

**REPORT TO  
PLANNING AND DESIGN COMMISSION  
City of Sacramento**

**915 I Street, Sacramento, CA 95814-2671  
www.CityofSacramento.org**

**4**

**REVIEW & COMMENT  
June 2, 2016**

Members of the Preservation Planning and Design Commission:

**Subject: Land Park Commercial Center (P15-048) - Review & Comment**

A request to demolish a former plant nursery and two single unit dwellings and to construct a new commercial center. The center includes an anchor tenant and 6 commercial pads totaling 108,165 square feet of commercial space on approximately 9.9 acres in the General Commercial, Single-Unit Dwelling, Single-Unit or Duplex Dwelling, Multi-Unit Dwelling with Executive Airport Overlay and Review (C-2, C-2-EA-4, R-1, R-1-EA-4, R-1A-EA-4, R-2A-R-EA-4, R-2A-EA-4) zones. The request requires a General Plan Amendment, Rezone, a Tentative Map, a Conditional Use Permit for a retail use that is over 40,000 square feet, and Site Plan and Design Review.

**Location/Council District**

Address: 4700 Freeport Blvd, Sacramento CA 95822  
APN: 017-0121-001-0000, 017-0121-006-0000, 017-0121-007-0000,  
017-0121-008-0000, 017-0121-009-0000, and 017-0121-010-0000;  
Council Districts: 4

**Recommendation: This report is presented for Review and Comment at this time.** This item is an informational report which does not require formal action by the Planning and Design Commission. It is, however, an opportunity for the Planning and Design Commission to become familiar with the proposed project and to provide comments regarding the proposal, primarily comments related to:

- The proposed architectural design and architectural style;
- The proposed land uses and their distribution throughout the site.

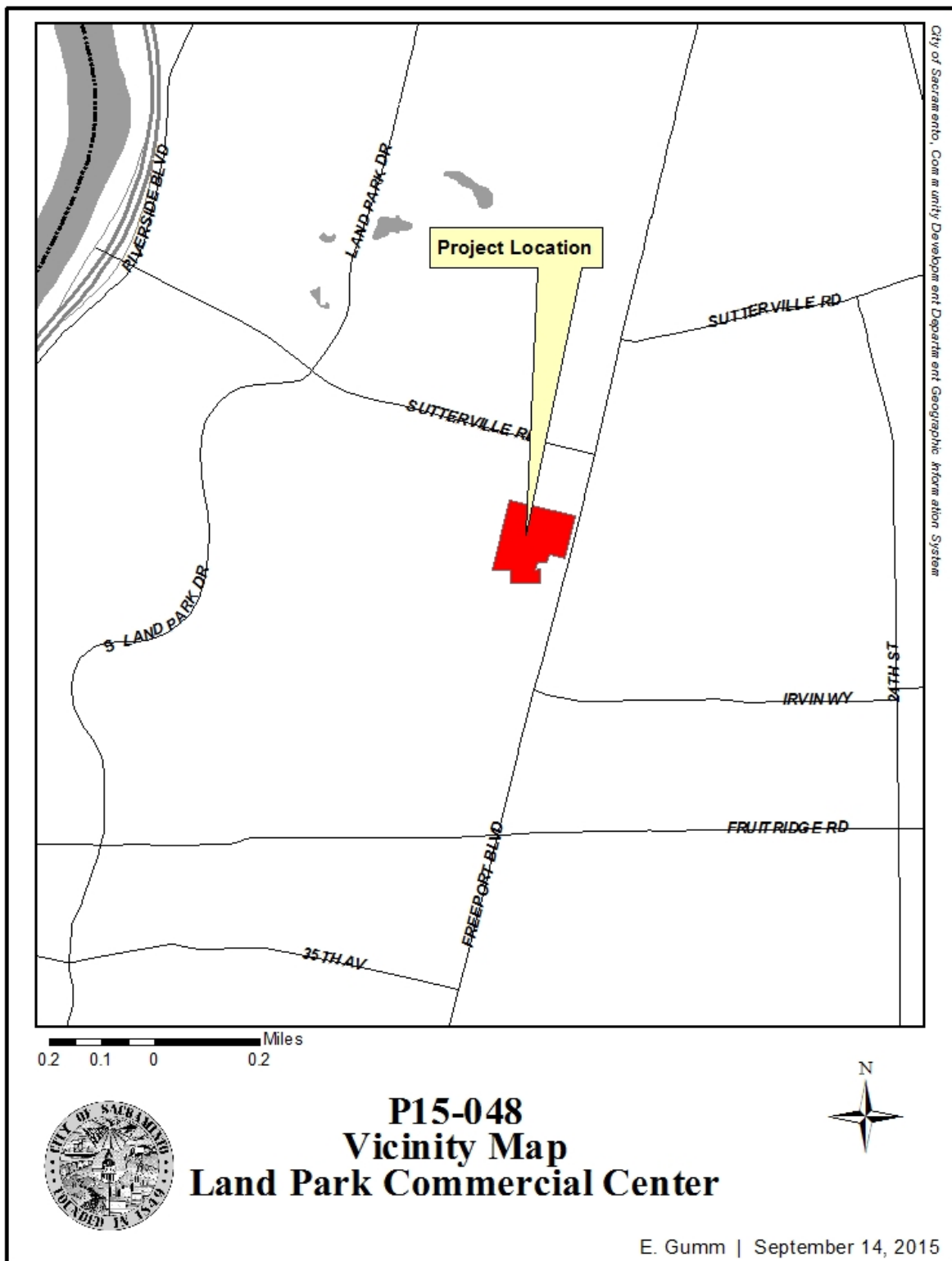
No CEQA documents for review at this time.

**Staff Contact** Elise Gumm, Project Manager, (916) 808-1927  
Antonio Ablog, Senior Planner, (916) 808-7702

**Applicant:** MCG Architecture, c/o: David Blair  
250 Sutter Street, Suite 500, San Francisco, CA 94108

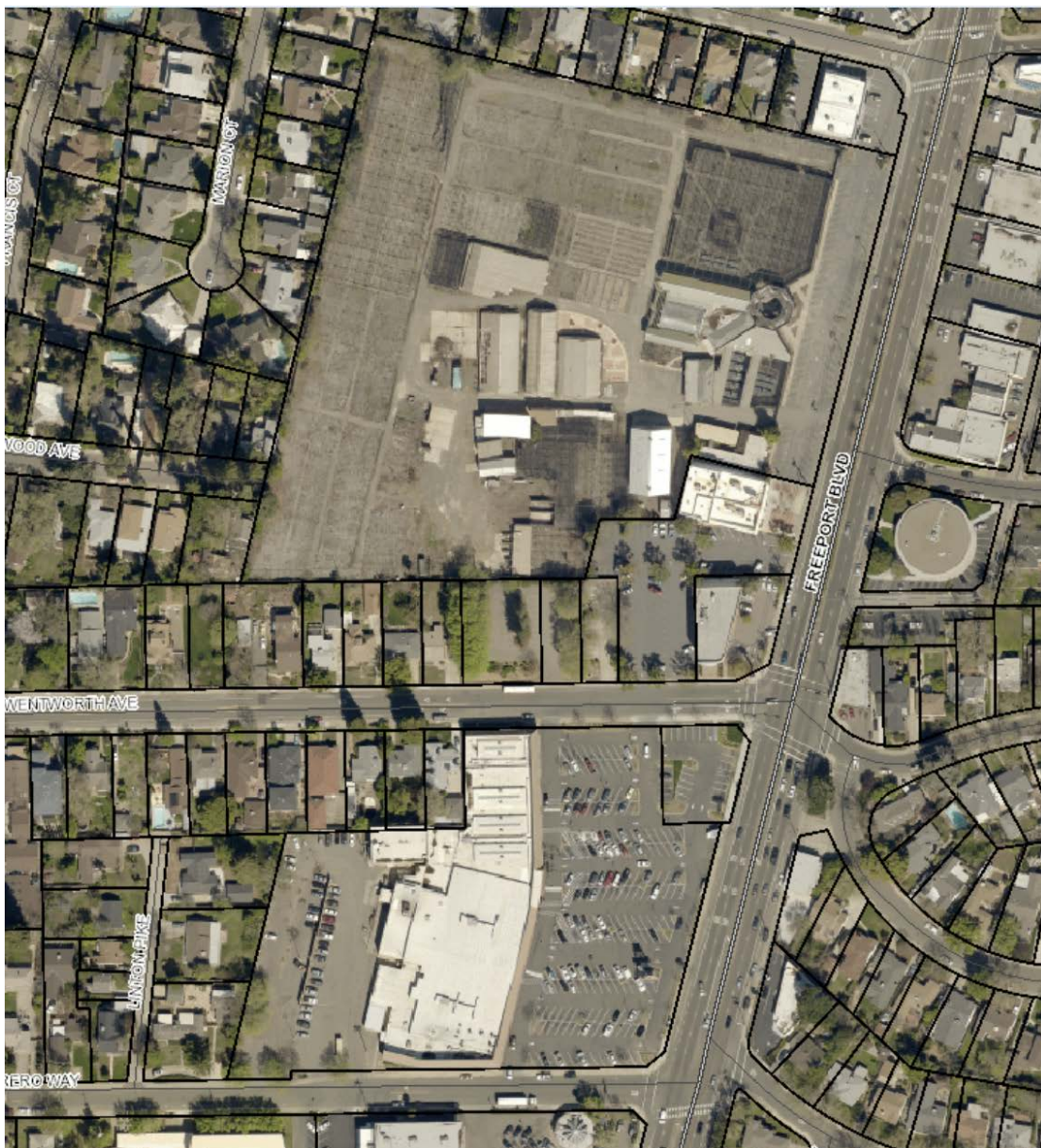
**Owner:** Raley's Fine Foods, c/o: Linda Kelley  
500 W Capitol Av, West Sacramento, CA 95605  
MGM Limited Partnership & Todd D Oliver Family Trust  
1140 Deanna Drive, Menlo Park, CA 94025

Vicinity Map



## Background

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



<b>Table 1: Project Information</b>	
<b>General Plan designation:</b>	Urban Corridor Low Density (East Side facing Freeport), Suburban Neighborhood Low Density & Medium Density (western portion of the site adjacent to existing single family homes and facing Wentworth Avenue)
<b>Existing zoning of site:</b>	General Commercial, Single-Unit Dwelling, Single-Unit or Duplex Dwelling, Multi-Unit Dwelling with Executive Airport Overlay and Review (C-2, C-2-EA-4, R-1, R-1-EA-4, R-1A-EA-4, R-2A-R-EA-4, R-2A-EA-4) zone
<b>Existing use of site:</b>	Nursery & Parking Lot
<b>Property area/Lot Dimensions:</b>	9.9 acres
<b>Density / FAR</b>	0.3
<b>Parking District</b>	Urban Parking

### Project Summary:

The applicant is requesting development entitlements that would ultimately allow the development of approximately 108,000 square feet of commercial uses including a 55,000 square-foot anchor retail store and six small commercial pad buildings ranging from 6000 square feet to 12,000 square feet. The overall site is approximately 9.9 acres and will include 457 on-site vehicle parking spaces and 68 bicycle parking spaces.

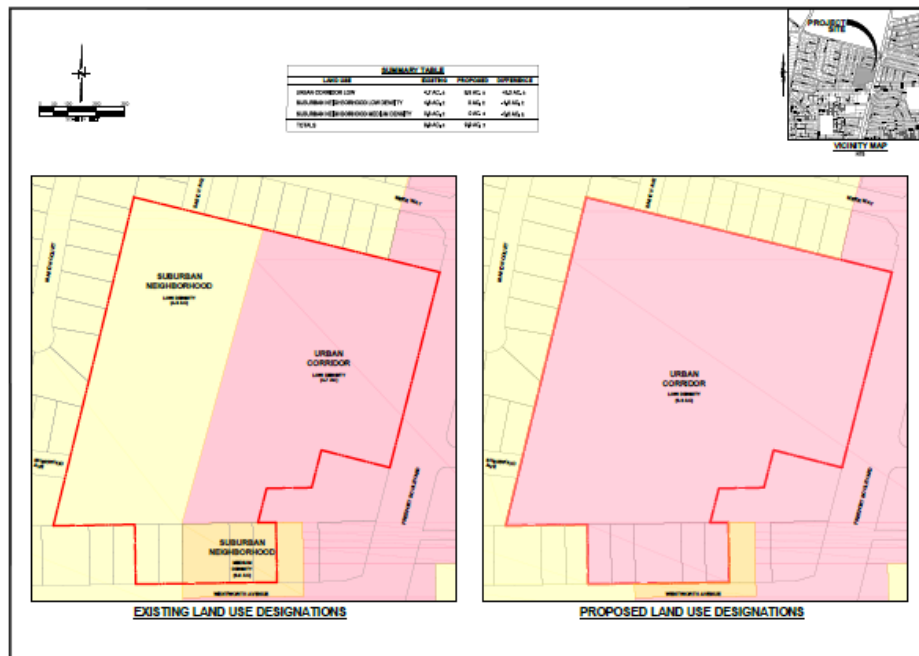
### Anticipated entitlements

Although a majority portion of the project site was used as nursery for many decades, the existing zoning and general plan designations are not representative of the previous commercial use resulting in mixed commercial and residential designations. In order to develop the proposed commercial center, the anticipated entitlements for the Land Park Commercial Center would be:

- Conditional Use Permit (CUP)
  - Retail stores exceeding 40,000 square feet in size require the approval of a CUP. A CUP has been requested for the 55,000 square foot proposed grocery store;
- Site Plan & Design Review
  - Plan Review would encompass the site layout and architectural design of new development on the site including all parking lots and landscaping; outdoor seating and plaza areas; landscaping; and the architectural design of all new buildings.
- General Plan Amendments
  - The applicant is requesting to amend the General Plan designation of approximately 4.6 acres designated Suburban Neighborhood Low Density (SNLD) Designation and 0.6 acres designated Suburban Neighborhood Medium Density

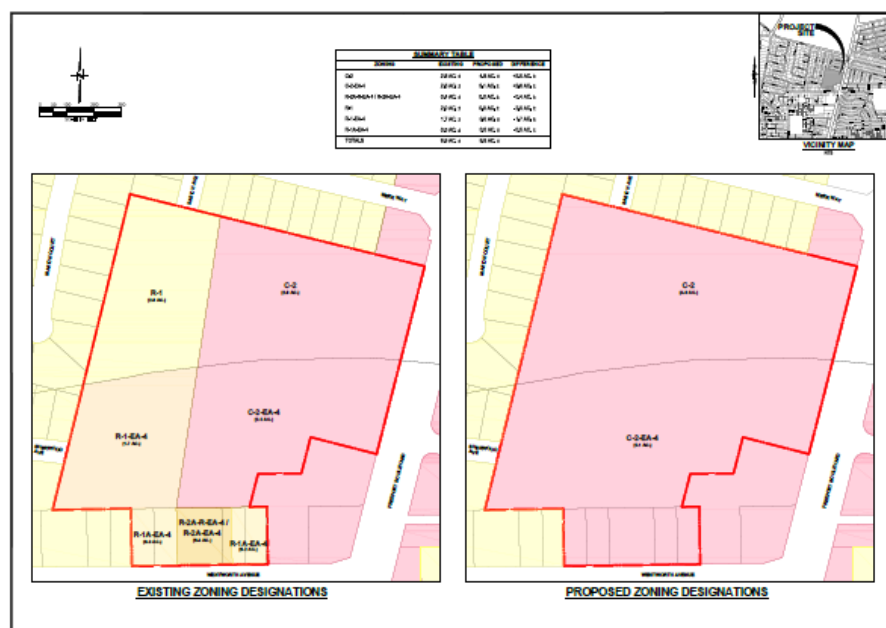


(SNMD) Designation to 5.2 acres within Urban Corridor Low Density (UCLD) Designation.



- Rezone

- The applicant is requesting to Rezone approximately 2.0 acres currently zoned Single-Unit Dwelling (R-1) zone, 1.7 acres zoned Single-Unit Dwelling Executive Airport Overlay (R-1-EA-4) zone, 0.5 acres zoned Single-Unit or Duplex Dwelling Executive Airport Overlay and Review (R-1A-EA-4), and 0.4 acres zoned Multi-Unit Dwelling Executive Airport Overlay and Review (R-2A-EA-4 & R-2A-R-EA-4) to 2.6 acres zoned General Commercial Executive Airport Overlay (C-2-EA-4) and 2.0 acres zoned General Commercial (C-2).



- Tentative Map
  - The applicant is requesting to subdivide the project site into five parcels with the proposed property lines consistent with parking and building layout.

Staff does not anticipate any significant changes to the project request or the proposed uses before the project is brought back to the Commission for final action. Amendments to the site plan may be made to accommodate mitigation identified in the EIR. City Council will ultimately make decision on all request entitlements due to the request of Rezone and General Plan Amendment.

### **Public/Neighborhood Outreach and Comments**

Staff routed the proposal to various neighborhood groups and associations, including the Land Park Community Association, Hollywood Park Neighborhood Association, Freeport Renovation on the move, College Plaza Neighborhood Association, South Land park neighborhood Association, Sierra Curtis Neighborhood Association, Environmental Council of Sacramento, Walk Sacramento, and the Sacramento Area Bicycle Advocates. Staff also mailed out early notification of the project to property owners within 500 feet when the application was submitted to the City in September last year. Staff has received a number comments on the project. These comments are provided in Attachment 1. The applicant team has also conducted outreach efforts to various neighborhood groups and businesses near the project site which began well before they submitted the application to the City in 2015.

For the Planning and Design Commission Review & Comment on June 2, 2016, the groups listed above, and all property owners within 500 feet were sent a notice of the meeting. The project site was also posted with a notice announcing this meeting.

### **Environmental Consideration**

Pursuant to the California Environmental Quality Act (CEQA), the City is the lead agency for preparing an Environmental Impact Report (EIR) for this project. Currently the report is being prepared, and has yet to be released for public review. When complete, the EIR will be released for a 45-day public review period.

### **Policy Consideration**

The eastern portion of the site of the proposed Land Park Commercial project is designated as Urban Corridor Low in the 2035 General Plan, but the western portion is designated as Suburban Residential Low & Medium Density. The Urban Corridor Low designation provides for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes the following:

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

The applicant is requesting a General Plan Amendment for the western portion of the site that is currently designated Suburban Residential Low and Medium density. These designations must be amended to accommodate the requested commercial project as they only allow for commercial uses on small sites less than three acres.

As staff completes its review, the project will be reviewed taking into consideration the following General Plan Policies:

*LU 1.15 Infill Development:* The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability. (RDR/MPSP)

*LU 2.1.1 Neighborhoods as a Basic Unit:* Recognizing that Sacramento's neighborhoods are the basic living environments that make-up the city's urban fabric, the City shall strive through its planning and urban design to preserve and enhance their distinctiveness, identity, and livability from the downtown core to well integrated new growth areas. (RDR/MPSP)

*LU 2.1.2 Protect Established Neighborhoods:* The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and by requiring new development, both private and public, to respect and respond to those existing physical characteristics buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood. (RDR)

*LU 2.1.3 Complete and Well-Structured Neighborhoods:* The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. (RDR)

*LU 2.1.7 Good Neighbors:* The City shall encourage businesses located within and adjacent to residential developments to conduct their business in a courteous manner by limiting disturbances and nuisances from operations and patrons, and to act as members of the community by making themselves available to respond to complaints and by participating in neighborhood/community meetings.

*LU 2.1.8 Neighborhood Enhancement:* The City shall promote infill development, reuse, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas. (RDR)

*LU 2.4.1 Unique Sense of Place:* The City shall promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make

Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles. (RDR)

*LU 2.6.1 Sustainable Development Patterns:* The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use. (RDR)

*LU 2.6.3 Revitalization Strategies:* The City shall employ a range of strategies to promote revitalization of distressed, under-utilized, and/or transitioning areas, including: 1) Targeted public investments; 2) Development incentives; 3) Public-private partnerships; 4) Revised development regulations and entitlement procedures; 5) Implementation of City-sponsored studies and master plans. (MPSP/RDR/FB/JP)

*LU 2.8.1 Equitable Distribution of Uses and Amenities:* The City shall strive to ensure that desirable uses and neighborhood amenities are distributed equitably throughout the city. (RDR/MSPS)

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

*LU 6.1.2 Transformed Corridors:* The City shall facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services and complete streets. (RDR)

*LU 6.1.4 Corridor Uses:* The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian-oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street. (RDR)

*LU 6.1.9 Enhanced Pedestrian Environment:* The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following: 1) On-street parking between sidewalk and travel lanes; 2) Few curb cuts and driveways; 3) Enhanced pedestrian street crossings; 4) Building entrances oriented to the street; 5) Transparent ground floor frontages; 6) Street trees; 7) Streetscape furnishings; 8) Pedestrian-scaled lighting and signage (RDR/MPSP)

*LU 6.1.10 Visual and Physical Character:* The City shall promote development patterns and streetscape improvements that transform the visual and physical character of typical automobile-oriented corridors by: 1) Enhancing the definition of the corridor by locating buildings at the back of the sidewalk, and establishing a consistent street wall; 2) Introducing taller buildings that are in scale with the wide, multi-lane street corridors; 3) Locating off-street parking behind or between buildings (rather than between building



and street); 4) Reducing visual clutter by regulating the number, size and design quality of signs; 5) Removing utility poles and under-grounding overhead wires; 6) Adding street trees (RDR/MPSP)

### Site Plan/Design

The Land Park Commercial Center will be a contemporary styled neighborhood shopping center and will be a primary gathering center for the Land Park, South Land Park, and Hollywood Park Communities. A total of 457 parking stalls will be provided on site to accommodate the range of retail, service, and restaurant uses resulting in a parking ratio of 4.23 spaces per 1000 square feet of building area. The parking ratio meets the minimum 1 space per 2000 square feet parking requirement of 108 spaces. A total of 68 bicycle parking spaces are provided meeting the bicycle parking requirement.



Figure 1 - Overall Site Plan



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

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



Figure 2 – Parking Area connects from Anchor Tenant to the Pad Buildings facing Freeport



Figure 3 - Pad Building Facing Freeport (North)



Figure 4 - Pad Building Facing Freeport (South)

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





Figure 5 – Anchor Tenant with two other Pad Buildings



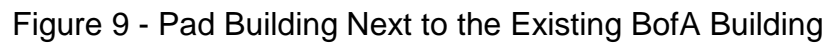
Figure 6 – Anchor Tenant Building



Figure 7 - Pad Building Next to Anchor Tenant Building

There are two other pad buildings proposed at the shopping center. One is behind the existing Bank of America building at the middle of the site, which is approximately 11,000 square feet in size. The other is facing Wentworth Avenue adjacent to the secondary vehicle entrance from Wentworth Avenue, and it is approximately 8,000 square feet in size. Both pad buildings also include outdoor seating area and pedestrian connection to the anchor tenant building. These two buildings are intended for small multi-tenant commercial service and restaurant uses. The color theme and materials of each pad building echo to the anchor tenant the other pad buildings. The two existing commercial buildings (Bank of America & Eastwest Bank) that access from Freeport Blvd are not part of the project and their vehicle access are not connected with the proposed shopping center.





## **Architectural Design**

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

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

## **Landscaping/Pedestrian Amenities**

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

## **Signage**

The applicant has not yet submitted any proposed signs for review at this time. All signage will be subject to the City Sign Code, Section 15.148 that relate to General Commercial (C-2) zone. Any deviations from the Sign Code may require additional entitlements and planning approval.

## **Conclusion**

The applicant and staff requests review and comment from the Planning and Design Commission on the proposal including the land use, site design and design of the proposed buildings. All documents provided with this Review and Comment are in draft form and are still subject to further refinements based on comments from City Staff, commenting agencies, and interested property owners and neighbors. Staff expects to return for formal action on the entitlements towards the end of 2016. Upon its return, the Commission will make recommendation to the City Council on the requested entitlements.

Respectfully submitted by:



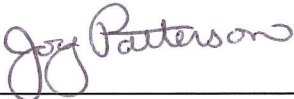
ELISE GUMM, LEED AP  
Project Manager

Reviewed by:



ANTONIO ABLOG  
Senior Planner

Recommendation Approved:



Joy Patterson  
Principal Planner



Bruce Monighan, AIA  
Urban Design Manager

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Staff Report

Exhibit A:	Overall Site Plan
Exhibit B:	General Plan Amendment Exhibit
Exhibit C:	Rezone Exhibit
Exhibit D:	Floor Plans & Building Elevations
Exhibit E:	Landscaping Plan
Attachment 1	Comments Received

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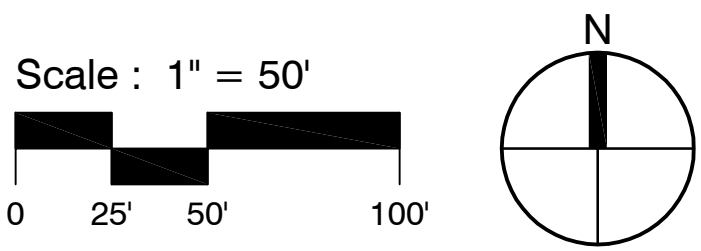


DATE: MAY 3, 2016  
MCG JOB #: 14.259.02

DATE	REVISIONS

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SITE PLAN



LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

MO CAPITAL  
MENLO PARK, CALIFORNIA

250 Sutter Street, Suite 500  
San Francisco, California 94108  
① 415.974.6002  
mcgarchitecture.com



PROJECT SUMMARY

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

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

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

SITE AREA: 9.867 ACRES  
(429,806.5 SF)

TOTAL BUILDING AREA: 108,165 SF  
FLOOR AREA RATIO: 0.24

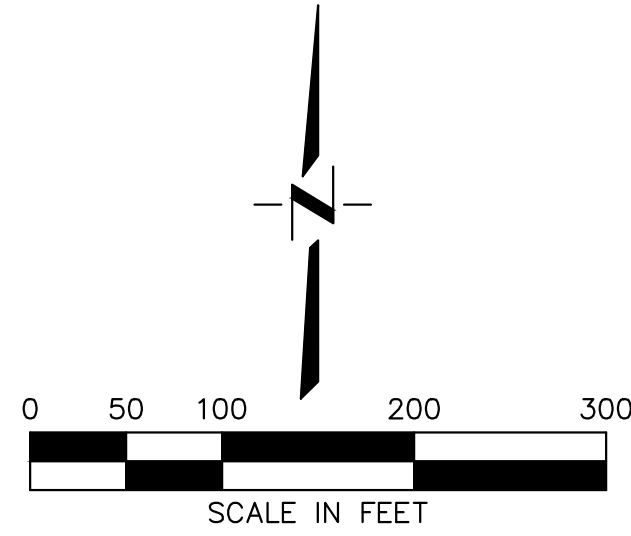
PARKING  
TOTAL ON-SITE PARKING: 457 STALLS  
PARKING RATIO: 4.2/1000

STANDARD STALL SIZE: 8.5' X 18'  
MINIMUM AISLE WIDTH: 24'

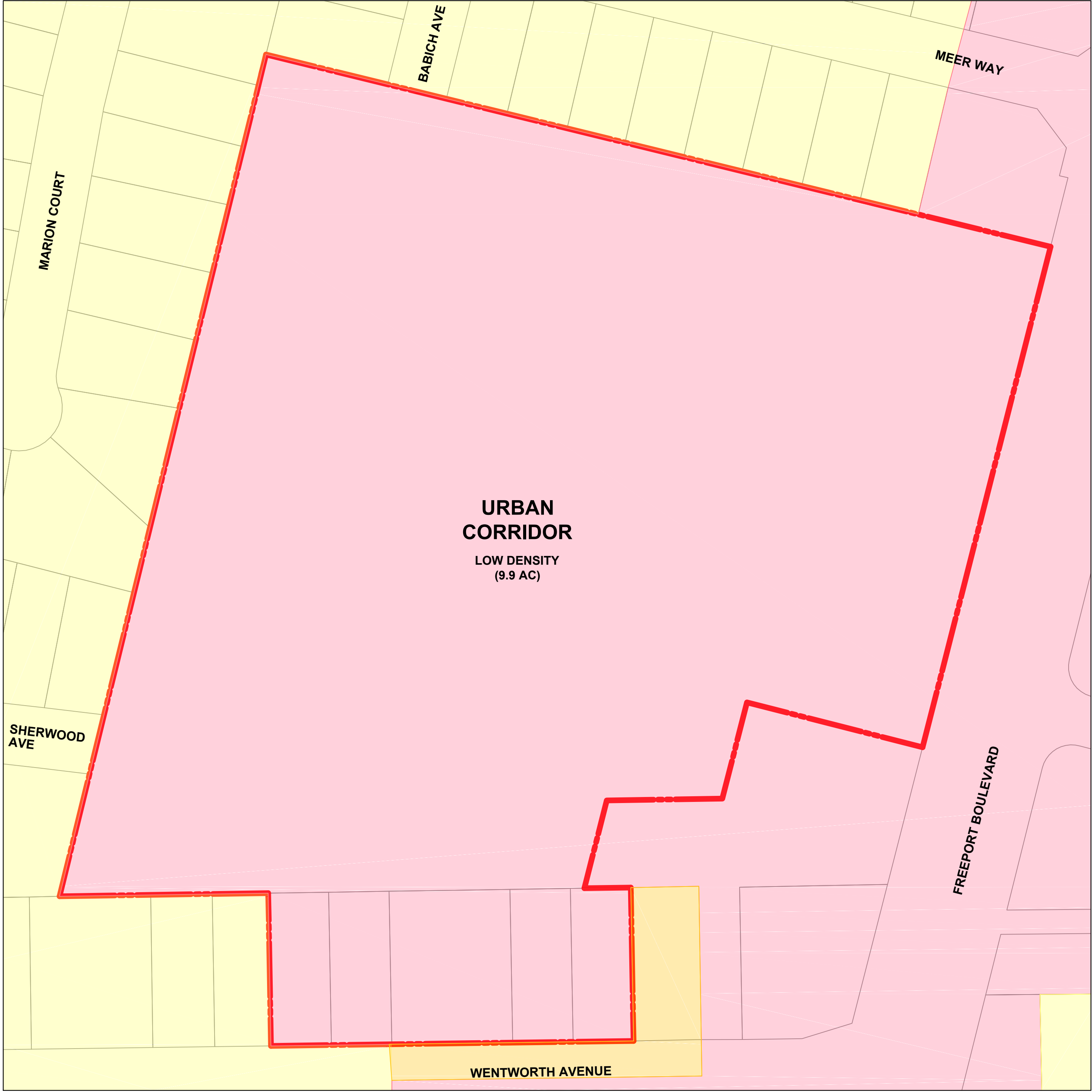
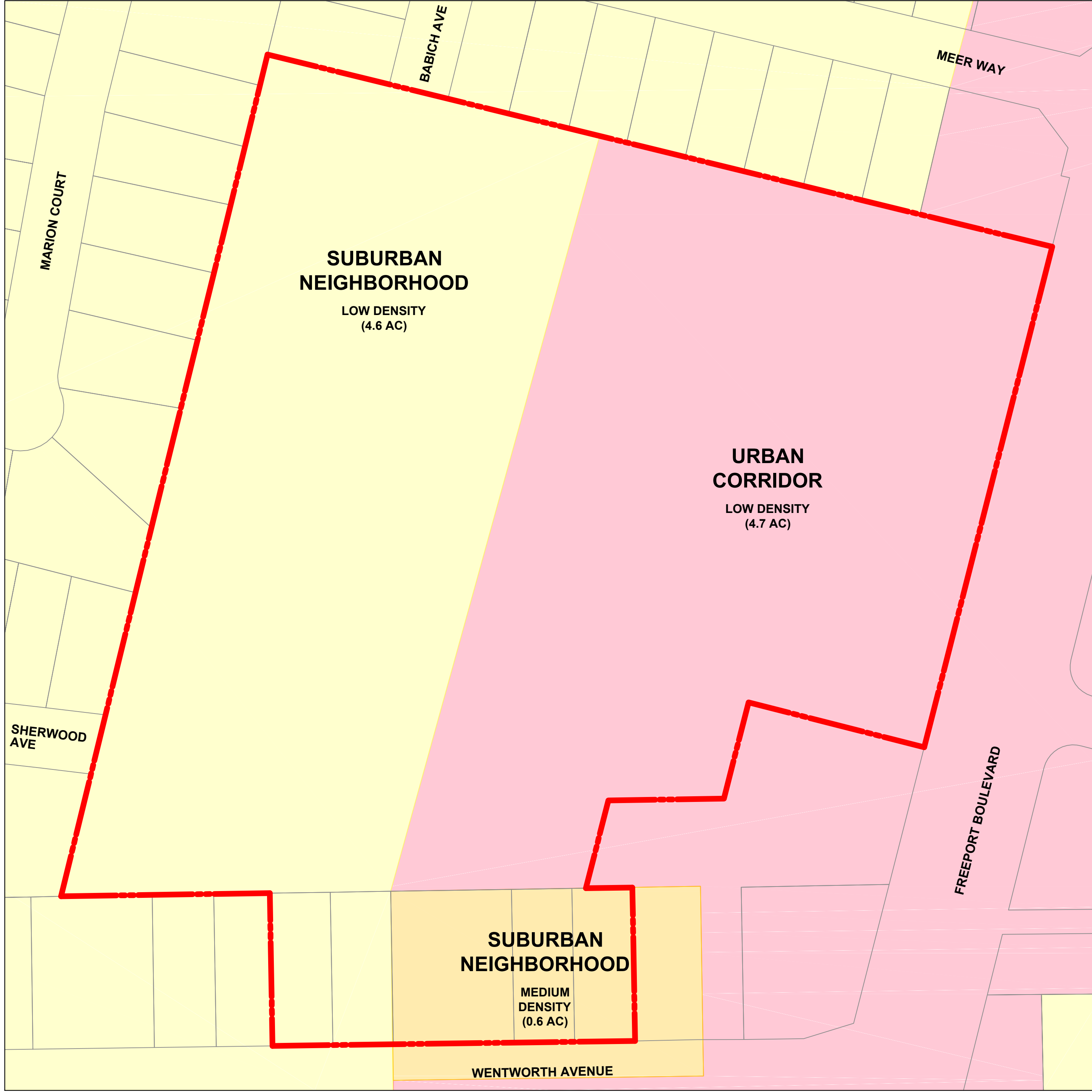
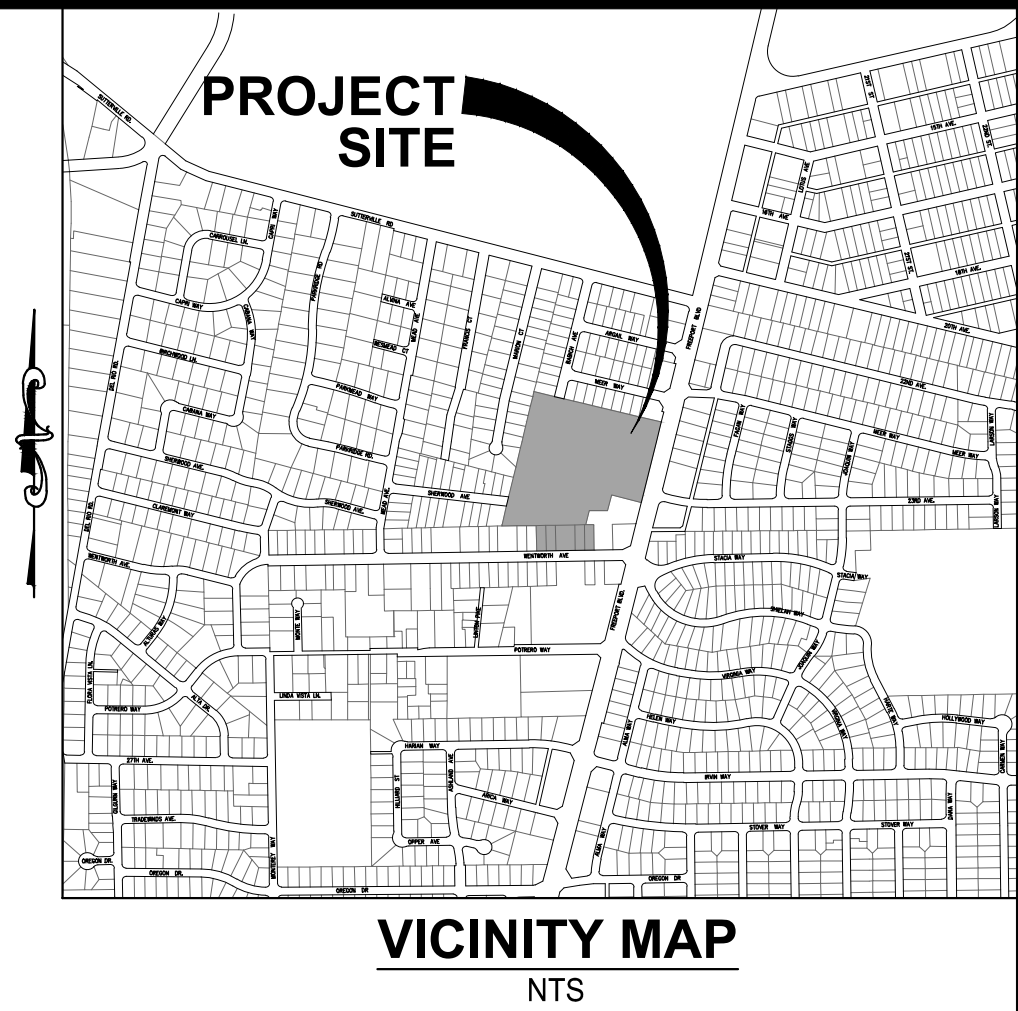
BICYCLE PARKING  
LONG-TERM PARKING PROVIDED IN LOCKERS  
1 STALL PER 10,000 SF: 11 STALLS

SHORT-TERM PARKING PROVIDED BY RACKS  
DISTRIBUTED THROUGHOUT THE SITE  
1 STALL PER 2,000 SF: 57 STALLS  
BICYCLE PARKING AREA: 2' X 6'





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



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DRAWN BY  
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SCALE  
1" = 200'

NO.

DATE

BY

REVISIONS

APPD.

CECWEST.COM

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Davis, CA 95618  
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LAND PARK COMMERCIAL CENTER  
GENERAL PLAN AMENDMENT EXHIBIT

SACRAMENTO CALIFORNIA

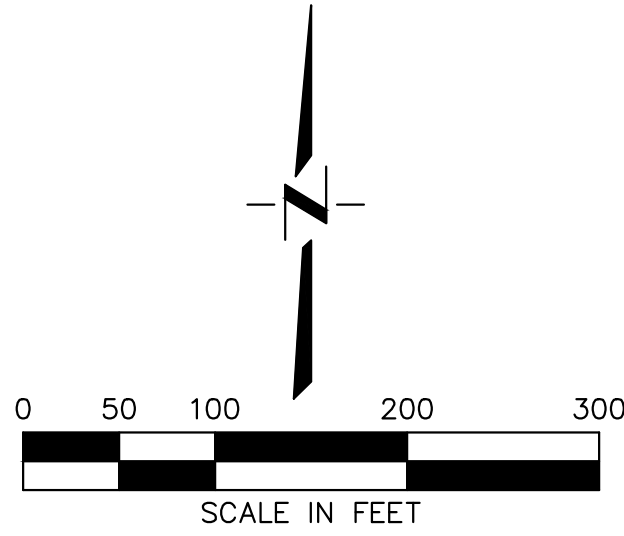
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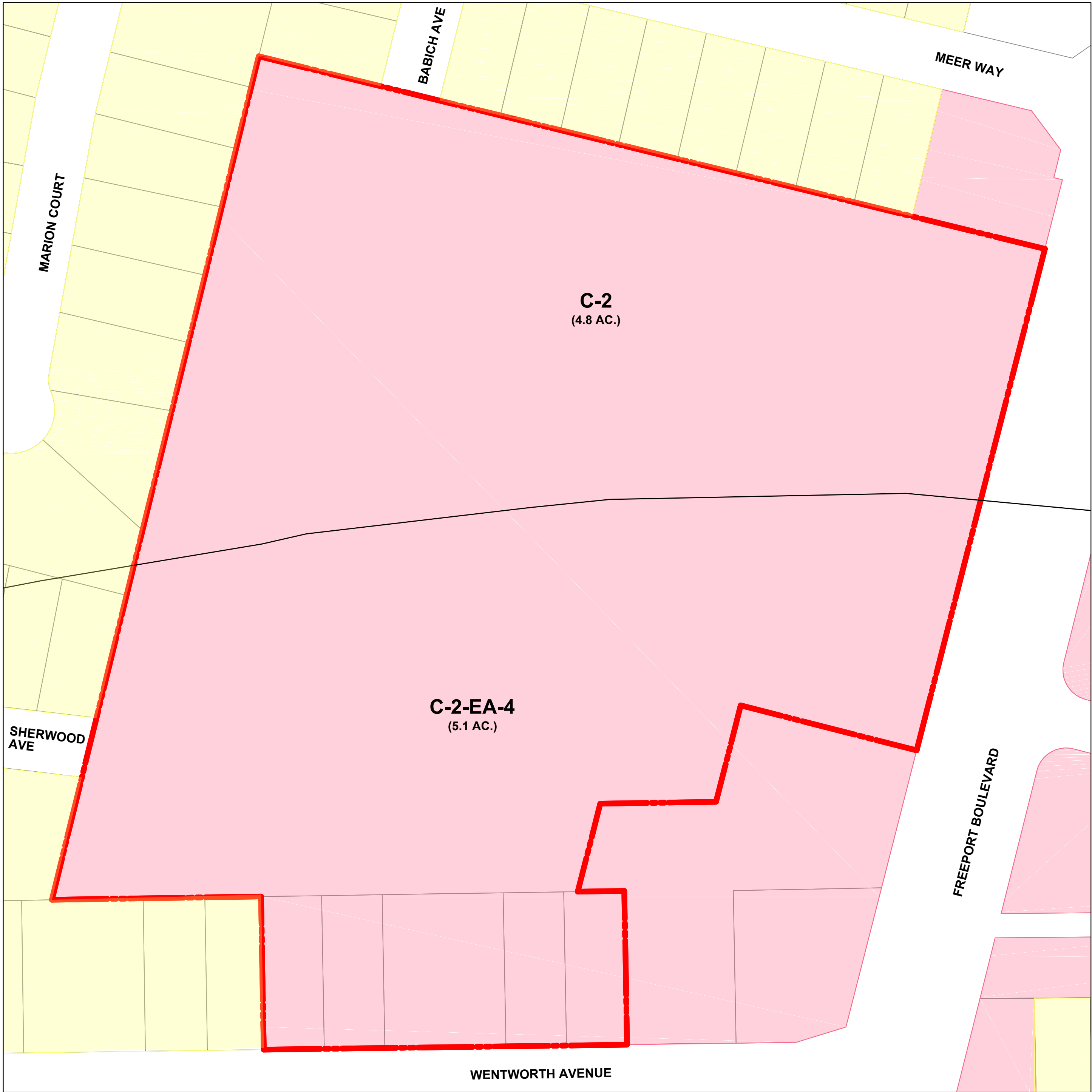
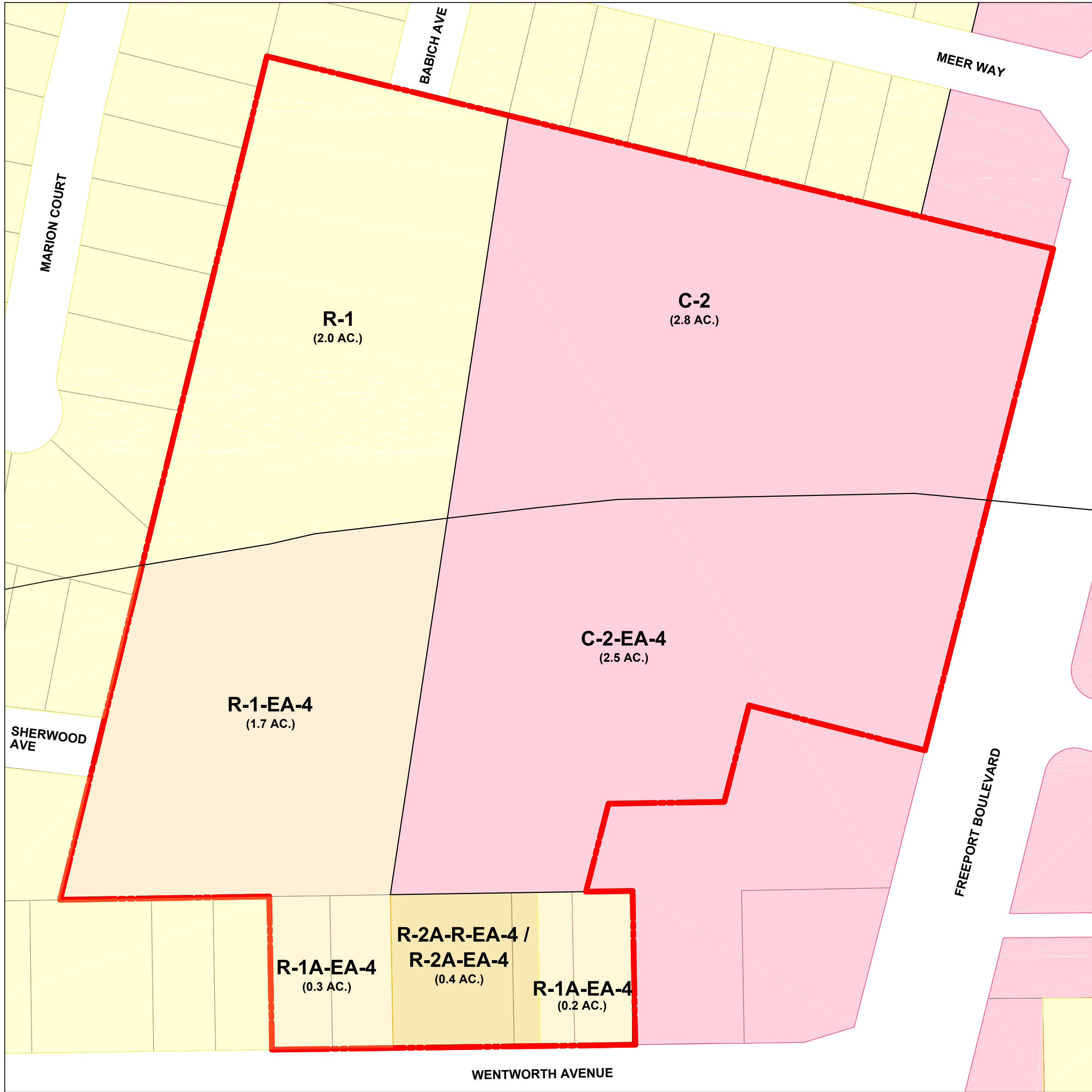
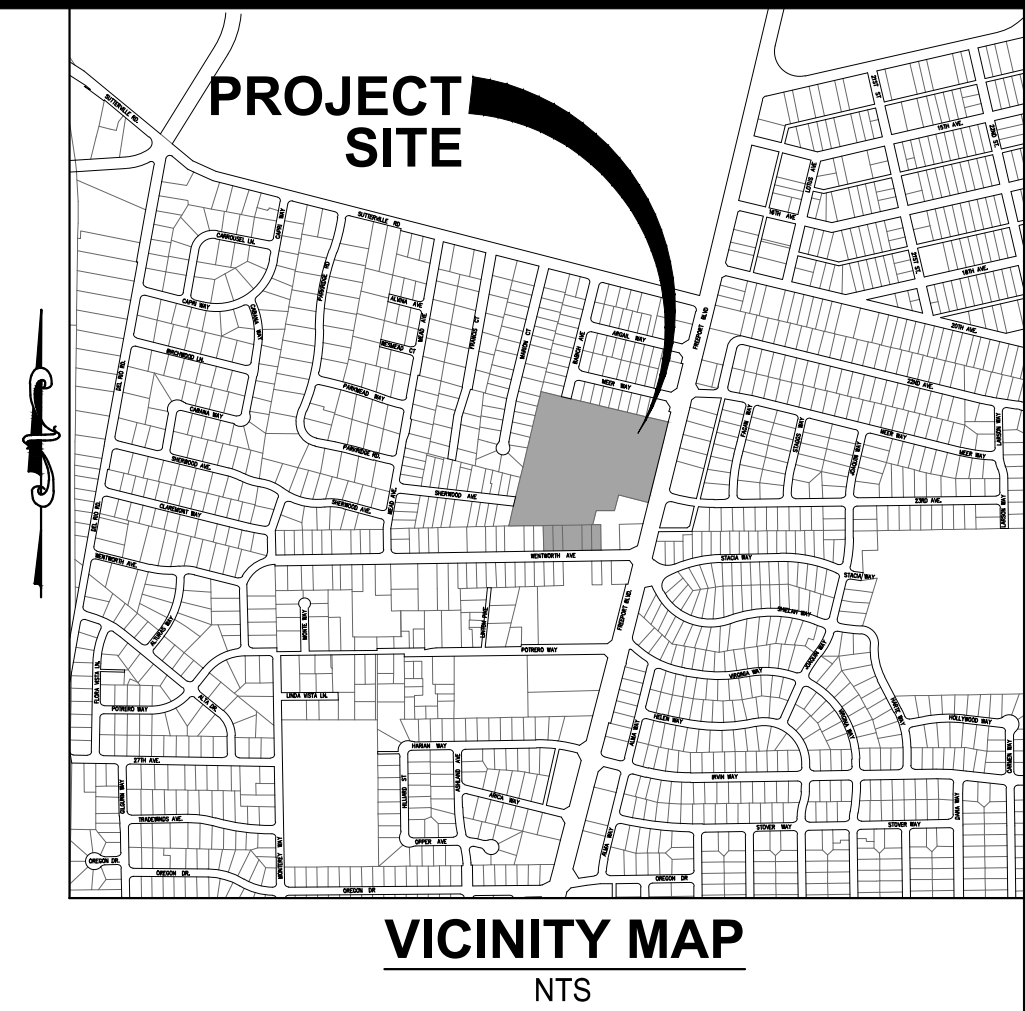
JOB NO: 1428.02

Item # 4





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



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SCALE  
1" = 200'

NO. DATE

BY APPD.

REVISIONS

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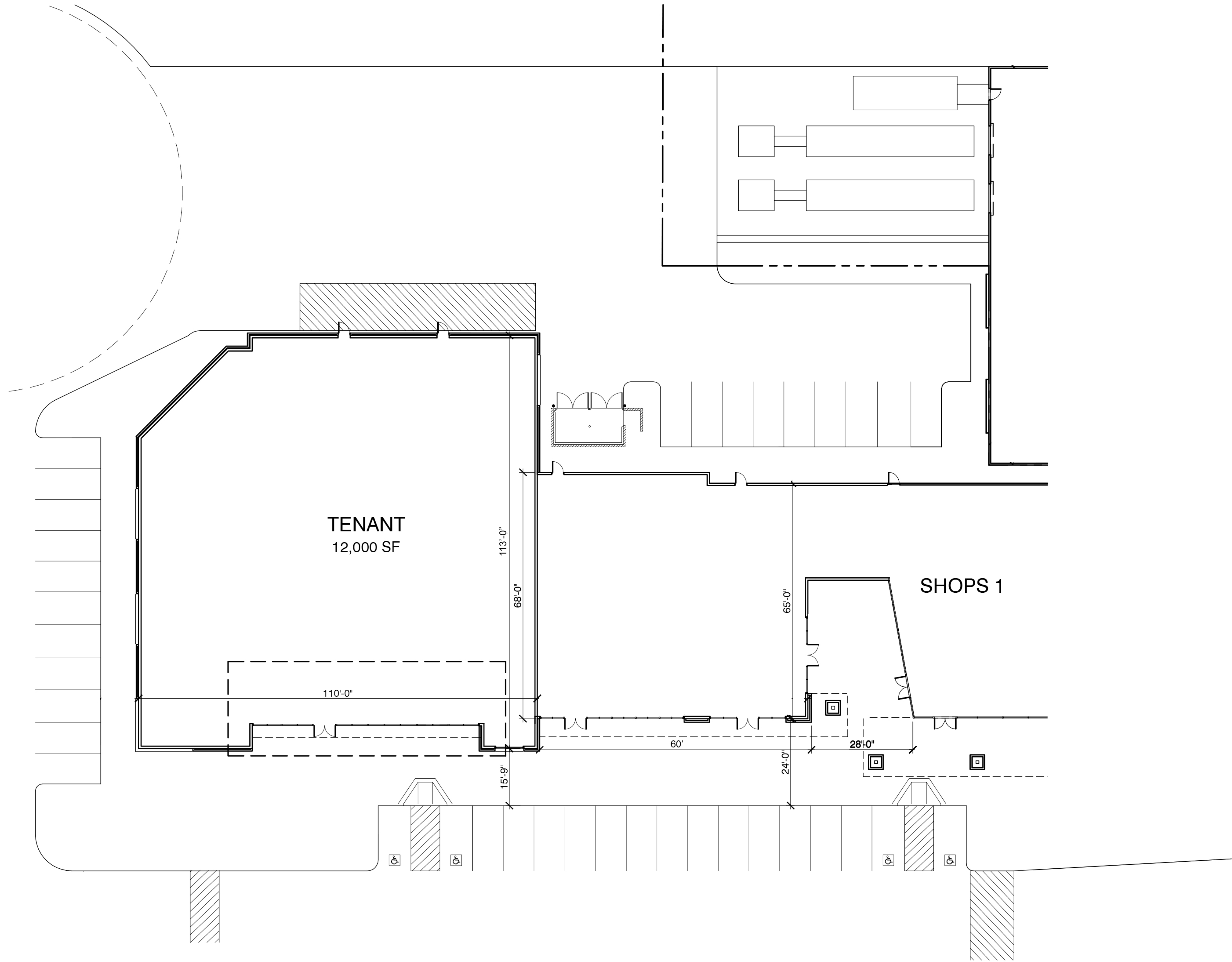
LAND PARK COMMERCIAL CENTER  
REZONE EXHIBIT

SACRAMENTO CALIFORNIA

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DATE: 01/28/2016

JOB NO: 1428.02



LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

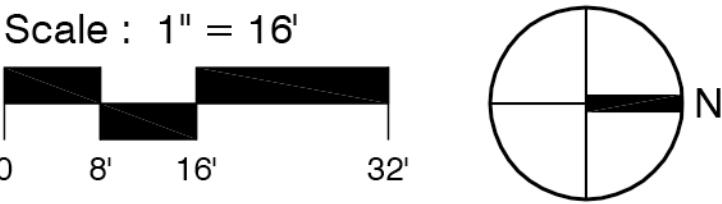
FLOOR PLAN  
Tenant / Shops 1

A3

DATE: MARCH 5, 2016  
MCG JOB #: 14.259.02

DATE	REVISIONS

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MENLO PARK, CALIFORNIA

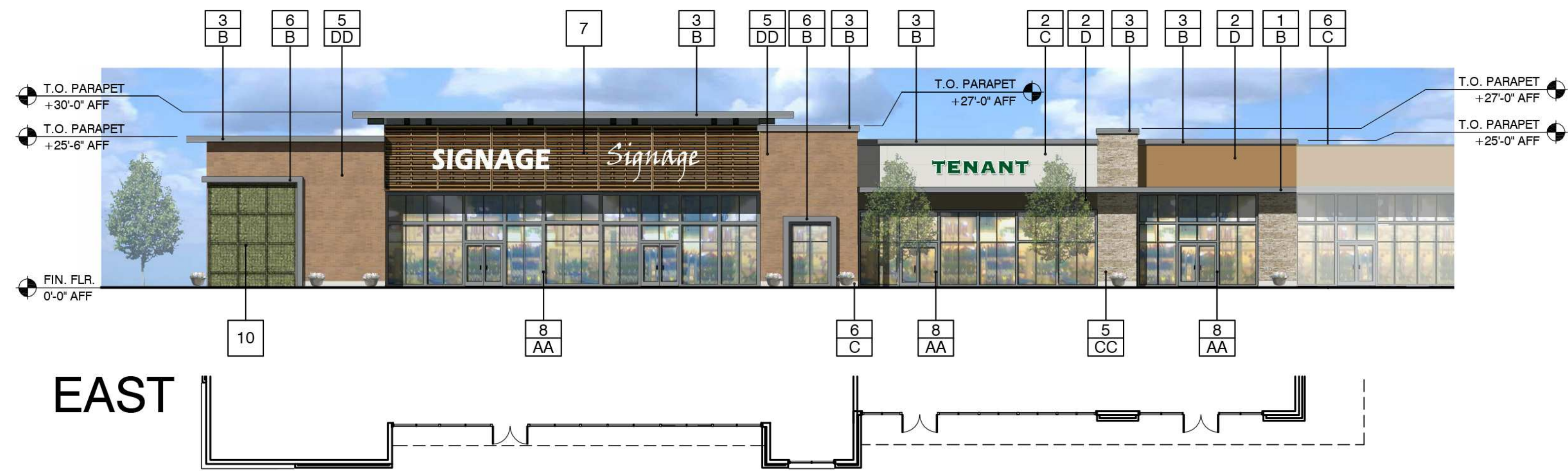
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San Francisco, California 94108-4461  
📞 415.974.6002 📠 415.974.1556  
mcgarchitecture.com



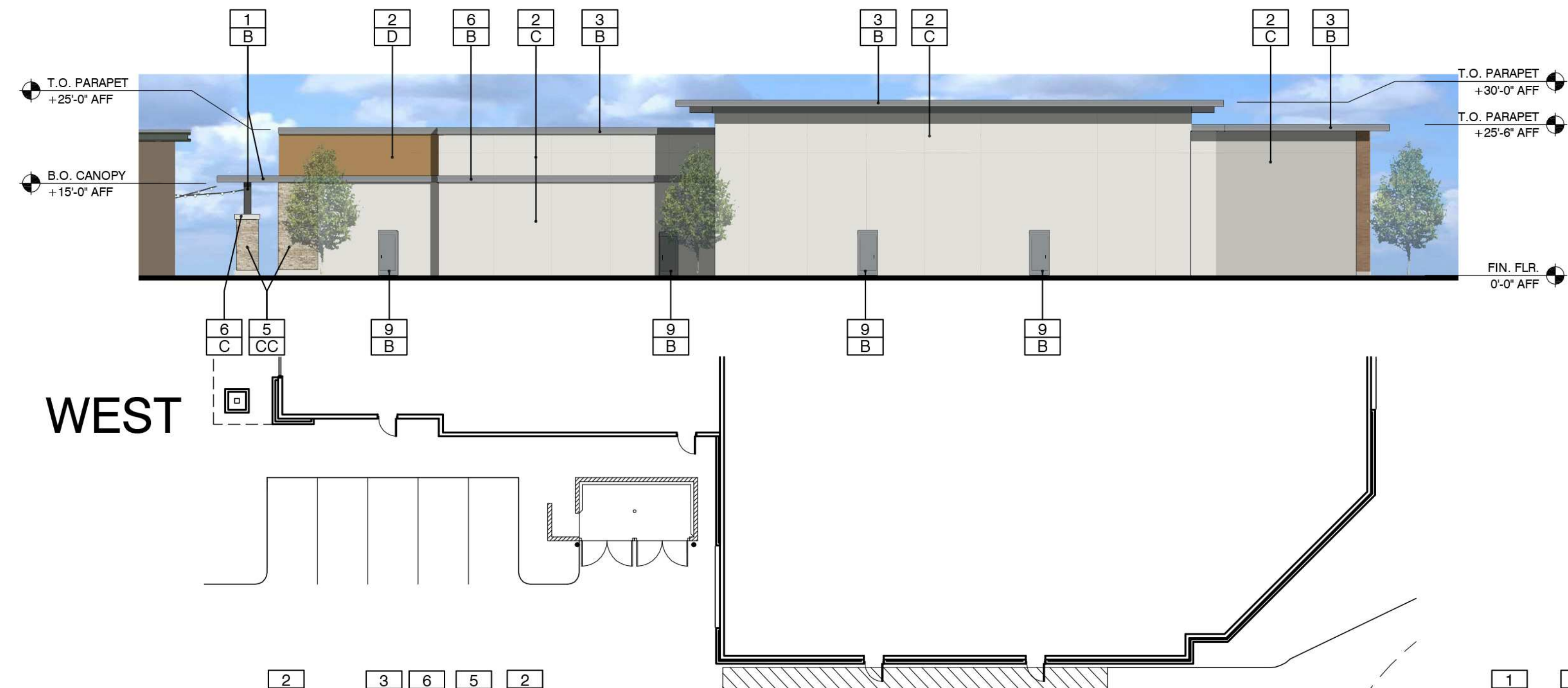
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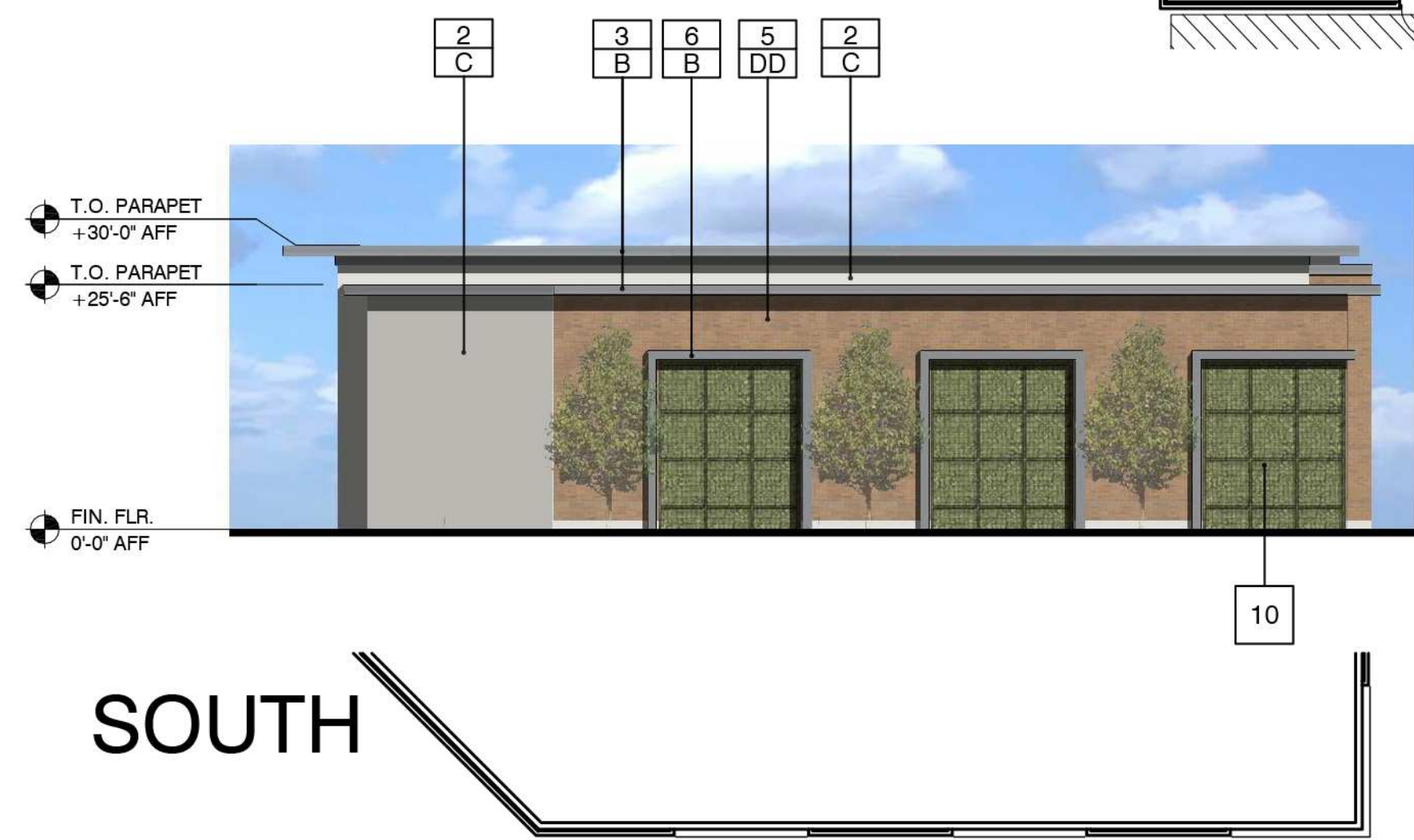




EAST



WEST



SOUTH



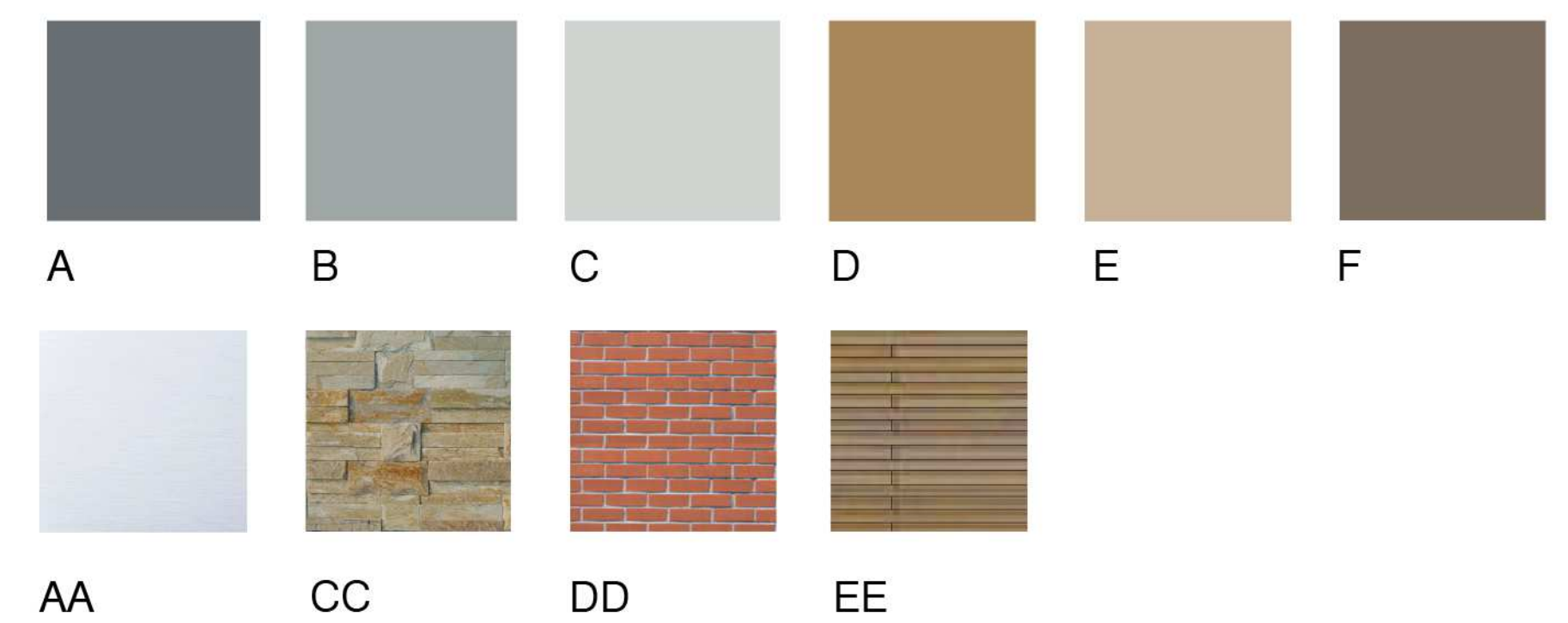
NORTH

## FINISH MATERIAL KEYNOTES:

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

## LEGEND:

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



# LAND PARK COMMERCIAL CENTER SACRAMENTO, CALIFORNIA

MO CAPITAL  
MENLO PARK, CALIFORNIA

DATE: MARCH 5, 2016  
MCG JOB #: 14.259.02

DATE	REVISIONS

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## ELEVATIONS Tenant / Shops 1

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

A4

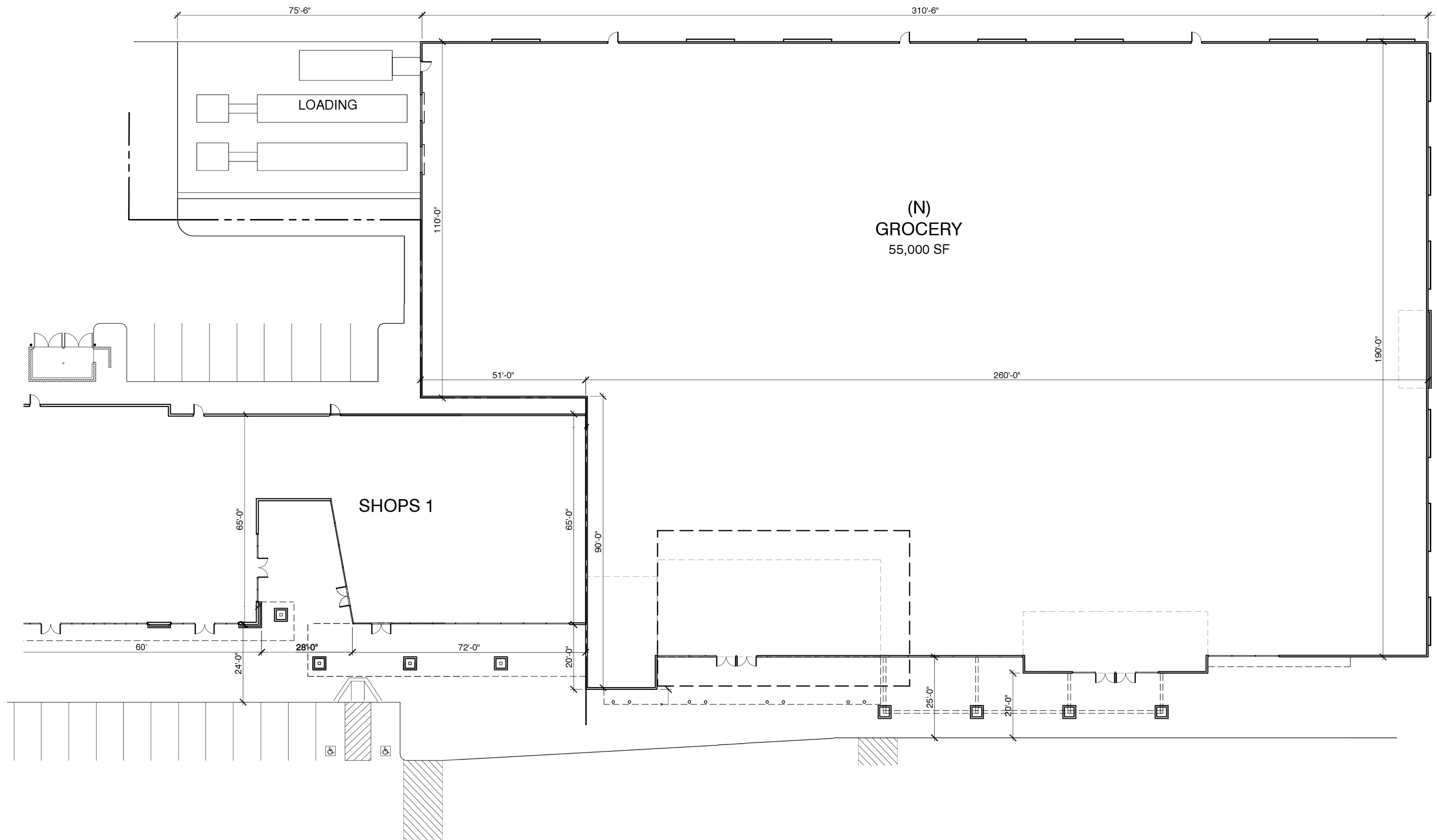
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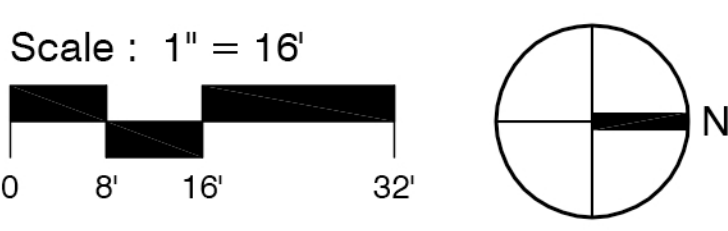
LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

FLOOR PLAN  
Grocery / Shops 1

A5

DATE: MARCH 5, 2016  
MCG JOB #: 14.259.02

DATE	REVISIONS



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FINISH MATERIAL KEYNOTES:

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

LEGEND:

MATERIAL/TYPE	MANUFACTURER	COLOR/NUMBER
---------------	--------------	--------------

EXTERIOR CEMENT PLASTER, WALLS AND TRIM:

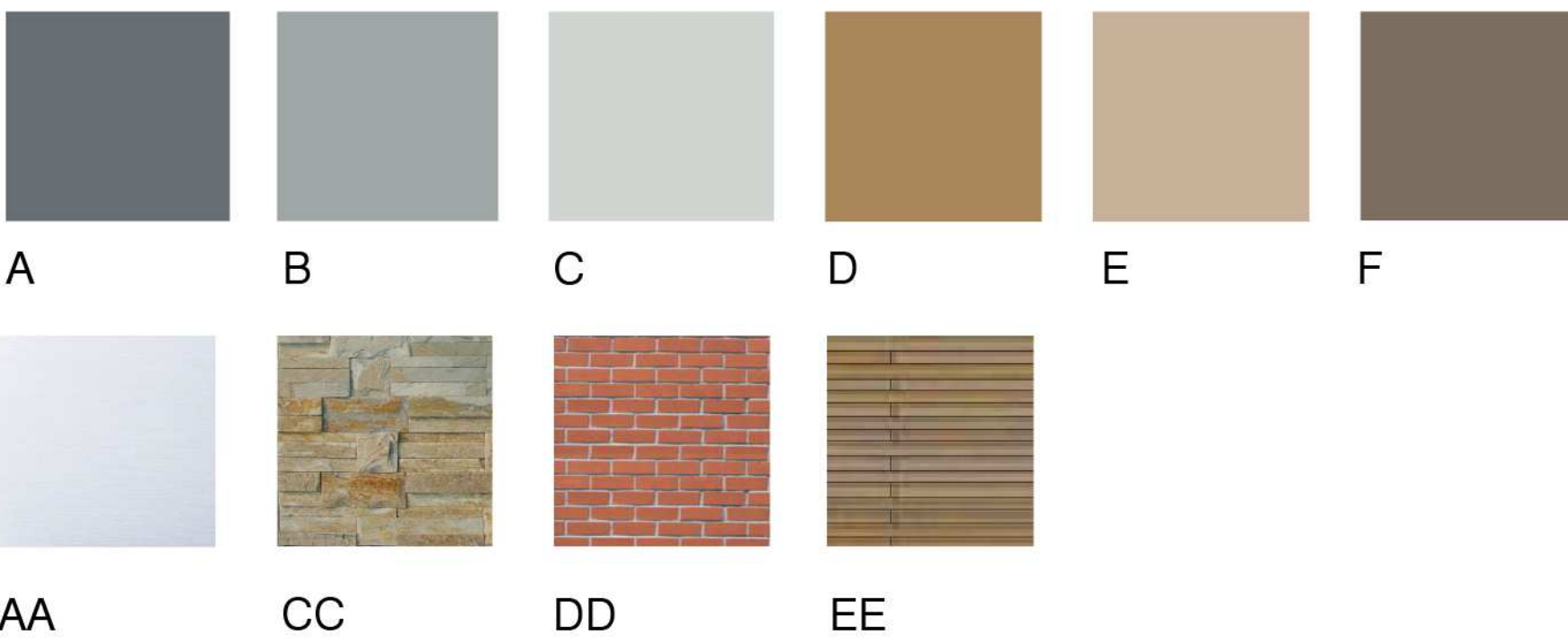
A	PAINT	BENJAMIN MOORE	ASHLAND SLATE, #1608
B	PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C	PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D	PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E	PAINT	BENJAMIN MOORE	LATTE, #2163-60
F	PAINT	BENJAMIN MOORE	WHITALL BROWN, #HC-69

ALUMINUM STOREFRONT:

AA	ALUM STOREFRONT	KAWNEER	ANODIZED ALUMINUM, CLEAR
----	-----------------	---------	--------------------------

EXTERIOR WALL FINISHES:

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



LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

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DATE: MARCH 5, 2016  
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ELEVATIONS  
Grocery / Shops 1

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

A6

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WEST



SOUTH

FINISH MATERIAL KEYNOTES:

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

LEGEND:

MATERIAL/TYPE MANUFACTURER COLOR/NUMBER

EXTERIOR CEMENT PLASTER, WALLS AND TRIM:

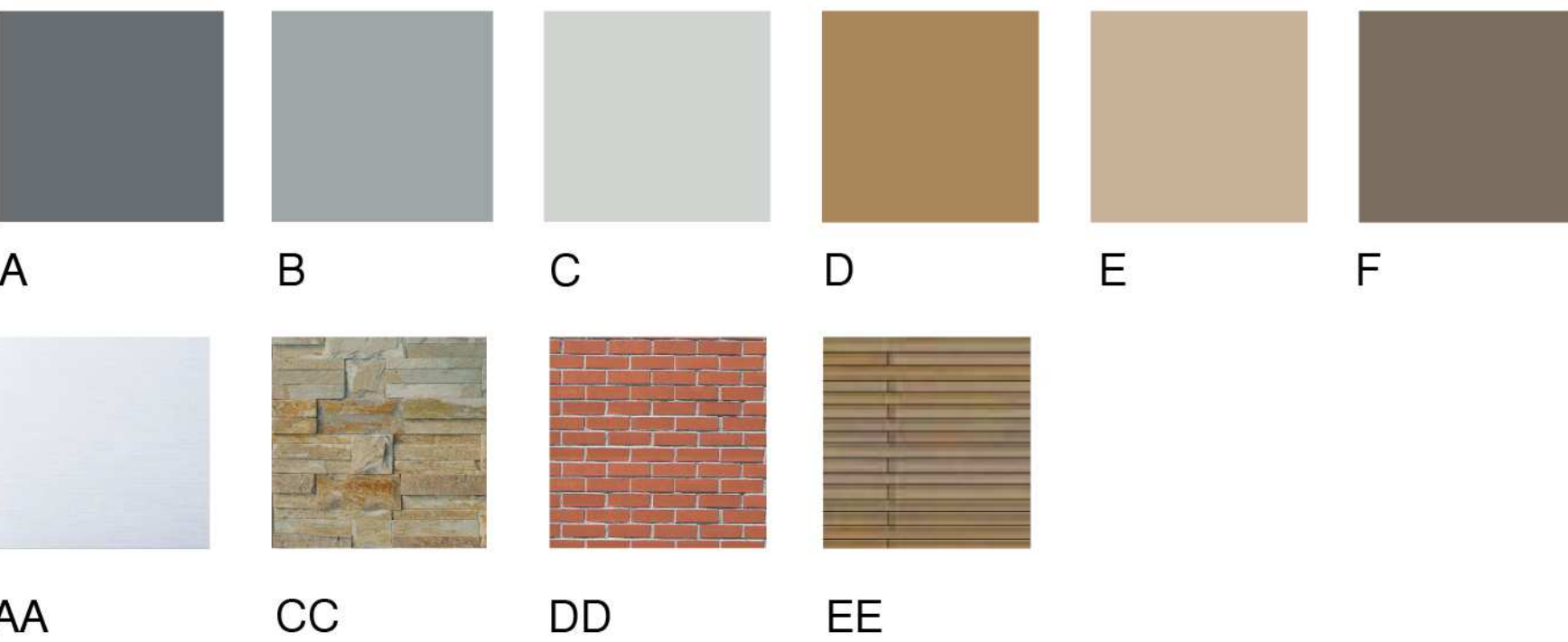
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B	PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C	PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D	PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E	PAINT	BENJAMIN MOORE	LATTE, #2163-60
F	PAINT	BENJAMIN MOORE	WHITALL BROWN, #HC-69

ALUMINUM STOREFRONT:

AA	ALUM STOREFRONT	KAWNEER	ANODIZED ALUMINUM, CLEAR
----	-----------------	---------	--------------------------

EXTERIOR WALL FINISHES:

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



LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

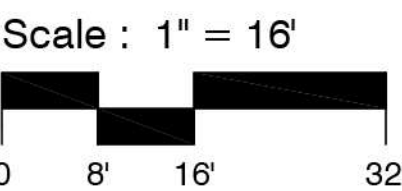
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MCG JOB #: 14.259.02

DATE	REVISIONS

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ELEVATIONS  
Grocery / Shops 1



A7

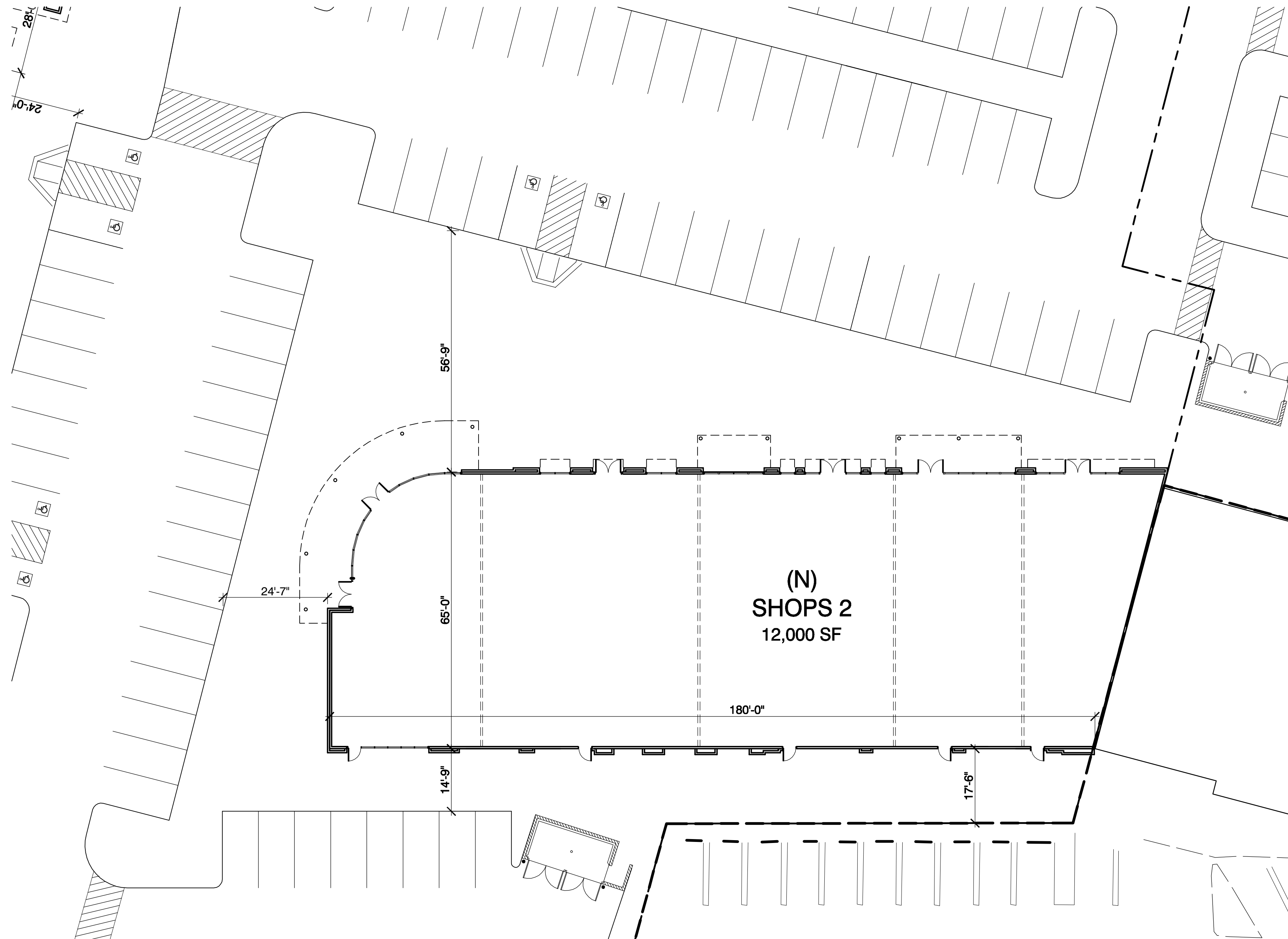
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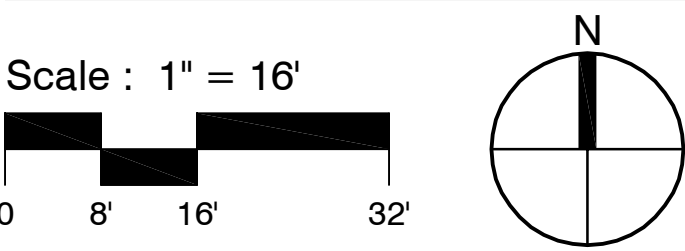
Item # 4





LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

FLOOR PLAN  
Shops 2



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MENLO PARK, CALIFORNIA

A8

DATE: JUNE 22, 2015  
MCG JOB #: 14,259.02

DATE	REVISIONS

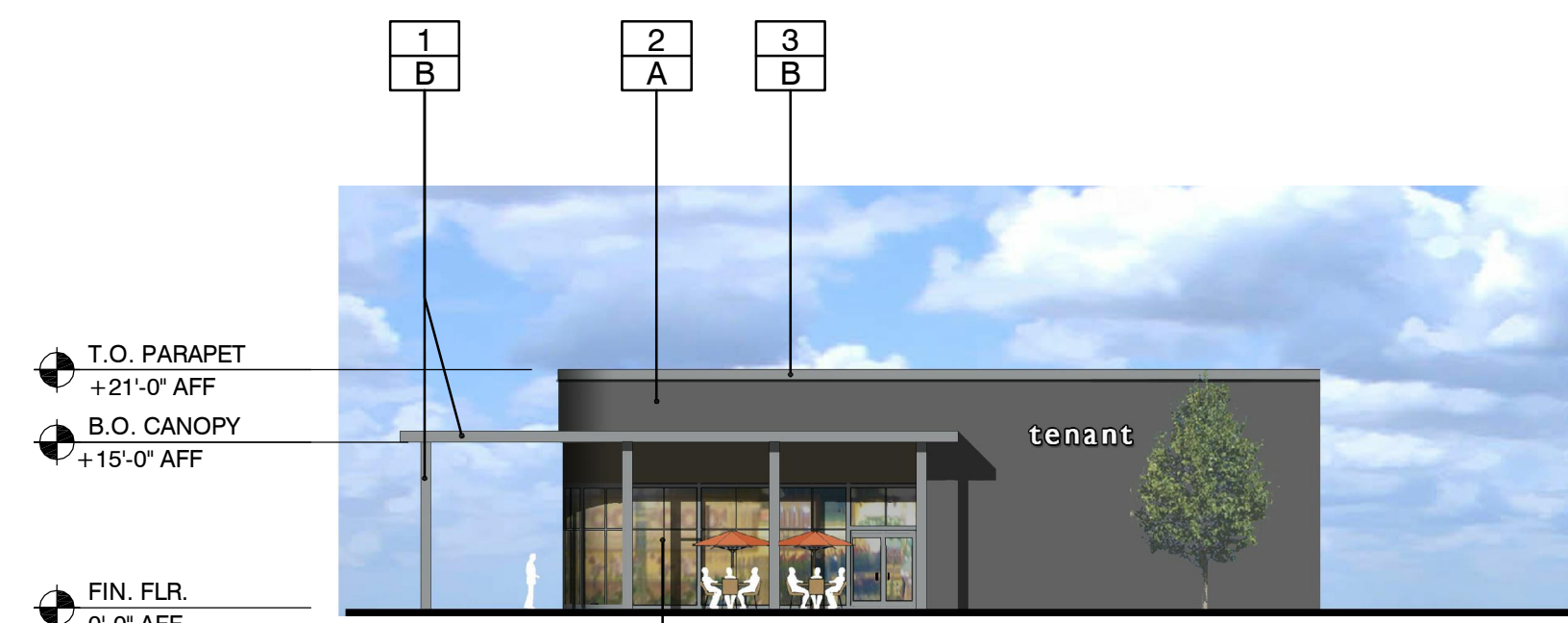
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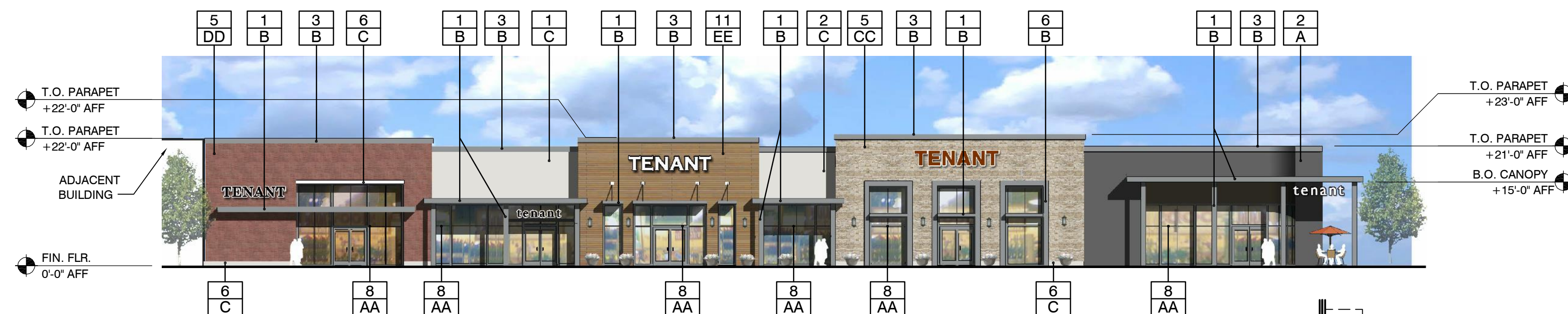




WEST



SOUTH



NORTH

## LAND PARK COMMERCIAL CENTER Shops 2 SACRAMENTO, CALIFORNIA

MO CAPITAL  
MENLO PARK, CALIFORNIA

### FINISH MATERIAL KEYNOTES:

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

### LEGEND:

MATERIAL/TYPE	MANUFACTURER	COLOR/NUMBER
---------------	--------------	--------------

#### EXTERIOR CEMENT PLASTER, WALLS AND TRIM:

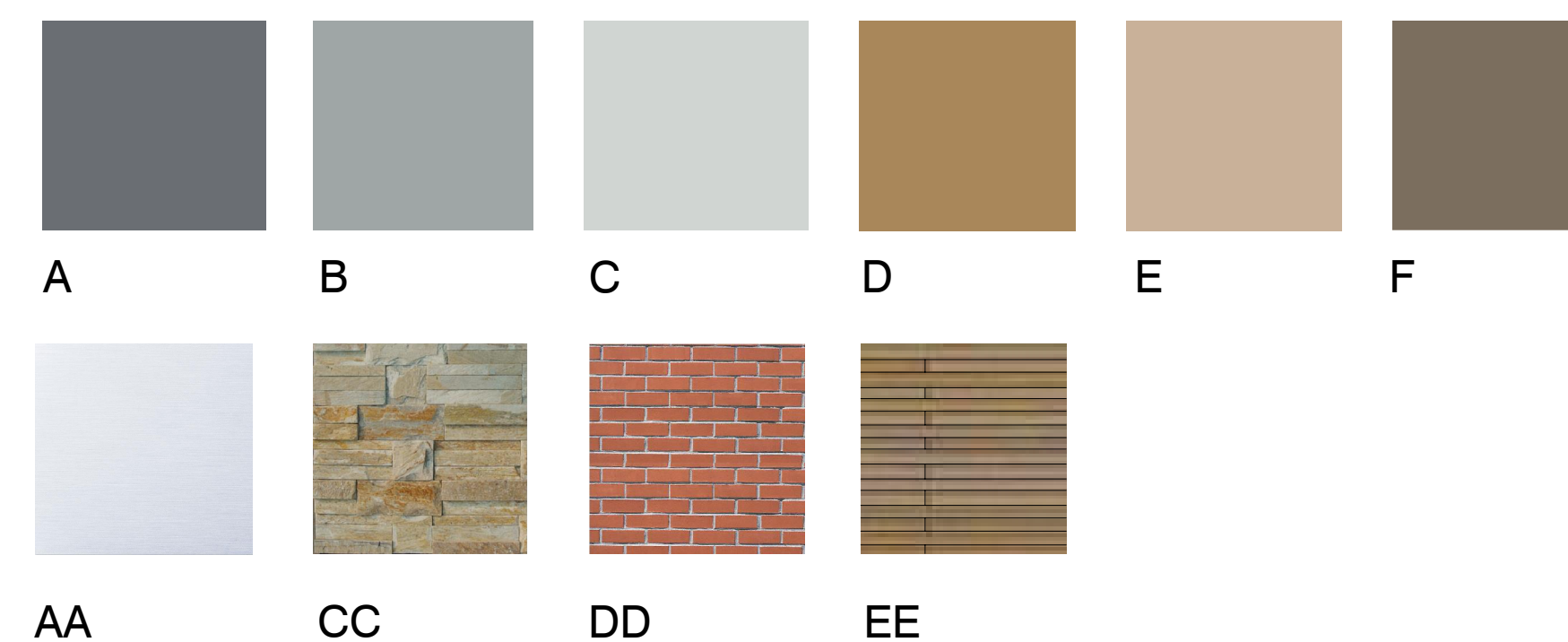
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B	PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C	PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D	PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E	PAINT	BENJAMIN MOORE	LATTE, #2163-60
F	PAINT	BENJAMIN MOORE	WHITALL BROWN, #HC-69

#### ALUMINUM STOREFRONT:

AA	ALUM STOREFRONT	KAWNEER	ANODIZED ALUMINUM, CLEAR
----	-----------------	---------	--------------------------

#### EXTERIOR WALL FINISHES:

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



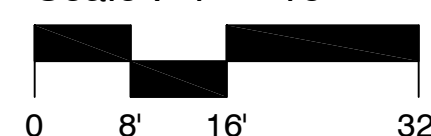
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MCG JOB #: 14,259.02

DATE	REVISIONS

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### ELEVATIONS Shops 2

Scale : 1" = 16'



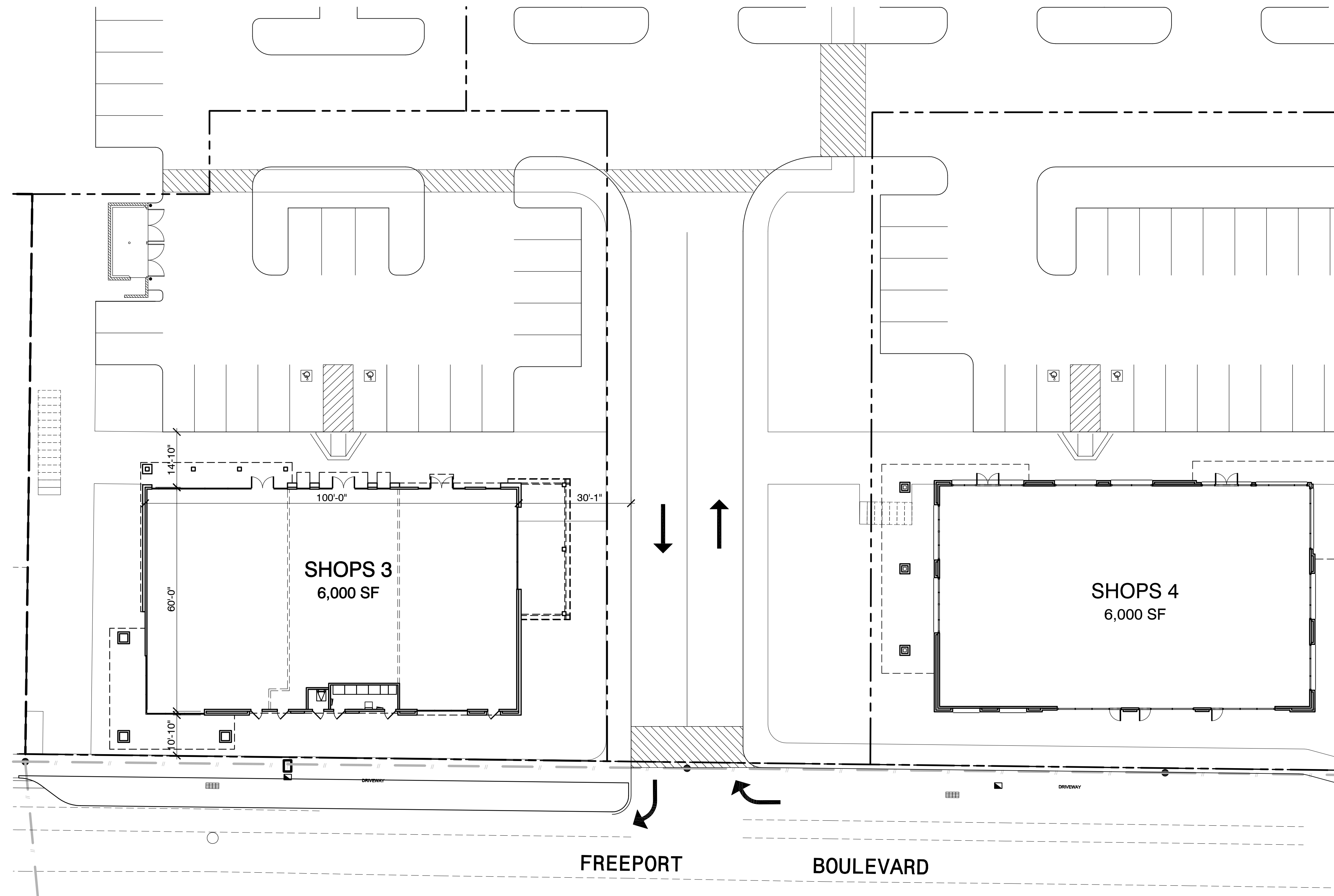
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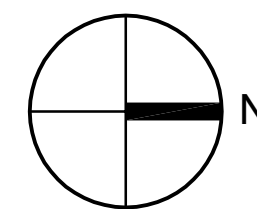
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FLOOR PLAN  
Shops 3

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



LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

MO CAPITAL  
MENLO PARK, CALIFORNIA

A10

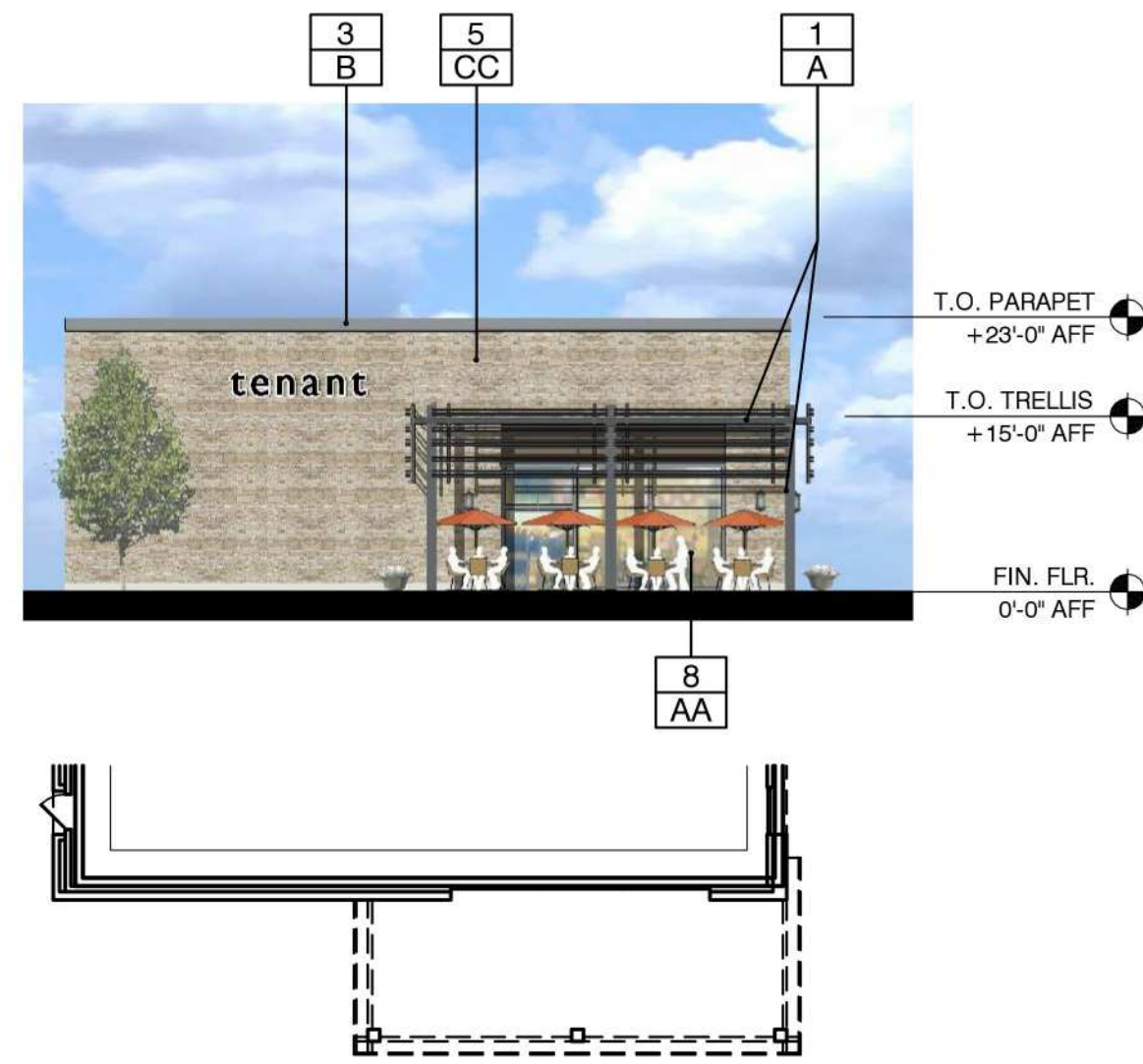
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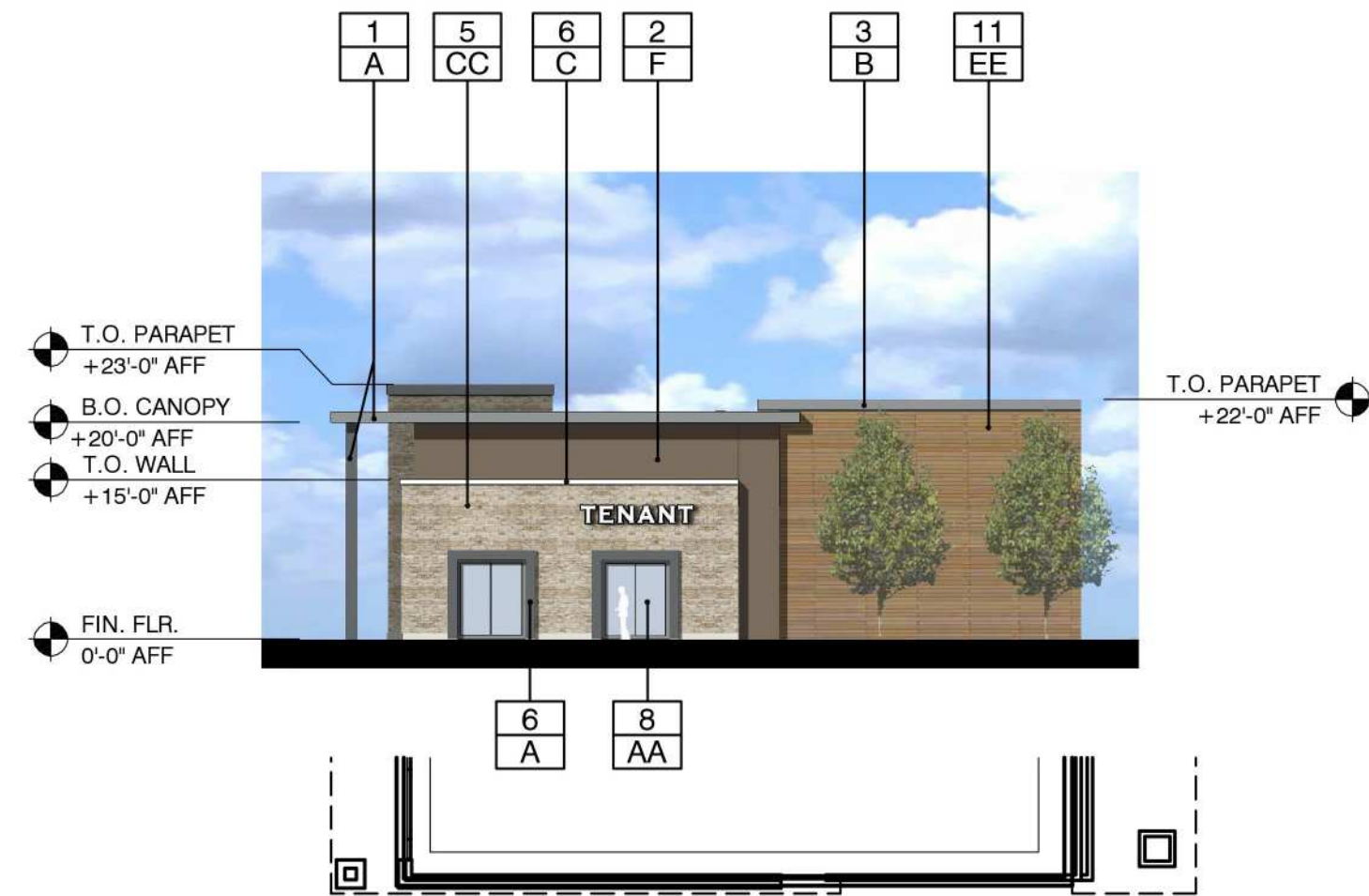




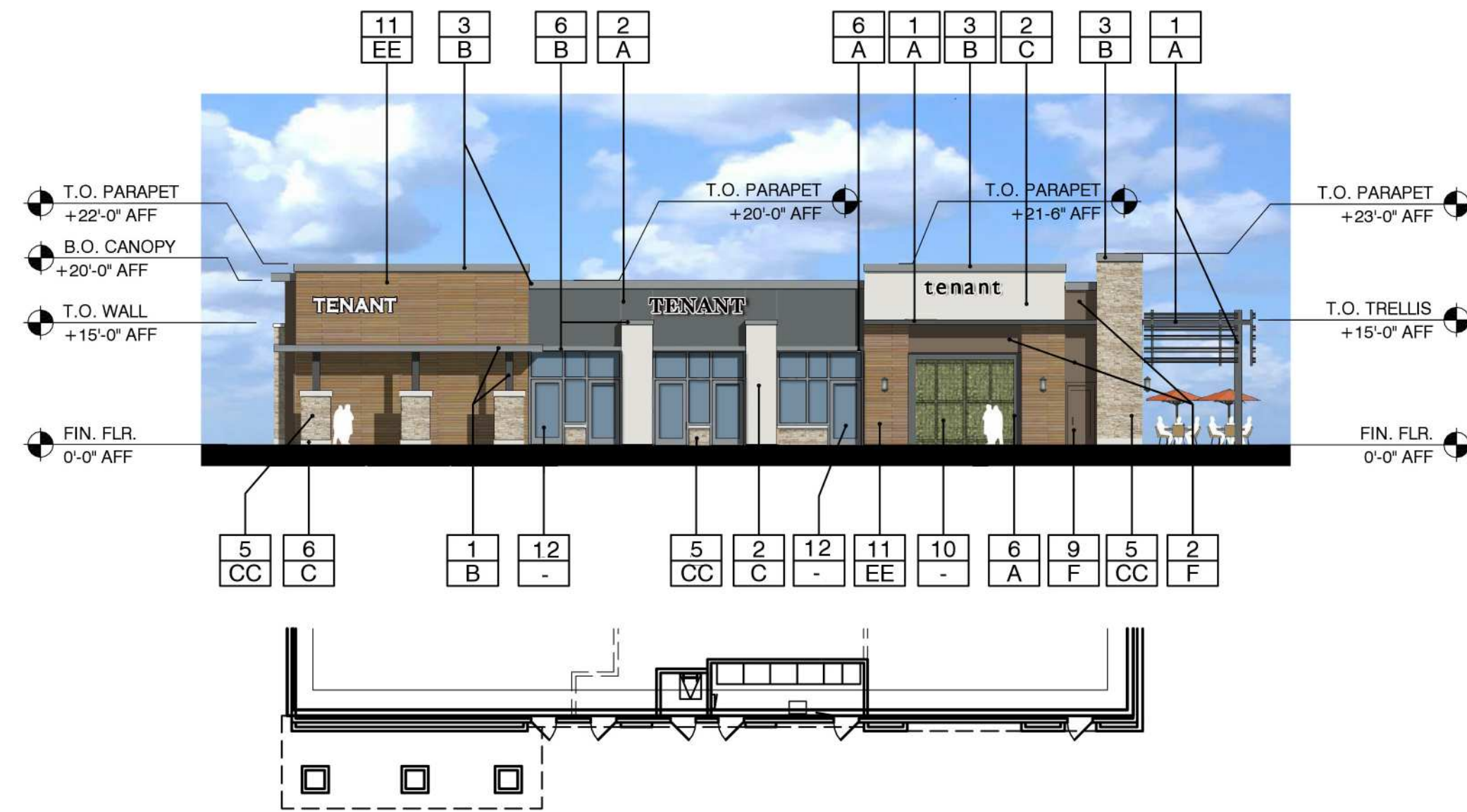
NORTH



WEST



SOUTH



EAST

## FINISH MATERIAL KEYNOTES:

1	METAL CANOPY	6	STUCCO ACCENT	11	WOOD SIDING
2	STUCCO	7	WOOD LOUVER	12	SPANDREL GLASS
3	COPING	8	STOREFRONT		
4	NOT USED	9	METAL DOOR		
5	MASONRY VENEER	10	GREEN SCREEN		

## LEGEND:

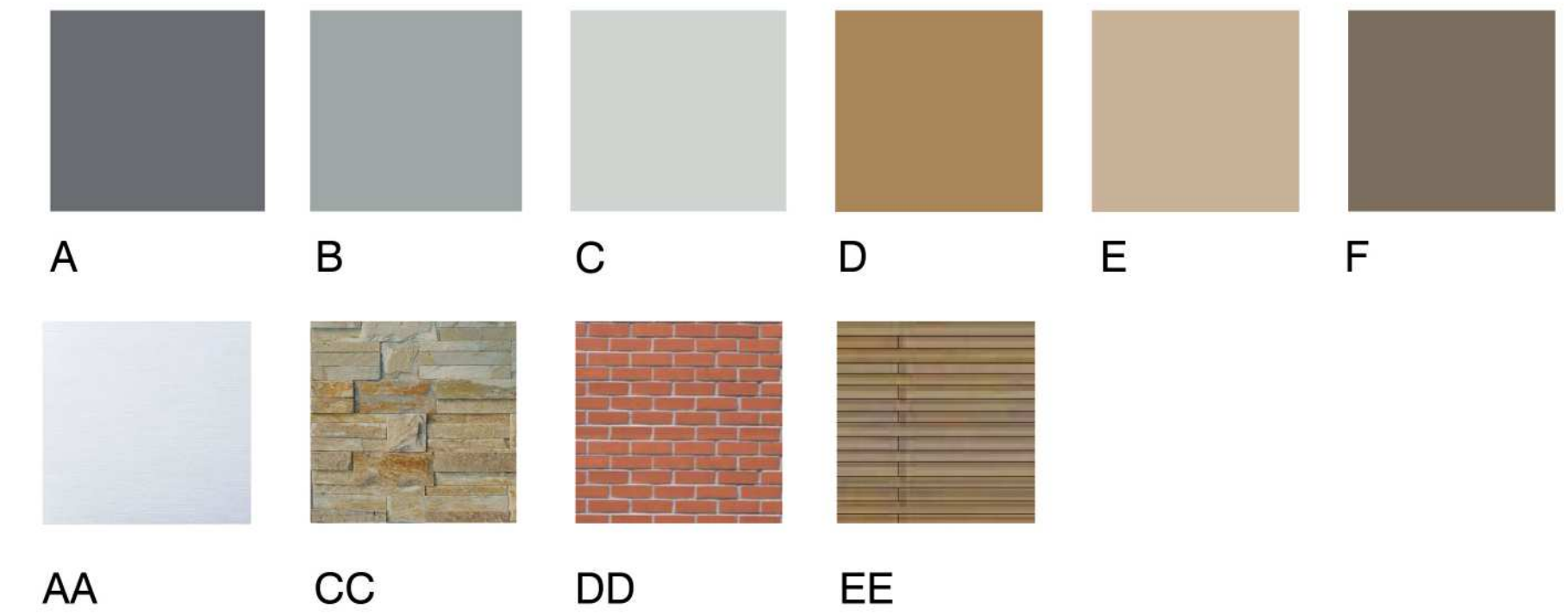
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<b>EXTERIOR CEMENT PLASTER, WALLS AND TRIM:</b>		
A PAINT	BENJAMIN MOORE	ASHLAND SLATE, #1608
B PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E PAINT	BENJAMIN MOORE	LATTE, #2163-60
F PAINT	BENJAMIN MOORE	WHITALL BROWN, #HC-69

## ALUMINUM STOREFRONT:

AA ALUM STOREFRONT	KAWNEER	ANODIZED ALUMINUM, CLEAR
--------------------	---------	--------------------------

## EXTERIOR WALL FINISHES:

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



# LAND PARK COMMERCIAL CENTER SACRAMENTO, CALIFORNIA

MO CAPITAL  
MENLO PARK, CALIFORNIA

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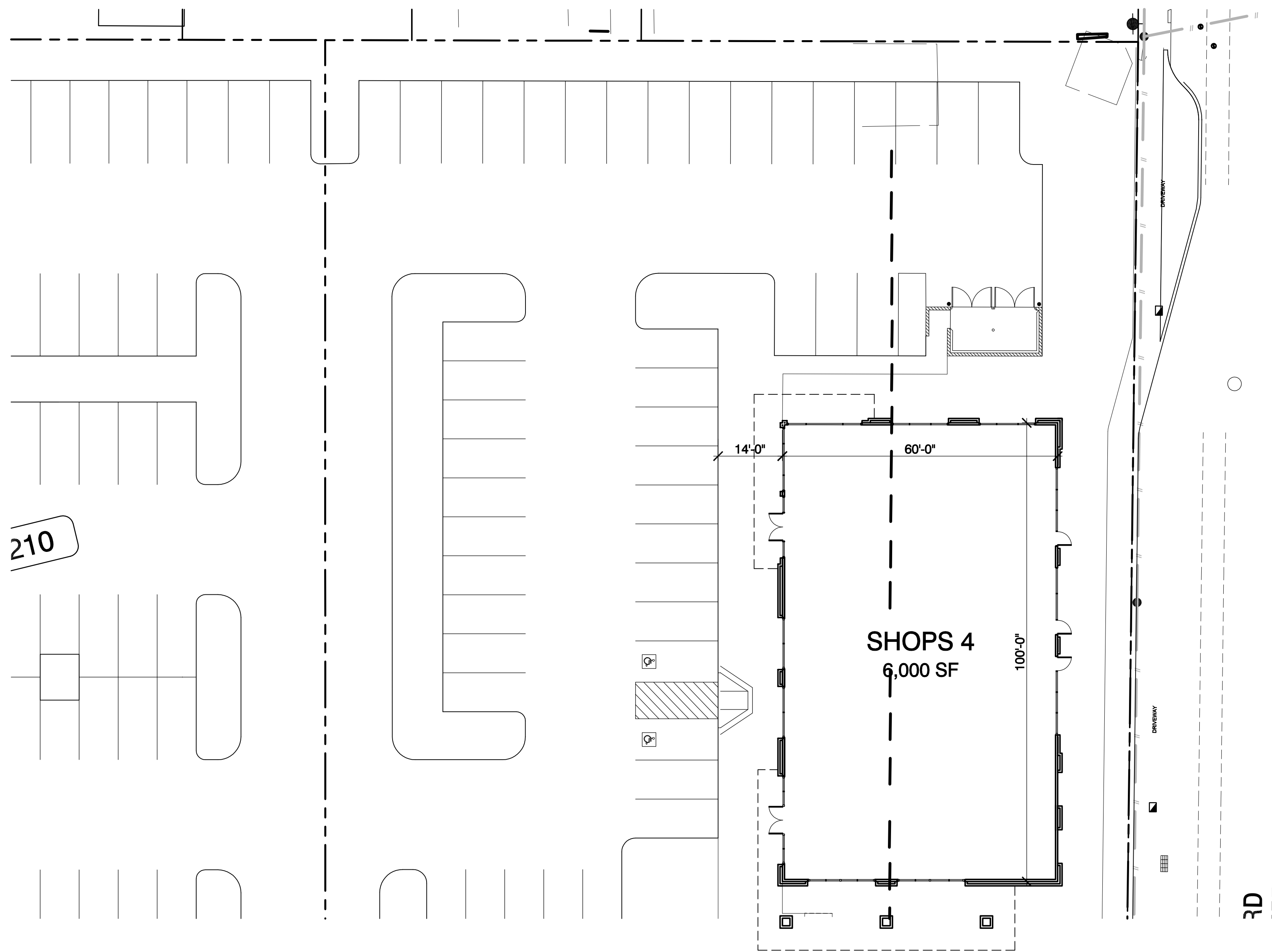
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## ELEVATIONS Shops 3

Scale : 1" = 16'





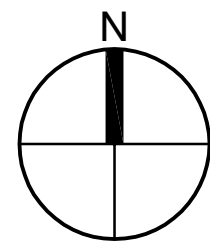
DATE: MARCH 6, 2016  
MCG JOB #: 14.259.02

DATE	REVISIONS

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FLOOR PLAN  
Shops 4

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



# LAND PARK COMMERCIAL CENTER SACRAMENTO, CALIFORNIA

MO CAPITAL  
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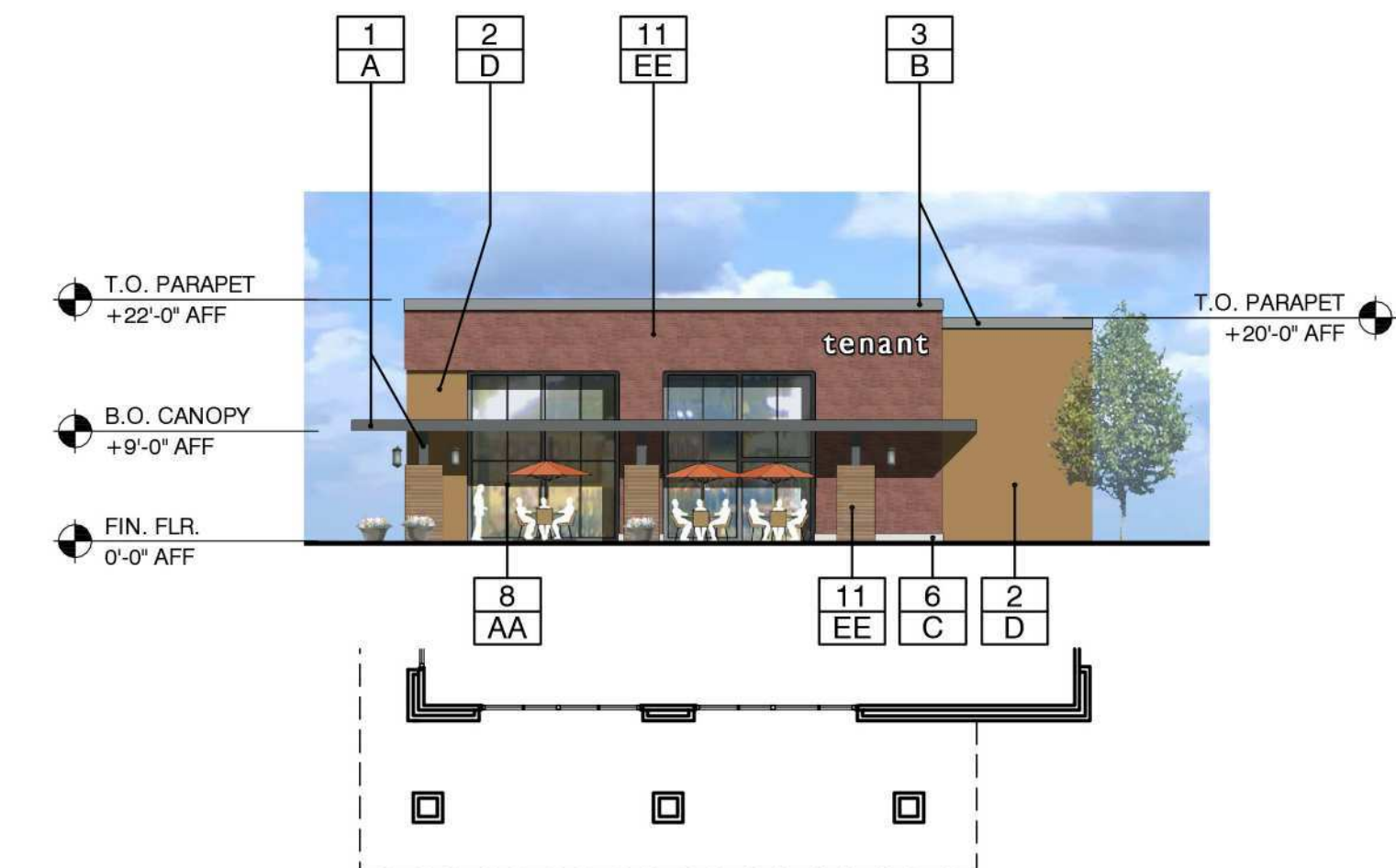




WEST



NORTH



SOUTH



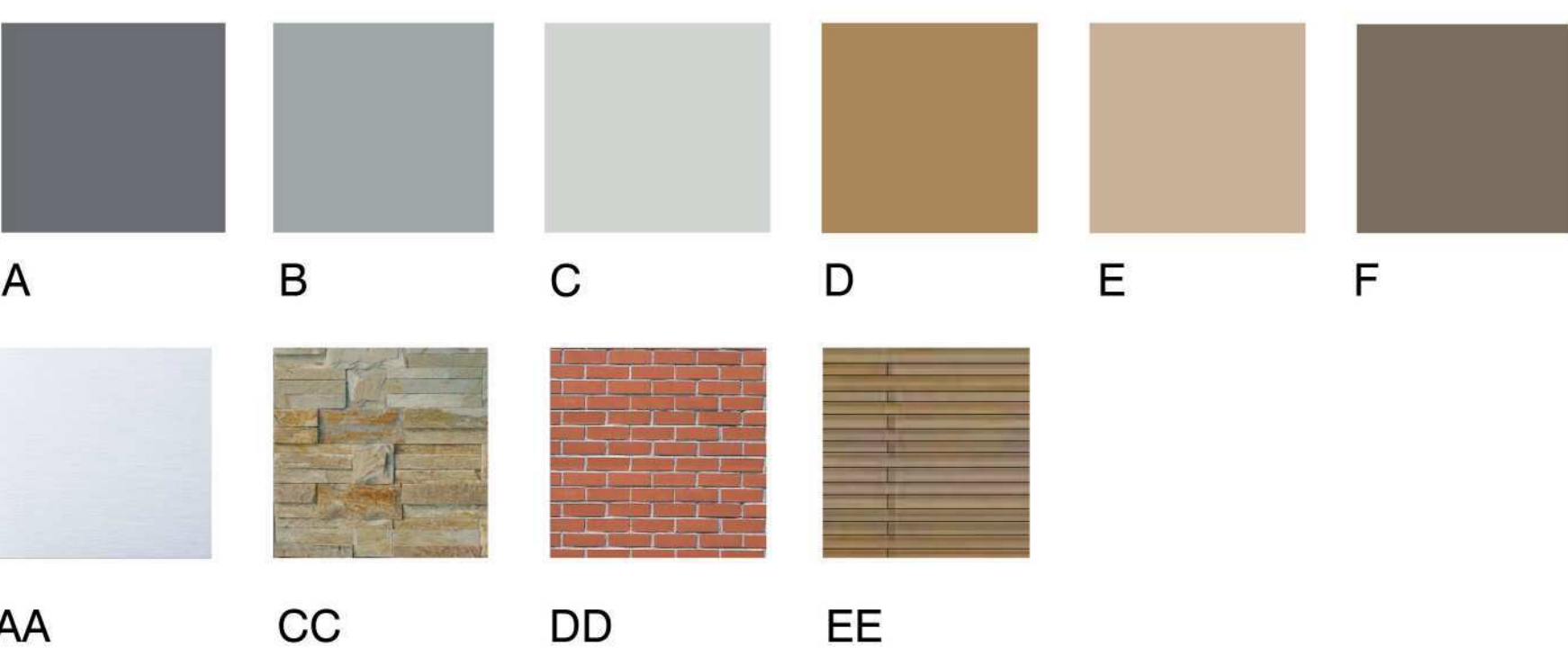
EAST

FINISH MATERIAL KEYNOTES:

1	METAL CANOPY	6	STUCCO ACCENT	11	WOOD SIDING
2	STUCCO	7	WOOD LOUVER	12	SPANDREL GLASS
3	COPING	8	STOREFRONT		
4	NOT USED	9	METAL DOOR		
5	MASONRY VENEER	10	GREEN SCREEN		

LEGEND:

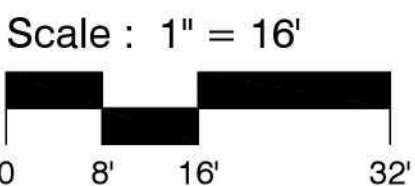
MATERIAL/TYPE	MANUFACTURER	COLOR/NUMBER
EXTERIOR CEMENT PLASTER, WALLS AND TRIM:		
A PAINT	BENJAMIN MOORE	ASHLAND SLATE, #1608
B PAINT	BENJAMIN MOORE	COBBLESTONE PATH, #1606
C PAINT	BENJAMIN MOORE	SILVERY MOON, #1604
D PAINT	BENJAMIN MOORE	DEEP OCHRE, #1048
E PAINT	BENJAMIN MOORE	LATTE, #2163-60
F PAINT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



LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

MO CAPITAL  
MENLO PARK, CALIFORNIA

ELEVATIONS  
Shops 4



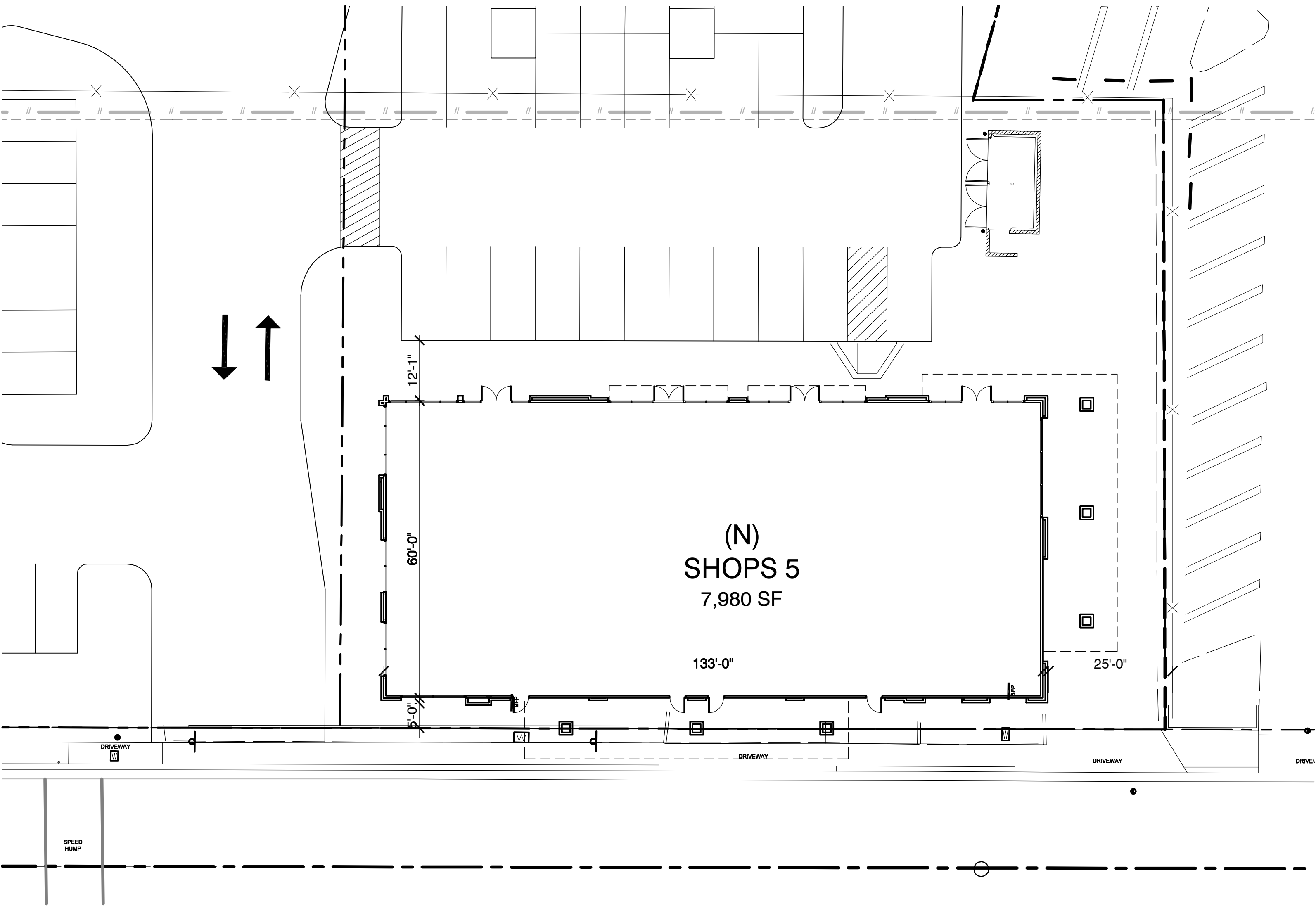
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MCG JOB #:	14.259.02
DATE	REVISIONS

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A14

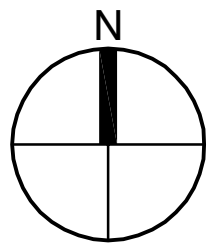
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FLOOR PLAN  
Shops 5

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



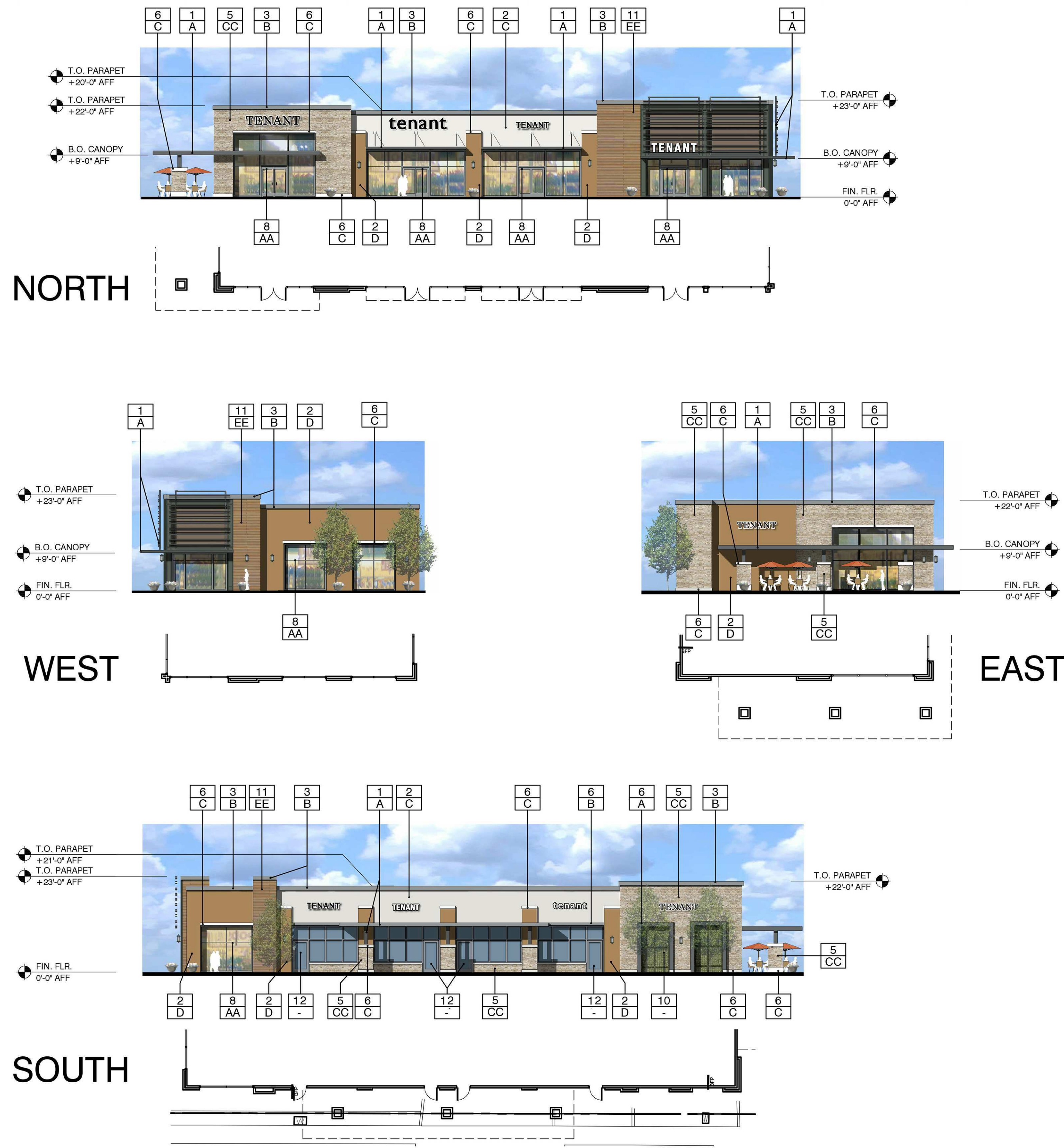
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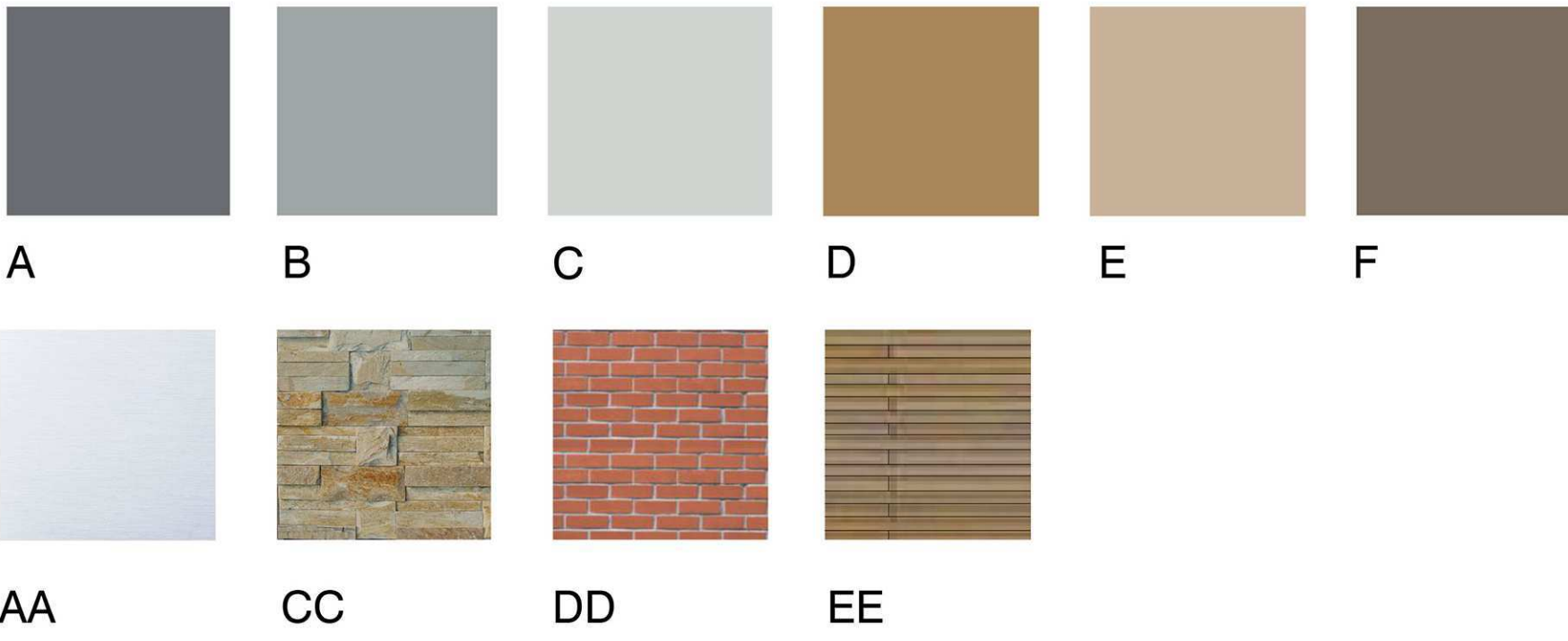


FINISH MATERIAL KEYNOTES:

1	METAL CANOPY	6	STUCCO ACCENT	11	WOOD SIDING
2	STUCCO	7	WOOD LOUVER	12	SPANDREL GLASS
3	COPING	8	STOREFRONT		
4	NOT USED	9	METAL DOOR		
5	MASONRY VENEER	10	GREEN SCREEN		

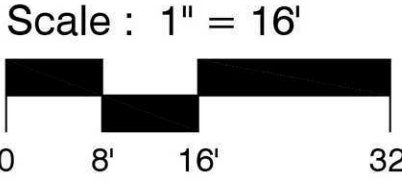
LEGEND:

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



LAND PARK COMMERCIAL CENTER  
SACRAMENTO, CALIFORNIA

ELEVATIONS  
Shops 5



MO CAPITAL  
MENLO PARK, CALIFORNIA

A15

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

October 16, 2015

*Submitted Via Email*

Elise Gumm  
Associate Planner  
City of Sacramento, Planning Division  
[egumm@cityofsacramento.org](mailto:egumm@cityofsacramento.org)

RE: Land Park Commercial Center (P15-048)

Dear Ms. Gumm,

Thank you so much for the opportunity to comment on the proposed Land Park Commercial Center (LPCC). The Hollywood Park Neighborhood Association is incredibly enthusiastic about the vision of the project to “create a public gathering and community room environment.” As the residential neighborhood directly across Freeport Boulevard from Raley’s, Hollywood Park is particularly attached to this Sacramento fixture. Raley’s is the general store to our Main Street of Freeport Boulevard. It is an informal neighborhood gathering spot where we catch up on the latest neighborhood news. Raley’s is woven into the very fabric of our neighborhood. We love Raley’s!

That is why we were so excited when we learned we would be able to witness and experience the next generation of the flagship Freeport Boulevard Raley’s. That excitement has subsided as we have reviewed the proposed design. While we love the modern design, the courtyards and the trees, we have come to the realization that because the building facades are all oriented toward the inside parking lot rather than Freeport Boulevard it seems as if the fabulous community vision set forth in the planning documents did not consider the existing neighborhoods to be part of that community. We assume this was not the intention but nevertheless, for us, this is the effect.

We are similarly concerned that the design may not follow the vision that the city has laid out in the 2035 General Plan. As currently proposed, the orientation and layout of the proposed structures of the LPCC do not appear to be consistent with the parcels’ pedestrian-oriented, urban low corridor general plan designation. In accordance with that designation, the facades

and entrances of the proposed smaller buildings (e.g., lots 3 and 5) should be required to directly face Freeport Boulevard and Wentworth Avenue rather than have their backs to the street. Also, the urban low corridor designation requires that parking be located behind or to the side of buildings (or within a parking structure). We believe that the positioning of the buildings should be reconsidered to address the orientation of the facades, entrances of the buildings and the location of parking areas in order to have a more pedestrian-friendly and pedestrian-oriented commercial center.

Another concern is the changes in pedestrian and traffic flow across Freeport Boulevard to the new shopping center. We expect the new shopping center to be a popular destination for people from all of the surrounding areas and would like to ensure safe access for all modes of transportation. The intersection of Freeport and Meer Avenue will likely be a natural crossing point for a large portion of our neighborhood, however the intersection as it is currently laid out would not allow access to the development. There is also the concern of people using smaller streets like Helen Way or Irvin Way as a cut-through to avoid lights. Lastly, increased vehicle traffic will create new safety hazards to cyclists and pedestrians who use the adjoining streets and sidewalks to access the shopping center or travel through the neighborhood. The design must incorporate safe means of access for pedestrians such as wide, ADA-compliant sidewalks and proactive solutions that create safe modes of transit by cyclists navigating the increased vehicle traffic. These issues should be examined by the developer and the city through a pedestrian and bicycle safety study and then thoroughly addressed during the construction of this project.

Our final concern is that the existing Raley's neon sign adjacent to Freeport Boulevard has not been properly considered as part of the final design of the Raley's store at its new location. This sign is an important fixture in the neighborhood because it pays homage to Hollywood Park's 50's-era roots and history while also making the neighborhood more unique and distinct from newer, outlying suburbs of Sacramento. Our stretch of Freeport Boulevard is a creative, vibrant place, and we want to encourage the developers and designers of the LPCC to recognize the value of those neighborhood attributes by preserving the vintage Raley's neon sign structure in the new development.

The Hollywood Park Neighborhood Association requests that the developer work with the city and community members to accomplish the following:

- 1) Modify the design and/or the positioning of the buildings, such as those designated "Shops 3" and "Shops 5", so that entrances face Freeport Boulevard and Wentworth Avenue, and re-orient the location of the parking areas relative to buildings to allow direct pedestrian access to buildings from the street. This would remove the "walled fortress" feeling of the development and conform to the 2035 General Plan by



- creating an invitation for customers to visit and enjoy the space directly from natural street access points.
- 2) Create estimated traffic flow patterns for customers arriving from across Freeport Boulevard and re-examine the intersections to prevent an increase in neighborhood traffic and ensure safety at pedestrian crossings. Conduct a pedestrian and bicycle safety study. Adjust lighting, pedestrian access, and traffic measures to mitigate traffic congestion, vehicle accidents, and increased risk to cyclists and pedestrians who share the road.
  - 3) Commit to preserving neighborhood history by incorporating the existing Raley's neon sign structure in the design and layout of the new Raley's location and overall LPCC project.

Thank you once again for the opportunity to comment. We look forward to working with all parties involved on this exciting project.

Sincerely,

Board of Directors  
Hollywood Park Neighborhood Association

cc: City Councilmember Jay Schenirer ([jschenirer@cityofsacramento.org](mailto:jschenirer@cityofsacramento.org))  
City Councilmember Steve Hansen ([shansen@cityofsacramento.org](mailto:shansen@cityofsacramento.org))  
County Supervisor Patrick Kennedy ([kennedyp@saccounty.net](mailto:kennedyp@saccounty.net))  
Linda Kelley, Raley's Fine Foods ([lwilson3@raleys.com](mailto:lwilson3@raleys.com))  
David Blair, MCG Architecture ([dblair@mcgarchitecture.com](mailto:dblair@mcgarchitecture.com))  
Land Park Community Association ([info@landpark.org](mailto:info@landpark.org))



10/16/2015

VIA EMAIL

Elise Gumm, Associate Planner  
City of Sacramento  
Community Development Department  
300 Richard Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Land Park Commercial Center**

Dear Ms. Gumm,

WALKSacramento has reviewed the Development Project Routing for the Land Park Commercial Center on Freeport Boulevard between Meer Way and Wentworth Avenue. Thank you for the opportunity to review and provide comment on the project.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. This project proposes a significantly sized retail destination adjacent to two residential communities, creating the opportunity for a significant amount of walking and biking trips. To best encourage and accommodate those trips it is imperative that the site provides safe, accessible, and direct pedestrian routing to and throughout the site. Based on our review we offer the following observations and recommendations:

WALKSacramento commends the project on its inclusion of several pedestrian walkaways, designated pedestrian entrances, wide outdoor seating areas, buildings that interface well with adjacent roadways, and pedestrian wayfinding signs that all encourage and enable more active transportation. The proceeding recommendations are made with a goal of further enabling safe and convenient access for alternative modes of transportation.

**Crossing at 23<sup>rd</sup> Avenue**

An opportunity exists to improve pedestrian access to the site by providing a crossing at the intersection of Freeport Boulevard and 23<sup>rd</sup> Avenue. A pedestrian actuated crossing here would provide access from the adjacent neighborhood to the major pedestrian site entrance on Freeport, helping to integrate the project into the community at a pedestrian scale. Additionally, because of the location of the major on-site pedestrian entrance and walkway at this location, pedestrians may be encouraged to cross Freeport here rather than first traveling out of their way to use a dedicated

crossing facility to the north or south. WALKSacramento recommends that site entrance across from 23<sup>rd</sup> be designed in such a way that construction of a future pedestrian crossing is easily implemented should the need for a crossing arise.

### **Site entrance on Wentworth Avenue**

As proposed, the pedestrian entrance and connecting walkway on Wentworth Avenue is on the east side of the vehicle driveway. It should be noted that majority of pedestrians who access this site from Wentworth Avenue will be traveling from the adjacent South Land Park community, west of the project site. Thus, to best accommodate these trips and eliminate the need to cross a vehicle driveway to access the pedestrian walkway, an additional pedestrian travel path should be constructed on the west side of the Wentworth driveway leading to the 12,000 sq. ft. building.

### **Raised pedestrian crossings**

Raised pedestrian crossings are effective in improving visibility of pedestrians and slowing vehicle speeds. Ideal locations for installing raised crosswalks are along main pedestrian paths of travel that cross long, uninterrupted drive aisles. WALKSacramento recommends installing raised crosswalks at crossings within the two main pedestrian paths of travel: between Shops 1A and 1B and Freeport Blvd., and between the grocery store and Freeport Blvd. The raised crosswalks will slow north – south traffic and increase visibility of pedestrians attempting to cross.

### **Connections to the adjacent community**

Another opportunity exists to improve pedestrian access to the site from nearby neighborhoods by creating entrances to the site from Sherwood Avenue and Babich Avenue. Entrances here would encourage and enable more active travel by significantly reducing trip lengths and the need to travel along major roadways. These entrances should be designed with Crime Prevention Through Environmental Design (CPTED) elements to reduce potential safety and criminal issues. WALKSacramento recommends that the applicant reach out to the neighboring communities to discuss the potential for creating pedestrian connections at these locations.

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

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

Sincerely,

Kirin Kumar  
Project Manager

Enclosure: Development Checklist for Biking and Walking



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

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

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

## **POLICIES**

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

## ***Project Review and Comment***

## **POLICY CONSIDERATIONS**

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

## **ENGINEERING**

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

## INTERSECTIONS

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

## NEW DEVELOPMENT – REQUIRE

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

## NEW DEVELOPMENT – DISCOURAGE

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

## BUILDINGS – REQUIRE

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

## OLDER NEIGHBORHOODS

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



## *Policy Review and Comment*

### **ENFORCEMENT & MAINTENANCE**

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

### **EDUCATION**

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

### **FUNDING**

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

*[www.walksacramento.org](http://www.walksacramento.org)*

WALKSacramento  
909 12<sup>th</sup> Street, Suite 122  
Sacramento, CA 95814  
(916) 446-9255

*[www.sacbike.org](http://www.sacbike.org)*

Sacramento Area Bicycle Advocates  
909 12th Street, Suite 116  
Sacramento, CA 95814  
916 446-6600

## Elise Gumm

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**From:** Jordan Lang <jordan.lang@att.net>  
**Sent:** Wednesday, May 25, 2016 3:39 PM  
**To:** Elise Gumm  
**Cc:** Jennifer Donlon Wyant; Jim Brown  
**Subject:** Revised Plans for Land Park Commercial Center (P15-048)  
**Attachments:** LTR EGumm Land Pk Comm Ctr 10 16 15.pdf

Hello Elise: Thank you for routing the revised plans for the Land Park Commercial Center project to us. We are very pleased that the project now proposes to provide adequate short-term and long-term bicycle parking as we requested in our October 16, 2015 letter (attached).

We continue to be disappointed by the lack of comfortable access for bicycles onto the project site and to the project site from surrounding residential neighborhoods. Failure to provide comfortable access for bicyclists of all ages and abilities will force many potential customers to use automobiles even though their residences are only fractions of a mile away. We request that the project proponent and the City's Transportation Division work together to improve bicycle access as follows:

1. Along Freeport Boulevard for customers who live in neighborhoods north and south of the project site
2. Across Freeport Boulevard for customers who live in the Hollywood Park neighborhood (particularly at the Wentworth Avenue/Stacia Way intersection)
3. Along Wentworth Avenue for customers who live in neighborhoods west of the project site.

We also request that the project provide lanes for bicyclists into the project site that are separated from the vehicle lanes. The current site plan shows single vehicle lanes with bicyclists forced to share those lanes. Shared lanes will be problematic for many riders especially during heavy shopping periods.

We would appreciate an opportunity to meet with City Transportation Division staff and the project proponent to discuss potential improvements for bicycle access.

Thank you for soliciting our comments.

Jordan Lang  
Project Analyst  
SABA

---

**From:** Elise Gumm [mailto:EGumm@cityofsacramento.org]  
**Sent:** Tuesday, May 10, 2016 2:26 PM  
**To:** Elise Gumm <EGumm@cityofsacramento.org>; Jeffrey Brooks <JBrooks@cityofsacramento.org>; Winfred DeLeon <WDeLeon@cityofsacramento.org>; Jeffrey Heeren <JHeeren@cityofsacramento.org>; Kourtney Burdick <KBurdick@cityofsacramento.org>; Hansen, Steve <SHansen@pd.cityofsacramento.org>; Consuelo Hernandez <cahernandez@cityofsacramento.org>; Ryan DeVore <RDeVore@cityofsacramento.org>; Joy Patterson <JPatterson@cityofsacramento.org>; Stacia Cosgrove <SCosgrove@cityofsacramento.org>; Zarah Lacson <ZLacson@cityofsacramento.org>; Melissa Anguiano <MAnguiano@cityofsacramento.org>; Tom Buford <TBuford@cityofsacramento.org>; Dana Mahaffey <DMahaffey@cityofsacramento.org>; Tunson, King <ktunson@sfd.cityofsacramento.org>; Jim McDonald <JMcDonald@cityofsacramento.org>; Linda Tucker <LTucker@cityofsacramento.org>; Yvonne Riedlinger <YRiedlinger@cityofsacramento.org>; Mark Griffin <MGriffin@cityofsacramento.org>; Sheri Smith <SSmith@cityofsacramento.org>; Diane Morrison <DMorrison@cityofsacramento.org>; Mary de Beauvieres <MdeBeauvieres@cityofsacramento.org>; dmlj@pge.com; Wann, William <WWann@pd.cityofsacramento.org>; pphillee@airquality.org; jhurley@airquality.org;





**SACRAMENTO AREA  
BICYCLE ADVOCATES**

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

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

October 14, 2015

Elise Gumm, Associate Planner  
City of Sacramento, Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811-0218  
[egumm@cityofsacramento.org](mailto:egumm@cityofsacramento.org)

Subject: Planning Application for Land Park Commercial Center (P15-048)

Dear Ms. Gumm:

Thank you for sharing the subject application packet with us. We are pleased to see that the applicant is proposing to intensify land uses along the important commercial corridor of Freeport Boulevard. The proposed project site is immediately surrounded by residential neighborhoods; residents of these neighborhoods should be provided excellent walking and biking access to the site to encourage them to use those modes to travel to and from the commercial center. Such encouragement will help the City achieve its Climate Action Plan goals as well as mitigate the traffic impacts of the project.

We are concerned about 3 aspects of the project: bike parking, bike access on the project site, and bike access to the site from surrounding areas. We request meetings with the project applicant and City traffic planning staff to discuss the measures described below:

Bicycle Parking. The project site is located in the Urban Parking District. For both restaurant and retail-store uses, the project is required to provide 1 long-term bike parking space per 10,000 sf of building and 1 short-term space per 2,000 sf. The project proposes a total of 109,000 sf of restaurant and retail uses in 8 different buildings. Therefore the project is required to provide 11 long-term bicycle-parking spaces for employees and 55 short-term spaces for customers and visitors. We request that the short-term spaces be dispersed in visible and easily accessed locations near the entrances of the 8 businesses. For example the large grocery building should have spacious parking spaces usable by cargo bikes and bikes with trailers because of the immediate proximity of surrounding residential neighborhoods. (Note: the Site Plan in the application package incorrectly states that the "bicycle parking required" is 1 per 12,000 sf, without distinguishing long-term and short-term parking.)

Bicycle Access on the Project Site. The proposed site plan shows that bicycle access on the site would be shared with vehicles in a typical shopping center parking lot configuration. We believe that this type of bicycle access will not be inviting to the many people of all ages and abilities who could bicycle from surrounding neighborhoods if they felt comfortable. In fact, many people, for example many seniors, women, and children, although interested in bicycling, are not comfortable sharing vehicle lanes with cars and trucks. Especially at the immediate entrances to the site from Freeport Boulevard and Wentworth Avenue, traffic of cars and delivery trucks may be heavy at times.

The proposed site plan shows access routes for pedestrians from the proposed site entrances. We request that the project provide comparable access routes for bicycles from the entrances to primary areas for bike parking (for example, at the grocery store entrance, at the plaza in front of the "Shops 2" building, and at the "Paseo" between the "Shops 1A" and "Shops 1B" buildings). These bike access routes should be separated from vehicle lanes where they enter the site, at least 8 ft wide, and demarcated with pavement-surface treatments to distinguish them from pedestrian routes. Wayfinding signs should be provided to direct bicyclists to bike-parking locations.

Bicycle Access to the Project Site. Attractive and comfortable bicycle access to the proposed project is critical, given its location amidst abundant residential neighborhoods full of potential customers of all ages and demographics. Unfortunately, the application proposes to provide bicycle access to the site at only two locations both shared with car and truck traffic. We request that the applicant work with the City to make the following improvements to bicycle access to the site:

1. From Freeport Boulevard: The proposed site's frontage along Freeport Boulevard currently has 13 car parking spaces and a standard 5-ft bicycle lane. The proposed site plan shows vehicles turning into the site and leaving the site by using the bike lane, producing a hazardous situation for bicyclists both entering the site and passing the entrance on their way south along Freeport Boulevard. (Note: we doubt the need for car parking along this segment of Freeport, given that all businesses located there, both existing and proposed, provide abundant off-street parking.)

We request that the 13 parking spaces be removed from the site frontage and be replaced with a separated and protected bike lane. The bike lane should be positioned next to the curb and a 2 ft zone of protective features (e.g. bollards) be placed between the bike lane and the south-bound vehicle lane. At the point where vehicles need to move right to turn into the proposed site, the bike lane should shift left thus allowing a right turn lane for vehicles into the project site. Where the bike lane shifts across the right-turning traffic lane, it should be painted with protective markings (a green band between white-dashed lines) to warn vehicle operators that bikes have right-of-way there. Similarly, where vehicles exiting the site and turning right onto southbound Freeport cross the bike lane, protective markings should also be applied to the bike lane.

Several exhibits in the application package show a left-turn pocket on northbound Freeport so that vehicles could use it to turn directly into the proposed project entrance from Freeport. If this left-turn pocket is indeed proposed, protective measures will be needed to prevent conflicts with bicycles headed south bound on Freeport past the project entrance.

2. From neighborhoods to the north and west: The project site is disconnected from surrounding residential areas to the north and west. This disconnection is particularly problematic for bicyclists from the north: although they can get to the site by riding south along Freeport, they will have no easy way to return north without a long circuitous route across and along northbound Freeport.

We request that the project provide bicycle and pedestrian access to the site from the end of Babich Avenue (at the northwest corner of the site) and from the end of Sherwood Avenue (at the southwest corner). These access points would be extremely valuable in providing comfortable bike-riding conditions for people who may be uncomfortable bicycling alongside heavy traffic along Freeport Boulevard and in traffic on Wentworth Avenue (which does not have bike lanes). (Note: if security concerns exist, both access points could be provided with gates that close for appropriate overnight hours.)

3. From Hollywood Park on eastside of Freeport Boulevard: Thousands of potential customers and employees reside within convenient biking distance of the proposed commercial center in Hollywood Park, east of Freeport Boulevard. Currently, however, crossing Freeport Boulevard by bicycle can be hazardous and uncomfortable because of uncertain right-of-way conditions at the Stacia Way/Wentworth Avenue intersection and at the Meer Way intersection. For example, heavy traffic exiting the existing Raley's store uses the Wentworth Avenue intersection



to make left turns to access northbound Freeport Boulevard; this eastbound traffic is often oblivious or uncertain about right-of-way priorities for vehicles, bicycles, and pedestrians trying to cross Freeport westbound from Stacia Way. These conflicts will be increased with increased traffic from the proposed project seeking to head northbound on Freeport.

We request that the City work with the project applicant to improve right-of-way conditions for bike and pedestrian crossings of Freeport at the Stacia Way/Wentworth Avenue by providing advance signal phasing for pedestrians and bikes crossing Freeport so that they can establish presence in the intersection before vehicles exiting Wentworth get green signals. Also, we request that the City install a buffered bike lane along the north side of Wentworth leading west from the intersection to protect bicyclists headed into the proposed project, and green-backed sharrows in the right-turn/straight-ahead eastbound lane of Wentworth approaching the intersection to protect bicyclists headed to Hollywood Park. Finally, we request that the City install bike lanes on both the north and south sides of Stacia Way where it intersects with Freeport to provide refuge spaces from vehicles exiting and entering Freeport.

At Meer Way, we request that the City install an on-demand pedestrian and bicycle traffic signal for crossing Freeport Boulevard. Also, we request that the City remove the 4 parking spaces along the southside of Meer Way east of Freeport so that bicyclists have comfortable traveling space eastbound from Freeport.

We request an opportunity to meet with the project applicant as well as City staff to discuss these requests. Our goal is to encourage bicycle use to this commercial center in such a convenient bicycling location near so many residential neighborhoods.

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

Thank you for considering our comments.

Sincerely,



Jordan Lang  
Project Analyst

CCs: Paul Philley, SMAQMD ([pphilley@airquality.org](mailto:pphilley@airquality.org))  
Fedolia Harris, Sacramento Interim Alternative Modes Coordinator ([fharris@cityofsacramento.org](mailto:fharris@cityofsacramento.org))

May 23, 2016

Jody Ansell and Matthew McKinnon  
1620 Alvina Avenue  
Sacramento, Ca 95822

Alan LoFaso, Chair  
Planning and Design Commission  
City of Sacramento  
300 Richards Blvd, 3rd Floor  
Sacramento, CA 95811

Dear Commission Chair LoFaso;

We are writing to express several concerns about the new Raley's shopping mall project on Freeport Blvd. While we welcome new development on the vacated Capital Nursery site, we feel it is important the project fit both the current neighborhood and the vision that has been put into practice for the core of the city. The current layout of the shopping area matches the thousands of suburban strip malls that the City of Sacramento is rightfully trying to limit and move away from as it looks to the future.

This development presents the city with a tremendous opportunity to enhance our neighborhood and our city, and build towards connectivity with light rail and other modes of mass transit. It could help us move gracefully into the future, however, utilizing dated designs from twenty years ago will not accomplish this. Sacramento has made a huge investment in light rail, wisely and thoughtfully considering the needs of the future. Why would we now allow a project that looks to the past and undermines this vision of the future?

The new Raley's store, which anchors the project, is expected to be 5,000 feet smaller than the current Freeport Blvd. Raley's. The new site is approximately 5 acres larger than the old site. Thus there is plenty of space for a thoughtful mixed-use project. Freeport Blvd does not need another strip mall, suburban style mall or an enhanced version of the same.

We believe this project will have tremendous impact on the traffic in the area, especially because access to the shopping center as it is currently configured is only via an entrance on Freeport Blvd. The plans do not appear to include a left turn into the project, which means that shoppers or diners coming to use the facility via northbound Freeport will have to make a u-turn at Sutterville Road. Especially with the reduction of Freeport Blvd. from two lanes in each direction to one, the adverse impact of this, particularly during the school year and at rush hour will be tremendous.

For this and other reasons, we think that neighbors of the project who live farther than 500 feet from it should also receive notification from the City as plans move forward. We suggest that almost all of Hollywood Park and most of South Land Park be noticed.

Here are our comments on the development:

1. The project should be mixed use, with housing as well as the commercial development.
  - Space for this is easily made by putting parking underground. While more expensive initially, given the expected growth of the urban core, this will pay off in the long run. Visit any city experiencing growth (Seattle for example) and you will see that even old establishments are adding underground parking. It is the wave of the future.
  - New housing for a true mixed use experience should be built on the west and north sides of the project, abutting currently existing residences.
  - A green belt could connect the new housing with the established neighborhood. This will help protect the property values of the existing residences and provide a buffer between the two areas.
    - Research, current market trends and the City's efforts in Midtown all point to mixed use as the best way to move forward. Additionally, housing units would serve as a noise barrier, helping to ameliorate the impacts on the residences that abut the project.
2. Rather than sitting back behind the old style (and ugly) parking lot, the stores and shops could be located closer to Freeport Blvd, creating a nice connection for pedestrians and enhancing that street.
3. Projecting into the future: a shuttle could run from the shopping center to the light rail stop at City College and into the new Curtis Park development, encouraging use without needing to drive a car and supporting both the commercial enterprises and the use of mass transit.

We also would like to know what the plans are for the site that Raley's will be vacating. Will it become what Capital Nursery has become, blighting our neighborhood and attracting problems?

For all of the above reasons, we are firmly against the rezoning of the current residential area to commercial for this development.

Sincerely,



Jody Ansell and Matthew McKinnon

cc: Jose Bodipo-Memba (Vice-Chair) Cornelious Burke, Douglas Covill, Todd Kaufman, Lynn Lenzi, Darryl Lucien, Phillip Pluckebaum, Matthew Rodgers, Jia Wang-Connelly, Joseph Yee, Robbie Waters, Steve Hansen, Jay Schenirer, Darrel Steinberg, Dana Mahaffey, Elise Gumm, Protect Land Park



## Elise Gumm

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**From:** Denny Pollard <stacheair@sbcglobal.net>  
**Sent:** Wednesday, May 25, 2016 2:13 PM  
**To:** Elise Gumm  
**Subject:** Project Number P15-048 Ralley's Freeport

Mr. Gumm,

I am a new home owner at 2017 Meer Way next to the NEW Land Park Commercial Center. I have some concerns/issues with what we were shown and given by Ralley's last fall on what this project would do and how it would not effect our homes and way of life.

**Issues/Concerns:**

**Retaining wall** blue print (original showed) had a 12-foot concert wall between neighbors and the center. We were told this has been changed to 8 to 10-feet. Lowering the wall will allow noise and light into our yards 24/7 and this is unacceptable.

**Lighting** is a big issue 24/7 and at night lighting up the backyards. What is in place to limit the over light of back yards? Is there a limit on how high light poles will be or will they be shielded blocking light for our yards.

**Water drainage** currently runs from Meer Way into this project as the natural slope when the houses were built. How is the drainage going to be resolved for all the neighbors along the retaining wall?

**Loading dock** area is another concern where it is located. None of the neighbors want a loading dock in their backyard for obvious reasons with large trucks coming and going 24/7. Will there be a time limit when loading and unloading trucks and not in the early morning hours.

**Fire lane** is another concern that should go around the buildings and we have never go a clear answer on how wide this should be and the lighting of this area.

**Garbage pick-up** is a lot of noise can this be accomplished during day hours only and not at night or early morning while we are trying sleep. And where do they plan to place the dump cans?

I am happy the new Ralley's is going in and will certainly support it if we can get some answers before the city approves changes that may effect our tight neat neighborhood.

Thank you for sending me a notice and I will certainly will be at the meeting on June 2nd.

Denny Pollard  
Sacramento, CA

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FEB 09 2016

RECEIVED

February 6, 2016

Dana Mahaffey, Associate Planner  
City of Sacramento Community Development Dept.  
Environmental Planning Services  
300 Richards Blvd., 3<sup>RD</sup> Floor  
Sacramento, Ca 95811-0218

Re: Questions/Concerns about the proposed Raley's  
Development on Freeport Blvd. at the previous  
site of Capitol Nursery

Dear Ms. Mahaffey:

My wife and I own a house and residential lot  
at 2020 Meer Way. Our property abutts the  
Capitol Nursery property on the north side near  
the intersection of Meer Way and Freeport Blvd.  
We have lived in our home for approximately  
39 years.

The proposed development of the Capitol Nursery  
site from a retail nursery with limited hours  
of operation into a 55,000 square foot retail  
grocery store and several adjacent or nearby

shops of varying size (6,000 sq. ft. to 12,000 sq. ft.) raises questions and concerns for us.

### Questions and Concerns:

1. We would appreciate being notified of any future meetings regarding the project. We attended the meeting at Eskaton, but were unable to attend the December 2, 2015 meeting at Cal. Middle School.
2. Capitol Nursery was only open until 6pm. with no nighttime operation. The nursery had limited parking in front next to Freeport Blvd. No lights on at nighttime.
3. The use and enjoyment of our backyard will be impaired by the lights and noise from Raley's parking lot at night. A tall solid fence/wall of at least 12 to 14 feet will be needed to block the lights, noise and smell of food cooking from any restaurants in the parking lot. (I don't think the 8 foot wall Raley's has at its current site on Freeport Blvd. between its back lot and Linton Pike Way is sufficient.)



4. Where will Raley's employees and the other proposed tenants park? The homeowners of Meer Way will probably have to get permit parking in order to park in front of our homes.
5. The plan shows a dumpster behind our back yard fence. This should be relocated to avoid smell from dumpster and the noise caused by emptying the dumpster.
6. We are concerned of increased pollution from the 439 parking stalls for the proposed site - Again, affecting our use and enjoyment of our backyard.
7. Access to proposed Raley's site. Going North on Freeport Blvd., you can only enter the Capitol Nursery/proposed Raley project by making a U-turn at Freeport Blvd. and Meer Way. Unless the median on Freeport Blvd. is eliminated, traffic at Meer Way & Freeport Blvd. intersection will be problematic for the residents on Meer Way and the traffic flowing South on Freeport Blvd.

8. The proposed plan shows the entrance to the loading dock on Wentworth. What time of day will loading take place. From the neighbors residing by current loading dock, loading takes place all hours of night and day.
9. A great concern of the homeless using the parking lot and benches/tables to camp out at night.
10. Also, a concern of noise by sweepers cleaning the parking lot.
11. We frankly would prefer an infill residential development more in line with the surrounding residential properties.

Thank you for your time and consideration.

Sincerely,

Kurt Pedersen      2020 Meer Way, Sacto Ca 95822

Susan Pedersen      916-456-2583

cc: Steve Hansen, Council Member  
5th Floor, New City Hall  
915 I Street  
Sacramento, Ca 95814



December 11, 2015

Catherine Bunch  
4650 Marion Court  
Sacramento CA 95822

Dana Mahaffey, Associate Planner  
City of Sacramento Community Development Department  
Environmental Planning Services  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811-0218

Dear Dana Mahaffey

We briefly met Dec 2 at Cal Middle School cafeteria for the Scoping EIP meeting concerning Raley's proposal on Freeport Boulevard, and I spoke with you by phone this past week. I thank you again for your time. As I understand things, if people from the community do not raise any concerns or ask any questions about the proposal, they cannot be reflected in the Environmental Impact Report that you oversee. Additionally, without hearing feedback from the public, Raley's is under no obligation to take into consideration or respond to our concerns. Hence, this letter to you.

For my part, my concerns center around the fact that for the past 80 years the vast majority of the old Capital Nursery site was covered mostly with soil and air-cleaning plants spread over a huge business lot that closed its doors every evening around 6 p.m. For eight decades.

My home, located within less than 300 feet of the proposed grocery, was purchased by my family three decades ago because of its very location behind the nursery at the end of a quiet cul-de-sac, a street whose entrance lies directly across from William Land Park. Because of these wonderful features, we have continually benefitted from an abundance of quiet enjoyment. For more than 30 years.

Raley's proposal is going to change all of that. I am very concerned about any and all of the following potential outcomes:

- air pollution from more than quadrupling the number of parking stalls. Capital Nursery provided about 75 parking stalls on the Freeport Blvd side. Raley's proposal calls for 439 cars spaces, or four times the nursery's old lot. This is moreover more than double the parking spaces at the current Raley's location.

- air pollution from the HVAC systems the new buildings will require, and any other air pollution that could come as a result of this proposal

- noise pollution from trucks loading on the docks for the huge grocery; the rooftop HVAC systems, the proposed shops and restaurants, and any other noise pollution that could come with this proposal

- light pollution from the interior and exterior fixtures and parking lot, many of which I'm assuming will be in operation through the night.

- will more cell towers need to be built to accommodate the development? If so, what impact will they have on community members' health?

- will proposed building materials add any pollution concerns or risks?
- will proposed building heights cast undesirable shadows over our properties?
- how will our home values not decrease from all this?

I need to share too that the "open-house" format of the Dec 2 meeting did not provide a chance for those who attended to hear concerns expressed by everyone. As an example, I heard from one Parkridge Road home owner who likes to sleep with her windows open that she is currently awakened at 4 am by trucks loading over at Sprouts Grocery. That's at least 1000 feet away. What's it going to be like with the Raley's loading docks less than 300 feet away from my house? Only a few neighbors who happened to be standing near the Parkridge homeowner heard this. The rest did not. Neither did they hear what a Francis Court resident had to say about noise and the shopping center's layout in relation to vagrancy issues. Nor did they hear comments from a Sherwood Avenue homeowner. And of course this means I wasn't able to hear what others scattered around the room were having to say. As a local homeowner, this is worrisome.

At the Dec 2 meeting I did not get a chance to see the flow chart of the proposal procedures. I request that you send me one at your earliest convenience.

Raley's proposal presents a huge change from what surrounding dwellers have experienced for decades. Although Raley's well serves many of our grocery shopping needs, and has expressed a desire to create an aesthetically attractive shopping center, their present proposal definitely forebodes a lot of long-term negative effects on the quality of our lives and home investments.

Sincerely,



Catherine Bunch

email: [nvmb1@gmail.com](mailto:nvmb1@gmail.com)

mailing address:

410A Fair Oaks Street  
San Francisco, CA 94110



## Elise Gumm

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**From:** Dana Mahaffey  
**Sent:** Wednesday, December 02, 2015 9:40 AM  
**To:** Serge and Robin Testa  
**Cc:** Elise Gumm  
**Subject:** RE: Land Park Commercial Center Project EIR Scope --Suggestion

Thank you for your comments.

Dana

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**From:** Serge and Robin Testa [<mailto:acrohc@yahoo.com>]  
**Sent:** Tuesday, December 01, 2015 10:34 PM  
**To:** Dana Mahaffey  
**Subject:** Land Park Commercial Center Project EIR Scope --Suggestion

Hello Dana,

I own a house on Sherwood Ave., behind the proposed Raley's Land Park Commercial Center. I am writing to express some concerns and suggestions about the plans that have been submitted and the proposed EIR Scope. I noticed that Light Pollution was not included in your proposed EIR scope and suggest that it be added.

My concerns are:

1. Noise and exhaust from the loading dock area.

Homes are very close to the supermarket loading area. Truck engine exhaust and loading noise would certainly impact the residents. I believe that Raley's has built enclosed loading docks at other stores where residences are nearby and this would be very appropriate here. Deliveries should also be restricted to times that would minimize the impact on nearby residents.

2. Light Pollution.

Lighting in the area needs to be designed to not disturb neighbors' nighttime tranquility, while maintaining necessary security.

My suggestions are:

1. Ensure that there is adequate planting in the sound wall buffer area to help mitigate noise and light pollution and reduce heat.

2. Consider green solutions for parking areas to minimize heat and capture run-off.

Thank you for your attention.

Best regards,  
Robin Testa

PHYLLIS A. NEWTON  
ATTORNEY AT LAW

1111 11TH AVENUE  
SACRAMENTO, CA 95818

Tel 916.508.7111  
Fax 916.441.7171  
phyllis@phyllisnewton.com

October 12, 2015

Brian Holloway  
442 Pico Way  
Sacramento, CA 95819

Re: Land Park Commercial Center  
Planning Entitlement Submittal

Dear Brian:

Thank you for meeting with me to discuss this project. I am excited that the vacant Capital Nursery property will finally be transformed and am further excited about the prospect of additional commercial establishments serving our area of the city.

As we all know, Freeport Boulevard is a dated, but extremely important commercial corridor for Land Park, South Land Park, Curtis Park, Tahoe Park, Oak Park, and other adjacent neighborhoods. The fairly recent addition of a landscaped median has helped; however, the age of the existing structures, the lack of landscaped parking, etc. remain eyesores and major impediments to revitalization. Thus, the Land Park Commercial Center project could have a transformative impact on the stretch of Freeport Boulevard south of William Land Park.

During our discussion, I was disappointed to learn that the developer has already submitted documents to the City of Sacramento for entitlements without first obtaining any meaningful input from the surrounding community. This is in sharp contrast to other major projects such as the new Sutter Park Development at the old Sutter Hospital site and McKinley Village. It is important that such constructive opportunities are made available to the public for this project as well. Please consider efforts to provide such opportunities so that the project does not feel as if it is a *fait accompli*. The community could provide valuable input as to the types of services currently lacking in our neighborhood. For example, the return of a gas station, a full service bank, a full service restaurant, etc. *might* be considered valuable additions. The point is that a more significant outreach effort could provide meaningful and financially viable input and create community support for your project.



## 2 Brian Holloway

I have reviewed the submittal package you provided and would like to share a few thoughts with you in the spirit of cooperation and with a desire to obtain the very best project possible.

### Site Plan:

1. Perhaps my biggest concern with the proposed layout is that the parking is placed on the street with the grocery store sited at the rear of the property creating yet another typical, suburban style shopping center. That is disappointing to say the least. I understand that grocery stores prefer this type of layout. So, to mitigate the visual impact caused by a sea of cars, please encourage the developer to design and install an arbor similar to the one found at the Safeway grocery store on 19<sup>th</sup> and R Streets. This type of element would help disguise the new parking lot which will be especially important given the size, configuration and proximity of the existing Raley's parking lot.
2. Another concern is that the backs of the stores in "SHOPS 3" and in "SHOPS 5" are located on the street. Thus, the most unattractive elevation of the buildings face the street. The disastrous impact of such placement can easily be seen at the corner of Broadway and Riverside Boulevard where the retail spaces there were sited in the same manner. This is a concern from not only an aesthetic perspective, but also such placement results in no visible activation. (The placement of "SHOPS 4" is a little better with what appears to be an outside eating area creating some activation on the street.)
3. I applaud the limited number of curb cuts but have some concerns about the main driveway from Freeport Boulevard. As currently shown, the landscaping is located adjacent to the roadway presumably separating the pedestrian access/sidewalks. I would encourage the developer to consider adding a landscaped median to create a separation between the ingress and egress lanes. This would be an attractive addition.
4. I have major concerns with truck access. As currently provided, trucks must drive through essentially the entire site to reach the rear of the grocery store, SHOPS 1A and 1B and the "TENANT" structures. This layout requires large trucks to mix with passenger vehicles, and more importantly, with pedestrians, raising *major* safety concerns. Other possible layouts seem possible that would eliminate this safety concern.
5. Pedestrian access throughout the site appears inadequate to create a safe experience for shoppers.

### 3 Brian Holloway

6. I also encourage the developer to add more cart corrals in the parking lot. While this would require the loss of a few additional parking spaces, it would result in greater customer safety.

#### USES:

1. As Freeport Boulevard already has a large number of fast food establishments, I would ask the developer for assurances that the spaces in "SHOPS 3," would not contain such uses.
2. Given the size (12,000 square feet) of the structure identified only as "TENANT," does the developer have a particular type of tenant already in mind? If so, it would be helpful to know the type of use under consideration for that location as certain uses would obviously have a greater impact on the adjacent residences.
3. The residences that are located along the proposed truck access as well as along the various back of the house operations for the "TENANT," SHOPS 1A and SHOPS 1B, will experience significant noise and possible light intrusion. The developer must make every reasonable effort to reduce/mitigate these nuisances to preserve the property values and quality of life for these neighbors, including restricting delivery hours, sensitive placement of light fixtures, sound walls, and creative landscaping.
4. The east elevation of the Raley's store shows outside tables. Will the interior of the store offer food or beverages that would be consumed in this location? If so, some effort needs to be made to screen and separate this area from the parking lot in an effort to create a pleasant and activated space.

#### ARCHITECTURE:

The architecture is, in my opinion, handsome albeit a bit suburban. I would suggest, however, facing the columns at the front of the store that are currently called out to be painted stucco with either the masonry or brick veneer shown on the face of the grocery store.

#### LANDSCAPE PLAN:

I appreciate that the landscape plan I was given is illustrative only and not fully detailed. However, I would like to reiterate a few points.

1. As previously mentioned, I strongly encourage the developer to include a substantial arbor along the east property line in order to create a visual separation between the street /right of way and the parking lot.



4 Brian Holloway

2. A sound wall supplemented with significant plantings is necessary along the west property line to screen the project from adjacent residences. Moreover, every effort needs to be made to preserve existing, healthy trees.

Thank you again for the opportunity to review and comment upon the Land Park Commercial Center proposal. The scale of this project, coupled with the existing Raley's store, represent important development with tremendous potential for revitalizing the Freeport Boulevard commercial corridor and accordingly must be handled with consideration for the needs and preferences of the community.

Very truly yours,



Phyllis A. Newton

cc: Chelsea Minor - Raley's Family of Fine Stores  
Arwen Wacht - City of Sacramento ✓  
Ken Mennemeier - LPCA

## Elise Gumm

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**From:** Janis Heple <jaheple@earthlink.net>  
**Sent:** Thursday, October 15, 2015 2:48 PM  
**To:** Elise Gumm  
**Subject:** Freeport Blvd. Raley's/Land Park Commercial Center #P15-048

October 15, 2015

Dear City Staff,

I am writing regarding the new Raley's and Land Park Commercial Center, and I understand that there is an October 16 due date on comments regarding the new center.

I live within the notification zone, on Marion Court - behind the proposed center. My home is three houses north of the property, and so will be affected by noise, truck exhaust, and potentially lighting.

I would first like to comment on noise issues. In talking with a former Raley's employee, I learned that Raley's has built enclosed delivery loading docks in other Raley's locations. I feel strongly that this be done for this Raley's location: homes are immediately behind the proposed dock area, and this one step would mitigate much of the potential noise and disruption from the new land use.

Truck exhaust is also an issue for this location, and diesel truck exhaust is of particular concern. Again, an enclosed loading dock could help mitigate this impact on the neighborhood. The idling of engines must be kept to a minimum. And the upkeep of Raley's-owned trucks should be monitored closely in order to keep them from emitting any additional exhaust to the neighborhood.

Lighting needs to be designed using the latest lighting strategies. There is now a great deal of information on proper placement of lights in order to minimize light pollution in the environment, minimizing the affect on both people and animals.

The plantings utilized around the new center can also be used to mitigate the affects I have discussed in this letter: they should be thought through with care by a landscape company experienced in projects needing buffer zones between company operations and nearby residences.

I do shop at Raley's, and so I look forward to a final design which incorporates changes such as I've



mentioned above so that the final product will be one that the neighborhood can support.

Sincerely,

Janis Heple

## Elise Gumm

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**From:** Sharon Kowall <sjkowall@accessbee.com>  
**Sent:** Tuesday, October 13, 2015 5:20 PM  
**To:** Elise Gumm  
**Subject:** Freeport Blvd. Raley's/Land Park Commercial Center #P15-048

Hello,

Regarding the plans submitted to the city for the new Raley's and Land Park Commercial Center, I have two main concerns. I live on Sherwood Ave, behind the site.

**1. Noise from the loading dock area.** Homes are very close to the loading area at this store and truck and loading noise would certainly impact the residents. I believe Raley's has built enclosed loading docks at other stores where residential areas are nearby, and this seems very appropriate here. I would also expect there to be time restrictions for delivery operations.

**2. Light Pollution.** While lighting is necessary for security and safety, it needs to be designed so as to not disturb neighbors' nighttime tranquility. Bright lights outside bedroom windows can be very intrusive.

Adequate planting within the sound buffer area. can help mitigate both these issues.

Sherwood Ave. residents (and, I'm sure, Mead and Wentworth residents) are also concerned that Sherwood Ave. **never** becomes an access route to the center.

It is also hoped that art is part of the new center.

Sharon Kowall  
1821 Sherwood Ave.  
Sacramento, CA 95822  
916-456-0454



## Elise Gumm

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**From:** edhlee3@gmail.com  
**Sent:** Sunday, October 11, 2015 11:47 AM  
**To:** Elise Gumm  
**Subject:** Land Park Commercial Center (P15-048)

Good morning, Elise

I have the following comments regarding the planned Land Park Commercial Center (P15-048):

Main Entrance for complex will be South bound on Freeport Boulevard, with no access from Northbound Freeport Boulevard or Meer Way which means additional traffic and noise on Wentworth Avenue.

Truck access will be on Wentworth Avenue will result in increase traffic, safety and noise issues

Concern with project size and number of purposed businesses

Plans shows my property would be surrounded by sound walls on North and East sides. Concern with my property access and height & size of sound walls. Purposed sound wall is only ten feet high, Raley's currently location has a twelve foot sound wall surrounding complex.

Additional questions?

Infrastructure impacts : electrical, water and sewer?

What is the duration the project?

What is the lighting plan for complex?

What will be the Security for complex?

Thank you.

We enclosed

Sent from Windows Mail

October 8, 2015

Dear City Planners -

We reside at 4621 Marion Court and the proposed development of the new Raley's shopping center AKA Land Park Commercial Center will be directly behind our house. We request that all correspondence and documents related to this site development be sent to our mailing address and our email address. For some reason, we did not received original notice from your office regarding the site development until I called to request this information. Thank you for emailing the site plans, dated September, 14, 2015 to us.

We have reviewed the plans which were emailed to us. We have a number of requests for studies to be completed before we can adequately respond to the plan as it is drafted. Also, we have a number of questions and comments.

Studies requested:

1. A study of the soil content in the existing site so that we can be certain that there are no toxins on the site.
2. A study of exterior light pollution which could result from store signage, parking or other site lighting. As nearby residents, we are concerned that the ambient light from the site will create a twilight effect on many blocks in the surrounding area and we request a study that addresses this issue.
3. A noise study of the current Raley's store and a comparison study of the projected site. Please include the following in your noise study, backup alarms on trucks, forklifts and frequent car alarms.
4. An air quality study of projected truck, car, and garbage air pollution as a result of the site being developed, both during construction and when occupied.

Questions:

1. What is the zoning on the site, we could not tell from the site plan which area is zoned commercial and which area is zoned residential. If the area is zoned residential, how can it be rezoned commercial - what is the planning requirements to rezone?
2. What is the timeline for hearings to be held so that we can make comments?
3. Is there another shopping center that is similar in size in the Land Park area that I can look at so that I can understand the size of this shopping center. It seems much bigger than the current Raleys?
4. Is there a limit to when trucks can deliver? Can we request that deliveries are only made during daylight hours?
5. What are the construction hours once construction begins?

Concerns:

1. We are concerned that the sound wall being planned will not address ambient light issues and sound issues.
2. We are concerned that the truck loading docks will be a very short distance from residential property and will be very disturbing in a residential neighborhood.
3. We are concerned that light and sound will diminish the quality of life in a residential neighborhood.
4. We are concerned that the scale of the development will approximate a typical suburban shopping center and does not reflect the Land Park/Hollywood Park Neighborhoods.

Sincerely,  
Kevin Williams and Ann Collentine  
4621 Marion Ct., 95822



## Elise Gumm

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**From:** paul kunz <pkunz@att.net>  
**Sent:** Monday, September 28, 2015 4:34 PM  
**To:** Elise Gumm  
**Subject:** Land Park Commercial Center

Dear Elise Gumm,

I am writing in response to the Early Notice of Planning and Design Commission Application which I received in the mail. I live on Marion Ct. and can see that the quality of life on this street will change considerably if this current design review for the new Raley's complex goes forward. It seems to me that when the city is trying to calm the already congested traffic on Freeport Blvd., it allows a major shopping center to be built. This complex doesn't fit into the Land Park neighborhood where the Freeport Blvd. commercial zone seems to be closer to the street.

Land Park Commercial Center will cut deep into the residential area and will affect the quality of life for all who live around it.

There will be increased noise pollution from all of the increased traffic and from the garbage dumpsters and those loud refrigerated tractor trailers. The light pollution will be considerable from all of the lighting. Marion Court is very quiet most of the time and I can see lots of stars at night; we don't have street lighting.

Already, I have heard of one home owner who sold because of this proposed shopping center; going forward with this shopping center will impact my property value which I need as I am retired. Why can't the developers buffer our area with one or two layers of housing; this would help with the noise and lighting and possibly traffic.

Also, the old Raley's store on Freeport Blvd. will eventually become another large supermarket because it won't be torn down. Then we will have three mega stores in a small area when Safeway is built.

Maybe this piece of land could support mixed housing with commercial frontage like the rest of Freeport Blvd.

Thank you. sincerely,  
Paul Kunz  
4520 Marion Ct.

## Elise Gumm

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**From:** Jason L <jason.a.lofton@gmail.com>  
**Sent:** Tuesday, September 22, 2015 9:33 AM  
**To:** Elise Gumm  
**Subject:** Re: Planning Project Routing for Land Park Commercial Center (P15-048)

Hi Elise,

Thank you for the opportunity to comment on the Land Park Commercial Center planning documents. At this phase of the planning, my comments are general and some are already addressed in the planning documents. Even though some of my comments are already addressed, I am still including the comments in case something changes on the plans.

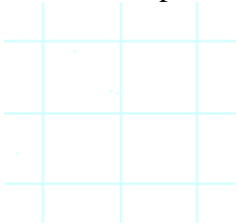
1. The developer should add walls on the property line adjacent to existing homes. The plans show that there will be a wall, but the height listed is inconsistent. One page says 10' and the other says 12'.
2. The developer should install lighting that limits the amount of light pollution in the surrounding neighborhoods.
3. If the developer intends to install exterior speakers, the sound system should be designed so that the surrounding neighborhood doesn't have to hear the music.
4. The last page of the planning document has a note on the northeast part of the parcel that says "Existing access opening easement per 3138 O.R. 178 to remain." There is currently a driveway that goes from the existing shops at the northeast corner to the Capital Nursery parking lot. From the landscaping plans shown in the planning documents, it looks like that access is going to be blocked. I prefer that that access is blocked because if it were to remain open the traffic that wanted to get to Sutterville Road would cut through that parking lot and exit on Meer Way. Meer Way is a minor residential street and it is not suited for the traffic that would come from this large shopping center.
5. Any advertising sign should have a height limit so that it is blocked from view in the surrounding neighborhood.

Thanks again for the opportunity to comment.

Sincerely,

Jason Lofton

On Mon, Sep 14, 2015 at 3:37 PM, Elise Gumm <[EGumm@cityofsacramento.org](mailto:EGumm@cityofsacramento.org)> wrote:



Dear all,

Please find a copy of the project routing packet for P15-048, Land Park Commercial Center, attached to this e-mail message.

A request to demolish a former plant nursery and two single unit dwellings for the construction of a new commercial center with an anchor tenant on an approximately 9.87 acre site in the General Commercial



Executive Airport Overlay (C-2-EA-4) zone. The request requires General Plan Amendment, Rezone, a Tentative Map, Conditional Use Permit for an anchor tenant that is over 40,000 square feet, and Site Plan and Design Review.

Please have comments to me by Friday October 16 2015. If you need additional time or have any questions, please let me know.

Thanks in advance for your time.

*ELISE GUMM, LEED AP BD+C*

*ASSOCIATE PLANNER, PLANNING DIVISION*

*300 RICHARDS BLVD, 3RD FLOOR*

*SACRAMENTO, CA 95811*

*PHONE: [\(916\) 808-1927](tel:9168081927)*

*E-MAIL: [EGUMM@CITYOFSACRAMENTO.ORG](mailto:EGUMM@CITYOFSACRAMENTO.ORG)*



Mission: To help plan, build, and maintain a great City

Vision: To be the best Community Development Department in California

Values: Professionalism, Innovation, Courtesy, Collaboration, Consistency

## Elise Gumm

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**From:** DEBRA <ootie6910@comcast.net>  
**Sent:** Tuesday, September 22, 2015 4:56 PM  
**To:** Elise Gumm  
**Subject:** Submitting a comment on the Land Park Commercial Center project

Hello, Elise,

My husband and I live at 1812 Wentworth Avenue, 95822; we received the notice provided to property owners within a 300-ft. radius of the project. We do have a comment: Hurry up! We can't wait! We're very excited! :)

Thank you so much,

Debra & Victor Muro