for listing in the CRHR under Criterion 2.

Criterion 3 (Design/Construction)

To be eligible under Criterion 3, the property must represent the work of a master, embody the distinctive characteristics of a type, period, region, or method of construction, or possess high artistic values. There is no evidence that Percy L. Philips, builder of 3000 C Street/301 30th Street, built any other buildings in his lifetime and was likely an amateur and would not be considered a master architect or builder.

The subject building was constructed in 1925, likely in a Craftsman Bungalow style, which was widely applied by architects and builders for residential buildings across California and the United States in the early twentieth century. 3000 C Street/301 30th Street is stripped of all of its architectural detailing and does not embody the characteristics of a particular type, period, region, or method of construction. Considering these factors, the subject property is not eligible for listing in the CRHR under Criterion 3.

Criterion 4 (Information Potential)

3000 C Street/301 30th Street is not significant under Criterion 4, which most commonly apply to archaeological resources. Where buildings or architectural elements are concerned, Criterion 4 typically relates to rare construction types, of which the subject properties are not examples. For this reason, the subject building is not eligible under CRHR Criterion 4.

Finding

3000 C Street is not significant under any of the CRHR criteria and is not an eligible historical resource under CEQA.

3004 C Street

Criterion 1 (Events)

To be eligible under the events criterion, a property cannot merely be associated with historic events or trends but must have a specific association to be considered significant. The 3004 C Street was constructed in the 1920s and is associated with residential development of East Sacramento in the early 20th century. Although the property was constructed as part of a community-wide need to provide housing for growing East Sacramento at the time, the property does not stand out singularly within this context. Research did not uncover any other important events or associations at the property with the development of East Sacramento in the 20th century. Therefore, 3004 C Street is not eligible for listing in the CRHR under Criterion 1.

Criterion 2 (Persons)

3004 C Street does not appear to be associated with the lives of persons important to local, California, or national history. To be found eligible under Criterion 2, the property must be directly tied to a historically important person and the place where the individual conducted or produced the work for which he or she is known. Research on the builder, property owners, and occupants revealed no historically significant persons associated with the property. 3004 C Street is not eligible for listing in the CRHR under Criterion 2.

Criterion 3 (Design/Construction)

To be eligible under Criterion 3, the property must represent the work of a master, embody the distinctive characteristics of a type, period, region, or method of construction, or possess high artistic values. While builder Niels H. Lund was a professional building contractor based in Sacramento for many years, research did not reveal any information to suggest he made significant contributions to the architecture of Sacramento or elsewhere.

The subject building was constructed in 1925 in a Craftsman Bungalow style, which was widely applied by architects and builders for residential buildings across California and the United States in the early twentieth century. 3004 C Street has minimal architectural features characteristic of the Craftsman Bungalow Style,

limited to a low-pitched roof, a front porch with moderate ornamentation, wood siding, and brick materials that are not distinctive in their architectural design. Overall, 3004 C Street is a moderate examples of Craftsman Bungalow style architecture and does not embody the characteristics of a particular type, period, region, or method of construction. Considering all of these factors, the subject property is not eligible for listing in the CRHR under Criterion 3.

Criterion 4 (Information Potential)

3004 C Street/301 30th Street is not significant under Criterion 4, which most commonly apply to archaeological resources. Where buildings or architectural elements are concerned, Criterion 4 typically relates to rare construction types, of which the subject properties are not examples. For this reason, the subject building is not eligible under CRHR Criterion 4.

Finding

3004 C Street is not significant under any of the CRHR criteria and is not an eligible historical resource under CEQA.

315 30th Street

Criterion 1 (Events)

To be eligible under the events criterion, a property cannot merely be associated with historic events or trends but must have a specific association to be considered significant. The 315 30th Street was constructed in the 1920s and is associated with residential development of East Sacramento in the early 20th century. Although the property was constructed as part of a community-wide need to provide housing for growing East Sacramento at the time, the property does not stand out singularly within this context. Research did not uncover any other important events or associations at the property with the development of East Sacramento in the 20th century. Therefore, 315 30th Street is not eligible for listing in the CRHR under Criterion 1.

Criterion 2 (Persons)

315 30th Street does not appear to be associated with the lives of persons important to local, California, or national history. To be found eligible under Criterion 2, the property must be directly tied to a historically important person and the place where the individual conducted or produced the work for which he or she is known. Research on the builder, property owners, and occupants revealed no historically significant persons associated with the property. 315 30th Street is not eligible for listing in the CRHR under Criterion 2.

Criterion 3 (Design/Construction)

To be eligible under Criterion 3, the property must represent the work of a master, embody the distinctive characteristics of a type, period, region, or method of construction, or possess high artistic values. There is no

evidence that C.F. Peterson, builder of 315 30th Street, built any other buildings in his lifetime and was likely an amateur and would not be considered a master architect or builder.

The subject building was constructed in 1925 in a Craftsman Bungalow style, which was widely applied by architects and builders for residential buildings across California and the United States in the early twentieth century. 315 30th Street has minimal architectural features characteristic of the Craftsman Bungalow Style, limited to a low-pitched roof, a front porch with minimal ornamentation, wood siding, and brick materials that are not distinctive in their architectural design. Overall, 315 30th Street is a moderate examples of Craftsman Bungalow style architecture and does not embody the characteristics of a particular type, period, region, or method of construction. Considering all of these factors, the subject property is not eligible for listing in the CRHR under Criterion 3.

Criterion 4 (Information Potential)

315 30th Street is not significant under Criterion 4, which most commonly apply to archaeological resources. Where buildings or architectural elements are concerned, Criterion 4 typically relates to rare construction types, of which the subject properties are not examples. For this reason, the subject building is not eligible under CRHR Criterion 4.

Finding

315 30th Street is not significant under any of the CRHR criteria and is not an eligible historical resource under CEQA.

Evaluation Summary

The two historic Pureta Sausage Factory buildings at 320 Alhambra Blvd and 324-350 Alhambra Blvd were determined eligible for listing on the CRHR under Criterion 1 due to the company's significance as a major regional wholesaler, distributor, and manufacturer of processed meats in Sacramento and the Northern California region. The period of significance extends from 1926, when the factory building at 320 Alhambra Blvd was constructed, to 1935 when the first phase of construction was completed for 324-350 Alhambra Blvd. The building additions after 1940 do not contribute to the historical resource and only the two original Pureta Sausage Factory buildings built in 1926 and 1935 exemplify the region's agribusiness evolution and history. Therefore, the buildings are considered historical resources under CEQA

The four residential buildings at 311 30th Street, 315 30th Street, 3000 C Street/301 30th Street, and 3004 C Street are ineligible for listing in the CRHR due to lack of historical significance under the evaluative criteria. Therefore, the buildings should not be considered historical resources for the purposes of environmental review under CEQA.

IV. Project Analysis

The following schematic design plans, project description, and related project information were reviewed and analyzed for the project analysis below.

Table 3. Project Information

Author	Date	Report Title
HRGA	September 24, 2024	*Alhambra Redevelopment Architectural Plans, 324 Alhambra Blvd.*
HRGA	August 13, 2024	*Project Narratives – Alhambra Redevelopment*

Secretary of the Interior's Standards Analysis

The *Secretary of the Interior's Standards for Rehabilitation* (Standards) provide guidance for reviewing proposed work on historic properties, with the stated goal of making possible "a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values."[40] The Standards were published and codified as 36 Code of Federal Regulations 68 in 1995 and updated in 2017 and are used by federal agencies when evaluating work on historic properties. The Standards have also been adopted by local governments across the country, including the City of Sacramento, when reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historical resources. The rehabilitation standards are as follows:

> Rehabilitation Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
>
> Rehabilitation Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.
>
> Rehabilitation Standard 3: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.
>
> Rehabilitation Standard 4: Changes to a property that have acquired significance in their own right will be retained and preserved.

[40] National Park Service, Department of the Interior, Technical Preservation Services, Rehabilitation as a Treatment, published online at https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm.

Rehabilitation Standard 5: Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Rehabilitation Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Rehabilitation Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Rehabilitation Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Rehabilitation Standard 9: New additions, exterior alterations, or related construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and compatible with the historic materials, features, sizes, scales, proportions, and massing to protect the integrity of the property and environment.

Rehabilitation Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Conformance with the rehabilitation standards does not determine whether a project would cause a substantial adverse change in the significance of a historical resource under CEQA. Rather, projects that comply with the standards benefit from a regulatory presumption that they would have a less-than significant impact on a historic resource. Projects that do not comply with the rehabilitation standards may or may not cause a substantial adverse change in the significance of a historic resource and would require further analysis to determine whether the historic resource would be "materially impaired" by the project under CEQA Guidelines section 15064.5(b).

Standards Analysis

To comply with the Standards, a project needs to retain a majority of its essential features such that the property can continue to convey its significance after implementation of the proposed project. The proposed project complies with the Standards as outlined below.

The character-defining features of the historical resources have been identified as follows:

Character-Defining Features: 320 Alhambra Boulevard

- Brick construction

- One-story massing
- Parapet wall
- Brick pattern (east façade)
- Six multi-paned metal-framed windows (four on the east façade and two on the south façade)

Character-Defining Features: 324-350 Alhambra Boulevard

- Brick construction
- One- and two-story massing
- Parapet wall
- Brick pattern (east and south façades)
- Clipped corner entry (southeast corner)
- Three, multi-paned, metal framed windows (north façade)

Rehabilitation Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Currently, the buildings at 320 and 324-350 Alhambra Blvd are vacant. Formerly the buildings were used as an industrial factory for the Puerta Sausage Factory and later the Mary Ann Bakery. The rehabilitation of 320 and 324-250 Alhambra Blvd would convert the buildings from their former industrial use to residential use. To accommodate this change in use, interior features would be demolished and exterior character-defining features would be retained (including the exterior walls and brick cladding, and overall building form). Overall, the change in use will minimally alter the distinctive materials, features, spaces, and spatial relationships that characterize the property. Therefore, the proposed project complies with Standard 1.

Rehabilitation Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.

The proposed project would result in minimal changes to the distinctive materials, features, spaces and spatial relationships that characterize the property. At 320 Alhambra Blvd, all of the character-defining features would be retained or replaced in-kind. Small sections of brick cladding would be removed on secondary façades to accommodate new window and door openings and the multi-pane steel-sash windows will be replaced in-kind. At 324-250 Alhambra Blvd, the contributing façades will be retained (including portions of the south and north façades, and the entire east façade) and non-contributing additions will be demolished (non-contributing portions of the south and north façades, and the entire west façade). 324-250 Alhambra Blvd has experienced many alterations and additions over time, and the retention of the contributing façades will allow the building to continue to be understood as an industrial factory associated with the early era of the Pureta Sausage Company, and the buildings' relationship to the subject block and surrounding neighborhood. Therefore, the proposed project complies with Standard 2.

Rehabilitation Standard 3: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.

The proposed project will retain the character-defining exterior features of the historic buildings while also introducing adjacent new construction through a series of vertical and horizontal additions. The additions are sufficiently set back from the historic building façades to ensure that the retained historic buildings read as one- to two-stories in height and the materials of the additions are differentiated such that they will read as contemporary elements. The existing multi-pane metal-sash windows will be replaced in-kind and based on careful documentation of the existing window dimensions. The proposed project does not include conjectural elements from other historic properties and the historic buildings will continue to be understood as an industrial factory associated with the Pureta Sausage Company. Therefore, the proposed project complies with Standard 3.

Rehabilitation Standard 4: Changes to a property that have acquired significance in their own right will be retained and preserved.

A study conducted by ESA determined that the additions to 320 and 324-350 Alhambra Blvd do not contribute to the historic buildings. Therefore, none of the addiction to the historic buildings have acquired significance in their own right and their removal will not alter the property's ability to convey its significance. Therefore, the proposed project complies with Standard 4.

Rehabilitation Standard 5: Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The proposed project will retain the majority of the historic brick cladding and require removal of small areas of brick to accommodate new window and doors openings. The current window and door openings on the ground story of 320 and 324-250 Alhambra Blvd are boarded up and insufficient to provide the required egress for the residential and service functions of the new construction. Overall, these changes are minimal to the distinctive materials, features and finishes that characterize the building and essential for the adaptive reuse of the building. Therefore, the proposed project complies with Standard 5.

Rehabilitation Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The proposed project will retain the building façades and select areas of the character-defining brick cladding will be removed to accommodate new window and door openings. The character-defining multi-pane steel-sash windows have deteriorated and the project sponsor has chosen to replace the windows in-kind. The replacement windows will be custom-made of metal and based on careful documentation of the existing

window dimensions to ensure that they match the existing in design, color, material, and texture. Therefore, the proposed project complies with Standard 6.

Rehabilitation Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

It is not anticipated that the proposed project would require abrasive chemical or physical treatments that have the potential to damage the building's historic materials. Therefore, the proposed project complies with Standard 7.

Rehabilitation Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

It is possible that excavation required for the new construction on the site would have the potential to disturb archaeological resources. However, the IS/MND will outline standard accidental discovery protocols and other measures to ensure that archeological resources are protected during construction. Therefore, the proposed project complies with Standard 8.

Rehabilitation Standard 9: New additions, exterior alterations, or related construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and compatible with the historic materials, features, sizes, scales, proportions, and massing to protect the integrity of the property and environment.

The new additions included in the proposed project have been designed with generous setbacks from the retained historic buildings and new construction will be set back a minimum 10' from primary retained façades and 5'6" from secondary retained façades at the ground floor. The tiered vertical additions include a substantial set back of 37' starting at the 5th story. The design of the additions ensures that they read as separate and contemporary elements from the historic buildings.

The horizontal addition at the south and west façades of 324-350 Alhambra Blvd will be clad in gray brick veneer that references the adjacent historic red brick material but will be visually differentiated as new construction. The materials of the vertical additions of 320 and 324-350 Alhambra Blvd will be a neutral palette of corrugated metal and cement plaster that references the industrial character of the historic buildings, while also reading as contemporary construction. The material changes of the vertical additions also help to visually break up the massing of the new construction. As described above, the proposed project complies with Standard 9.

Rehabilitation Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired

The proposed vertical alterations to 320 and 324-350 Alhambra Blvd are not reasonably reversible, as a new six-story building would be constructed above the retained historic buildings. The additions are set back sufficiently from the historic buildings to allow them to read as separate elements from the new construction. The construction of the upper-story and rear additions would require the removal of portions of both building's historic roof planes and the non-contributing west façade of 324-350 Alhambra Blvd. In the unlikely event that the vertical and horizonal additions were removed in the future, the overall form and integrity of 320 Alhambra and the contributing portions of 324-350 Alhambra Blvd would be retained. As such, the project complies with Standard 10.

Summary

Overall, the project retains the majority of the character-defining features of 320 and 324-350 Alhambra Blvd and complies with the Standards. As currently proposed, the project complies with Standards 1 through 10.

CEQA Analysis

Project-Specific Impacts

This section analyzes impacts related to historical resources for the proposed project. It describes the methods used to determine the impacts of the proposed project and lists the criteria used to conclude whether an impact would be significant. The applicable regulation for the proposed project with regards to effects to historic properties is contained in the CEQA Guidelines 15064.5(b):

> (b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.
>
> > (1) A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

The significance of a historical resource is materially impaired if a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that justify its inclusion in, or eligibility for, the CRHR, and/or a local register of historical resources (CEQA Guidelines 15064.5(b)(2)(A-C)). Adverse effects shall be considered mitigated to a level of less-than a significant impact for historical resources if a project follows the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (Grimmer and Weeks 1995).

Impact Evaluation

This HRE identified two historical resources in the CEQA Study Area, the original buildings associated with the former Pureta Sausage Factory at 320 and 324-250 Alhambra Blvd. These buildings were previously determined to be eligible for listing in the CRHR under Criterion 1 for their association with the Pureta Sausage Co., a major regional wholesaler, distributor, and manufacturer of processed meats in Sacramento and the

greater regional, as a vital component of the region's business evolution and history during the period of significance from 1926 to 1935.

The proposed project would retain the majority of the character-defining features of the former Pureta Sausage Factory at 320 and 324-350 Alhambra Blvd to accommodate new residential construction. Per the analysis above, the proposed project complies with the Standards. The project as currently proposed would not cause a substantial adverse change in the significance of the historical resource as defined in CEQA Guidelines section 15064.5 and the buildings would be able to convey their significance under Criterion 1 after implementation of the proposed project. Based on the information presented in this document and in applying CEQA Guidelines 15064.5(b), Groundwork finds that the proposed project would result in a Less-Than-Significant Impact on historical resources.

V. References

ESA. "Pureta Sausage Factory Memorandum," by Amber Grady. Sacramento, California, June 28, 2022.

Historic Environment Consultants. "DPR-523 Form for 320-350 Alhambra Blvd," by Paula Boghosian. Sacramento, California, July 2016.

HRGA. "Alhambra Redevelopment: 324 Alhambra Boulevard." Sacramento, California, September 25, 2024.

HRGA. "Project Narratives – Alhambra Redevelopment." August 13, 2024.

VI. Preparers' Qualifications

Gretchen Hilyard Boyce (B.A. Architectural History, University of Virginia; M.S. Historic Preservation, University of Pennsylvania) is a Principal Cultural Resource Specialist with Groundwork Preservation LLC and meets the *Secretary of the Interior's Professional Qualifications Standards* for Architectural History and History. Ms. Boyce has over 20 years of specialized experience in architectural history, historic preservation, and cultural landscapes. Ms. Boyce's work has focused on California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), National Register, and NHPA Section 106 cultural resources assessments throughout California.

Ettienne LeFebre is an Associate Cultural Resources Historian with Groundwork Preservation LLC. She holds a master's degree in public history from Sacramento State University, with a focus in historic preservation and cultural resources management, and a bachelor's degree in History from Sacramento State University.

VII. Appendices

- **Appendix A**: State of California, Department of Parks and Recreation Form prepared by Historic Environment Consultants for 320-350 Alhambra, Blvd, Sacramento, CA. July 2016.
- **Appendix B:** Pureta Sausage Factory and Distribution (320-350 Alhambra Blvd), Character-Defining Features Memo prepared by ESA, June 28, 2022.
- **Appendix C:** Owner/Occupant Tables

Appendix A: State of California, Department of Parks and Recreation Form prepared by Historic Environment Consultants for 320-350 Alhambra, Blvd, Sacramento, CA. July 2016.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 8 **Resource Name or #:** 320-350 Alhambra Blvd.
P1. Other Identifier: Pureta Suasage Factory and Distribution
***P2. Location: *a. County:** Sacramento
b. Address: **City:** Sacramento **Zip:** 95816
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#**: 003-0112-021, 017, 018, 020
***P3a. Description:**

The property includes lots 2, 3, 4, 5, 6, 7, and the northeastern three quarters of lot 8 on the block surrounded by Alhambra, 30th, C and D Streets. The buildings on these lots are one and two stories, surfaced with textured brick, and cumulative. Two wood frame houses located on the south half of lot 1 are included in the proposed project but evaluated on their respective 523 forms.

The first building on the site was the one story flat-roofed rectangle on the north side of the alley that bisects the two major structures on the property, built in 1926. The north elevation is a blank brick wall. The east elevation contains a narrow window and four banks of multi-paned metal sash windows, two with 24 lights and two with 36 lights, extending across the elevation beneath a shallow raised section of the roof parapet. The south elevation of this building contains a garage door opening and two multi-paned metal frame windows. A small brick-surfaced wing projects at right angles at one story height to the southern and a rectangular concrete block rises above it to the west. This one and two story concrete and concrete block structure contains one tall and one standard height roll up garage-type doors, a standard door and two small windows. This is the only structure in the complex not surfaced with brick, and is apparently not original. A metal-enclosed conveyor belt structure extends from the second floor of this building, over the paved alley, to the larger factory/office building to the south.

(Please see Continuation sheet)

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: View to the northwest
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1926-27
***P7. Owner and Address:**

Sacramento, CA
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
July 2016
***P10. Survey Type:**
Intensive
P11. Report Citation*: none

***Attachments:** ☐NONE ☐
Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record
☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List)

*These items consist of required information.

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code:** 5S2

***Resource Address:** 320-350 Alhambra Blvd

B1. Historic Name: Pureta Sausage

B2. Common Name: Maryann's Bakery

B3. Original Use: Sausage manufacture/distribution **B4. Present Use:** Vacant

***B5. Architectural Style:** vernacular light industrial/commercial

***B6. Construction History:** The first building of the complex was built in 1926, on the north side of the paved alley. There were three additions to the plant in its first five years. By the late 1930s the company occupied the east ¼ of the property on the south side of the alley. By 1941 the company was starting its seventh addition. An estimate of the major stages of construction is on the map on page 6. The many smaller stages are hard to discern.

***B7. Moved?** ■**No** □**Yes** □**Unknown** **Date:** **Original Location:**

***B8. Related Features:** The property is comprised of two elements; the freestanding earliest building, and a nearby expanded structure comprised of six buildings. There are two house on the north side of the alley on 30th Street.

B9a. Architect: unknown **b. Builder:** Holdener Construction Co. did most of the additions between 1940-1965

***B10. Significance: Theme:** Agribusiness/meat packing and processing **Area:** East Sacramento

Period of Significance: 1927-1969 **Property Type: industrial, commercial** **Applicable Criteria:** A, i: events

Historical Overview

The Pureta Sausage Company was founded in 1927 in Sacramento by Alfred Zehnder, Joseph Reichmuth and Herman Zimmermann. It was first located in the building at 316 Alhambra (now 320). Pureta grew rapidly and was continually adding on to its existing buildings, buying new land, and adding new buildings. There were three additions to the plant in its first five years. During this period of rapid growth, a 1931 article in the Sacramento Bee [Sept. 26, 1931] noted that the *"…slaughtering and meat packing business, the capital city's third ranking industry in the value of output, the sausage division has been enjoying a remarkable growth in the past two or three years."* Pureta was one of four local sausage makers mentioned in that Bee article. The company was only four years old at the time.

(Please see Continuation Sheet)

B11. Additional Resource Attributes: HP6

***B12. References:**

Armstrong, Lance, *Sausage City*, Valley Community Newspapers, May 22, 2015
Sacramento Bee and Union as indicated
Sacramento City Building Permits
Sacramento County Assessors Data
Sanborn Fire Insurance Maps 1915-1951
Thomas Brothers Maps 1937-41

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** July 8, 2016



(This space reserved for official comments.)

*These items consist of required information.

Description: (continued)

A large mostly brick-surfaced additive building stands to the south across the paved alley from the first building. This building has received a series of ground floor additions and the addition of a partial second floor from about 1935 to 1977. There appear to be at least four different brick surface materials and the concrete second floor wall on the alley. The building's north elevation includes a concrete second floor section, probably 1935-1940, on the east end and extends down the alley to the west as a one story structure with at least two additions, one of brick and one concrete, probably dating between 1940 and 1942. Fenestration along this elevation from east to west includes from the east at Alhambra, a two-car wide garage opening with metal rollup doors below the three second floor windows of which two are large, square and single pane, a one story shorter section of brick with three tall narrow, metal-framed multi-paned windows, adjacent to a longer concrete wall with two windows like those in the adjacent brick section, two smaller windows, a doorway beneath a projecting canopy, another small window, and four identical window openings filled with glass block. This last section of the north elevation was apparently built in 1942.

The west end of the north elevation contains a flat metal canopy above service door and garage door entries in a stucco-surfaced west end of the northern wall. The west wall contains a painted sign for Mary Ann's Bakery on a stucco surface with no windows or doors. This wall is the west wall of a boxlike wing projecting to the west. Next to this wing stands a small garage, and a small commercial building on the corner, neither one of which is part of this same complex.

The south elevation of the Sausage factory building continues on Alhambra on the east side of the small commercial flag store with a continuous brick one-story façade, shallow cornice projection, and simple linear wall design with a pattern of projecting brick. From west to east there are three large differently sized metal rollup garage doors, a standard door beneath a metal canopy frame, a central two story section surfaced with brick, two standard metal doors and two square shop windows beneath a building sign that says "Tea Shop." The additional second story section ends here. . Next there is a standard metal door, and, almost to the angled corner, another. This south elevation façade serves two buildings, one from 1950 and one from 1959.

The one and two story rectangular building holding the public entry and extending from D Street to the alley off of Alhambra was built betwee1935 and 1940. The angled corner entry contains a double metal door, and there is another square window around the corner on the east elevation. A canopy frame covers the corner entry and a few feet on either side. There is a section of brick beneath the window on the east that is lighter in color, either infill of an opening or covering graffiti. A section of wall a little further north appears to have experienced graffiti. The next section contains the second story portion on the east elevation which contains eight single pane fixed windows above another metal door with canopy, a section of wood planks applied to the brick, and a standard door. The elevation then ends at the paved alley on the north end of this building.

Alterations include the application of a section of wood siding to a small portion of the brick wall on the east elevation near the alley when a small portion of the complex was rented to another business. Other alterations include the addition of minor functional elements contributing to meat packing and distribution over time, and later bakery functions of the complex.

A small portion of the complex is not 50 years of age and was added for the bakery use and not the Pureta Company's activities.

B10. **Significance** **(**Continued)

By 1940, the owners of the company were Zehnder, George E. Wurster, A.C. Jacobs, Joseph F. Enos, Anton Holly and Frank Linggi, Jr. At that time, a Sacramento Union article [Feb. 23, 1940] recognized the Pureta plant as, *"…one of the most modern (plants) of its kind on the Pacific Coast."* By that time, Pureta had around 110 employees, a fleet of 27 refrigerated trucks and five automobiles for its sales force. It also had offices in Redding, Chico, Modesto, Oakland and Santa Rosa. The company's product line-up included: sausage, frankfurters, bologna, salami, smoke bratwurst, liverwurst and head cheese.



Figure 1- This 1930s photograph shows the remarkable growth of the Pureta Sausage Co. It shows a fleet of distribution trucks and at the far end, a fleet of cars for the sales force. Lance Armstrong Collection.

In 1941 Pureta began the seventh addition to its complex. They spent $75,000 adding some 13,000 square feet of space. The business had expanded its fleet to 33 vehicles and it employed up to 140 people during its peak season. [Sacramento Union, July 20, 1941]. The Chamber of Commerce Directory of Industries for 1941, listed Pureta as one of the largest wholesale distributors in Sacramento. The company was distributing its products throughout Central and Northern California.

A 1948 obituary for part-owner George Wurster named Pureta Sausage Co. as "…one of the largest firms of its kind on the Pacific Coast." [*Sacramento Bee*, August 28, 1948]. By 1957 Pureta had expanded its truck fleet to 50, was employing up to 200 people in peak season, and was processing about 2 million pounds of meat per month. [Armstrong]

In 1959 Pureta ran an advertisement in the *Sacramento Bee* announcing the Gold Medals for quality that its product had won the recent California State Fair.

A 1963 article in *The Bee* [May 26, 1963] announced that Pureta was expanding its market into the SF Bay region. At the time, the company employed about 225 people and a company official said that it *"…was one of the largest and most modern sausage plants on the Pacific Coast."*

.

Pureta's strength as a regional meat product distributor caught the attention of a national company, Hygrade Food Products, that purchased Pureta in 1964 [Bee, April 26, 1964]. Hygrade won a competition in 1959 with a new frank and became the exclusive hot dog for the Detroit Tiger's baseball stadium. The new product proved to be very popular with Tiger fans and they were soon selling briskly in grocery outlets. To expand its market penetration Hygrade purchased Pureta to make and distribute their new Ball Park franks in Northern California. The new franks were sold in local and regional supermarkets under the name "Pureta, Ball Park Franks."



Center for Sacramento History



At the time of its purchase, the Pureta Sausage Co. had sales distribution and warehouse facilities in: Vallejo, Santa Rosa, Fresno, Modesto, San Jose and Chico. As is common in this type of acquisition, the most important asset to the purchaser is the sales and distribution network. Establishing such a system from scratch is very costly and could take many years. Hygrade made a smart moving in purchasing an existing wholesaler with a good reputation. It was also just a matter of time before there would be a production consolidation and the Sacramento plant was phased out and closed in 1969 [Sacramento Bee, March 6, 1969].

The Pureta plant was not vacant for long and was soon reopened in 1970 as Mary Ann's Baking Company. Mary Ann's was founded by a Greek immigrant, Andrew Demas. Demas was a popular and well known man in the Greek community in Sacramento. In the 1970s he turned the company over to his three sons. The Bakery was very successful and employed up to 170 people [Bee, June 23, 2002]. In 2004 Mary Ann's moved to a new facility on Power Inn Road [Bee, Nov. 5, 2015].

The Pureta Sausage Company was an important Sacramento-based company that had its roots in the Valley's agribusiness history. It was a major regional wholesaler/distributor and manufacturer of processed meat products for more than 40 years. Meat packing was at one time one of Sacramento's top industries and Pureta was one of its leading companies. It was also recognized as a major player in the wholesale distribution industry by the Sacramento Chamber of Commerce. Pureta was also recognized for its prominence in its industrial niche on the Pacific Coast. The Pureta Sausage Company and its production plant on Alhambra Blvd. are significant historic resources as part of the region's agribusiness industry in general and specifically meat packing and processing. Its success in the region made it a prime candidate for acquisition by a company expanding into national distribution channels and it played a role in spreading the popularity in this region of an iconic national food brand: Ball Park Franks

As such, the Pureta Sausage Company.property appears to meet California Register of Historical Resources criteria b(1); "It is associated with events that have made a significant contribution to the broad patterns of local or regional history." A small portion of the complex was constructed in 1977 and is not yet 50 years old. California Register criteria do not require that eligible properties be 50 years of age.

The former Pureta Sausage Co. also appears eligible for listing in the Sacramento Register of Historic and Cultural Resources under criteria a.(i), due to its association "with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation." The Pureta Sausage Company served as a vital component of the region's business evolution and history.



Figure 2 - The two-story portion of the building, just south of the alley.



Figure 3 - Panorama showing southeast corner of the building complex.



Figure 4 - Sitting on the north side of the alley, 320 Alhambra Blvd. was the original building and was numbered 316.



Figure 5 - Estimated Construction Dates

Appendix B: Pureta Sausage Factory and Distribution (320-350 Alhambra Blvd), Character-Defining Features Memo prepared by ESA, June 28, 2022.

ESA

2600 Capitol Avenue
Suite 200
Sacramento, CA 95816
916.564.4500 phone
916.564.4501 fax

esassoc.com

memorandum

date	June 28, 2022
to	Danielle Parrella, Gateway Development Company
cc	
from	Amber Grady, ESA
subject	Pureta Sausage Factory and Distribution (320-350 Alhambra Blvd.) Character-Defining Features Memo

The subject property at 320-350 Alhambra Boulevard, Sacramento (APNs 003-0112-021, -017, -018, and -020) includes two buildings formerly associated with the Pureta Sausage Factory. In 2016, the subject property was evaluated for historic significance and recommended eligible for the California Register of Historical Resources under Criterion 2 and for listing on the Sacramento Register of Historic and Cultural Resources for its association with the Pureta Sausage Co. as a "vital component of the region's business evolution and history."[1] As such the Pureta Sausage Factory is a historical resource for the purposes of CEQA. The City of Sacramento's Preservation Director, Sean deCourcy, has reviewed the 2016 evaluation and has concurred with the finding of significance and identified that the portions of the site built between 1926 and 1935 are the contributing elements. Gateway Development Company has hired ESA to identify the character-defining features of this resource to inform potential redevelopment of the subject property. ESA's efforts have been confined to those portions of the site constructed between 1926 and 1935 as those are the portions that contribute to the subject property's historical significance. In the preparation of this Character-Defining Features Memo, ESA reviewed the 2016 DPR523 forms prepared by Paula Boghosian of Historic Environment Consultants and conducted a site visit with city staff. An assessment of structural integrity or any aspects of the building(s) as it relates to the financial feasibility of rehabilitation is outside of the scope and not provided by ESA.

Character-Defining Features

There are two buildings on the subject property that were constructed between 1926 and 1935. The following provides an overall description and a list of the character-defining features of each building.

1 Historic Environment Associates. *320-350 Alhambra Blvd. Department of Parks and Recreations 523forms*, 2016, page 6.

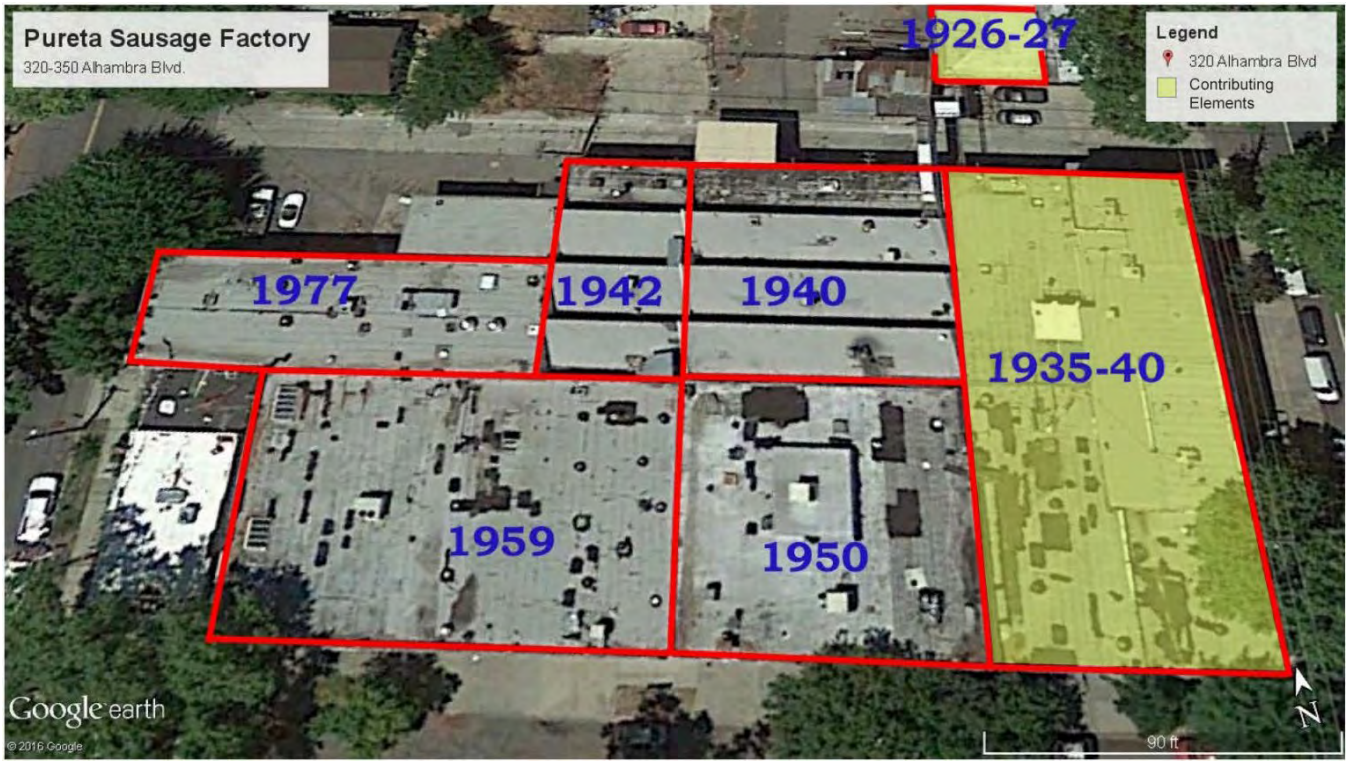


Figure 1, Historic Pureta Sausage Company Factory Site, (Historic Environment Consultants, 2016)

1926 Building (APN 003-0112-018)

The 1926 Building is located north of Chinatown Alley, which bi-sects the subject property. It is a brick, one-story building with a rectangular footprint that fronts Alhambra Boulevard. The east façade abuts the public sidewalk. The site is paved to north, west, and south of the building. The roof is a double dutch gable with a parapet wall. The east (primary) façade (**Figure 2**) is symmetrical and includes four, multi-paned, metal framed windows and is sheathed in a raked brick cladding that differs from the structural masonry construction (**Figure 3**). The patterning of the brick on the east façade includes a row of header bricks spanning the the full length of the façade over the windows, spans of header bricks at the sill of each window, and a row of header bricks topped by a soldier course at the top of the parapet wall at the roof line. The south façade includes two metal-framed, multipane windows, a large roll up metal door, and a single pedestrian door (**Figures 4 and 5**). Portions of the south and west facades are covered by a brick and concrete addition (**Figures 4-6**). The remainder of the west façade includes a large roll up metal door (**Figure 6**). The north façade is a blank brick wall with no openings (**Figure 7**). See **Figures 2-7** for images of the 1926 building.

Character-defining features:

- Brick construction
- One-story massing
- Parapet wall
- Brick pattern (east façade)
- Six multi-paned, metal framed windows (four on the east façade and two on the south facade)



Figure 2, East (Primary) Façade, ESA 2022



Figure 3, East (Primary) Façade, window detail, ESA 2022



Figure 4, South Façade (West End), ESA 2022



Figure 5, South Façade (East End), ESA 2022



Figure 6, West (Rear) Façade, ESA 2022



Figure 7, North Façade, ESA 2022

1935 Building (APN 003-0112-020)

The 1935 Building is located south of Chinatown Alley, which bi-sects the subject property. It is a brick, one- and two-story building with a rectangular footprint that fronts both D Street and Alhambra Boulevard. The building abuts the public sidewalk on the east and south. The east and south facades are considered the primary facades. The west façade of the original 1935 portion of the building has been completely enclosed since 1950 addition was completed. The 1940 and 1950 additions to the west run the full length of the building. Flat roofs cover both the one- and two-story portions of the building. The south façade includes a window opening, a single pedestrian door opening, and a larger opening that extends to the sidewalk; all remaining openings are boarded up with many previous openings infilled with a lighter color brick (**Figures 8-10**). The primary entry is located on the southeast corner (**Figure 11**). Both the south and east facades have street frontages and are considered primary facades (**Figures 8-13**). The east façade includes two window and three door openings on the first floor; all are boarded up (**Figures 12 and 13**). The second floor includes nine original window openings with replacement windows (**Figures 12 and 13**). Horizonal and diagonal wood siding has been added to the north end of the east façade (**Figure 13**). The north façade fronts China Alley and is brick on the first floor and stucco on the second floor (**Figures 15 and 16**). The first floor includes two large metal, roll-up doors; two pedestrian doors; and three multi-paned, metal framed windows (**Figures 15 and 16**). The second floor includes two aluminum framed windows; one one-over-one wood framed window; and five vents (**Figure 14**). See **Figures 8-16** for images of the 1935 building.

Character-defining features:

- Brick construction
- One- and two-story massing
- Parapet wall
- Brick pattern (east and south façades)
- Clipped corner entry (southeast corner)
- Three multi-paned, metal framed windows (north façade)

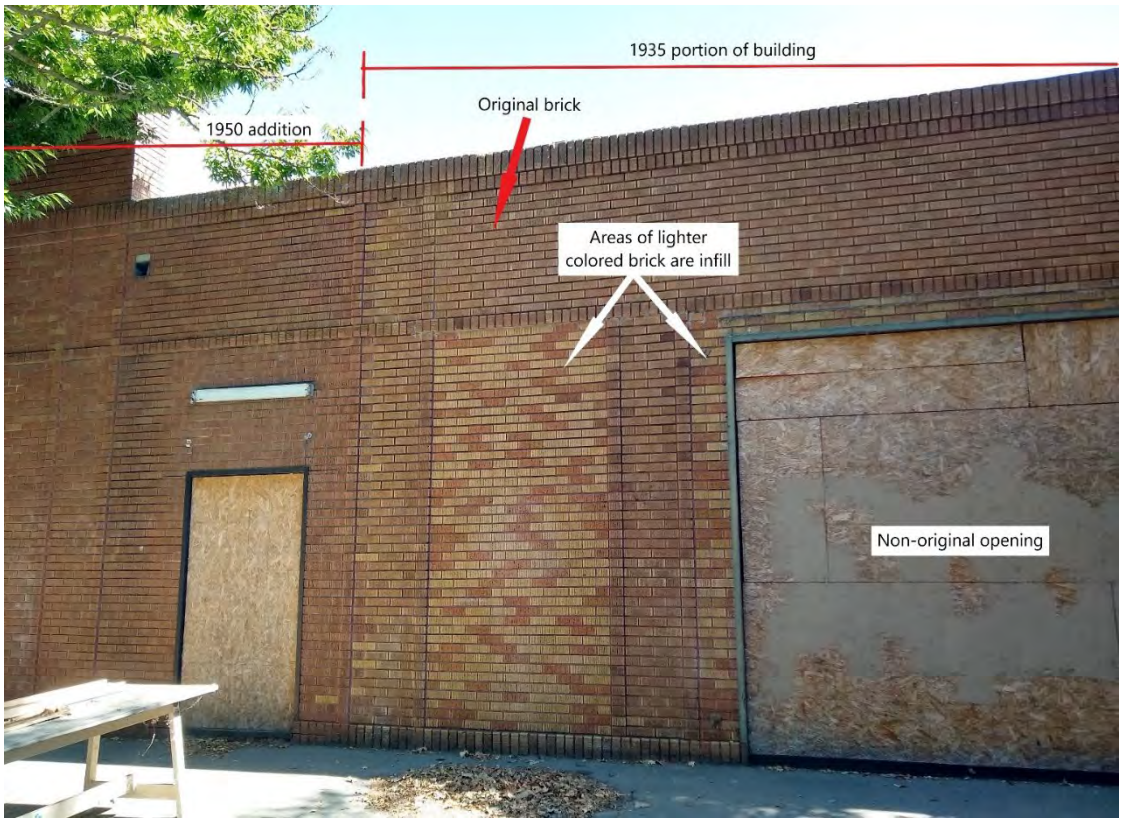


Figure 8, South Façade (West End), ESA 2022



Figure 9, South Façade, ESA 2022

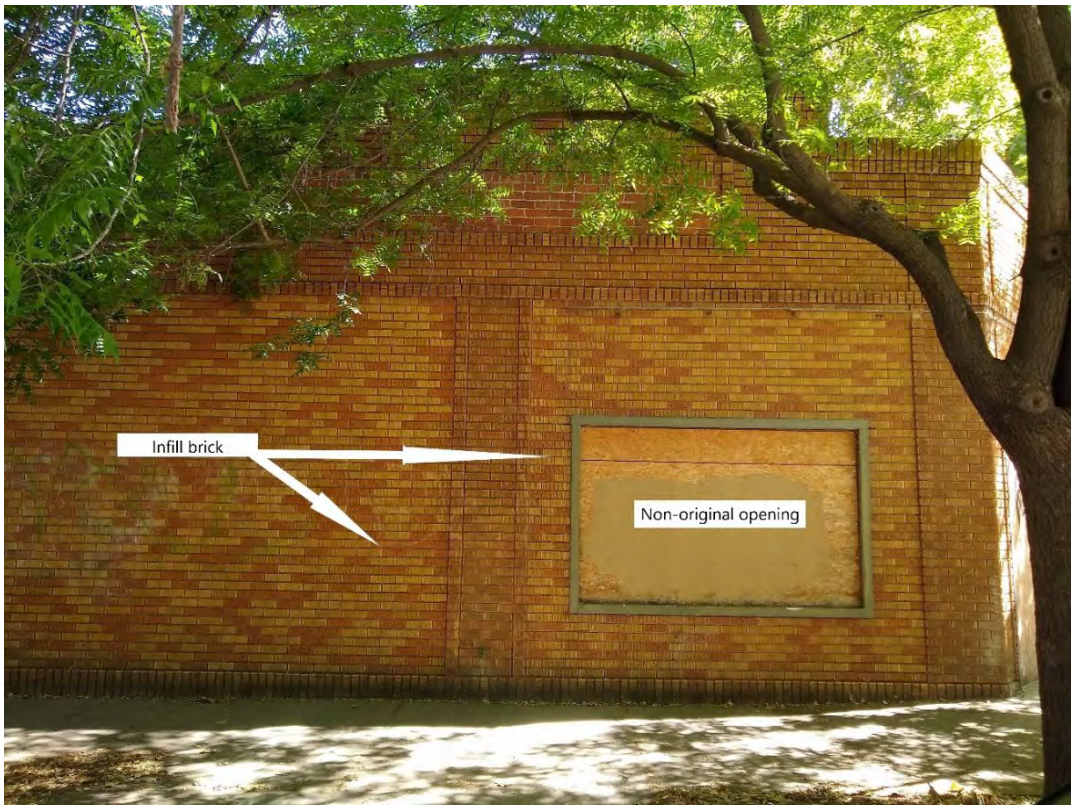


Figure 10, South Façade (East End), ESA 2022



Figure 11, Southeast Corner, ESA 2022



Figure 12, East Façade, ESA 2022



Figure 13, East Façade (North End), ESA 2022



Figure 14, East and North Facades, ESA 2022



Figure 15, North Façade (West End), ESA 2022



Figure 16, North Façade (West End), ESA 2022

Appendix C: Owner/Occupant Tables

311 30th Street - Ownership History

Year(s)	Owner	Source
1922	C.F. Peterson	Sacramento Building Division
1922-ca. 1924	J.H. Shepard	Polk's 1922-1924 Sacramento City Directory
Ca.1924-ca.1929	Unknown	
Ca. 1929-ca. 1932	J.B. Wilson	Polk's 1929-1932 Sacramento City Directory
1932-1945	Unknown	
1945-ca.1959	Woodrow W. McDaniel and Beulah McDaniel	Polk's 1945-1959 Sacramento City Directories; "Mother, Daughter Fight; Mother Is Jailed," *The Sacramento Union*, September 29, 1945
Ca. 1959-1976	Unknown	
1977	Dain Etux Domich Jr.	Sacramento Assessor's Office
1977-1980	Keith W. Etux Buchanan	Sacramento Assessor's Office
1980-1983	Terry T. Ketchum and Emily M. Ketchum	Sacramento Assessor's Office
1983	Emily M. Ketchum	Sacramento Assessor's Office
1983-1986	Norm E Williams and Nancy Marie Williams	Sacramento Assessor's Office
1986-1992	Nancy Marie Williams	Sacramento Assessor's Office
1992-2006	Nancy Carrari	Sacramento Assessor's Office
2006-2007	McKinley Place Sacramento LLC	Sacramento Assessor's Office
2009-Present	George Demas	Sacramento Assessor's Office

311 30th Street - Occupant History

Year(s)	Occupant	Source
1922-1924	J.H. Shepard	"A Classy Home Open Sunday For Inspection," *The Sacramento Bee*, May 6, 1924; Polk's 1923-1924 Sacramento City Directories
1925	J.E. Merriam	Polk's 1925 Sacramento City Directory
1926-1928	Unknown	
1929-1932	Mr. and Mrs. J.B. Wilson	Polk's 1929-1932 Sacramento City Directories; "Driver Of Car Which Injured Woman Sought," *The Sacramento Bee*, June 24, 1930
1933	Vacant	Polk's 1933 Sacramento City Directory
1934-1940	King E. and Ollie F. Connor	Polk's 1934-1940 Sacramento City Directories

1941	Alfred Parsons	Polk's 1941 Sacramento City Directory
1942-1943	James K. and Dorthea Mace	Polk's 1942-1943 Sacramento City Directories
1944	Unknown	
1945-1958	Woodrow W. McDaniel and Beulah McDaniel	Polk's 1945-1948 Sacramento City Directories
1959	Unknown	
1960	Irene Zehnle	"Recruit Training Is Given," *The Sacramento Bee*, February 1, 1960
1961-1964	Wallace A.J. Lereaux	Polk's 1961-1964 Sacramento City Directories
1965	James and Darleta Kephart	Polk's 1965 Sacramento City Directory
1966-1972	Frank Lasecki	Polk's 1966-1972 Sacramento City Directories
1973	Virgil E Stewart	Polk's 1973 Sacramento City Directory
1974	Virgil E Stewart or Hazel E Stewart	Polk's 1974 Sacramento City Directory
1975-1977	Hazel E Stewart	Polk's 1975-1977 Sacramento City Directories
1978-1980	K.W. Buchanan	Polk's 1978-1980 Sacramento City Directories
1981-1982	Terry Ketchum	Polk's 1981-1982 Sacramento City Directories
1983	Unknown	
1984	Vacant	Haines 1984 Sacramento City and Suburban Directory
1985	Unknown	
1986-1990	Vacant	Haines 1984-1990 Sacramento City and Suburban Directories
1991-1993	Unknown	
1994-1996	Vacant	Haines 1994-1996 Sacramento City and Suburban Directories
1997-2006	Nancy Carrari	Haines 1997-2006 Sacramento City and Suburban Directories
2007-2008	Vacant	Haines 2007-2008 Sacramento City and Suburban Directories
2009-2019	George Demas	Haines 2009-2020 Sacramento City and Suburban Directories
2020	Chester Ross	Haines 2019-2020 Sacramento City and Suburban Directory
Ca. 2021-2023	Unknown	
2024	Vacant	

311 30th Street - Permit History

Date	Owner	Contractor	Purpose
2/1/1922	C.F. Peterson	Owner	Application for Permit to Build

3000 C Street - Ownership History

Year(s)	Owner	Source
1925-1952	Percy L. Philips	Polk's 1926-1952 Sacramento City Directories; "Building Permits," *The Sacramento Union*, April 17, 1925
1952-1958	Elizabeth Philips	Polk's 1952-1958 Sacramento City Directories; "Percy L. Phillips," *The Sacramento Bee*, November 3, 1952
1959-ca.1961	Unknown	
1961	Brand & Hullen Jones	Sacramento Building Division
Ca. 1962-ca. 1981	Unknown	
1981-2006	Nick and Victoria Luna	Sacramento Building Division, Haines 2000-2008 Sacramento City and County Directories
2006-2019	Luna Family Trust	Sacramento Assessor's Office
2019	Timothy Patrick Swanston and Elizabeth Romo-Swanston	Sacramento Assessor's Office

3000 C Street - Occupant History

Year(s)	Occupant	Source
1925-1958	Percy L. Philips (until death in 1952) and Elizabeth Philips	Polk's 1926-1952 Sacramento City Directories; "Building Permits," *The Sacramento Union*, April 17, 1925
1957-1977	Edna Weightman	Polk's 1957-1977 Sacramento City Directories
1978	Vacant	Polk's 1978 Sacramento City Directory
1979	Unknown	
1980	Vacant	Polk's 1980 Sacramento City Directory
1979-1981	Unknown	
1982	Vacant	Polk's 1982 Sacramento City Directory
1983	Unknown	
1984	Vacant	Haines 1984 Sacramento City and Suburban Directory
1985	Unknown	
1986-87	Vacant	Haines 1986-87 Sacramento City and Suburban Directories
1988-2018	Not Listed	Haines 1988-2018 Sacramento City and Suburban Directories

2020-Present	Unknown	Haines 2019-2020 Sacramento City and Suburban Directory

3000 C Street - Permit History

Year	Owner	Contractor	Scope of Work
2/1/1933	Elizabeth Philips	A.L. Johnson	Illegible (The word "Installation" is decipherable)
3/22/1961	Brand & Hullen Jones	Orchard Supply Co.	Repair termite and rot damage to dwelling
7/22/1981	Nick and Victoria Luna	Owner	Electrical (Change Service)
1/13/1999	Nick and Victoria Luna	NA	Reroofing
3/27/1999	Nick and Victoria Luna	Annie Henderson (Allstate)	PG&E Meter Moved

301 30th Street - Ownership History

Year(s)	Owner	Occupant
1925-1952	Percy L. Philips	Polk's 1926-1952 Sacramento City Directories; "Building Permits," *The Sacramento Union*, April 17, 1925
1952-1958	Elizabeth Philips	Polk's 1952-1958 Sacramento City Directories; "Percy L. Phillips," *The Sacramento Bee*, November 3, 1952
Ca.1955-1957	Unknown	
1957-1961	William H. and Connie Brooks	Polk's 1957-1961 Sacramento City Directories
1961	Brand & Hullen Jones	Sacramento Building Division
Ca. 1962-1981	Unknown	
1981-2006	Nick and Victoria Luna	Sacramento Building Division, Haines 2000-2008 Sacramento City and County Directories
2006-2019	Luna Family Trust	Sacramento Assessor's Office
2019	Timothy Patrick Swanston and Elizabeth Romo-Swanston	Sacramento Assessor's Office
2019-Present	John Demas	Sacramento Assessor's Office

301 30th Street - Occupant History

Year(s)	Occupant	Source
1925-ca.1933	Percy L. and Elizabeth Philips	Polk's 1926-1952 Sacramento City Directories; "Building Permits," *The Sacramento Union*, April 17, 1925; "Building Permits," *The Sacramento Union*, April 17, 1925
1934	James C. Eakes	Polk's 1934 Sacramento City Directory
1935-1936	Mrs. E.H. Eakes and A.J. Kingman	Polk's 1935-1936 Sacramento City Directories
1937	L.V. Gordon	Polk's 1937 Sacramento City Directory
1938	Mr. and Mrs. Joe Hamon	Polk's 1938 Sacramento City Directory; "Congratulations," *The Sacramento Union*, January 15, 1938
1938-1939	Mr. and Mrs. A.L. Sarmento	Polk's 1938-1939 Sacramento City Directories; "Collision Sends Six Students To Hospital," *The Sacramento Union*, November 14, 1938

1939-1940	Mr. and Mrs. Stephen M. Sherlich	Polk's 1939-1940 Sacramento City Directories; "Congratulations," *The Sacramento Union*, November 25, 1939
1941	E.A. Spalding	Polk's 1941 Sacramento City Directory
1942	Richard McDonald	Polk's 1942 Sacramento City Directory
1943	O.M. Bradford	Polk's 1943 Sacramento City Directory
1944	Unknown	
1945-1947	Mr. and Mrs. Richard H. McDonald	Polk's 1945-1947 Sacramento City Directories; "Mrs. Mendoth honored At Stork Shower," *The Sacramento Union*, March 24, 1945
1948	Unknown	
1949	W.T. Cippa	Polk's 1949 Sacramento City Directory
1950-1951	Unknown	
1952-1955	Otto Minnis	Polk's 1952-1955 Sacramento City Directories; "Otis Minnis," *The Sacramento Union*, June 20, 1955
1956-1960	William H. and Connie Brooks	Polk's 1956-1960 Sacramento City Directories
1961	Johnnie Williams	Polk's 1961 Sacramento City Directory
1962	Unknown	
1963	Adolph Cordova	Polk's 1963 Sacramento City Directory
1964-1972	Ione Marshall	Polk's 1964-1972 Sacramento City Directories
1973-1978	Dena Borba	Polk's 1973-1978 Sacramento City Directories
1979	Unknown	
1980-1981	William Orchard	Polk's 1980-1981 Sacramento City Directories
1982-2003	Simon Carmona	Polk's 1982 Sacramento City Directory, Haines 1984-2003 Sacramento City and Suburban Directories
2004-2008	Nick Luna	Haines 2003-2008 Sacramento City and Suburban Directories
2009-2012	Vacant	Haines 2009-2010 Sacramento City and Suburban Directories
2013-2014	Simon Carmona	Haines 2013-2014 Sacramento City and Suburban Directories
2015-2018	Vacant	Haines 2015-2018 Sacramento City and Suburban Directories

2019	Jaime Tosch	Haines 2019 Sacramento City and Suburban Directory
2019-ca.2020	John Demas	Haines 2019-2020 Sacramento City and Suburban Directory
2021-Present	Unknown	

301 30th Street - Permit History

Date	Owners	Contractors	Purpose
3/22/1961	Brand & Hullen Jones	Orchard Supply Co.	Repair termite and rot damage to dwelling
7/22/1981	Nick and Victoria Luna	Owner	Electrical (Change Service)
1/13/1999	Nick and Victoria Luna	NA	Reroofing
3/27/1999	Nick and Victoria Luna	Annie Henderson (Allstate)	PG&E Meter Moved

3004 C Street - Ownership History

Year(s)	Owner	Source
1925	Niels H. Lund	"Building Permits," *The Sacramento Union*, March 13, 1925
1925-1928	Thomas L. and Bessie E. Roberts	Polk's 1925-1928 Sacramento City Directories
1928-1933	George R. Spence	Polk's 1928-1933 Sacramento City Directories
1934-1937	Unknown	
1938-1979	Sadie Wolfe	Polk's 1938-1979 Sacramento City Directories
1979	John McMillan	Sacramento Building Division
1979-1984	Edna M. Smith and Beulah McDaniel Smith	Sacramento Assessor's Office
1984-1991	Woodrow W. McDaniel and Beulah McDaniel	Sacramento Assessor's Office
1991-2006	Beulah McDaniel	Sacramento Assessor's Office
2006-2010	Beulah V. McDaniel Family Trust	Sacramento Assessor's Office
2010	Lester M. McDaniel	Sacramento Assessor's Office
2010-2024	McDaniel Family Trust	Sacramento Assessor's Office
2024	George A. and Kim L. Demas Revocable Trust	Sacramento Assessor's Office

3004 C Street - Occupant History

Year(s)	Occupant	Source
1925-1928	Thomas L. and Bessie E. Roberts	Polk's 1925-1928 Sacramento City Directories; "Mrs. Bessie E. Roberts Funeral to be Tuesday," *The Sacramento Bee*, December 26, 1927
1929-1932	George Spence	Polk's 1929-1932 Sacramento City Directories
1933-1937	Jack E. Avena	Polk's 1934-1937 Sacramento City Directories; "Twenty Are Hurt Over Week-End In Auto Crashes," *The Sacramento Bee*, September 4, 1933
1937	Bill and Sadie Wolfe	"Congratulations-," *The Sacramento Union*, September 30, 1937
1938-1939	Sadie Wolfe	Polk's 1938-1939 Sacramento City Directories
1940	Jas Ransom	Polk's 1940 Sacramento City Directory

1941	Aurelio Amabisca and Gilbert Amabisca	"Vital Statistics," *The Sacramento Bee*, September 8, 1941; "Pair Admit Burglarizing Office of Cannery Union," *The Sacramento Bee*, November 26, 1941
1942-1943	Sadie Wolfe	Polk's 1942-1943 Sacramento City Directories
1944	Elmer Vernon Peterson	"Forgery Is Charged," *The Sacramento Bee*, January 20, 1944
1944	Edna Newark	"City Briefs," *The Sacramento Union*, October 27, 1944
1945-1979	Sadie Wolfe	Polk's 1945-1979 Sacramento City Directories
1979-ca.1982	John McMillan	Polk's 1979 Sacramento City Directory, Polk's 1980-1982 Sacramento City Directory, Sacramento Building Division
1983-2009	Unknown	Haines 1984-2009 Sacramento City and Suburban Directories
2010	Jack Stephens	Haines 2010 Sacramento City and County Directory
2011	Helen Stephens	Haines 2011 Sacramento City and County Directory
2012	Lester McDaniel	Haines 2012 Sacramento City and County Directory
2013-2017	Unknown	Haines 2013-2017 Sacramento City and Suburban Directories
2018-2019	Jeff Milberger and Jack Stephens	Haines 2018-2019 Sacramento City and Suburban Directories
2020	Jeff Milberger	Haines 2020 Sacramento City and Suburban Directory
Ca. 2021-2024	Unknown	

3004 C Street - Permit History

Date	Owners	Contractors	Purpose
2/28/1979	John McMillan	Owner	Reroofing

315 30th Street - Ownership History

Year(s)	Owner	Source
1925	Burton H. Bill	Polk's 1925 Sacramento City Directory; Sacramento Building Division
1925-ca.1927	C.C. McCabe	Polk's 1925-1927 Sacramento City Directories; "Open for Inspection," *The Sacramento Bee*, October 3, 1925
Ca.1927-1936	Unknown	
1936-1955	Julius Forman	Polk's 1936-1955 Sacramento City Directories
1955-1981	John and Anna Zanich	Polk's 1955-1981 Sacramento City Directories
1981-1982	Jim and Marilyn Burgess	Sacramento Building Division; "315 30th Street," *The Sacramento Bee*, February 2, 1991, Sacramento Assessor's Office Information
1982-1983	Julie C. Hanretty	Sacramento Assessor's Office
1983-1994	Julie C. Hanretty and Donna G. Day	Haines 1998-2003 Sacramento City and Suburban Directories, Sacramento Assessor's Office Information
1995-2003	Julie C. Hanretty	Sacramento Assessor's Office
2003	Demas Enterprises	Sacramento Assessor's Office
2003-2006	George Demas	Sacramento Assessor's Office
2006-Present	Demas Enterprises	Sacramento Assessor's Office

315 30th Street - Occupant History

Year(s)	Occupant	Source
1925-1927	CC McCabe	Polk's 1925-1927 Sacramento City Directories; "Open for Inspection," *The Sacramento Bee*, October 3, 1925
1928-1930	Alice A Brown	Polk's 1928-1930 Sacramento City Directories
1931	Edward Dalton and Alice A. Dalton (nee Brown)	Sacramento Polk's City Directories, "Edward Dalton Marries Alice A. Brown in Reno," *The Sacramento Bee*, June 19, 1930
1932	Shea Clarence	Polk's 1932 Sacramento City Directory
1933	F.J. Boltano	Polk's 1933 Sacramento City Directory

1934-1936	James E. and Ruth Andrews	Polk's 1934-1935 Sacramento City Directories; "Engaged Girl Is Complimented At Bridal Shower," *The Sacramento Bee*, May 25, 1936
1936-1955	Julius and Mary Forman	"Gertrude Forman is Honored Guest at Housewarming," *The Sacramento Bee*, October 21, 1936; Polk's 1937-1955 Sacramento City Directories
1955-1981	John and Anna Zanich	Polk's 1955-1981 Sacramento City Directories, Sacramento Building Division
1981	Unknown	
1982	Gallaghan's Typing Exchange	Polk's 1982 Sacramento City Directory
1983-2003	Julie C. Hanretty	Sacramento Assessor's Office
2004-ca. 2020	Cheryl Uhl	Haines 2003-2020 Sacramento City and Suburban Directories
2021-Present	Unknown	

315 30th Street - Permit History

Date	Owner	Contractor	Purpose
6/17/1925	Burton H. Bill	Owner	Application for Permit to Build
2/21/1955	John Zanich	Ralph Furtado	Remodel Kitchen
4/19/1982	Jim Burgess	Vicari Electric	Electrical Work (Change 60 Amp Fuse)

Preliminary evaluation of the historic significance of the Casa Loma Terrace neighborhood

Historic Environment Consultants May 20, 2025

This report is partly in response to the report produced by Groundwork Preservation LLC for Demas Enterprises on September 27, 2024. The project proposes to put a 6-story apartment complex, covering nearly an entire city block, and having 332 rental units. However, this report also seeks to take a much deeper look at the historic significance of the surrounding neighborhood, primarily Casa Loma Terrace and a few other properties.

This preliminary survey identified an Area of Potential Effect (APE) that needs to be studied to determine what effect this project will have on adjacent historic resources.



Figure 1 – 403 30th Street. Photo by Don Cox (HEC).

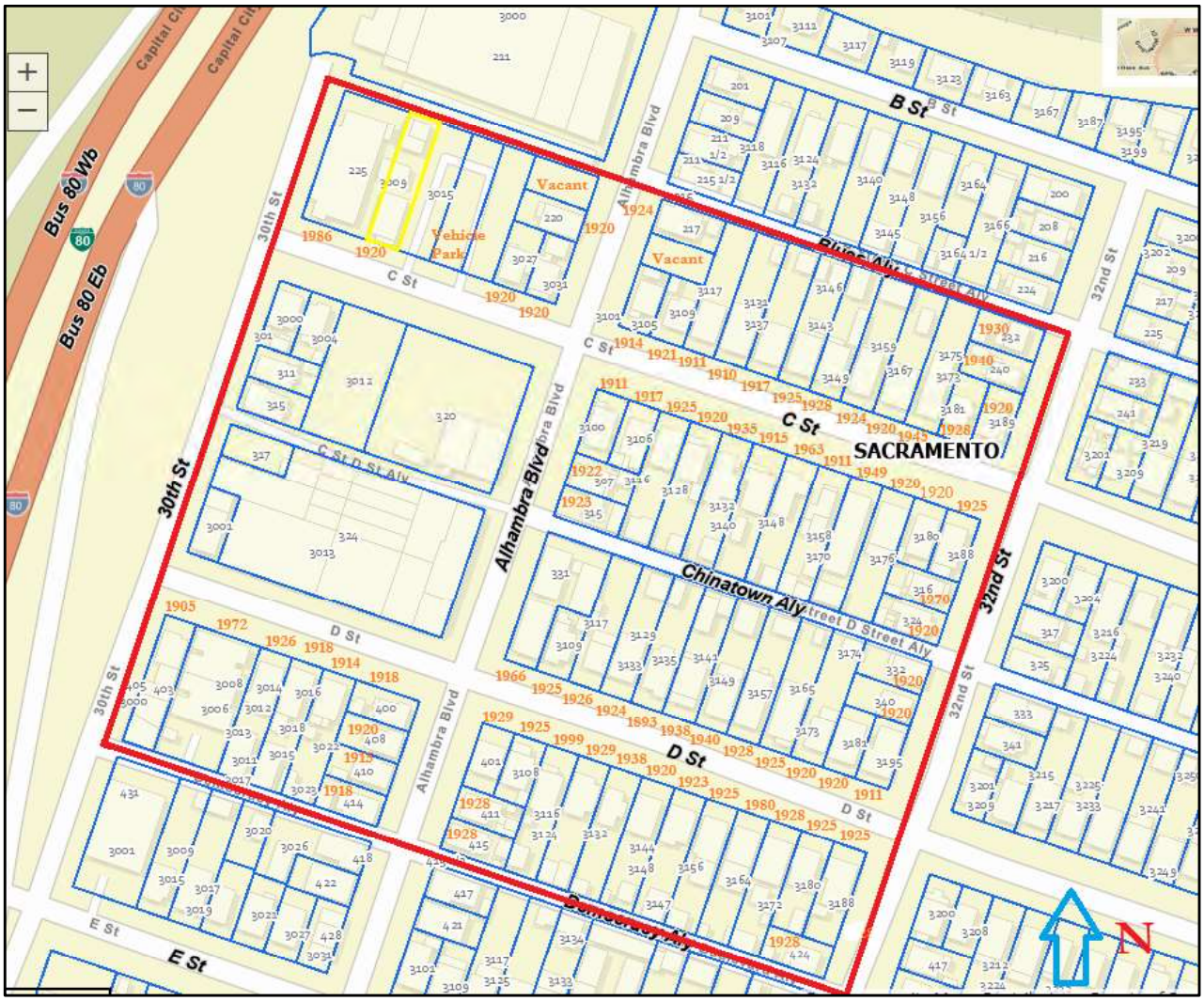


Figure 2 - Area of Potential Effect - Assessor's Map, data provided by HEC

What this preliminary survey intends to show is that this area (the APE) and perhaps all of Casa Loma Terrace is an historic resource.

This report also suggests what is being proposed as "mitigation" for loss of the Pureta Sausage Factory and Mary Ann's Bakery is inadequate.

Casa Loma Terrace

Figure - A handful on Queen Anne houses are mixed in with the later craftsman and period revival cottages. Photo by Don Cox (HEC).



The Casa Loma Terrace development encompasses all the properties from B to E Street and from Alhambra to 33rd Street. In addition, there is a strip of houses on the North side of B Street between Alhambra and 33rd Street. What strikes one during a site visit to the APE is the heavy concentration of one and two-story houses that are Craftsman or Period Revival. Using dates collected from County Assessor's Parcel Viewer reveals that of the 73 housing structures inside the APE, 61 were built before 1930 (84%). Within those 61 housing structures are three Queen Anne houses, two of which predate the development, 403 30th Street (1905) and John Guisto's 1893 house.



Figure 3 – There is a heavy concentration of Craftsman and Period Revival houses throughout the APE, which represents 84% of the housing. Photo by Don Cox (HEC).

The development began after local farmer and rancher John A. Guisto sold his property to the Carmichael Company sometime around 1910. An article appeared in

the Sacramento Bee, on October 15, 1910, p. 12 announcing the opening of the new subdivision. The lots could be reserved, but Carmichael promised he would turn them over to new owners when streets were paved, and curbs and sidewalks were in place. Later that month, Carmichael announced that sales of lots would begin [Bee Oct. 24, 1910, p. 10]. In that ad he mentions, "…some very choice ones have been resold." He concludes the ad with, *"Don't miss this opportunity. You can double your money in two years and perhaps before."* Encouraging this kind of speculative buying was not a good idea. It had been experienced in other developments and proved to slow down the building process. Oak Park was one example [Survey of Oak Park, Historic Environment Consultants, 2007]. Some developers later employed the tactic of placing a minimum cost for houses that could be built, as well as the expectation that building would commence within an established time frame. If building had not begun, the developer retained the right to reclaim the property [HEC National Register Nomination, Montgomery Way]. This may explain why so many homes in Casa Loma Terrace were built in the 1920s rather than in the teens.



Figure 3 - Daniel Carmichael. Photo from Willis, p. 444..

At about the same time Casa Loma Terrace was developing, Carmichael was selling 10-acre home-and-farm parcels in his signature development, Carmichael Colony. It was composed of 4,000 acres of the former Rancho San Juan Land Grant [Reed, p. 813]. The large, suburban district in eastern Sacramento County that bears his name now has an estimated 80,000 residents in a 15.5 square mile section of the Sacramento suburbs Bee, 1/24/2025 in p. 1, 2 in Real Estate Classified].

In 1907, the Sacramento Union newspaper commented on the Carmichael Company and stated that, *"This firm probably handles more property, both city and country, than any other realty concern…The firm enjoys the business of many large commercial and industrial interests."* [Union, 2/3/1907, p. 12].

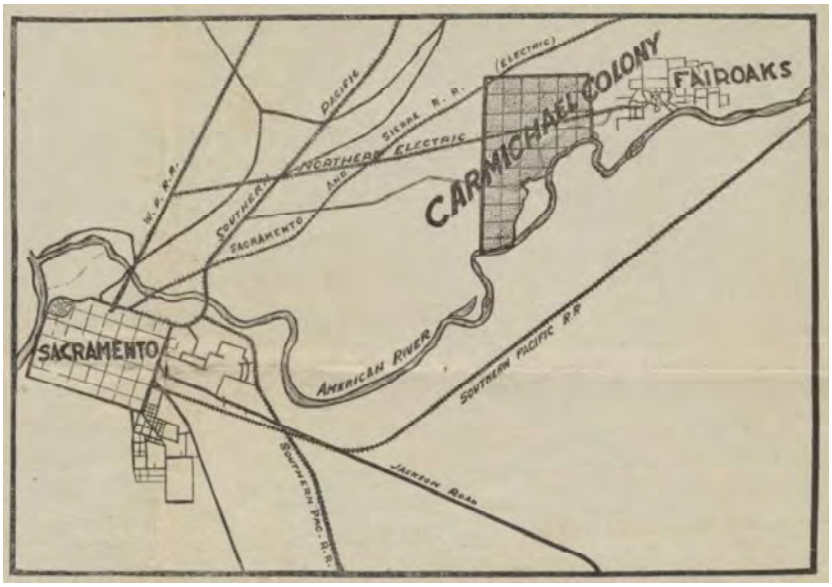


Figure 4 - A 1909 map showing the location of Carmichael Colony No. 1 (Willis, p. 447).

In his obituary, the Bee stated that, *"Carmichael was a pioneer among Sacramento real estate men and active in civic affairs during his long residence in the Capital City. He served as county treasurer and as president of the Sacramento Chamber of Commerce, as well as filling the office of mayor."* [11/2/1936, p. 2]

He also served as City Treasurer and had two terms as Mayor [Bee 11/2/1936, p.2]. He was twice elected as a delegate to the Democratic National Convention. Carmichel was also one of the pioneer developers of the Kern County oil fields. He also founded an oil and gas company.



Figure 5 - The home of Daniel Carmichael at 1903 21st Street. Photo by Don Cox (HEC).

John Guisto

Published in the Bee [4/24/1950, p. 4], the newspaper headlined John Guisto's obituary with *"Services Are Set For Asparagus Pioneer."* The Bee went on to state, *"He operated a farm in the vicinity of D and Thirty First Streets, and it was there he introduced to the Sacramento area the growing of asparagus in 1890."*

As one peruses the fruit label collection of James Henley at the Center for Sacramento History, one realizes that asparagus growing and packing was a lively part of the agribusiness economy. There were several well-known growers and packers involved in its production.

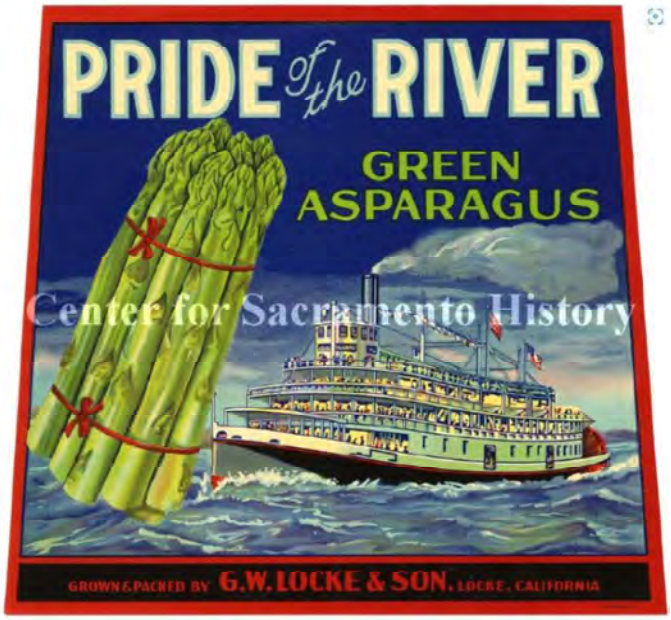


Figure 6 - Asparagus labels courtesy of the Center for Sacramento History.

Guisto's parents arrived in the Sacramento area in the early 1860s from Genoa, Italy. John Guisto was born in Sacramento in 1863.

Guisto sold his property near D and 31st Street (now Alhambra Boulevard) in about 1909. However, he had other plots of land and continued to farm until 1930.

John Guisto and his wife, Mary, built a house on the property at 3135 D Street in 1893. John lived there and died there in 1950. Mary lived there until she died in 1962. Her obituary credits John as, *"…one of the first asparagus growers in the Sacramento Valley."* [Bee 9/14/1962, p. 29]

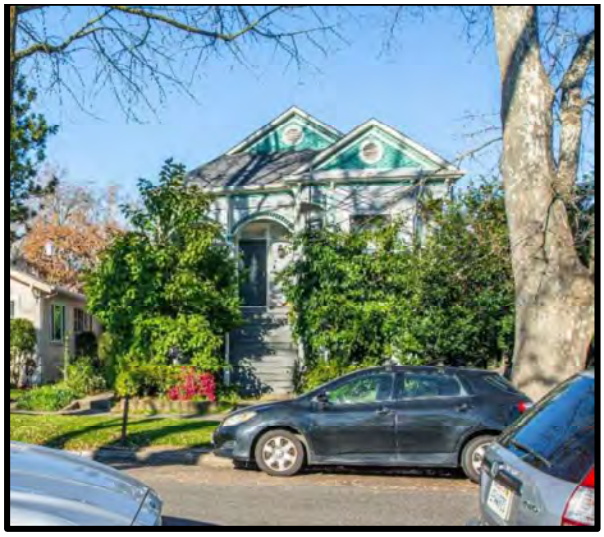


Figure 7 - The 1893 Queen Anne house built by John and Mary Guisto still graces the neighborhood of Casa Loma Terrace.



Figure 8 - Asparagus labels courtesy of the Center for Sacramento History.

Conclusions

The residential housing in the APE meets two of the criteria for listing in the Sacramento Register of Historic & Cultural Resources.

It meets Criteria ii – they are associated with the lives of persons significant in the city's past; and iii – they embody the distinctive characteristics of a type, period, or method of construction.

Criteria ii

The Casa Loma Terrace development is associated with its developer, Daniel W. Carmichael, and his company, the Carmichael Company. He served two terms as Mayor of Sacramento, two terms as County Treasurer, a term as City Treasurer, and was a president of the Sacramento Chamber of Commerce. He and his firm were recognized by the Sacramento Union by stating, *"This firm probably handles more property, both city and country, than any other realty concern."* He also has the major suburb of Carmichael named after him.



Figure 9 – Mural in Carmichael Park, photo by Don Cox (HEC).

Casa Loma Terrace is also associated with John Guisto who was responsible for introducing the growing of asparagus to the Sacramento Region. Many growers and packers joined the movement. Asparagus growing became a vibrant component of the Sacramento Valley agribusiness sector. John and Mary Guisto continued to live in the neighborhood from 1893 to 1962, almost seventy years. Their 1893 Queen Anne home still graces the neighborhood.



Figure 9 - Asparagus labels courtesy of the Center for Sacramento History.

Criteria iii

The homes in the APE and throughout Casa Loma Terrace embody the distinctive characteristics of Craftsman and Period Revival homes built before 1930. The neighborhood has a heavy concentration of these homes and there have been relatively few changes and alterations. In the APE, 84% of the houses fit this definition. The same percentage prevails throughout Casa Loma Terrace. All these properties could become contributing resources to a potentially larger historic district.

This APE meets the criteria to be eligible for designation as an historic district in the Sacramento Register, California Register, and the National Register of Historic Places.

The proposed 6-story project is inappropriate and incompatible in this historic residential neighborhood. The homes in the district are one and two-story. The massive development project will tower four to five stories above that. Designed to be some 68 feet high in a district with a zoning code limit of 35 feet, this new project will tower over the tree-tops and will be seen for some distance. Introducing an urban-style project into a residential historic neighborhood at C Street east of Alhambra Boulevard is problematic. C Street is a major access road for neighborhoods north of E Street, including the commercial office buildings at the historic former American Can Company complex and McKinley Village.

The proposed 6-story project is 68 feet tall



Traffic and Parking

There is a steady volume of traffic in the APE along 30th Street, Alhambra Boulevard, and C Street which is highly evident during a site visit. It is particularly constricted, gridlocked, and untenable as the Elvas Expressway pours into this narrow residential historic neighborhood at C Street east of Alhambra Boulevard. For what should be a quiet residential neighborhood, the traffic is already extremely excessive. Parents with small children should not let them play in the front yard unless closely supervised. Add to that chaos, a 332-unit apartment complex. Using metrics provided by Preservation Sacramento, 332 dwelling units will add about 450-500 daily vehicles to local traffic. What may well happen is that when traffic on C Street gets heavier, some vehicles will begin using D Street. Half a million vehicle trips yearly added to an already overcrowded street system with little street parking available, is unacceptable. H Street already carries freeway volumes as the report in Appendix 1 shows, and it is gridlocked during daily commute hours. Bringing in more cars completely overwhelms the already unsafe volumes in East Sacramento.

Even with 322 parking spaces in the garage, the spillage will fill the local neighborhoods. This is not a transit-oriented housing project. There is no RT train station nearby and the closest bus line is a 6-block walk to J Street. Using C Street, Alhambra Boulevard, and the Camelia City Freeway for high volumes of traffic make this heavily congested vehicle area even worse within this older, historic, park-centered neighborhood.



Figure 10 - On a random site visit, the photograph above shows three cars heading east on C Street at Alhambra Boulevard as well as on coming south on Alhambra.



Figure 11 - In this photo, even though parking is available in the rear, there are seventeen cars parked on the stree. Photo by Don Cox (HEC).

Conclusions

Traffic in this potential historic district is already excessive on C Street and Alhambra Boulevard. It is projected that this oversized, out of scale, 6-story development with some 332 apartments producing as many as 450-500 vehicles making several trips a day, will generate an additional half-million vehicle trips a year through these neighborhoods.

Parking is inadequate and the overflow will spill into the APE. There is no mass transit option readily available. The location of this project along existing east-west streets makes it a car-centric project. Parking and traffic problems will make the historic APE a less desirable place in which to live, and it is likely that property values will fall. So far, this commentary has only focused on the traffic and parking problems that will be created by the residents. There will be additional traffic and parking problems. Service and supply trucks will need to have a place to park. So will all the friends and family who show up to visit the residents of 332 apartments. The problems of parking, traffic, and sewage will also have a negative effect on McKinley Park, which is listed in the National Register of Historic Places.



Figure 12 - Streets in Casa Loma Terrace already have traffic and parking problems, photo by Don Cox (HEC).

Sewage

Before recent work on the underground sewage storage vault at McKinley Park, heavy storms forced the combined sewage and storm water system to overflow and would send raw sewage floating down the low-lying streets, yards, and basements. Adding the proposed large-scale development project will contribute to the ongoing sewage issues, already difficult and dangerous, as experienced by residents in nearby McKinley Park neighborhoods.

Mitigation

The mitigation measures called for by Groundwork are incomplete. Just retaining some existing brick walls and incorporating them into a new structure is insufficient. Without accompanying plaques, photos, and displays the entire significance of the old building is completely lost. Otherwise, the presence of the brick walls merely looks like

decoration on a new building. Also, if you look closely at the plan elevations, the historic brick façade will be punctured by several new doorways and windows.



Figure 13 - A 1948 obituary for part-owner George Wurster named Pureta Sausage Co. as "…one of the largest firms of its kind on the Pacific Coast." [Bee, August 28, 1948]. By 1957 Pureta had expanded its truck fleet to 50, and was employing up to 200 people. Photo courtesy of the Center for Sacramento History.



*Figure 14 - Notice that they weren't packaged as Ball Park Franks, but **Pureta** Ball Park Franks! (Photo courtesy of the Sacramento Center for History.)*

Conclusions

The proposed mitigation for this 6-story development is inadequate. As proposed, it is nothing but facadism. Unless an effort is made to display the history and importance of the Pureta Sausage Company, its significance will be lost forever.

Casa Loma Terrace

Casa Loma Terrace meets two of the most important criteria for listing in the Sacramento Register of Historic and Cultural Resources. It has a significant concentration of craftsman and period revival homes built before 1930 (84%). It is also associated with people who were significant in Sacramento's history (Daniel Carmichael and John Guisto). The proposed project negatively impacts the health and safety of residents, and will destroy the character of this neighborhood and make it a less livable area.

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City of SACRAMENTO
Community Development

ALHAMBRA BOULEVARD
PUBLIC RESOURCES CODE (PRC) 21080.66 CEQA EXEMPTION REVIEW CHECKLIST

Note: The complete Assembly Bill (AB) 130 text, including the entirety of PRC 21080.66 is available at the following link: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB130

General Project Site Information

Address of Project Site: 320 and 324 through 350 Alhambra Boulevard; 3004 and 3012 C Street; and 301, 311, 315, and 317 30th Street

Assessor's Parcel Numbers (APNs) of Project Site: 003-0112-001, -002, -003, -004, -017, -018, -020, and -021

Project Site Acreage: 2.26 acres

Project Site Land Use Designation: Residential Mixed-Use (RMU)

Project Site Zoning Designation: General Commercial-Alhambra Corridor Special Planning District (C-2-SPD)

Project Consistency Checklist

To comply with PRC Section 21080.66(a)(1), the Project Site must meet one of the following criteria:	**Yes**	**No**
(A) The project site is not more than 20 acres. OR	☒	☐
(B) The proposed project is a builder's remedy project, and the Project Site is not more than five acres.	☐	☐
For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer: The project site is 2.26 acres, and, thus, is not more than 20 acres. The proposed project is not a builder's remedy project.		

To comply with PRC Section 21080.66(a)(2), the Project Site must meet either of the following criteria:	**Yes**	**No**
(A) Is located within the boundaries of an incorporated municipality. OR	☒	☐
(B) Is located within an urban area, as defined by the United States Census Bureau as having at least 2,000 housing units or a population of at least 5,000.	☐	☐

City of SACRAMENTO
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For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is within the city limits of the City of Sacramento.

To comply with PRC Section 21080.66(a)(3), the Project Site must meet at least one of the following criteria:	**Yes**	**No**
(A) Has been previously developed with an urban use, or	☒	☐
(B) At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses, or	☒	☐
(C) At least 75 percent of the area within a one-quarter mile radius of the site is developed with urban uses, or	☒	☐
(D) For sites with four sides, at least three out of four sides are developed with urban uses and at least two-thirds of the perimeter of the site adjoins parcels that are developed with urban uses.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is currently developed with two vacant warehouse buildings associated with Puerta Sauage Factory, three single-unit dwellings, one duplex dwelling, paved surface parking areas, ornamental trees, and other vegetation. Therefore, the site has been previously developed with an urban use.

The project site is bound by C Street to the north, 30th Street to the west, D Street to the south, and Alhambra Boulevard to the east. In addition, commercial and industrial uses are located to the north of the site, across C Street, and residential uses are located to the east and south of the site, across Alhambra Boulevard and D Street. The project site is surrounded by developed parcels on three of the four sides, with Interstate 80 (I-80) Business Loop immediately to the west.

To comply with PRC Section 21080.66(a)(4), the proposed project must meet all of the following criteria:	**Yes**	**No**
(A) The proposed project is consistent with the City's General Plan.	☒	☐
(B) The proposed project is consistent with the City's Zoning Ordinance.	☒	☐

Notes:

1 If the zoning and general plan are not consistent with one another, a project shall be deemed consistent with both if the project is consistent with one.

2 The approval of a density bonus, incentives or concessions, waivers or reductions of development standards, and reduced parking ratios pursuant to Section 65915 of the Government Code shall not

be grounds for determining that the project is inconsistent with the applicable general plan or zoning ordinance.
For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer: The City of Sacramento General Plan designates the project site RMU, and the site is zoned C-2-SPD. The proposed project is an allowed use within the RMU land use designation. In addition, the proposed project would require approval of a Conditional Use Permit (CUP) to allow for the exceedance of height restrictions in the Alhambra Corridor SPD. With a CUP, the proposed project is an allowed use within the C-2-SPD zoning designation.

To comply with PRC Section 21080.66(a)(5), the proposed project must meet the following criteria:	**Yes**	**No**
(A) The proposed project would result in a minimum density of 15 units per acre.	☒	☐
For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer: The proposed project would include the construction of 332 residential units on 2.26 acres, resulting in a density of 146.9 dwelling units per acre (du/ac).		

To comply with PRC Section 21080.66(a)(6), the Project Site must meet all of the following criteria:	**Yes**	**No**
(A) The Project Site is not located within a Coastal Zone as defined by PRC Section 30103.	☒	☐
For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer: According to the California Department of Fish and Wildlife (CDFW), the project site is not located in a Coastal Zone. The nearest Coastal Zone boundary is located approximately 77.7 miles from the project site. <u>Source:</u> California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed September 2025.		
(B) The Project Site is not located on prime farmland, farmland of statewide importance, or land zoned or designated for agricultural protection or preservation.	**Yes** ☒	**No** ☐
For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer: According to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as "Urban and Built-Up land," and does not include any		

prime farmland, farmland of statewide importance, or land zoned or designated for agricultural protection or preservation.

Source:
California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed September 2025.

(C) The Project Site does not contain wetlands.	Yes	No
	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is developed with urban uses, including existing structures and impervious surfaces, and does not contain any wetlands or wetland features. In addition, according to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory, the project site does not contain wetlands.

Source:
US Fish and Wildlife Service. *National Wetlands Inventory.* Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed September 2025.

(D) The Project Site is not located within a High or Very High Fire Hazard Severity Zone, as determined by the California Department of Forestry and Fire Protection (CAL FIRE).	Yes	No
	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

CAL FIRE's Fire and Resource Assessment program indicates that the project site is not located in a High or Very High Fire Hazard Severity Zone (FHSZ).

Source:
California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer for Real Estate Inspections.* Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed September 2025.

(E) The Project Site is not listed as a hazardous waste site, unless the Department of Toxic Substances Control (DTSC) has cleared the site for residential use or residential mixed uses.	Yes	No
	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is not located on the DTSC Hazardous Waste and Substances Site List, the list of solid waste disposal sites identified by the State Water Resources Control Board (SWRCB), or the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.

One address within the site, 324 Alhambra Boulevard, is listed on the SWRCB's GeoTracker database. However, the SWRCB issued a notice on May 7, 2018, stating that an investigation and corrective action carried out at 324 Alhambra Boulevard is in compliance with the requirements of subdivisions (a) and (b) of section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to section 25299.3 of the Health and Safety Code, and that no further action related to the petroleum release(s) at 324 Alhambra Boulevard is required. In addition, according to the Phase I Environmental Site Assessment (ESA) prepared by Geocon Consultants, Inc. for the project, Sacramento County Environmental Management District (SCEMD) and the SWRCB closed the leaking underground storage tank (LUST) site on May 8, 2018. The closure of the LUST case without activity and use limitations was identified as a Historical REC (HREC) for the project site. Therefore, although the project site is listed on the SWRCB's GeoTracker database, the site has been closed by the SWRCB and SCEMD. Closure of the site by the SWRCB and SCEMD clears the site for residential or residential mixed uses.

Sources:

CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed September 2025.

Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed September 2025.

Geocon Consultants, Inc. *Phase I Environmental Site Assessment.* July 20, 2022.

State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=8858350455. Accessed September 2025.

	Yes	No
(F) The Project Site is not within a delineated earthquake fault zone as determined by official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

Based on the Department of Conservation's California Geological Survey data, the project site is located within a landslide and liquefaction zone. However, the project site is not within a delineated earthquake fault zone as determined by the State Geologist, and the nearest earthquake fault zone is located approximately 80 miles to southwest from the project site. Nonetheless, the project will be required to obtain building permit(s) reviewed in compliance with CA Building Standards Codes (Part 2.5 of the of Division 13). Through issuance of building permits, the project is ensured to be in compliance with the '*applicable seismic protection building code standards'*.

Source:
Department of Conservation California Geological Survey. *Earthquake Zones of Required Investigation Maps and Reports.* Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/. Accessed February 2026.

	Yes	No
(G) The Project Site is not within a flood plain as determined by Federal Emergency Management Agency (FEMA) maps, unless the development has been issued a flood plain development permit.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

According to FEMA Flood Insurance Rate Map (FIRM) Number 06067C0180J, the project site is located entirely within Zone X, which is an area located outside of the 100-year floodplain.

Source:
Federal Emergency Management Agency. *FEMA Flood Map Service Center.* Available at: https://msc.fema.gov/portal/home. Accessed September 2025.

	Yes	No
(H) The Project Site is not within a floodway as determined by FEMA maps, unless the development has received a no-rise certification.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

According to FEMA FIRM Number 06067C0180J, the project site is not located within a floodway.

Source:
Federal Emergency Management Agency. *FEMA Flood Map Service Center.* Available at: https://msc.fema.gov/portal/home. Accessed September 2025.

	Yes	No
(I) The Project Site is not located on lands identified for conservation in an adopted natural community conservation plan or habitat conservation plan.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is not located within the boundaries of an adopted natural community conservation plan or habitat conservation plan. The nearest habitat conservation plan is the Natomas Basin Habitat Conservation Plan, the nearest boundary of which is located approximately 3,200 feet north of the project site.

	Yes	No
(J) The Project Site does not contain habitat for protected species identified as candidate, sensitive, or species of special status by State or federal agencies, fully protected species, or species protected by the federal Endangered Species Act, California Endangered Species Act, or the Native Plant Protection Act.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

Nesting birds and raptors are protected under the Migratory Bird Treaty Act (MBTA), and the proposed project would be required to comply with all General Plan policies and actions, as well as all federal requirements under the MBTA and Endangered Species Act to ensure impacts to nesting birds and raptors would not occur. On-site trees, shrubs, and utility structures could provide potential habitat for nesting birds and raptors, including Purple Martin. Project construction activities, including initial site grading, soil excavation, associated improvements, and/or tree and vegetation removal occurring during the nesting period for migratory birds (typically between February 1 to August 31) could have the potential to result in nest abandonment or death of any live eggs or young, if migratory birds or their nests are present within or near the project site. However, such habitat is not uncommon within the project area, and often includes urban features; therefore, the project site would not be considered a particularly sensitive environment related to nesting bird and raptor habitat.

	Yes	No
(K) The Project Site is not located on lands under a conservation easement.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

Based on the California Natural Resources Agency (CNRA) California Conservation Easement Database (CCED) Viewer, the project site is not located on lands under a conservation easement.

Source:
California Natural Resources Agency. *California Conservation Easement Database (CCED) Viewer.* Available at: https://gis.cnra.ca.gov/apps/cced/. Accessed September 2025.

To comply with PRC Section 21080.66(a)(7), the Project Site must meet the following criteria:	**Yes**	**No**
(A) The project does not require the demolition of a historic structure that was placed on a national, state, or local historic register before the date a preliminary application was submitted for the project pursuant to Section 65941.1 of the Government Code.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

None of the existing structures located on the project site are officially listed on a national, state, or local historic register. While Groundwork Preservation, LLC confirmed that portions of the existing buildings at 320 and 324 through 350 Alhambra Boulevard were deemed eligible for listing in the California Register of Historic Resources (CRHR) as part of the Historic Resources Evaluation (HRE) performed for the proposed project, the buildings have not been officially listed on a national, state, or local historic register. Although the proposed project would remove portions of 320 and 324 through 350 Alhambra Boulevard, the overall building form and all four facades of 320 Alhambra Boulevard, as well as contributing north, east, and south facades of

324 through 350 Alhambra Boulevard would be retained as part of the proposed project, pursuant to the findings and recommendations of the HRE. The proposed project Site Plans specifically retain and incorporate the character-defining features identified in the HRE into the proposed project design, consistent with the U.S. Secretary of the Interior Standards for the Treatment of Historic Properties. Overall, the proposed project would not require the demolition of a historic structure that was placed on a national, state, or local historic register.

Sources:

City of Sacramento. *Sacramento Register of Historic and Cultural Resources*. Available at: **https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Historic-Register/Complete_Register.pdf. Accessed February 2025**.

Groundwork Preservation, LLC. *Historic Resource Evaluation – Final, 324 Alhambra Boulevard, Sacramento, California*. September 27, 2024.

National Park Service. *National Register Database and Research*. Available at: https://www.nps.gov/subjects/nationalregister/database-research.htm#table. Accessed February 2025.

Office of Historic Preservation. *California Register of Historic Resources Listed Resources*. Available at: https://ohp.parks.ca.gov/ListedResources/. Accessed February 2025.

To comply with PRC Section 21080.66(a)(8), the Project Site must meet the following criteria if the project was deemed complete on or after January 1, 2025:	**Yes**	**No**
(A) No portion of the project is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The proposed project would include the construction of 332 residential units. Hotel, motel, bed and breakfast inn, or other transient lodging is not included as part of the proposed project.

To comply with PRC Section 21080.66(c)(1)(a), a Phase I Environmental Site Assessment (ESA) must be conducted for the proposed project as a condition of approval, and the following condition must be implemented:	**Yes**	**No**
(A) Did the Phase I ESA identify any recognized environmental conditions (RECs)? If yes, a Preliminary Endangerment Assessment must be conducted; see criterion B, below. If no, criteria B is not required to be implemented.	☒	☐
(B) Will a Preliminary Endangerment Assessment be prepared for the proposed project to identify the existence of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby	☒	☐

property or activity? If yes, implement the procedure described in the discussion below to mitigate to allowable levels. If no, nothing further is required to be implemented.		

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

A Phase I ESA was prepared for the proposed project by Geocon Consultants, Inc. The Phase I ESA identified one LUST located on the project site as an HREC. In addition, three USTs were formerly located on the site. The Phase I ESA also identified an additional unregistered UST located on the project site as an REC, and recommended that the UST be removed under permit from the SCEMD. Thus, the City will require the preparation of a Preliminary Endangerment Assessment as a condition of approval for the development, in accordance with PRC Section 21080.66(c)(1)(a). Preparation of a Preliminary Endangerment Assessment will ensure that, if needed, measures are identified to adequately mitigate the existence of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby property or activity to levels required by current federal and State statutory and regulatory standards included in the EPA risk-based screening levels, the California Code of Regulations and the Health and Safety Code (Title 17 (CCR), Title 23 (CCR), California Human Health Screening Levels, and HSC 25123.3). Documentation of cleanup of any identified environmental conditions to appropriate residential-standards shall be submitted to the City prior to issuance of a certificate of occupancy to ensure the appropriate remediation efforts are completed.

Sources:

Environmental Protection Agency. *Regional Screening Levels (RSLs) – Generic Tables*. Available at: https://www.epa.gov/risk/regional-screening-levels-rsls-generic-tables. Accessed February 2026.

Geocon Consultants, Inc. *Phase I Environmental Site Assessment.* July 20, 2022.

State of California Department of Toxic Substances Control. *Preliminary Endangerment Assessment Guidance Manual.* January 1994 (Revised October 2015). Available at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2023/06/PEA_Guidance_Manual.pdf. Accessed February 2026.

State of California Office of Environmental Health Hazard Assessment. *California Human Health and Screening Levels (CHHSLs).* Available at: https://oehha.ca.gov/risk-assessment/california-human-health-screening-levels-chhsls. Accessed February 2026.

To comply with PRC Section 21080.66(c)(2), the Project Site must meet the following criteria:	**Yes**	**No**
(A) Is the Project Site located within 500 feet of a freeway? If yes, see criteria B through F, below. If no, criteria B through F are not required to be implemented.	☒	☐
(B) The building includes a centralized heating, ventilation, and air-conditioning (HVAC) system.	☒	☐

(C) The outdoor air intakes for the HVAC system faces away from the freeway.	☒	☐
(D) The building provides air filtration media for outside and return air that provides a minimum efficiency reporting value of 16.	☒	☐
(E) The air filtration media shall be replaced at the manufacturer's designated interval.	☒	☐
(F) The building is not designed to include any balconies facing the freeway.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is located approximately 150 feet from I-80 Business Loop. The above criteria are conditions of approval for the proposed project to ensure compliance with the standards related to HVAC systems, air filtration, and balconies, if approved.

For Lead Agency Use Only:

Outcome of required Tribal consultation[1] pursuant to PRC Section 21080.66(b):

In compliance with AB 52 (PRC Section 21080.3.1), the City distributed requests for consultation to the applicable Native American tribes identified by the NAHC. Project notification letters were distributed to UAIC, Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians on April 3, 2024. A response was received from the UAIC on April 8, 2024 requesting consultation on the project. On May 21, 2024, UAIC closed consultation with the stipulation that a certified tribal monitor conduct periodic spot checks during ground disturbance at the site and the inclusion of an unanticipated discoveries mitigation measure. A response was received from Wilton Rancheria on April 8, 2024 requesting consultation for the project. On April 8, 2024, Wilton Rancheria closed consultation with the stipulation that a certified tribal monitor be on site during ground disturbance activities and that their inadvertent discovery treatment plan is included in the construction protocols for the project. Requests for consultation were not received from Shingle Springs or the Buena Vista Rancheria of Me-Wuk Indian tribes within the required 30-day response period. A response was received from the Shingle Springs Band of Miwok Indians on July 30, 2024, requesting continued updates on the project, as well as the record searches and surveys conducted. Such materials were provided. Additional responses were not received within the consultation period.

Notes:

[1] Tribal consultation efforts shall include, but not be limited to, notification of the project to traditionally and culturally affiliated tribes, completion of a CHRIS records search request, and completion of a SLF search by the NAHC.