

**19J Mixed-Use Project
Sustainable Communities Environmental Assessment and Initial Study**

**Errata Sheet
November 8, 2016**

Introduction

This errata sheet presents, in ~~strike-through~~ and double-underline format, the revisions to the Sustainable Communities Environmental Assessment and Initial Study (SCEA/IS) for the 19J Mixed-Use project (Project). The revisions to the SCEA/IS reflected in this errata sheet do not affect the adequacy of the environmental analysis contained in the 19J SCEA/IS. Because the changes presented below would not result in any new significant impacts or a change in the magnitude of impacts identified in the SCEA/IS, recirculation of the 19J Mixed-Use SCEA/IS is not required.

Changes to the SCEA/IS

The 'Description of Project' on page 3 of the SCEA/IS has been hereby revised as follows:

Description of Project: The Project is a mixed-use residential and commercial development (see Figure 3). The site totals approximately 0.29 acres, and the Project would include the construction of a ~~473-unit~~ 175-unit, 11-story, housing complex with 6,604 square feet of ground floor commercial and second-story parking garage on the corner of 19th Street and J Street (see Figure 4 and Figure 5). Project architecture would use an articulated design to reduce building massing, and would incorporate multiple materials, including green walls, to create a variable and textured façade. To further reduce the building's mass and increase interest, a third and fourth floor outdoor room would be included on the corner of 19th and J Street for use by residents.

Additionally, the 'Mixed-Use Residential Land Use' subsection of the 'SCEA Criteria' section on pages 12 and 13 is hereby revised as follows:

Residential use is ~~92~~ 90 percent of the total building sf (~~92,464~~ 87,205 sf residential ÷ ~~99,637~~ 96,771 total sf), and thus would be consistent with the MTP/SCS requirement for land use.

All subsequent references to the number of units included in the Project, the square footage of commercial space, and the overall project square footage in the SCEA/IS are hereby revised similar to the above. The above changes reflect the addition of two units to the Project and the reduction of commercial space from 7,176 square feet (sf) to 6,604 sf. Such changes would not interfere with the project's consistency with the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). Additionally, the exterior design of the proposed structure, the area of disturbance of the project, and the number of building stories would not be changed. The addition of two residential units would slightly intensify the proposed residential land use included in the proposed project; however, the simultaneous reduction in commercial space would slightly reduce the intensity of

the commercial land use included in the project. Because the changes would not interfere with the project's consistency with the MTP/SCS and the project includes both a slight increase in residential units and a decrease in commercial space, the above changes would be expected to generally balance, and the overall intensity of the Project would remain similar to what was analyzed in the SCEA/IS. Therefore, the above changes would not substantially alter the analysis or conclusions of the SCEA/IS.

The 'Project-Specific Impact Discussion' for questions a-c. on page 105 of the SCEA/IS has been hereby revised as follows:

Project-Specific Impact Discussion

- a-c. Figure 3-2 of the City of Sacramento General Plan Background Report shows that all roadway sections in the project area operate at acceptable LOS levels. However, the Project could have a significant environmental impact if it would result in a significant increase in peak hour traffic and thus degrade the existing LOS of nearby roadways. To assess the Project's potential impacts on the surrounding roadways, the City of Sacramento Department of Public Works estimated the expected trip generation for the Project's retail and residential land uses, and has indicated that Projects that would add less than 100 new trips to the AM or PM peak hours would not be expected to result in significant impacts. The results of the City's traffic generation are presented in ~~Table 12~~ **Error! Reference source not found.** Table 12.

The above changes are for clarification purposes only and do not alter the analysis or conclusions of the IS/MND.