



**CITY OF SACRAMENTO PLANNING COMMISSION  
RECORD OF DECISION**

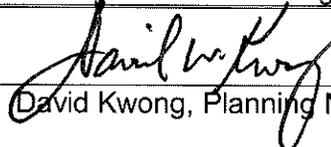
New City Hall, 915 I Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814

Project Name: Cathedral Square Highrise  
Project Number: P05-161  
Project Location: SW Corner of 11<sup>th</sup> and J Street  
APN: 006-0103-007, -008, -009, -015  
Applicant: Steven Eggert, 1801 I Street, Ste 202, Sacramento, CA 95814  
Action Status: Approved (Exception: Item G Continued) Action Date: 07-12-07

**REQUESTED ENTITLEMENT(S):**

- A. Environmental Determination: Environmental Impact Report;
- B. Mitigation Monitoring Plan;
- C. Tentative Map to designate a lot for condominium purposes;
- D. Special Permit for a Major Project;
- E. Special Permit to construct 233 condominium units;
- F. Special Permit for tandem parking spaces;
- G. Special Permit to allow an architectural embellishment to exceed the height requirements in the Capitol Views Protection area.

**ACTIONS TAKEN:** On 07/12/07, the Planning Commission took the following actions based on the attached findings of fact and subject to the attached conditions of approval:  
Certified the EIR, Adopted the MMP, Approved items C-F, and Continued item G to August 8, 2007.

Action certified by:   
David Kwong, Planning Manager

Sent to Applicant: 07-14-07

By: \_\_\_\_\_  
Staff Signature

**NOTICE OF PROTEST RIGHTS**

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exactions imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exactions within 90 days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90 days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the

Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (18.44.140).

The time within which to challenge a condition of approval of a tentative subdivision map, including the imposition of fees, dedication, reservation, or other exaction, is governed by Government Code section 66499.37

**EXPIRATION**

**TENTATIVE MAP:** Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

**SPECIAL PERMIT:** A use for which a Special Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Special Permit shall be deemed to have expired.

**VARIANCE:** Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

**PLAN REVIEW:** Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

**NOTE:** Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, special permits and variances.

**APPEALS**

Appeals of the Planning Commission decision of this item to the City Council must be filed at 915 I Street, New City Hall, 3rd Floor, within 10 calendar days of this meeting, on or before 07/22/07. If the 10<sup>th</sup> day falls on a Sunday or holiday, the appeal may be filed on the following business day.

## Project Final Approval – City Planning Commission ROD

### Attachment 1 City Planning Commission Record of Decision Findings of Fact and Conditions of Approval [Cathedral Square] (P05-161)

#### Findings Of Fact

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

1. The Planning Commission finds that the Environmental Impact Report for the Cathedral Square Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments (collectively the “EIR”) has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
  2. The Planning Commission certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
  3. The Planning Commission certifies that the EIR has been presented to it, that the Planning Commission has reviewed it and considered the information contained therein prior to acting on the proposed project, and that the EIR reflects the Planning Commission’s independent judgment and analysis.
  4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the Planning Commission hereby adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Cathedral Square Project as set forth in Exhibit A.1 of this Record of Decision.
  5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the Planning Commission adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit A.2 of this Record of Decision.
- C. The Tentative Map** to designate the subject parcel for condominium purposes is hereby **approved** based on the following Findings of Fact:
- a. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.

- b. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the Central City Community Plan, and Chapter 16 of the City Code, which is a Specific Plan of the City. The City's General Plan and the Central City Community Plan designate the site as Heavy Commercial or Warehouse and Heavy Commercial respectively.
- c. The site is physically suitable for the type of development proposed and suited for the proposed density.
- d. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat.
- e. The design of the subdivision or the type of improvements are not likely to cause serious public health problems, and;
- f. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

**D. The Special Permit for a Major Project is approved** subject to the following Findings of Fact:

The project is based upon sound principles of land use in that:

- 1. the commercial retail use and residential are allowed by right in the Central Business District (C-3) zone,
  - 2. the project will increase ridership of the lightrail and bus system and promote housing units in the Central City.
- b. The proposed use would not be detrimental to the public health, safety and welfare, nor result in a public nuisance in that:
    - 1. adequate parking has been provided in the proposal,
    - 2. public transit is available within 250 feet of the project site, and
    - 3. the commercial retail and residential condominiums will provide "eyes on the street," and activates the streets increasing safety in the central core area.
  - c. The project is consistent with the General Plan land use designation of Community Neighborhood Commercial and Office which promotes mixed use development that incorporates non-retail uses (including residential) within commercial districts near light rail stations.

**E. The Special Permit to construct 233 residential condominiums is approved** subject to the following Findings of Fact:

- a. Granting the Special Permit is based upon sound principles of land use in that the proposed project will further the goals of creating walkable neighborhoods and will activate the streets with pedestrian friendly uses.
- b. Granting the Special Permit will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the proposed residential units are oriented to provide eyes on the street and have balconies and a roof deck for private outdoor space, and;
- c. The proposed project is consistent with the Central City Community Plan designation of Multi Use and the Central Business District (C-3) zone which allows residential uses. The project is also consistent with the General Plan policies which encourage infill development and promotes uses that will contribute to alternative modes of transportation such as bus, bike, lightrail, and walking which helps air quality and reduces urban sprawl.

**F. The Special Permit to allow tandem parking spaces is approved subject to the following Findings of Fact:**

- a. Granting the Special Permit is based upon sound principles of land use in that the proposed project will provide adequate onsite parking and tandem spaces provide an option for residential users to have an additional designated off-street parking space.
- b. Granting the Special Permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that the tandem parking spaces will be designated to residential users from the same unit to eliminate the need for a parking attendant, and;
- c. The proposed project is consistent with the Central City Community Plan designation of Multi Use and the Central Business District (C-3) zone which allows commercial retail by right and residential condominiums with the issuance of a Special Permit.

## **Conditions Of Approval**

### **Tentative Map**

**NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P05-161). The design of any improvement not covered by these conditions shall be to City standard.**

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

### **GENERAL: All Projects**

- C-1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- C-2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Development Engineering Division after consultation with the U.S. Postal Service;
- C-3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P05-161);
- C-4. Show all continuing and proposed/required easements on the Parcel Map;
- C-5. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;

### **DEVELOPMENT ENGINEERING: Streets**

- C-6. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property **along J street and 11<sup>th</sup> street** per City standards to the satisfaction of the Development Engineering Division;
- C-7. This project shall require street lighting. There is an existing street lighting system

- around this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction;
- C-8. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;
- C-9. The applicant shall dedicate (if necessary) and construct full frontage improvements along 11<sup>th</sup> street to the satisfaction of the Development Engineering Division. The construction of 11<sup>th</sup> Street shall include bike routes to the satisfaction of the bikeway coordinator;
- C-10. The proposed loading/unloading area along J street shall be restricted to operate in the off-peak hours as described in the Mitigation Monitoring Plan;
- C-11. The applicant shall pay a fair share contribution to recover the costs of the City's Traffic Operation Center monitoring, restriping and retiming of all intersections covered in the project's EIR and Mitigation Monitoring Plan to the satisfaction of the Development Engineering Division;
- C-12. The applicant shall apply fresh paint to the existing crosswalks at the intersection of J and 11<sup>th</sup> Streets to the satisfaction of the Development Engineering Division;
- C-13. The applicant shall repair the existing alley along the project's frontage on the alley per City standards (in concrete) and to the satisfaction of the Development Engineering Division. The alley is widened by an additional 4-feet from 11<sup>th</sup> street to the garage entrance;
- C-14. Any proposed textured or alternative paving along the project's frontage shall meet ADA standards and shall be approved by the Development Engineering Division. Any alternative paving shall be maintained by the Home Owner's Association;
- C-15. The applicant shall construct bollards at the end of the proposed turn around on 11<sup>th</sup> street to protect pedestrians to the satisfaction of the Development Engineering Division and Design Review;
- C-16. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned.
- C-17. Construct A.D.A. compliant ramps (if existing and non-compliant) at the south-west corner of the intersection of "J" Street and 11<sup>th</sup> Street to the satisfaction of the Development Engineering Division;
- C-18. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the

satisfaction of Regional Transit;

### **PUBLIC/PRIVATE UTILITIES**

- C-19. Dedicate a Utility Easement to SMUD for a Underground vault for underground facilities and appurtenances located at inside of the building at the northwest corner of 11<sup>th</sup> Street and J and K street alley or at a location and size to the satisfaction of SMUD, the City of Sacramento, and the owner/Developer;

### **CITY UTILITIES**

- C-20. Any new domestic water services shall be metered. Excess services shall be abandoned to the satisfaction of the Department of Utilities;
- C-21. The condominium units shall have a separate street tap for a metered domestic water service;
- C-22. The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service;
- C-23. Common area landscaping shall have a separate street tap for a metered irrigation service;
- C-24. An ownership association shall be formed and C.C. & R's shall be approved by the City and recorded assuring maintenance and payment of fees for sanitary sewer, water and storm drainage facilities within the condominium project and non-residential portion of the project. The onsite water, sewer and storm drain systems shall be private systems maintained by the association;

### **PPDD: Parks**

- C-25. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note);
- C-26. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Development Services Department, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);

### **MISCELLANEOUS**

- C-27. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens,

taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City;

- C-28. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private common areas. The Homeowner's Association shall maintain all common areas, lights, common landscaping, etc.;

The **Special Permits** to construct a major project over 75,000 square feet, 233 residential condominiums, tandem parking spaces, and an architectural element that exceeds the Capitol Views Protection ordinance are hereby **approved** subject to the following conditions of approval:

- D-F1. The applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.
- D-F2. The project shall substantially conform to the site plan and elevations as shown in the attached exhibits. Any modification to the project shall be subject to the review and approval by Planning Department staff prior to the issuance of building permits.
- D-F3. The project shall comply with the Mitigation Monitoring Plan developed and kept on file with the Development Services Department, Planning Division (P05-161).
- D-F4. The applicant shall comply with all Design Review conditions of approval (DR05-340).
- D-F5. The ownership association shall maintain landscaping and irrigation in a healthy and serviceable condition which includes the landscaped areas on the rooftop pool terrace.
- D-F6. All rooftop mechanical equipment shall be completely screened by the building parapet.
- D-F7. A sign permit shall be obtained prior to construction or installation of any attached or detached signs.
- D-F8. Lighting shall be designed to avoid any hazardous or annoying glare to motorists, building occupants, or the general public.
- D-F9. Tandem parking spaces shall be designated to an individual unit or the applicant shall provide a 24 hour parking attendant onsite.
- D-F10. Street lights provided shall be the standard Historic Acorn lighting.
- D-F11. Prior to issuance of building permit, the applicant shall work with the Department of Transportation and Development Engineering to provide bicycle parking facilities adjacent to the building and motorcycle parking on street. Motorcycle parking shall be accommodated onsite if possible.

- D-F12. Prior to issuance of the building permit, the applicant shall coordinate their construction schedule with the Crest Theatre to the satisfaction of the Planning Director.

### **DEVELOPMENT ENGINEERING**

- D-F13. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property **along J street and 11<sup>th</sup> street** per City standards to the satisfaction of the Development Engineering Division;
- D-F14. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division;
- D-F15. The site plan shall conform to A.D.A. requirements in all respects. Construct A.D.A. compliant ramps (if existing and non-compliant) at the south-west corner of the intersection of "J" Street and 11<sup>th</sup> Street to the satisfaction of the Development Engineering Division;
- D-F16. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering Division;
- D-F17. The applicant shall dedicate (if necessary) and construct full frontage improvements along 11<sup>th</sup> street to the satisfaction of the Development Engineering Division. The construction of 11<sup>th</sup> Street shall include striped bike routes as mentioned in the project's EIR and Mitigation Monitoring Plan;
- D-F18. The proposed loading/unloading area along J street shall be restricted to operate in the off-peak hours as described in the Mitigation Monitoring Plan;
- D-F19. The applicant shall pay a fair share contribution to recover the costs of the City's Traffic Operation Center monitoring, restriping and retiming of all intersections covered in the project's EIR and Mitigation Monitoring Plan to the satisfaction of the Development Engineering Division;
- D-F20. The applicant shall apply fresh paint to the existing crosswalks at the intersection of J and 11<sup>th</sup> Streets to the satisfaction of the Development Engineering Division;
- D-F21. The applicant shall repair the existing alley along the project's frontage on the alley per City standards (in concrete) and to the satisfaction of the Development Engineering

Division. The alley is widened by an additional 4-feet from 11<sup>th</sup> street to the garage entrance;

- D-F22. Any proposed textured or alternative paving along the project's frontage shall meet ADA standards and shall be approved by the Development Engineering Division. Any alternative paving shall be maintained by the Home Owner's Association;
- D-F23. The applicant shall construct bollards at the end of the proposed turn around on 11<sup>th</sup> street to protect pedestrians to the satisfaction of the Development Engineering Division;
- D-F24. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned;
- D-F25. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;
- D-F26. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private common areas. The Homeowner's Association shall maintain all common areas, lights, common landscaping, etc;

#### **FIRE**

- D-F27. Any booster pump required for pressure shall have redundancy and be connected to an emergency back-up power system.
- D-F28. The fire alarm shall alert the entire floor for any alarm on that floor.
- D-F29. The applicant shall locate and identify Fire Department Connections (FDCs) on the address side of the building within 40 feet of a fire hydrant.

#### **URBAN FOREST**

- D-F30. Any soil imported to the proposed park strip planter area is to be primarily clean loam (as similar to the surrounding native soil as possible).
- D-F31. The existing Liriodendron is to be enclosed by a 6 foot high cyclone fence (minimum enclosure area of 10 by 10 foot) prior to any construction activity.

#### **ENVIRONMENTAL**

- D-F32. As required by Mitigation Measure 4.1-3, highly reflective mirrored glass walls shall not be used as a primary building material for facades. Instead, Low E glass or an equivalent approved by the City's Development Services Department prior to issuance of building permits, shall be used in order to reduce the reflective qualities of the building.
- D-F33. As required by Mitigation Measure 4.2-1(a), the project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40

percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

- D-F34. As required by Mitigation Measure 4.2-1(b), prior to issuance of a grading permit, the applicant/developer shall incorporate the following measures into the construction contract documents, which shall be submitted for the review and approval of the City Engineer:
- Strict compliance with SMAQMD's Rule 403, or approved equivalent, shall be written into construction contracts.
  - Keep soil moist at all times.
  - Maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer) for any hauling vehicles containing potential particulate matter.
  - Use emulsified diesel or diesel catalyts, or approved equivalent, on applicable heavy-duty construction equipment.
- D-F35. As required by Mitigation Measure 4.2-1(c), if the projected construction equipment or construction phases change, or if the area disturbed by the project changes, the applicant shall coordinate with the SMAQMD to determine if the project is subject to payment of the District's mitigation fee as a result of an increase in emissions above the amount estimated in the EIR. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD NOx Reduction Fee in place at the time of fee payment. That fee is currently \$14,300/ton of NOx emissions generated, but will likely change over time. This fee shall be paid prior to issuance of building grading permits.
- D-F36. As required by Mitigation Measure 4.3-1(a), prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.

- D-F37. As required by Mitigation Measure 4.3-1(b), in the event that any paleontological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, the City's Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center
- D-F38. As required by Mitigation Measure 4.3-1(d), if a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendent. The most likely descendent shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.
- D-F39. As required by Mitigation Measure 4.3-2, the applicant shall create an interpretive display on a publicly accessible location on the project site that reflects the age, history and character of the project area buildings. Historically important individuals and businesses were associated with this early downtown block. Their lives and contributions to the Sacramento community could be included in an informative and interesting display prominently located in a focal area of the proposed plaza; one such example would be the incorporation of such a display into the water feature. The applicant shall coordinate with the City's History and Science Manager, as well as the Preservation Director prior to building occupancy, to ensure appropriate location and design of the display.
- D-F40. As required by Mitigation Measure 4.3-3(a), prior to the issuance of Demolition Permits, the architectural design shall be revised to integrate some design aspects of the alley façade, with respect to the scale of details and appropriate compatible materials, into the new construction. The revised design treatment shall include alley-compatible materials that would recall the detail concepts of the former buildings in terms of scale, detail, simplicity and spatial features. The applicant shall remove the existing bay windows in the onsite buildings and provide them to the City for its use for historical reference. This would not reduce the impact of the Project but would make the new construction more compatible with the remainder of the alley and provide a pertinent historic reference. In addition, the buildings shall be recorded photographically using HABS level two standards, and the images used in an interpretive display at some location on the site of the new building(s). The revised design and interpretive display shall be submitted for the review and approval of the Preservation Director and City's History and Science Manager, respectively.

- D-F41. As required by Mitigation Measure 4.3-3(b), the applicant shall prepare an interpretative display, such as a plaque, featuring the spatial aspects and relationships of the buildings and the alley. The display shall illustrate the spatial relationships of the Copenhagen Alley District, demonstrating the importance of these relationships to the original alley configuration and experience. Prior to building occupancy, the applicant shall coordinate with the City's History and Science Manager, as well as the Historic Preservation Director, to ensure appropriate location and design of the display.
- D-F42. As required by Mitigation Measure 4.4-4, all residential windows, which face J Street, shall have a minimum Sound Transmission Class (STC) rating of 32. This requirement shall be indicated on the building drawings and in contract specifications.
- D-F43. As required by Mitigation Measure 4.4-6(a), compliance with the following mitigation measures shall be indicated on the building drawings for the review and approval of the City Building Official prior to the issuance of the building permit. All pile driving holes shall be pre-drilled. Provide protective coverings or temporary shoring of historic features on or underneath adjacent buildings as directed by the City Building Official. The pre-existing condition of all buildings within a 50-foot radius, including the entirety of the Crest Theater building, shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes at buildings, as well as the entirety of the Crest Theater building within a 50-foot radius of construction activities, susceptible to damage shall be documented (photographically and in writing) prior to construction.
- D-F44. As required by Mitigation Measure 4.4-6(b), should damage occur to adjacent structures despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of a qualified structural engineer to repair any damage that has occurred to the pre-existing state, and to avoid any further structural damage. The pre-existing condition of all buildings within a 50-foot radius shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. If sprinkler failures are reported in adjacent buildings, the contractor shall provide increased monitoring of adjacent buildings during construction and repairs to sprinkler systems shall be provided as soon as practicable after being informed of the damage.
- D-F45. As required by Mitigation Measure 4.5-3, prior to the commencement of demolition, the project developer shall submit a recycling plan for construction materials to the City Building Official for review and approval. The plan shall include which materials would be acceptable for disposal in the sanitary landfill or be recycled/reused. Documentation of the material type, amount, where taken and receipts for verification and certification statements shall be included in the plan. The project developer shall submit a performance deposit, as established in the project's conditions of approval with the City to ensure recycling of demolition materials. In addition the project developer shall cover all staff costs related to the review, monitoring and enforcement of this condition through the deposit account.
- D-F46. As required by Mitigation Measure 4.6-3, prior to building occupancy, the applicant

shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

- D-F47. As required by Mitigation Measure 4.6-6, bicycle access consistent with the City of Sacramento Bikeway Master Plan shall be provided between J Street and the alley at the south edge of the project site.
- D-F48. As required by Mitigation Measure 4.6-8, loading dock operation shall be restricted to off-peak hours. This would minimize conflict between vehicles maneuvering into or out of the loading dock and traffic on J Street.
- D-F49. As required by Mitigation Measure 4.6-9, prior to the issuance of grading permits, the project proponent shall revise the project site plans to demonstrate compliance with the City of Sacramento bicycle parking requirements for the review and approval of the City Development Services Department and Development Engineering Department.
- D-F50. As required by Mitigation Measure 4.6-10(a), at the 3rd Street / J Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3rd Street phase time to 10 seconds. This mitigation measure would reduce average vehicle delay by 33 seconds during the a.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F51. As required by Mitigation Measure 4.6-10(b), at the 3rd Street / L Street intersection, modify the westbound approach to provide one left-turn lane, two through lanes (to the northbound I-5 on-ramp), and one right-turn lane. This mitigation measure would reduce average vehicle delay by 40 seconds during the p.m. peak hour and maintain LOS C operations during the a.m. peak hour. The mitigation measure would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.
- D-F52. As required by Mitigation Measure 4.6-10(c), at the 3rd Street / N Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the southbound 3rd Street signal phase time to 34 seconds, decreasing the eastbound N Street approach to 15 seconds, and maintaining the phase time for the eastbound Tower Bridge approach at 21 seconds. This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F53. As required by Mitigation Measure 4.6-10(d), at the 3rd Street / P Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound P Street approach and decreasing

the southbound 3rd Street approach to 18 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

- D-F54. As required by Mitigation Measure 4.6-10(e), at the 5th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 42 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F55. As required by Mitigation Measure 4.6-10(f), at the 7th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F56. As required by Mitigation Measure 4.6-10(g), at the 8th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 25 seconds for the westbound L Street approach and decreasing the northbound 8th Street signal phase time to 25 seconds. This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F57. As required by Mitigation Measure 4.6-10(h), at the 9th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the southbound 9th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F58. As required by Mitigation Measure 4.6-10(i), at the 10th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the northbound 10th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

- D-F59. As required by Mitigation Measure 4.6-10(j), at the 12th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the eastbound J Street approach and decreasing the 12th Street signal phase time to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F60. As required by Mitigation Measure 4.6-10(k), at the 15th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15th Street signal phase time to 20 seconds. This mitigation measure would reduce average vehicle delay by 61.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F61. As required by Mitigation Measure 4.6-10(l), at the 15th Street / X Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the southbound 15th Street approach to 28 seconds, decreasing the eastbound U.S. 50 off-ramp phase time to 28 seconds, and maintaining 17 seconds for the X Street approach. This mitigation measure would reduce average vehicle delay by 34.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F62. As required by Mitigation Measure 4.6-10(m), at the 16th Street / H Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the northbound 15th Street approach to 26 seconds, decreasing the phase times for the eastbound H Street left and through movements to 18 and 24 seconds, respectively, and maintaining 6 seconds for the westbound H Street right-turning movement. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F63. As required by Mitigation Measure 4.6-17(a), at the 3rd Street / J Street intersection, implement the near-term Mitigation Measure (a) (modification of signal phase splits) and also modify the lanes on the southbound I-5 off-ramp approach (eastbound) to provide one combination left-through lane, one through lane, one combination through-right lane, and one exclusive right turn lane. This mitigation measure would reduce average vehicle delay during the a.m. peak hour by 32.5 seconds and would improve traffic operations during the p.m. peak hour to LOS C. This mitigation measure would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.
- D-F64. As required by Mitigation Measure 4.6-17(b), at the 3rd Street / L Street intersection,

implement the near-term Mitigation Measure (b) (modification of the westbound approach lanes) and also modify the traffic signal phase splits during the p.m. peak period by increasing the southbound 3rd Street approach to 23 seconds, decreasing the westbound L Street signal phase time to 38 seconds, and decreasing the northbound 3rd Street left-turning movement to 9 seconds. This mitigation measure would reduce average vehicle delay by 43.5 seconds during the p.m. peak hour and provide LOS C traffic operations during the a.m. peak hour. This mitigation measure would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

- D-F65. As required by Mitigation Measure 4.6-17(c), at the 3rd Street / N Street intersection, implement the near-term Mitigation Measure (c) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F66. As required by Mitigation Measure 4.6-17(d), at the 3rd Street / P Street intersection, implement the near-term Mitigation Measure (d) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F67. As required by Mitigation Measure 4.6-17(e), at the 5th Street / I Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 30 seconds for the northbound and southbound 5th Street approaches and decreasing the westbound I Street approach to 70 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F68. As required by Mitigation Measure 4.6-17(f), at the 5th Street / L Street intersection, implement the near-term Mitigation Measure (e) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level.
- D-F69. As required by Mitigation Measure 4.6-17(g), at the 7th Street / L Street intersection, implement the near-term Mitigation Measure (f) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F70. As required by Mitigation Measure 4.6-17(h), at the 8th Street / L Street intersection, implement the near-term Mitigation Measure (g) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant

- level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F71. As required by Mitigation Measure 4.6-17(i), at the 9th Street / J Street intersection, implement the near-term Mitigation Measure (h) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F72. As required by Mitigation Measure 4.6-17(j), at the 10th Street / J Street intersection, implement the near-term Mitigation Measure (i) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F73. As required by Mitigation Measure 4.6-17(k), at the 12th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the eastbound J Street approach to 23 seconds and decreasing the southbound 12th Street and northbound right-turn movement signal phase time to 27 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F74. As required by Mitigation Measure 4.6-17(l), at the 15th Street / J Street intersection, implement the near-term Mitigation Measure (k) (modification of signal phase splits). This mitigation measure would reduce average delay by 59.2 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F75. As required by Mitigation Measure 4.6-17(m), at the 15th Street / X Street intersection, implement the near-term Mitigation Measure (l) (modification of signal phase splits). This mitigation measure would reduce average vehicle delay by 32.8 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F76. As required by Mitigation Measure 4.6-17(n), at the 16th Street / H Street intersection, implement the near-term Mitigation Measure (m) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- D-F77. As required by Mitigation Measure VII-1, prior to issuance of a demolition permit by the City for any on-site structures, the project proponent shall provide a site assessment which determines whether any structures to be demolished contain asbestos and/or

lead-based paint. If any structures contain asbestos, the application shall include an asbestos abatement plan consistent with local, state, and federal standards, subject to the City Building Official approval.

- D-F78. As required by Mitigation Measure VII-2, prior to the issuance of demolition permits for existing onsite structures, the project proponent shall provide a site assessment, which determines whether any structures to be demolished contain lead-based paint. If such paint is found all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations subject to the City Building Official approval.

## **UTILITIES**

- D-F79. Any new domestic water services shall be metered. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
- D-F80. The condominium units shall have a separate street tap for a metered domestic water service.
- D-F81. The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service.
- D-F82. Common area landscaping shall have a separate street tap for a metered irrigation service.
- D-F83. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- D-F84. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association.
- D-F85. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- D-F86. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, the owner(s) and ownership association shall enter into a Utility Service Agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the condominium project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if

required to do so by any law or regulation, and shall be in a form approved by the City Attorney.

- D-F87. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the construction of a 25 story high-rise, consisting of 233 condominium units, 10,100 square feet of retail space and 350 parking spaces is estimated to be 179 ESD. The Combined System fee at time of building permit is estimated to be \$408,107. This fee may be reduced base on existing square footages of the existing buildings and existing uses for those buildings. The final Combined Sewer Fee will be calculated when the building permit is issued.
- D-F88. If fire hydrants are required in J Street between 10<sup>th</sup> Street and 11<sup>th</sup> Street for the project a water main extensions will be required to be constructed to the satisfaction of the Department of Utilities. The water mains currently serving the project site are a 6" water main in the J/K Alley and an 8" water main in 11<sup>th</sup> Street. There are no water mains in J Street adjacent to the project site. Depending on the fire department requirements, a water main extension in J Street from the 8" water main in 10<sup>th</sup> to the 8" water main in 11<sup>th</sup> Street may be required.
- D-F89. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the Department of Utilities (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:

- a. Construction dewatering discharges
- b. Treated or untreated contaminated groundwater cleanup discharges
- c. Uncontaminated groundwater discharges

**Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.**

Groundwater discharges may contain toxic and/or explosive chemicals that could be harmful to the environment and to service workers working in the City's sewer system. Groundwater discharges to the sewer system go beyond the original design of the City's system, thus removing existing sewer capacity from other system users and potentially causing overflows or restricting development. The additional water from groundwater discharges must be conveyed and pumped by the City's existing facilities. The additional volume of water increases the City's operations and maintenance costs through increased capacity, power, and maintenance costs.

Currently, two types of groundwater discharges are recognized by the Department of Utilities; limited discharges and long-term discharges. These types of discharges are described as follows:

- a. "limited discharges" are short groundwater discharges of 7-days duration or less.  
Limited discharges must be approved through the Department of Utilities by acceptance letter.
- b. "long-term discharges" are groundwater discharges of greater duration than 7-days. Long-term discharge must be approved through the Department of Utilities and the City Manager through a Memorandum of Understanding (MOU) process.

The Groundwater MOU has a term of one year and requires the discharger to:

- a. Provide a description of the groundwater discharge,
- b. Obtain a Regional Sanitation District permit,
- c. Obtain approval from the Regional Water Quality Board if discharge is part of groundwater cleanup or contains contaminants above MCLs,
- d. Pay fees based on flow amounts when a fee schedule is established by ordinance,
- e. Comply with any new pertinent laws,
- f. Assess and repair sewer lines if the discharge exceeds MCLs,
- g. Suspend discharges during storm events or at City request,
- h. Provide shut-off switches accessible to the City, and
- i. Indemnify the City against all claims related to the MOU.

**ADVISORY NOTES:**

- A. Many projects in the City of Sacramento require on site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system;
- B. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, the owner(s) and ownership association shall enter into a Utility Service Agreement with the City to receive such utility services at points of service designated by the Department of Utilities. Such agreement shall provide, among other requirements, for payment of all charges for the condominium project's water, sanitary sewer and storm drainage services, shall authorize discontinuance of utility services at the City's point(s) of service in the event that all or any portion of such charges are not paid when and as required, shall require compliance with all relevant utility billing and maintenance requirements of the City, the Association will sub-meter in the future if

required to do so by any law or regulation, and shall be in a form approved by the City Attorney;

- C. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the construction of a 25 story high-rise, consisting of 233 condominium units, 10,100 square feet of retail space and 350 parking spaces is estimated to be 179 ESD. The Combined System fee at time of building permit is estimated to be \$408,107. This fee may be reduced base on existing square footages of the existing buildings and existing uses for those buildings. The final Combined Sewer Fee will be calculated when the building permit is issued;
- D. The proposed project is located in the Flood zone designated as an **X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof;
- E. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction;
- F. If fire hydrants are required in J Street between 10<sup>th</sup> Street and 11<sup>th</sup> Street for the project a water main extensions will be required to be constructed to the satisfaction of the Department of Utilities. The water mains currently serving the project site are a 6" water main in the J/K Alley and an 8" water main in 11<sup>th</sup> Street. There are no water mains in J Street adjacent to the project site. Depending on the fire department requirements, a water main extension in J Street from the 8" water main in 10<sup>th</sup> to the 8" water main in 11<sup>th</sup> Street may be required;
- G. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy;
- H. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association;
- I. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the Department of Utilities (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
  - 1. Construction dewatering discharges
  - 2. Treated or untreated contaminated groundwater cleanup discharges
  - 3. Uncontaminated groundwater discharges
  - 4. Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.**
  - 5. Groundwater discharges may contain toxic and/or explosive chemicals that could be harmful to the environment and to service workers working in the City's sewer

system.

6. Groundwater discharges to the sewer system go beyond the original design of the City's system, thus removing existing sewer capacity from other system users and potentially causing overflows or restricting development. The additional water from groundwater discharges must be conveyed and pumped by the City's existing facilities. The additional volume of water increases the City's operations and maintenance costs through increased capacity, power, and maintenance costs.

7. Currently, two types of groundwater discharges are recognized by the Department of Utilities; limited discharges and long-term discharges. These types of discharges are described as follows:

- a. "limited discharges" are short groundwater discharges of 7-days duration or less. Limited discharges must be approved through the Department of Utilities by acceptance letter.
- b. "long-term discharges" are groundwater discharges of greater duration than 7-days. Long-term discharge must be approved through the Department of Utilities and the City Manager through a Memorandum of Understanding (MOU) process.
- c. The Groundwater MOU has a term of one year and requires the discharger to:
  1. Provide a description of the groundwater discharge,
  2. Obtain a Regional Sanitation District permit,
  3. Obtain approval from the Regional Water Quality Board if discharge is part of groundwater cleanup or contains contaminants above MCLs,
  4. Pay fees based on flow amounts when a fee schedule is established by ordinance,
  5. Comply with any new pertinent laws,
  6. Assess and repair sewer lines if the discharge exceeds MCLs,
  7. Suspend discharges during storm events or at City request,
  8. Provide shut-off switches accessible to the City, and
  9. Indemnify the City against all claims related to the MOU

- J. Compliance with City of Sacramento Highrise Ordinance, Title 15, Chapter 15.100, Articles I-XIV; (FIRE)
- K. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5; (FIRE)
- L. Provide a water flow test. (Make arrangements at the North Permit Center's walk-in counter: 2101 Arena Blvd., Suite 200, Sacramento, CA 95834); (FIRE)
- M. Provide appropriate Knox access for site where there exists secured openings or where the building is served by a fire alarm system which is monitored by a central station. Approved key switches, key boxes or padlocks are to be installed in approved accessible locations or areas in order to permit immediate fire department access; (FIRE)
- N. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
  - a. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is

- estimated at \$615,120. This is based on 233 multifamily condominium residential units and an average land value of \$250,000 per acre for the Central City Planning Area, plus an additional 20% for off-site park infrastructure improvements, less 0 acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
- b. Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$288,804. This is based on 233 multifamily condominium units at the Central City infill rate of \$1,233 per multifamily unit and 10,100 square feet of retail space at the infill rate of \$0.15 per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
  - c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.
- O. The sidewalk café proposed on 11<sup>th</sup> Street shall require further review and approval.
- P. Many projects in the City of Sacramento require on site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- Q. The proposed project is located in the Flood zone designated as an **X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof.
- R. *Tilia cordata* is susceptible to aphid drip and can require a high level of scaffold management pruning to eliminate co-dominant branch structure. *Nyssa sylvatica*, (Tupelo) would be a better choice for the three planters along J Street.
- S. *Pistacia chinensis* can be susceptible to verticillium wilt and has a wide crown habit that will be in conflict with the wall 20' to the west. Trees with a narrower and taller canopy would be more appropriate for the site. Use (*Quercus robur*/ "Pyramich"), (*Acer saccharinum*/"Legacy"), (*Acer Platanoides*/ "Columnarbroad") or (*Acer nigrum*/ "Greencolumn").
- T. Planting under the trees is not to impede air circulation at the root crown. No understory planting within 3' of the trunk. A petite cultivar of *Raphiolepis* and/or *Agapanthus* will tolerate shade and can easily be kept clear of the root crown.
- U. Prior to any Pruning of limbs or roots the applicant or contractor must obtain required permits from the Urban Forest Services Division.
- V. Applicant should join the Sacramento TMA. Employers should offer employees subsidized transit passes at 50% or greater discount to encourage using transit.

- W. The applicant shall explore with the Design Commission the option of stepping the tower heights. This option shall be compared and contrasted with the current "L" shape proposal.

Exhibit A.1 – Findings of Fact and Statement of Overriding Consideration

**A. Environmental Determination: EIR**

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

Based on the initial study conducted for Cathedral Square (Project #P05-161) (“Project”), the City of Sacramento’s Environmental Planning Services determined, on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report (“EIR”) on the Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* (“CEQA”), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency, as well as each federal agency involved in approving or funding the Project, on April 28, 2006, and was circulated for public comments from April 28, 2006, to May 30, 2006.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on March 23, 2007, to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official forty-five (45) day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on March 23, 2007, and ended on May 7, 2007.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on March 23, 2007. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834. The letter also indicated that the official forty-five day (45) public review period for the Draft EIR would end on May 7, 2007.

e. A public notice was placed in the Daily Recorder on March 23, 2007, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento City Clerk and the Sacramento County Clerk on March 23, 2007.

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

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

- a. The Draft and Final EIR and all documents relied upon or incorporated by reference including:
- b. The City of Sacramento General Plan, City of Sacramento, January 1988, and all updates.
- c. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March 1987, and all updates.
- d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988, and all updates.
- e. Zoning Ordinance of the City of Sacramento
- f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December 2004
- g. Central City Community Plan
- h. Sacramento Central Business District Urban Design Plan, February 1987, and all updates.
- j. The Mitigation Monitoring Plan for the Project.
- k. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

3. The Planning Commission has final approval authority over the following Project entitlements: 1) tentative subdivision map, 2) special permit for a major project in the C-3 SPD zone, 3) special permit for condominium development; and 4) special permit for tandem parking.

4. With respect to the entitlements over which the Planning Commission has final approval authority and pursuant to CEQA Guidelines section 15090, the Planning Commission certifies that:

- a. The Final EIR constitutes an adequate, accurate, objective and complete final environmental impact report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the City of Sacramento environmental guidelines;
- b. The Final EIR has been presented to the Planning Commission, and the Commission has reviewed and considered the information contained in the Final EIR prior to taking action on the Project;
- c. The Final EIR reflects the Planning Commission's independent judgment and analysis.

5. With respect to the entitlements over which the Planning Commission has final approval authority and in support of its approval of the Project, the Planning Commission makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 15091 of the CEQA Guidelines:

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

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

1) **Impact 4.1-3: The proposed project could create light or glare that could cause public hazard or annoyance for a sustained period of time.**

a) Significant or Potentially Significant Impact

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can create hazards to motorists and nuisances for pedestrians and other viewers.

The proposed project would add light-producing fixtures into the downtown area. Most of the light would be internal, due to the 24-hour activity of the residents and guests of the building. The additional light sources would not significantly affect the ambient light in the downtown area due to the large amount of nightlighting that already exists. Exterior lighting is not clearly indicated on the building elevations. However, as part of the Design Commission review, the project would be required to comply with the City's lighting standards. Therefore, the proposed project would not result in a substantial new source of light.

Exterior materials would include glass, white metal, stucco, and stone facing. The stone and stucco would be earth tones, and would not be considered reflective. White metal makes up a small portion of the design, and is unlikely to create a significant amount of glare. However, a large proportion of the façade would be covered in glass. Glass surfaces can create substantial amounts of glare. The Building Design Elements-General Requirements state that "highly reflective glass walls as the primary design element should be avoided. If the glass material used on the surfaces of the high-rise is highly reflective, the proposed project could result in substantial increases in the amount of glare and would be considered a *potentially significant* impact. (DEIR, pp. 4.1-14, 4.1-15.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.1-3.

4.1-3 Highly reflective mirrored glass walls shall not be used as a primary building material for façades. Instead, Low E glass or an equivalent approved by the City's Development Services Department shall be used in order to reduce the reflective qualities of the building.

(DEIR, p. 4.1-15; FEIR, p. 5-3.)

**2) Impact 4.2-1: Particulate matter emissions (PM<sub>10</sub>) from project-associated construction activities.**

a) Significant or Potentially Significant Impact

The proposed project would require the demolition of existing buildings. The physical demolition of existing structures and other infrastructure are construction activities with a high potential for creating air pollutants. In addition to the dust created during demolition, substantial dust emissions could be created as debris is loaded into trucks for disposal.

The project would result in new sources of emissions during construction. During construction equipment and vehicles on the site would release gaseous and particulate emissions, trucks bringing materials to the site and construction employee vehicles. During portions of the construction period, fugitive particulate emissions (PM<sub>10</sub>) would occur due to the action of vehicles/equipment and wind on unpaved areas.

During excavation the potential for dust would be less, but dust emissions are possible when soil is dropped on street surfaces where the soil can be pulverized by the wheels of vehicles and disturbed by passing vehicles.

Dust emissions during demolition and construction would create the potential to exceed locally ambient air quality standards and possibly result in nuisance complaints. Therefore, impacts related to dust associated with project construction activities would be considered *potentially significant*.

Appendix B of SMAQMD's Guide to Air Quality Assessment in Sacramento County provides recommended mitigation measures. If the appropriate measures are implemented, it can be assumed that the impacts of fugitive dust (PM<sub>10</sub>) caused by the project would be mitigated to a less-than-significant level. (DEIR, pp. 4.2-10, 4.2-11.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.2-1.

4.2-1(a) The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall

include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

4.2-1(b) Prior to issuance of a grading permit, the applicant/developer shall incorporate the following measures into the construction contract documents, which shall be submitted for the review and approval of the City Engineer:

- Strict compliance with SMAQMD's Rule 403, or approved equivalent, shall be written into construction contracts.
- Keep soil moist at all times.
- Maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer) for any hauling vehicles containing potential particulate matter.
- Use emulsified diesel or diesel catalysts on applicable heavy-duty construction equipment.
- Water soil piles three times daily.

4.2-1(c) If the projected construction equipment or construction phases change, or if the area disturbed by the project changes, the applicant shall coordinate with the SMAQMD to determine if the project is subject to payment of the District's mitigation fee as a result of an increase in emissions above the amount estimated in the EIR. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD NOx Reduction Fee in place at the time of fee payment. That fee is currently \$14,300/ton of NOx emissions generated, but will likely change over time. This fee shall be paid prior to issuance of building grading permits.

(DEIR, pp. 4.2-11, 4.2-12; FEIR, pp. 3-1, 3-2, 5-4, 5-5.)

**3) Impact 4.3-1: Project impacts to previously unknown paleontological and archaeological resources.**

a) Significant or Potentially Significant Impact

The project area was historically inhabited by Native American peoples, however, the cultural resources report found that the presence of prehistoric cultural deposits within the project site is unlikely. The site is located a distance from the natural water sources available at that time. Furthermore, the relatively close proximity of the City Hall/Plaza Park site further reduces the likelihood of the project site being occupied, as villages would not have been placed in such close proximity. Excavations at a nearby project site, the 800 J Street Lofts, yielded only a few scattered prehistoric period artifacts, and intact cultural deposits were not found. Similarly, this site, so close to a major site, is not likely to contain an intact prehistoric period cultural deposit.

Additionally, because the project site soils have been highly disturbed during the construction and habitation of the current structures, any existing paleontological or cultural resources in the soils would have been previously discovered.

The buildings fronting on J Street do not all extend the full 160 foot depth to the alley. Buildings are set at varying depths, leaving space between the back of the street-facing buildings and the edge of the alley at the rear. Possible reasons for the empty space on these lots may have been that there were small buildings on the alley built to serve the needs of the owners as garages, storage, stables, or perhaps small dwellings, preventing construction of the larger buildings all the way to the alley.

All of the small alley structures are now gone, but the spaces they occupied may have affected potential decisions to extend the larger buildings fronting J Street farther back to the alley edge. However, the vacant ground between them and the back of the street-facing buildings were prime areas for the collection of refuse over the last 120 to 130 years, and may contain a variety of archeological artifacts.

In addition, other portions of the project area could yield subsurface materials related to the early settlement of the City. The buildings on lots 2 and 3 were apparently jacked up in the 1860s and there may be materials present below the floors of these buildings. The large buildings on lot 4 have been modified and re-built. The buildings on this lot do not appear to have been jacked up, but rather, the original street level became the basement level. The 1911-1912 re-build apparently involved demolition to the street level, with the additional stories added above the existing basement level building. Earlier deposits are unlikely to exist below the original street level of the building.

Another category of historic archeological resource would be the cobblestones used as a base for the alley street when first constructed, and some granite edging along the sides. Part of this is visible in the alley in back of 1022 J Street. The cobblestones and the granite edging are concealed by later road surface material but are likely still in place in parts of the alley beneath that surface. In addition, a probable original cornerstone is still in place beneath the sidewalks on the corner of 11th and J Streets, under the former 'Country Maid' restaurant.

Therefore, because the potential exists that previously unknown resources could be discovered, a *potentially significant* impact could result. (DEIR, pp. 4.3-25, 4.3-26; FEIR, p. 3-2.)

b) Infeasible Mitigation Measure

The Final EIR concluded that this impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.3-1.

4.3-1(a) Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and

evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.

- 4.3-1(b) In the event that any paleontological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, the City's Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center
- 4.3-1(c) Prior to construction in right-of-way, the applicant shall coordinate removal and storage of granite curbs and corners with the City's Department of Transportation.
- 4.3-1(d) If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendent. The most likely descendent shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

(DEIR, pp. 4.3-26, 4.3-27; FEIR, pp. 3-2 to 3-4, 5-5 to 5-8.)

All of the components listed in Mitigation Measure 4.3-1 are feasible with the exception of Mitigation Measure 4.3-1(c):

Prior to construction in right-of-way, the applicant shall coordinate removal and storage of granite curbs and corners with the City's Department of Transportation.

Mitigation Measure 4.3-1(c) is not a feasible mitigation measure, because City staff have determined that there are no granite curbs or corners on the project site, and based on staff's determination, the Preservation Commission recommended that this mitigation measure be eliminated. Thus, because no granite curbs or corners are present on the project site, this measure cannot be feasibly implemented. Furthermore, given the lack of granite curbs and corners on the project site, the remaining portions of Mitigation Measure 4.3-1 would be equal to

or more effective than the original mitigation measure. Therefore, removal of this mitigation measure would not affect the EIR's conclusion that impacts would be mitigated to a less-than-significant level with the other identified mitigation measures.

c) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.3-1, as revised to remove the infeasible Mitigation Measure 4.3-1(c).

- 4.3-1(a) Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.
- 4.3-1(b) In the event that any paleontological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, the City's Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center
- ~~4.3-1(c) Prior to construction in right of way, the applicant shall coordinate removal and storage of granite curbs and corners with the City's Department of Transportation.~~
- 4.3-1(d) If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendent. The most likely descendent shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within

the immediate vicinity of the find until the identified appropriate actions have taken place.

(DEIR, pp. 4.3-26, 4.3-27; FEIR, pp. 5-5 to 5-8.)

**4) Impact 4.4-4: Traffic Noise Levels at Proposed Interior Residential Areas on the Project Site.**

a) Significant or Potentially Significant Impact

Noise levels associated with future traffic along J Street could exceed the City's 45 dB Ldn interior noise level standard.

According to the data contained in Table 4.4-4, future traffic noise levels on J Street are predicted to be approximately 67 dB Ldn at the nearest proposed building facades. At elevated positions, traffic noise levels are commonly 2-3 dB higher than at first floor locations due to reduced ground absorption. In addition, reflections from other local buildings in the area could further increase exterior noise levels at the residential facades of the proposed building which faces J Street. As a result, exterior noise levels at the facades adjacent to this roadway are predicted to be approximately 70 dB Ldn.

Standard building construction typically provides a 25 dB exterior to interior noise level reduction. Therefore standard building construction may not be adequate to reduce future traffic noise levels to 45 dB Ldn or less within the residences facing J Street. As a result, this impact would be considered *potentially significant*. (DEIR, p. 4.4-12.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.4-4.

4.4-4 All residential windows, which face J Street, shall have a minimum Sound Transmission Class (STC) rating of 32. This requirement shall be indicated on the building drawings and in the contract specifications.

(DEIR, p. 4.4-12; FEIR, p. 5-11.)

**5) Impact 4.5-3: Increased demand for solid waste disposal/recycling services.**

a) Significant or Potentially Significant Impact

The proposed project would introduce uses to a site that would be more intensive than the previous uses and would generate more solid waste. As noted in the existing setting information, the Lockwood Landfill has an estimated capacity of 200 million tons and a life expectancy of 200 years.

The project would contain 233 residential units, and 10,100 square feet of retail space. Using the California Waste Management Board's generation rates, the project would generate approximately 1,965 pounds of waste per day. The generation of 358.6 tons of garbage per year (1,965lbs / 2000 lbs per ton \* 365 days) would not result in a significant impact to the Lockwood Landfill's capacity of 200 million tons, nor would the total exceed the City of Sacramento standard of significance of 500 tons per year.

However, the proposed project requires the demolition of existing buildings, which would generate rubble and demolition waste. The City is required by AB 939 to ensure that the project achieves and maintains the diversion and recycling mandates of the State. The project includes significant demolition of existing buildings and infrastructure; additionally new construction will have left over materials from woodcutting, concrete pours, pipe work etc. If these materials are placed in the sanitary landfill, the waste generated could cause the City to violate State regulations and be subject to fines up to \$10,000 per day. Recycling and reuse of these materials would divert the materials from going to the landfill, and thus help the City stay in compliance with AB 939 mandates. Therefore, implementation of the proposed project would result in a *potentially significant* impact. (DEIR, p. 4.5-11.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.5-3.

4.5-3 Prior to the commencement of demolition, the project developer shall submit a recycling plan for construction materials to the City Building Official for review and approval. The plan shall include which materials would be acceptable for disposal in the sanitary landfill or be recycled/reused. Documentation of the material type, amount, where taken and receipts for verification and certification statements shall be included in the plan. The project developer shall submit a performance deposit, as established in the project's conditions of approval with the City to ensure recycling of demolition materials. In addition the project developer shall cover all staff costs related to the review, monitoring and enforcement of this condition through the deposit account.

(DEIR, pp. 4.5-11, 4.5-12; FEIR, p. 5-14.)

**6) Impact 4.6-6. Impacts to bicycle circulation under baseline plus project conditions.**

a) Significant or Potentially Significant Impact

The Proposed Project would result in an increase in bicycle trips in the downtown area by residents and visitors. The site plans do not show development of a bike trail or on-street bike facilities along 11<sup>th</sup> Street near the project site, where a loading zone would be provided. The design of 11<sup>th</sup> Street may interfere with the implementation of the planned bikeways in the study area. This design would be inconsistent with the City's bicycle friendly goal of providing convenient access to all travel modes and is considered a *potentially significant* impact. (DEIR, pp. 4.6-40.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.6-6.

4.6-6 Bicycle access consistent with the City of Sacramento Bikeway Master Plan shall be provided between J Street and the alley at the south edge of the project site.

(DEIR, p. 4.6-40; FEIR, p. 5-15.)

**7) Impact 4.6-8: Impacts to on-site circulation under baseline plus project conditions.**

a) Significant or Potentially Significant Impact

Vehicular access to 10<sup>th</sup> and 11<sup>th</sup> Streets would be provided via an existing one-way alley on the south side of the site. The alley would be converted to two-way operations between the project driveway and 11<sup>th</sup> Street as proposed with the project. Loading zones are proposed along J Street and 11<sup>th</sup> Street adjacent to the project site to provide access to the commercial areas and driveway would be provided at J Street to provide access to an on-site loading dock and trash pickup.

Per City code, the minimum dimension of a loading dock is ten (10) feet wide, fourteen (14) feet high, and forty (40) feet long. The proposed loading dock is consistent with the City Code. However, the location of the loading dock driveway may affect circulation. Vehicles maneuvering into and out of the loading dock may create temporary blockage to one or more travel lanes on J Street, a heavily traveled arterial. The impact is anticipated to be particularly acute during peak hours and may be *potentially significant*. (DEIR, pp. 4.6-40, 4.6-41.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.6-8.

4.6-8 Restrict loading dock operation to off-peak hours. This would minimize conflict between vehicles maneuvering into or out of the loading dock and traffic on J Street.

(DEIR, p. 4.6-41; FEIR, p. 5-15.)

**8) Impact 4.6-9: Impacts to parking under baseline plus project conditions.**

a) Significant or Potentially Significant Impact

The Proposed Project would provide 326 parking spaces. Under the City's Zoning Code Section 17.64.060, off-street vehicle parking in the Central Business District (CBD) and in the arts and entertainment district is required to be provided for residential uses, hotels, motels, and offices only. There is no parking requirement for retail uses. Parking is required in the Central City to be provided at a ratio of one space per multi-family dwelling unit plus one visitor space per 15 units, which equates to 249 spaces for the Proposed Project. Therefore, the proposed supply exceeds the City requirement by 77 spaces.

Parking demand was analyzed using guidelines from ITE's *Parking Generation, 3<sup>rd</sup> Edition*, which was then adjusted to account for the downtown location of the project site in similar manner as that described in the Trip Generation section of the report. The results suggested that the demand from the Proposed Project would not be met by the proposed supply. However, as the project would comply with the City's code requirements, the project would not have an adverse impact regarding automobile parking.

The City's Zoning Code Section 17.64.050 also requires new and expanded developments to provide one bicycle parking space for every 10 required vehicle parking spaces. This results in a requirement of 25 bicycle parking spaces, of which 50 percent shall be Class I facility. Bicycle parking facilities are not indicated on the site plans. Failure to provide bicycle parking would be a *potentially significant* impact. (DEIR, pp. 4.6-41; 4.6-42.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.6-9.

4.6-9 Prior to the issuance of grading permits, the project proponent shall revise the project site plans to demonstrate compliance with the City of Sacramento bicycle parking requirements for the review and approval of the City Development Services Department and Development Engineering Department

(DEIR, p. 4.6-42; FEIR, p. 5-15.)

**9) Impact 4.6-10. Impacts to study intersections under near term plus project condition.**

a) Significant or Potentially Significant Impact

The proposed Downtown projects would add traffic to study intersections and cause significant impacts for near-term cumulative conditions at the following intersections:

- a) 3<sup>rd</sup> Street / J Street, where the level of service without the Downtown Projects would be LOS F during the a.m. peak hour and project generated traffic would increase the average vehicle delay by 34.7 seconds. This is considered a *potentially significant* impact.
- b) 3<sup>rd</sup> Street / L Street, where the level of service without the Downtown Projects would be LOS E during the p.m. peak hour and project generated traffic would

increase the average vehicle delay by 43.9 seconds. This is considered a *potentially significant* impact.

- c) 3<sup>rd</sup> Street / N Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the a.m. peak hour. This is considered a *potentially significant* impact.
- d) 3<sup>rd</sup> Street / P Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.
- e) 5<sup>th</sup> Street / L Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a *potentially significant* impact.
- f) 7<sup>th</sup> Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.
- g) 8<sup>th</sup> Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.
- h) 9<sup>th</sup> Street / J Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS E during the p.m. peak hour. This is considered a *potentially significant* impact.
- i) 10<sup>th</sup> Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a *potentially significant* impact.
- j) 12<sup>th</sup> Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a *potentially significant* impact.
- k) 15<sup>th</sup> Street / J Street, where the level of service without the Downtown Projects would be LOS D during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 54.4 seconds. This is considered a *potentially significant* impact.
- l) 15<sup>th</sup> Street / X Street, where the level of service without the Downtown Projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 21.5 seconds. This is considered a *potentially significant* impact.
- m) 16<sup>th</sup> Street / H Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.

(DEIR, pp. 4.6-43, 4.6-44.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.6-10.

- 4.6-10(a) At the 3<sup>rd</sup> Street / J Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3<sup>rd</sup> Street phase time to 10 seconds. This mitigation measure would reduce average vehicle delay by 33 seconds during the a.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(b) At the 3<sup>rd</sup> Street / L Street intersection, modify the westbound approach to provide one left-turn lane, two through lanes (to the northbound I-5 on-ramp), and one right-turn lane. This mitigation measure would reduce average vehicle delay by 40 seconds during the p.m. peak hour and maintain LOS C operations during the a.m. peak hour. The mitigation measure would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.
- 4.6-10(c) At the 3<sup>rd</sup> Street / N Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the southbound 3<sup>rd</sup> Street signal phase time to 34 seconds, decreasing the eastbound N Street approach to 15 seconds, and maintaining the phase time for the eastbound Tower Bridge approach at 21 seconds. This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(d) At the 3<sup>rd</sup> Street / P Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound P Street approach and decreasing the southbound 3<sup>rd</sup> Street approach to 18 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(e) At the 5<sup>th</sup> Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the westbound L Street approach and decreasing the northbound and southbound 5<sup>th</sup> Street approaches to 42 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

- 4.6-10(f) At the 7<sup>th</sup> Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the westbound L Street approach and decreasing the northbound and southbound 5<sup>th</sup> Street approaches to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(g) At the 8<sup>th</sup> Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 25 seconds for the westbound L Street approach and decreasing the northbound 8<sup>th</sup> Street signal phase time to 25 seconds. This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(h) At the 9<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the southbound 9<sup>th</sup> Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(i) At the 10<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the northbound 10<sup>th</sup> Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(j) At the 12<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the eastbound J Street approach and decreasing the 12<sup>th</sup> Street signal phase time to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-10(k) At the 15<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15<sup>th</sup> Street signal phase time to 20 seconds. This mitigation measure would reduce average vehicle delay by 61.4 seconds during the p.m. peak hour and would reduce the

near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

4.6-10(l) At the 15<sup>th</sup> Street / X Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the southbound 15<sup>th</sup> Street approach to 28 seconds, decreasing the eastbound U.S. 50 off-ramp phase time to 28 seconds, and maintaining 17 seconds for the X Street approach. This mitigation measure would reduce average vehicle delay by 34.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

4.6-10(m) At the 16<sup>th</sup> Street / H Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the northbound 15<sup>th</sup> Street approach to 26 seconds, decreasing the phase times for the eastbound H Street left and through movements to 18 and 24 seconds, respectively, and maintaining 6 seconds for the westbound H Street right-turning movement. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

(DEIR, pp. 4.6-45 to 4.6-48; FEIR, pp. 5-15 to 5-23.)

**10) Impact 4.6-17: Impacts to study intersection under long term plus project condition.**

a) Significant or Potentially Significant Impact

The proposed Downtown projects would add traffic to study intersections and cause significant impacts for long-term cumulative conditions at the following intersections:

- a) 3<sup>rd</sup> Street / J Street, where the level of service without the Downtown Projects would be LOS F during the a.m. peak hour and project generated traffic would increase the average vehicle delay by 34.2 seconds; and where the level of service without the Downtown Projects would be LOS D during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 6.8 seconds. This is considered a *potentially significant* impact.
- b) 3<sup>rd</sup> Street / L Street, where the level of service without the Downtown Projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 44.1 seconds. This is considered a *potentially significant* impact.
- c) 3<sup>rd</sup> Street / N Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the a.m. peak hour. This is considered a *potentially significant* impact.

- d) 3rd Street / P Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.
- e) 5th Street / I Street, where the level of service without the Downtown Projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 6.1 seconds. This is considered a *potentially significant* impact.
- f) 5<sup>th</sup> Street / L Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.
- g) 7<sup>th</sup> Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.
- h) 8<sup>th</sup> Street / L Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.
- i) 9<sup>th</sup> Street / J Street, where the traffic generated by the project would degrade the level of service from LOS B to LOS E during the p.m. peak hour. This is considered a *potentially significant* impact.
- j) 10<sup>th</sup> Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a *potentially significant* impact.
- k) 12<sup>th</sup> Street / J Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS E during the p.m. peak hour. This is considered a *potentially significant* impact.
- l) 15<sup>th</sup> Street / J Street, where the level of service without the Downtown Projects would be LOS D during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 52.9 seconds. This is considered a *potentially significant* impact.
- m) 15<sup>th</sup> Street / X Street, where the level of service without the Downtown Projects would be LOS E during the p.m. peak hour and project generated traffic would increase the average vehicle delay by 20.8 seconds. This is considered a *potentially significant* impact.
- n) 16<sup>th</sup> Street / H Street, where the traffic generated by the project would degrade the level of service from LOS C to LOS D during the p.m. peak hour. This is considered a *potentially significant* impact.

(DEIR, pp. 4.6-50, 4.6-51.)

- b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.6-17.

- 4.6-17(a) At the 3<sup>rd</sup> Street / J Street intersection, implement the near-term Mitigation Measure (a) (modification of signal phase splits) and also modify the lanes on the southbound I-5 off-ramp approach (eastbound) to provide one combination left-through lane, one through lane, one combination through-right lane, and one exclusive right turn lane. This mitigation measure would reduce average vehicle delay during the a.m. peak hour by 32.5 seconds and would improve traffic operations during the p.m. peak hour to LOS C. This mitigation measure would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.
- 4.6-17(b) At the 3<sup>rd</sup> Street / L Street intersection, implement the near-term Mitigation Measure (b) (modification of the westbound approach lanes) and also modify the traffic signal phase splits during the p.m. peak period by increasing the southbound 3<sup>rd</sup> Street approach to 23 seconds, decreasing the westbound L Street signal phase time to 38 seconds, and decreasing the northbound 3<sup>rd</sup> Street left-turning movement to 9 seconds. This mitigation measure would reduce average vehicle delay by 43.5 seconds during the p.m. peak hour and provide LOS C traffic operations during the a.m. peak hour. This mitigation measure would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(c) At the 3<sup>rd</sup> Street / N Street intersection, implement the near-term Mitigation Measure (c) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(d) At the 3<sup>rd</sup> Street / P Street intersection, implement the near-term Mitigation Measure (d) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(e) At the 5<sup>th</sup> Street / I Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 30 seconds for the northbound and southbound 5<sup>th</sup> Street approaches and decreasing the westbound I Street approach to 70 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(f) At the 5<sup>th</sup> Street / L Street intersection, implement the near-term Mitigation Measure (e) (modification of signal phase splits). This mitigation measure would

improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level.

- 4.6-17(g) At the 7<sup>th</sup> Street / L Street intersection, implement the near-term Mitigation Measure (f) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(h) At the 8<sup>th</sup> Street / L Street intersection, implement the near-term Mitigation Measure (g) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(i) At the 9<sup>th</sup> Street / J Street intersection, implement the near-term Mitigation Measure (h) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(j) At the 10<sup>th</sup> Street / J Street intersection, implement the near-term Mitigation Measure (i) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(k) At the 12<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the eastbound J Street approach to 23 seconds and decreasing the southbound 12th Street and northbound right-turn movement signal phase time to 27 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(l) At the 15<sup>th</sup> Street / J Street intersection, implement the near-term Mitigation Measure (k) (modification of signal phase splits). This mitigation measure would reduce average delay by 59.2 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.
- 4.6-17(m) At the 15<sup>th</sup> Street / X Street intersection, implement the near-term Mitigation Measure (l) (modification of signal phase splits). This mitigation measure would reduce average vehicle delay by 32.8 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level.

The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

- 4.6-17(n) At the 16<sup>th</sup> Street / H Street intersection, implement the near-term Mitigation Measure (m) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.

(DEIR, pp. 4.6-51 to 4.6-54; FEIR, pp. 5-23 to 5-30.)

**11) VII.B. and C. Potential exposure of construction workers to hazards and hazardous materials.**

a) Significant or Potentially Significant Impact

The proposed project site contains structures which are in excess of 50 years old and may contain potentially hazardous building materials, such as asbestos. When highly disturbed, the fibers could become airborne. When inhaled in substantial amounts, friable particles are known carcinogens. Because existing structures on the project site were built prior to the mid-1970s, a higher incidence of asbestos-containing materials (ACMs) in the buildings is possible. These materials can include, but are not limited to, resilient floor coverings, drywall joint compounds, acoustic ceiling tiles, piping insulation, electrical insulation and fireproofing materials.

Lead-based paints could also be present in the existing structures. Typically, exposure to lead from older vintage paint is possible when the paint is in poor condition or is being removed. In construction settings, workers could be exposed to airborne lead during renovation, maintenance or removal work. Lead-based paints were phased out of production in the early 1970s, but the onsite buildings were constructed prior to the ban on lead-based paints and may therefore contain these materials.

Long-term exposure to the friable asbestos and lead particles could prove hazardous to construction workers. Therefore, impacts related to the presence of potentially hazardous substances resulting from the demolition of existing structures would be *potentially significant*. (DEIR, Appendix C, pp. 21-22.)

b) Facts in Support of Finding

This impact would be reduced to a less-than-significant level with implementation of Mitigation Measures VII-1 and VII-2.

- VII-1 Prior to issuance of a demolition permit by the City for any on-site structures, the project proponent shall provide a site assessment which determines whether any structures to be demolished contain asbestos and/or lead-based paint. If any structures contain asbestos, the application shall include an asbestos abatement plan consistent with local, state, and federal standards, subject to the City Building Official approval.
- VII-2 Prior to the issuance of demolition permits for existing onsite structures, the project proponent shall provide a site assessment, which determines whether

any structures to be demolished contain lead-based paint. If such paint is found all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations subject to the City Building Official approval.

(DEIR, Appendix C, p. 22; FEIR, pp. 5-30, 5-31.)

**b. Significant and Unavoidable Impacts.**

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the Planning Commission elects to approve the Project due to overriding considerations as set forth below in Section 5d, the statement of overriding considerations.

**1) Impact 4.3-2: Impacts to historic buildings.**

a) Significant Unavoidable Impact

The buildings within the project area are brick structures, all of which were constructed in the 19<sup>th</sup> century. Some of the building have significant local historic associations, the J Street façades of all of these buildings have been altered substantially and do not contribute visually to a historic district along J Street. However, the project will remove existing visible references to the past downtown history of Sacramento resulting in less exposure, appreciation, and understanding of the City's unique heritage as a gold rush city, railroad city, agricultural city and state capitol. Downtown remnants in Old Sacramento, J and K Streets in particular reflect the events that catapulted Sacramento into its 19<sup>th</sup> and 20<sup>th</sup> century prominence.

The 1020-1022 J Street building possesses some local historic importance due to the structures associations with prominent local Hobrecht and Manuel Joseph businesses. Therefore, the property appears eligible for listing in the Sacramento Register based upon historic significance. As a result, the proposed project would result in a *significant* impact to historical resources. (DEIR, pp. 4.3-27 to 4.3-29.)

b) Facts in Support of Finding

This impact would be reduced, but not to a less-than-significant level, by implementation of Mitigation Measure 4.3-2. The impact would remain significant and unavoidable.

4.3-2 The applicant shall create an interpretive display on a publicly accessible location on the project site that reflects the age, history and character of the project area buildings. Historically important individuals and businesses were associated with this early downtown block. Their lives and contributions to the Sacramento community could be included in an informative and interesting display; one such example would be the incorporation of such a display into the water feature. The applicant shall coordinate with the City's History and Science Manager, as well as the Preservation Director prior to building occupancy, to ensure appropriate location and design of the display.

(DEIR, p. 4.3-29; FEIR, pp. 3-4, 5-8, 5-9.)

**2) Impact 4.3-3: Impacts to the Copenhagen Alley District.**

a) Significant Unavoidable Impact

The alley elevations contribute to the Copenhagen Alley District due to the integrity, character, materials and spatial configuration of their alley façades. The Project would result in the demolition of all of the buildings within the project area. The demolition would remove resources significant both for their history and for their contribution to the recommended Copenhagen Alley District. Existing bay windows and other downtown character-defining features would be removed.

The Project would result in the removal of more than half of the alley elevations included in the Copenhagen Alley District, which includes properties beyond the project area, eliminating the establishment of the District due to substantial loss of integrity. Therefore, the project would result in a *significant* impact to historical resources. (DEIR, pp. 4.3-30, 4.3-31.)

b) Infeasible Mitigation Measure/Substitution of Mitigation

The EIR proposed Mitigation Measure 4.3-3 to reduce this impact, but not to a less-than-significant level:

4.3-3(a) *Prior to the issuance of Demolition Permits, the architectural design shall be revised to integrate some design aspects of the alley façade, with respect to the scale of details and appropriate compatible materials, into the new construction. The revised design treatment shall include alley-compatible materials that would recall the detail concepts of the former buildings in terms of scale, detail, simplicity and spatial features. The addition of contemporary bay windows in appropriate proportions and scale would at least reflect the historic concept of living above the stores that was so much a part of downtown life for many decades. This would not reduce the impact of the Project but would make the new construction more compatible with the remainder of the alley and provide a pertinent historic reference. In addition, the buildings shall be recorded photographically using HABS level two standards, and the images used in an interpretive display at some location on the site of the new building(s). The revised design and interpretive display shall be submitted for the review and approval of the Preservation Director and City's History and Science Manager, respectively.*

4.3-3(b) *The applicant shall prepare an interpretive display featuring the spatial aspects and relationships of the buildings and the alley. The display shall illustrate the spatial relationships of the Copenhagen Alley District, demonstrating the importance of these relationships to the original alley configuration and experience. A display, such as a plaque, shall be prominently located in a focal area of the proposed plaza. Prior to building occupancy, the applicant shall coordinate with the City's History and Science Manager, as well as the Historic Preservation Director, to ensure appropriate location and design of the display.*

(DEIR, pp. 4.3-31, 4.3-32; FEIR, pp. 3-4, 3-5, 5-9, 5-10.)

All of the components listed in Mitigation Measure 4.3-3 are feasible with the exception of the following portion of Mitigation Measure 4.3-3(a):

The addition of contemporary bay windows in appropriate proportions and scale would at least reflect the historic concept of living above the stores that was so much a part of downtown life for many decades.

The use of "contemporary bay windows" is not an effective mitigation measure because such windows replicate rather than preserve the historic fabric of the original windows. Therefore, this measure is deemed infeasible because it would not assist in reducing the Project's impacts to the Copenhagen Alley District. Furthermore, the Applicant proposes to remove the existing bay windows on the project site and to provide them to the City for its use for historical reference. The remaining aspects of the mitigation measure, as modified to include this change, would be equal to or more effective than the original mitigation measure.

c) Facts in Support of Finding

This impact would be reduced, but not to a less-than-significant level, by implementation of Mitigation Measure 4.3-3, as revised to remove the infeasible portion of Mitigation Measure 4.3-3(a) and to include the Applicant's proposed revision. The impact would remain significant and unavoidable.

4.3-3(a) Prior to the issuance of Demolition Permits, the architectural design shall be revised to integrate some design aspects of the alley façade, with respect to the scale of details and appropriate compatible materials, into the new construction. The revised design treatment shall include alley-compatible materials that would recall the detail concepts of the former buildings in terms of scale, detail, simplicity and spatial features. ~~The addition of contemporary bay windows in appropriate proportions and scale would at least reflect the historic concept of living above the stores that was so much a part of downtown life for many decades.~~ **The applicant shall remove the existing bay windows in the onsite buildings and provide them to the City for its use for historical reference.**

This would not reduce the impact of the Project but would make the new construction more compatible with the remainder of the alley and provide a pertinent historic reference. In addition, the buildings shall be recorded photographically using HABS level two standards, and the images used in an interpretive display at some location on the site of the new building(s). The revised design and interpretive display shall be submitted for the review and approval of the Preservation Director and City's History and Science Manager, respectively.

4.3-3(b) The applicant shall prepare an interpretative display featuring the spatial aspects and relationships of the buildings and the alley. The display shall illustrate the spatial relationships of the Copenhagen Alley District, demonstrating the importance of these relationships to the original alley configuration and experience. A display, such as a plaque, shall be prominently located in a focal area of the proposed plaza. Prior to building occupancy, the applicant shall coordinate with the City's History and Science Manager, as well as the Historic Preservation Director, to ensure appropriate location and design of the display.

(DEIR, pp. 4.3-31, 4.3-32; FEIR, pp. 5-9, 5-10.)

**3) Impact 4.3-4: Impacts to underground sidewalks.**

a) Significant Unavoidable Impact

“Hollow” sidewalk areas are present within the project area all along J and 11<sup>th</sup> Streets. However, the original brick barrel ceilings of all but one segment have been covered or replaced by either concrete or corrugated metal sheets. Only the underground sidewalks under 1020 J Street have retained some integrity with the principal character-defining features of underground sidewalk construction including brick barrel vault ceilings as well as brick buttresses and walls.

The Project would result in the removal of unique underground sidewalk resources significant to the history of Sacramento. While extensive precautions would be required to make the underground features safe and available to the public, elimination of the features for the proposed project would constitute a *significant* impact to a historical resource. (DEIR, pp. 4.3-32, 4.3-33.)

b) Infeasible Mitigation Measure

The EIR proposed Mitigation Measure 4.3-4 to reduce this impact, but not to a less-than-significant level:

4.3-4 The applicant shall retain in place the segment of the underground sidewalk area at 1020 J Street, stabilize the segment, and use the segment as an interpretive display that helps explain how and why the downtown city streets were raised circa 1869. Viewing the actual final configuration contributes substantially to understanding the “hollow sidewalk” features and history, a unique Sacramento heritage. The segments to be retained shall be shown on plans submitted, including a temporary shoring plan, for the review and approval of the Preservation Director prior to the issuance of Demolition Permits for the remaining elements of the proposed project.

(DEIR, p. 4.3-33; FEIR, pp. 5-10, 5-11.)

The proposed mitigation is not feasible because the brick barrel vaulted ceilings, the characteristic of this specific section of hollow sidewalk that made it a significant historical resource, are not structurally sound and cannot be feasibly preserved. Moreover, the cost of preserving this section of sidewalk (notwithstanding the costs of preserving the brick barrel vaulted ceilings, any additional work that may be required if the existing wall system is not structurally sound, or work required to address any soil issues) is estimated at approximately \$630,000 to \$700,000. Therefore, this mitigation is considered economically infeasible. (Letter from Harbison-Mahony-Higgins Builders, Inc., dated June 26, 2007.)

c) Facts in Support of Finding

There is no feasible mitigation to reduce this impact to a less-than-significant level. The impact would remain significant and unavoidable.

**4) Impact 4.3-5: Disturbance or destruction of previously unknown historic and prehistoric resources in combination with other development in the Sacramento area.**

a) Significant Unavoidable Impact

Buildout of approved and planned uses within the City have the potential to uncover previously unknown historic and prehistoric resources. Each resource is a unique contributor to the overall scientific understanding of a region's history and pre-history. Evaluation of cultural finds and resources within their original context is a critical component of their value. Disturbance, movement, and destruction of such resources would remove or preclude the analysis of the resource within the original context and therefore adversely affect the understanding of the development of human cultural history. Increased population and intensified land use patterns associated with cumulative growth could also increase the potential for vandalism and/or inadvertent destruction of such resources. Consequently, the *City of Sacramento General Plan EIR* found that cumulative development would create a potentially significant impact to cultural resources that could be mitigated to a less-than-significant level with implementation of certain mitigation measures. (DEIR, pp. 4.3-33, 4.3-34; FEIR pp. 3-5, 3-6.)

b) Infeasible Mitigation Measure/Substitution of Mitigation

The Final EIR proposed Mitigation Measure 4.3-5 to reduce this impact, but not to a less-than-significant level:

## 4.3-5 Implement Mitigation Measures 4.3-1 to 4.3-4

(DEIR, p. 4.3-34; FEIR, p. 5-11.)

As discussed previously in these findings with respect to Mitigation Measures 4.3-1, 4.3-3, and 4.3-4, changes to these mitigation measures have been adopted to remove infeasible mitigation measures and, in some cases, to substitute mitigation measures that are equal to or more effective than the original mitigation measures. Because Mitigation Measure 4.3-5 incorporates Mitigation Measures 4.3-1, 4.3-3, and 4.3-4, these revisions are also incorporated into the mitigation required for this impact. Mitigation Measure 4.3-5, as revised to include the changes to Mitigation Measures 4.3-1, 4.3-3, and 4.3-4 addressed previously in these findings, is equal to or more effective than the original measure provided in the EIR.

c) Facts in Support of Finding

This impact would be reduced, but not to a less-than-significant level, by implementation of Mitigation Measure 4.3-5, as modified per these findings with respect to Mitigation Measures 4.3-1, 4.3-3, and 4.3-4. The impact would remain significant and unavoidable.

4.3-5 Implement Mitigation Measures 4.3-1 to 4.3-4, as modified per these findings.

**5) Impact 4.4-1: Demolition and Construction Noise Impacts.**a) Significant Unavoidable Impact

During the demolition and construction phases of the project, noise from the on-site activities would increase the noise environment in the immediate area. The Cathedral of the Blessed Sacrament, located approximately 200 feet from the project site, would be the most noise

sensitive use located in the project vicinity. In addition, office and commercial activities would likely experience some amount of disruption as a result of project noise. The activities involved in the demolition of the current structure and construction of the proposed project would typically generate noise levels ranging from 85 to 90 dB at a distance of 50 feet. The noise impacts could be significant if nighttime operations or use of unusually noisy equipment were to occur in the immediate vicinity of noise sensitive uses. In addition, if demolition or construction activities occur outside of the hours on Monday through Saturday from 7 a.m. to 6 p.m., or on Sunday, from 9 a.m. to 6 p.m., the impact would be considered significant. Due to the temporary nature of the demolition and construction involved with the proposed project, and the activity being proposed during normal daytime hours, demolition and construction noise would not be adverse.

Even though the City's Code exempts construction activities from the noise standards specified elsewhere in the Code, this does nothing to reduce the levels of construction noise experienced by occupants and residents of nearby buildings. Construction activities, such as the use of jackhammers and bulldozers produce high levels of noise, at least during the initial phases of demolition and grading, would create a short-term *significant* impact to surrounding uses.

Compliance with the City's Code would reduce noise from construction activities, but would not reduce construction-related noise impacts to a less-than-significant level. Consequently, construction-related noise impacts would remain a short-term *significant and unavoidable* impact. (DEIR, pp. 4.4-10, 4.4-11.)

b) Facts in Support of Finding

No feasible mitigation measures are available to reduce this impact to a less-than-significant level. The impact would remain significant and unavoidable. (DEIR, p. 4.4-11.)

**6) Impact 4.4-6: Construction-induced vibration impact.**

a) Significant Unavoidable Impact

Construction-related vibration could potentially result in damage to nearby building architecture, particularly for historic structures. The project site is surrounded by existing structures; including potentially historic buildings such as: the Elks Building located on the northwest corner of 11<sup>th</sup> Street and J Street, and the Cathedral of the Blessed Sacrament located on the northwest corner of 11<sup>th</sup> Street and K Street. Architectural damage is defined here as cracks in plaster, etc., resulting from repeated building motion. Bollard Acoustical Consultants reviewed the vibration study for the Meridian Plaza project (which was based on the vibration analysis conducted for the nearby Esquire Plaza Office/IMAX Theater construction located at the corner of 12<sup>th</sup> Street and K Street) to estimate the potential for vibration impacts on nearby structures. The proposed project would likely cause similar effects to the Esquire Plaza/IMAX Theater project as both projects have similar locations, architectural settings, and geologic conditions. The Esquire Theater facade was measured five feet from the pile hole, and no damage was observed during pile driving. The vibration report concluded that indicator pile driving at the Esquire Plaza site generated vibrations well below the FHWA Architectural Threshold Limits for architectural damage to historic buildings. All pile holes were pre-drilled. Damage was not

observed and none would be expected at the buildings adjacent to the Cathedral Square building based on this information.

Other pile driving monitoring for the nearby Convention Center and the Attorney General's office building projects similarly identified vibrations well below the FHWA Architectural Threshold Limits. However, while structural damage did not occur, these studies noted that fire sprinklers can break at joints at vibration levels below current criteria. Pre-drilling of pile holes would result in conditions at the nearby buildings similar to those at the Esquire site. Because of the expected low vibration levels that would result from pre-drilling of pile holes, vibration monitoring should not be necessary at the project site. Because fire sprinkler failure has reportedly been observed in the past at other sites, monitoring should begin only if such failures are observed at adjacent buildings. Construction activities for the proposed project would generate construction-induced vibration that could adversely affect nearby structures. Therefore, a *potentially significant* impact would occur.

Implementation of the mitigation measures would reduce the impact by reducing the strength of the vibrations produced by pile driving, and by providing for the repair of any damage caused by the pile driving. However, as construction-related impacts could still cause damage requiring repair, a short-term *significant and unavoidable* impact would result. (DEIR, pp. 4.4-13, 4.4-14.)

b) Facts in Support of Finding

This impact would be reduced, but not to a less-than-significant level, by implementation of Mitigation Measure 4.4-6. The impact would remain significant and unavoidable.

4.4-6(a) Compliance with the following mitigation measures shall be indicated on the building drawings for the review and approval of the City Building Official prior to the issuance of the building permit.

- All pile driving holes shall be pre-drilled.
- Provide protective coverings or temporary shoring of historic features on or underneath adjacent buildings as directed by the City Building Official.
- The pre-existing condition of all buildings within a 50-foot radius, as well as the entirety of the Crest Theater building, shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 50-foot radius, as well as the entirety of the Crest Theater building, of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction.

4.4-6(b) Should damage occur to adjacent structures despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall

monitor the buildings throughout the remaining construction period and follow all recommendations of a qualified structural engineer to repair any damage that has occurred to the pre-existing state, and to avoid any further structural damage.

- The pre-existing condition of all buildings within a 50-foot radius shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction.
- If sprinkler failures are reported in adjacent buildings, the contractor shall provide increased monitoring of adjacent buildings during construction and repairs to sprinkler systems shall be provided as soon as practicable after being informed of the damage.

(DEIR, pp. 4.4-14, 4.4-15; FEIR, pp. 3-6, 5-11 to 5-13.)

**7) Impact 4.6-3: Impacts to freeway merge/diverge/weave area under baseline plus project conditions.**

a) Significant Unavoidable Impact

The Proposed Project would add traffic to freeway ramps and weaving areas but would not cause levels of service to deteriorate beyond that of without project conditions. The projects would add five vehicles and one vehicle to southbound I-5 off-ramp to US 50 in the a.m. and p.m. peak hours, respectively. The ramp would operate at LOS F without the project; whilst the mainline would operate at LOS C. This is considered a *significant impact*. (DEIR, p. 4.6-39.)

b) Facts in Support of Finding

Implementation of Mitigation Measure 4.6-3, requiring a fair-share contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA) Phase I project, would reduce the magnitude of this impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts on regional traffic in the project area would remain *significant and unavoidable*. (DEIR, p. 4.6-39; FEIR, p. 3-8.)

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

(FEIR, pp. 3-8, 5-14, 5-15.)

**8) Impact 4.6-11: Impacts to freeway mainline under near term plus project condition.**

a) Significant Unavoidable Impact

The proposed Downtown projects would add traffic to freeway mainline segments but would not cause freeway levels of service to deteriorate beyond LOS E. The projects would add traffic to I-5 freeway segments that would operate at LOS F without the projects. This is considered a *significant impact*. (DEIR, p. 4.6-48.)

b) Facts in Support of Finding

Implementation of Mitigation Measure 4.6-3, requiring a fair-share contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA) Phase I project, would reduce the magnitude of this impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts on regional traffic in the project area would remain *significant and unavoidable*. (DEIR, p. 4.6-39; FEIR, p. 3-8.)

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

(FEIR, pp. 3-8, 5-14, 5-15, 5-23.)

**9) Impact 4.6-12: Impacts to freeway merge / diverge / weave areas under near term plus project condition.**

a) Significant Unavoidable Impact

The proposed Downtown projects would add traffic to freeway ramps and weaving areas but would not cause levels of service to deteriorate beyond LOS E on these facilities. The projects would add traffic to I-5 and U.S. 50 freeway ramps that would operate at LOS F without the projects. This is considered a *significant impact*. (DEIR, p. 4.6-48.)

b) Facts in Support of Finding

Implementation of Mitigation Measure 4.6-3, requiring a fair-share contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA) Phase I project, would reduce the magnitude of this impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts on regional traffic in the project area would remain *significant and unavoidable*. (DEIR, p. 4.6-39; FEIR, pp. 3-8, 3-9.)

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

(FEIR, pp. 3-8, 3-9, 5-14, 5-15, 5-23.)

**10) Impact 4.6-13: Impacts to freeway ramp queues under near term plus project condition.**a) Significant Unavoidable Impact

The proposed Downtown projects would add traffic to the northbound I-5 off ramp to J Street, which currently experiences queues during the a.m. peak hour that extend onto the freeway mainline. In addition, the proposed Downtown projects would cause queues for the southbound I-5 off ramp to J Street to extend onto the freeway mainline during the a.m. peak hour. This is considered a *significant impact*. (DEIR, p. 4.6-49.)

b) Facts in Support of Finding

Mitigation measure 4.6-10 (a) would reduce the queue for the southbound I-5 off ramp at J Street to 6,125 feet during the a.m. peak hour, but this would not be enough to eliminate the near-term cumulative impact. This mitigation measure would not affect the northbound I-5 off ramp queue at J Street, and no other feasible mitigation measures were identified that would reduce the impact of the projects at that location. Additionally, implementation of the following mitigation measure would reduce the magnitude of this impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts on regional traffic in the project area would remain significant and unavoidable. (DEIR, p. 4.6-49; FEIR, p. 3-9.)

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

(FEIR, pp. 3-8, 3-9, 5-14, 5-15, 5-23.)

**11) Impact 4.6-18: Impacts to freeway mainline under long term plus project condition.**a) Significant Unavoidable Impact

The proposed Downtown projects would add traffic to freeway mainline segments but would not cause freeway levels of service to deteriorate beyond LOS E. The projects would add traffic to I-5 freeway segments that would operate at LOS F without the projects. This is considered a *significant impact*. (DEIR, p. 4.6-55.)

b) Facts in Support of Finding

Implementation of Mitigation Measure 4.6-3, requiring a fair-share contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA) Phase I project, would reduce the magnitude of this impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts on regional traffic in the project area would remain *significant and unavoidable*. (DEIR, p. 4.6-55; FEIR, p. 3-9.)

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

(FEIR, pp. 3-8, 3-9, 5-14, 5-15, 5-30.)

**12) Impact 4.6-19: Impacts to freeway merge / diverge / weave areas under long term plus project condition.**

a) Significant Unavoidable Impact

The proposed Downtown projects would add traffic to freeway ramps and weaving areas but would not cause levels of service to deteriorate beyond LOS E on these facilities. The projects would add traffic to I-5 and U.S. 50 freeway ramps that would operate at LOS F without the projects. This is considered a *significant impact*. (DEIR, p. 4.6-55.)

b) Facts in Support of Finding

Implementation of Mitigation Measure 4.6-3, requiring a fair-share contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA) Phase I project, would reduce the magnitude of this impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts on regional traffic in the project area would remain *significant and unavoidable*. (DEIR, p. 4.6-55; FEIR, pp. 3-9, 3-10.)

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

(FEIR, pp. 3-8, 3-10, 5-14, 5-15, 5-30.)

**13) Impact 4.6-20: Impacts to freeway ramp queues under long term plus project condition.**

a) Significant Unavoidable Impact

The proposed Downtown projects would add traffic to the northbound I-5 off ramp to J Street during both the a.m. and p.m. peak hours, when the queue would exceed the ramp's storage capacity without the Downtown Projects. Similarly, the proposed Downtown projects would add traffic to the southbound I-5 off ramp to J Street during the a.m. peak hour, when the queue would exceed the ramp's storage capacity without the Downtown Projects. This is considered a *significant impact*. (DEIR, p. 4.6-55.)

b) Facts in Support of Finding

Mitigation measure 4.6-10 (a) would reduce the queue for the northbound I-5 off ramp queue at J Street during the p.m. peak hour to 1,725 lane feet and would reduce the long-term cumulative impact during this time period to a *less-than-significant level*. This mitigation measure would not significantly affect this northbound I-5 off ramp queue at J Street during the a.m. peak hour. The mitigation measure would reduce the queue for the southbound I-5 off ramp at J Street to 6,100 feet during the a.m. peak hour, but this would not be enough reduction to eliminate the long-range cumulative impact. Additionally, implementation of the following mitigation measure would reduce the magnitude of this impact; however, the contribution of these funds does not ensure that the DNA project would be implemented or that the project's impacts on the mainline freeway system would be fully mitigated. As such, the City has concluded that the project's impacts on regional traffic in the project area would remain significant and unavoidable. (DEIR, p. 4.6-55; FEIR, p. 3-10.)

4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.

(FEIR, pp. 5-14, 5-15, 5-30.)

c. **Project Alternatives.**

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

1) **No Project Alternative**

Section 1526.6 (e)(1) of the State CEQA Guidelines requires that a "no project alternative" be evaluated in comparison to the proposed project. The No Project Alternative is defined in this section as the continuation of the existing condition of the project site. The No Project Alternative would allow the project site to continue in its existing state and would not meet any of the project objectives or the City's objectives to redevelop downtown. (DEIR, p. 6-5.)

a) Environmental Impacts

### Aesthetics

The proposed project site is occupied by three buildings and a paved parking area. Of the three buildings, only one is currently occupied. The remaining buildings are not in use and one is uninhabitable due to fire damage. The proposed project would have a less-than-significant impact to aesthetics through the implementation of the Urban Design Guidelines; and may enhance the aesthetic quality of the site through the construction of habitable buildings. However, the No Project Alternative impact to aesthetics would be less than the proposed project because the Alternative would not change the existing character of the site.

### Air Quality

Under the No Project Alternative existing air quality conditions would remain, as the site would not experience increased levels of emissions from construction and motor vehicles. Therefore, the No Project Alternative would result in less impacts to air quality than the proposed project.

### Cultural Resources

The No Project Alternative would not result in impacts to historical and cultural resources located on or within the projects' vicinity. Therefore, the No Project Alternative would result in less impacts to historical and cultural resources than the proposed Cathedral Square project.

### Noise and Vibration

The No Project Alternative would eliminate potential noise impacts to nearby sensitive receptors because construction would not occur; therefore, noise and vibration impacts would not result. In addition, increased traffic and the associated noise would not occur. Therefore, the No Project Alternative would result in less impacts related to noise than the proposed Cathedral Square project.

### Public Services and Utilities

The project site currently requires the provision of public services and utilities. However, the No Project Alternative would not result in the introduction of new residents to the site. Therefore, unlike the proposed project, the No Project Alternative would not create an increased (above the current site demand) need for public services and utilities, such as wastewater treatment and disposal, and water supply and delivery. As a result, the No Project Alternative would have fewer impacts to public services compared to the proposed project because an increase in the demand for public services would not occur above existing levels.

### Transportation and Circulation

The current uses of the project site currently generate traffic; however, the No Project Alternative would not increase population or change the existing uses. Therefore, the No Project Alternative would not result in increased traffic and would not alter circulation patterns. As a result, the No Project Alternative would have fewer impacts to transportation and circulation than the proposed Cathedral Square project.

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

b) Finding

Specific economic, social, or other considerations make infeasible the No Project Alternative identified in the EIR.

c) Facts in Support of Finding of Infeasibility

1. The No Project Alternative would not meet any of the project objectives.

**2) Reduced Intensity Alternative**

Section 15126.6 (a) of the State CEQA Guidelines requires that an "alternative" be evaluated in comparison to the proposed project. The Reduced Intensity Alternative is defined in this section as the reduction of dwelling units and total living space. The alternative would reduce the building to 17 stories, the number of residential units to 154, and the square footage of living space to approximately 169,000 square feet. The alternative would not reduce the amount of commercial and office space. The Reduced Intensity Alternative would still meet the basic objectives of the project. (DEIR, p. 6-6.)

a) Environmental Impacts

Aesthetics

The Reduced Intensity Alternative would construct a 17-story high-rise building in place of the proposed 25-story building at the proposed project site. The Reduced Intensity Alternative would be subject to the same Urban Design Guidelines as the proposed project; however, the reduced height would reduce the length of the shadow cast by the building. As a result, the structure would not shade Caesar Chavez Park for as much of the year. Therefore, while the proposed project was found to have a less-than-significant impact on aesthetics, the Reduced Intensity Alternative would further reduce impacts.

Air Quality

Under the Reduced Intensity Alternative, the site would experience reduced levels of emissions due to construction timeline reduction (because the building height would be reduced by eight stories) and reduced motor vehicle trips generated by the reduction of new residents to the site. Therefore, the impacts to air quality would be reduced when compared to the proposed project.

Cultural Resources

The Reduced Intensity Alternative would result in the same number impacts to historical and cultural resources located on or within the projects' vicinity, as the alternative would have the same building footprint. Therefore, the Reduced Intensity Alternative would result in the same impacts to historical and cultural resources as the proposed Cathedral Square project.

Noise and Vibration

A reduction in building height would likely lead to a reduction in construction time. The extent of the reduction would be dependent on a number of factors, such as weather. However, one may reasonably assume that reducing the building height by eight stories would also reduce the time of excessive short-term noise impacts to the nearby church (sensitive receptor) because the

construction timeline would be shortened. However, the Reduced Intensity Alternative would not reduce the impacts to vibration because the alternative would still require the driving of piles for the building foundation. Although the Reduced Intensity Alternative would not reduce impacts to vibration, the alternative would reduce short-term construction impacts. Therefore, the Reduced Intensity Alternative would result in fewer impacts related to noise than the proposed Cathedral Square project.

#### Public Services and Utilities

The Reduced Intensity Alternative would create a reduced need for public services and utilities, such as wastewater treatment and disposal, and water supply and delivery. As a result, the Reduced Intensity Alternative would have fewer impacts to public services compared to the proposed project.

#### Transportation and Circulation

The reduction of the number of residential units from 233 to 154 would result in a reduced amount of vehicle trips on the surrounding roadway network. The fewer vehicle trips would reduce congestion at surrounding roadway segments and intersections. Therefore, the Reduced Intensity Alternative would result in fewer impacts to transportation and circulation than the proposed Cathedral Square project.

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

#### b) Finding

Specific economic, social, or other considerations make infeasible the Reduced Intensity Alternative identified in the EIR.

#### c) Facts in Support of Finding of Infeasibility

1. The Reduced Intensity Alternative would not meet the project objective of providing a high-density urban downtown urban development to make other downtown projects more economically viable.
2. The Reduced Intensity Alternative would not meet the project objective of providing a feasible high-density residential project.

### **3) Historic Preservation Alternative (Brick-by-Brick Method)**

Section 15126.6 (b) of the State CEQA Guidelines requires that an "alternative" be evaluated in comparison to the proposed project. The Historic Preservation Alternative (Brick-by-Brick Method) is defined in this section as identifying ways to mitigate or avoid the significant effects that a project may have on the environment. Similar to the Historic Preservation Alternative (Slice Method), the Historic Preservation Alternative (Brick-by-Brick Method) would remove the façades in the alley district and reattach them to the proposed project building façade. The bricks that make up the existing façades would be removed brick-by-brick and reattached brick-by-brick to the new building. The Historic Preservation Alternative (Brick-by-Brick Method) would not change the building's number of stories, number of units, and total square footage of livable

space. This alternative would allow the development of the project site and attain the basic project objectives. (DEIR, pp. 6-7, 6-8.)

a) Environmental Impacts

Aesthetics

The Historic Preservation Alternative would carefully dismantle and remove the alley façades, including bay windows, and adhere the façades to the exterior wall of the proposed project's structure. The Historic Preservation Alternative would be subject to the Urban Design Guidelines, and would result in a reduced effect relative to the change in the existing character of the site. Therefore, while the proposed project would have a less-than-significant impact to aesthetics, the Historic Preservation Alternative would further reduce impacts.

Air Quality

Under the Historic Preservation Alternative air quality conditions would remain the same. The site would experience identical levels of emissions due to the same construction requirements and motor vehicle trips generated by the proposed project. Therefore, the Historic Preservation Alternative would result in the same impacts to air quality than the proposed project.

Cultural Resources

Under this alternative, the impacts to the potential archeological resources and underground sidewalks would remain the same as the proposed project, as the on-site structures would be demolished and the site would be excavated during construction. However, this alternative would require the development of the proposed project to incorporate the historical resources into the project design. The Historic Preservation Alternative (Brick-by-Brick Method) would require that the project remove the façades in the alley district and reattach them to the proposed project building façade. The bricks that make up the existing façades would be removed brick-by-brick and reattached brick-by-brick to the new building. According to Historic Environmental Consultants, the Brick-by-Brick Method would preserve the bricks of the original building, but the application of the old building bricks to a non-historic surface would falsely suggest the original character of the building. In addition, the alternative would change the original three-dimensional configuration to a flat two-dimensional configuration. Therefore, consistent with Historic Environmental Consultants, this alternative would not reduce the potential impact of the proposed project. Because the Historic Preservation Alternative would not result in reduced impacts, the impact level would remain the same as the proposed project.

Noise and Vibration

The Historic Preservation Alternative would not reduce excessive noise and vibration impacts because the construction timeline would remain unchanged; therefore, noise and vibration impacts would be identical to the proposed project. In addition, the Historic Preservation Alternative would generate the same vehicle noise levels as compared to the levels generated by the Cathedral Square project. Therefore, the Historic Preservation Alternative would result in equal impacts related to noise and vibration as compared to the proposed Cathedral Square project.

Public Services and Utilities

The Historic Preservation Alternative (Brick-by-Brick Method) would not reduce the need for infrastructure and facilities, such as wastewater treatment and disposal, and water supply and delivery. The Historic Preservation Alternative (Brick-by-Brick Method) would generate identical wastewater and water supply impacts, and as a result, the Historic Preservation Alternative would have equal impacts to public services compared to the proposed project.

#### Transportation and Circulation

The Historic Preservation Alternative (Brick-by-Brick Method) would create the same number of residential dwelling units, office space, and retail space, resulting in an increase in vehicle trips and subsequent congestion on local roadways equal to that of the proposed project. Therefore, the Historic Preservation Alternative (Brick-by-Brick Method) would result in the same impacts to transportation and circulation as the proposed Cathedral Square project.

(DEIR, pp. 6-8, 6-9.)

b) Finding

Specific economic, social, or other considerations make infeasible the Historic Preservation Alternative identified in the EIR.

c) Facts in Support of Finding of Infeasibility

1. The Historic Preservation Alternative would not feasibly attain the project objectives, because the proposed "brick by brick" method would not be economically feasible.

**d. Statement of Overriding Considerations.**

Pursuant to Guidelines section 15092, the Planning Commission finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections 5a through 5b. The Planning Commission further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The Planning Commission makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

1) Consistency with General Plan, Community Plan, and Zoning. The property is designated in the General Plan as Community Neighborhood Commercial & Offices. It is designated as Multi-Use in the Central City Community Plan. It is zoned Central Business District—Special Planning District (C-3 SPD). The proposed uses are allowed under the project site's land use designations and zoning. In accordance with the Zoning Ordinance, the applicant is required to obtain a special permit for condominium development within the project area, as is being sought for the Project. The Project is consistent with the General Plan, the Central City Community Plan designations, and the Zoning Ordinance. (DEIR, Appendix C, p. 30.)

2) Infill Development. The project site is a 0.67 acre parcel in downtown Sacramento, a heavily urbanized area. The Project is an infill project that would require the demolition of four existing structures that are primarily vacant but contain a small amount of

retail uses. The Project proposes a more intensive use of the site, consistent with the desire to intensify downtown development and to provide higher density residential uses closer to jobs. Furthermore, development of this Project would act as a catalyst for future redevelopment and revitalization along J Street and K Street. (DEIR, Appendix C, p. 29.)

3) Compatible Mixed-Use Development. The Project would provide for mixed uses consisting of 233 residential condominium units and approximately 10,000 square feet of ground floor retail commercial uses. (DEIR, p. 3-4.) The mixed-use character of the general vicinity provides compatibility for the proposed building, particularly in view of the City's long-range development plans, which provide a diversity of neighborhood environments, from the traditional downtown core to a well-integrated new growth area. Development of the proposed Project is consistent with surrounding areas. (DEIR, Appendix C, p. 29.)

4) Employment and Tax Revenue. The Project would generate both short-term construction employment and long-term employment associated with the proposed retail commercial and residential uses. Also, the Project would generate tax revenue in the form of property tax and sales tax.

6. Upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

7. Pursuant to Guidelines section 15091(e), the administrative record of these proceedings is located, and may be obtained from, the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834. The custodian of these documents and other materials is the Development Services Department, Environmental Planning Services.

## **B. Mitigation Monitoring Program**

Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the Planning Commission adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
<b>4.1 Aesthetics</b>					
4.1-3	The proposed project could create light or glare that could cause public hazard or annoyance for a sustained period of time.	4.1-3 Highly reflective mirrored glass walls shall not be used as a primary building material for facades. Instead, Low E glass or an equivalent approved by the City's Development Services Department, shall be used in order to reduce the reflective qualities of the building.	Development Services Department	Prior to issuance of building permit	
<b>4.2 Air Quality</b>					
4.2-1	Particulate matter emissions (PM <sub>10</sub> ) from project-associated construction activities.	4.2-1(a) The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity	Sacramento Metropolitan Air Quality Management District	During construction	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.</p> <p>4.2-1(b) Prior to issuance of a grading permit, the applicant/developer shall incorporate the following measures into the construction contract documents, which shall be submitted for the review and approval of the City Engineer:</p> <ul style="list-style-type: none"> <li>• Strict compliance with SMAQMD's Rule 403, or approved equivalent, shall be written into construction contracts.</li> <li>• Keep soil moist at all times.</li> <li>• Maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer) for any hauling vehicles containing potential particulate matter.</li> <li>• Use emulsified diesel or diesel catalysis, or approved equivalent, on applicable heavy-duty construction equipment.</li> <li>• Water soil piles three times daily.</li> </ul> <p>4.2-1(c) If the projected construction equipment</p>	<p>Development Services Department</p> <p>Sacramento</p>	<p>Prior to issuance of grading permit</p> <p>Prior to issuance of</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>or construction phases change, or if the area disturbed by the project changes, the applicant shall coordinate with the SMAQMD to determine if the project is subject to payment of the District's mitigation fee as a result of an increase in emissions above the amount estimated in the EIR. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD NOx Reduction Fee in place at the time of fee payment. That fee is currently \$14,300/ton of NOx emissions generated, but will likely change over time. This fee shall be paid prior to issuance of building grading permits.</p>	Metropolitan Air Quality Management District	grading permit	
<b>4.3 Cultural Resources</b>					
4.3-1	Project grading could unearth previously unknown archaeological resources.	<p>4.3-1(a) Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the construction grading crew prior to commencement of demolition and excavation activity in regard to the types of artifacts, rock, or bone that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all demolition and excavation activities, with the assigned responsibility of "monitor". If</p>	Development Services Department	Prior to issuance of grading permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.</p> <p>4.3-1(b) <i>In the event that any paleontological or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, the City's</i></p>	Development Services Department	During demolition and construction	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>Preservation Director and the qualified archeologist shall coordinate to determine the appropriate course of actions. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards. These reports shall be filed with the North Central Information Center, the City of Sacramento, and the Sacramento Archives and Museum Collection Center</p> <p>4.3-1(d) <i>If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</i></p>	<p>County Coroner Native American Heritage Commission</p>	<p>During Construction</p>	
4.3-2	Impacts to historic buildings.	4.3-2	History and	Prior to building	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.3-3	Impacts to the Copenhagen Alley District.	<p>display on a publicly accessible location on the project site that reflects the age, history and character of the project area buildings. Historically important individuals and businesses were associated with this early downtown block. Their lives and contributions to the Sacramento community could be included in an informative and interesting display prominently located in a focal area of the proposed plaza; one such example would be the incorporation of such a display into the water feature. The applicant shall coordinate with the City's History and Science Manager, as well as the Preservation Director prior to building occupancy, to ensure appropriate location and design of the display.</p> <p>4.3-3(a) Prior to the issuance of Demolition Permits, the architectural design shall be revised to integrate some design aspects of the alley façade, with respect to the scale of details and appropriate compatible materials, into the new construction. The revised design treatment shall include alley-compatible materials that would recall the detail concepts of the former buildings in terms of scale, detail, simplicity and spatial features. The applicant shall remove the existing bay windows in the onsite buildings and provide them to the City for its use for historical reference. This would not reduce the impact of the</p>	<p>Science Manager Preservation Director</p> <p>Preservation Director History and Science Manager</p>	<p>occupancy</p> <p>Prior to issuance of demolition permits</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Project but would make the new construction more compatible with the remainder of the alley and provide a pertinent historic reference. In addition, the buildings shall be recorded photographically using HABS level two standards, and the images used in an interpretive display at some location on the site of the new building(s). The revised design and interpretive display shall be submitted for the review and approval of the Preservation Director and City's History and Science Manager, respectively.</i></p> <p><i>4.3-3(b)The applicant shall prepare an interpretive display such as a plaque, featuring the spatial aspects and relationships of the buildings and the alley. The display shall illustrate the spatial relationships of the Copenhagen Alley District, demonstrating the importance of these relationships to the original alley configuration and experience. Prior to building occupancy, the applicant shall coordinate with the City's History and Science Manager, as well as the Historic Preservation Director, to ensure appropriate location and design of the display.</i></p>	<p>Preservation Director</p>	<p>Prior to building occupancy</p>	
4.3-5	Disturbance or destruction of previously unknown historic and prehistoric resources in combination	<p>4.3-5 Implement Mitigation Measures 4.3-1 to 4.3-4.</p>	N/A	N/A	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
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	with other development in the Sacramento area.				
<b>4.4 Noise and Vibration</b>					
4.4-4	Traffic Noise Levels at Proposed Interior Residential Areas on the Project Site.	4.4-4 All residential windows, which face J Street, shall have a minimum Sound Transmission Class (STC) rating of 32. This requirement shall be indicated on the building drawings and in contract specifications.	City Building Official	Prior to final map approval	
4.4-6	Construction-induced vibration impact.	4.4-6(a) Compliance with the following mitigation measures shall be indicated on the building drawings for the review and approval of the City Building Official prior to the issuance of the building permit. <ul style="list-style-type: none"> <li>• All pile driving holes shall be pre-drilled.</li> <li>• Provide protective coverings or temporary shoring of historic features on or underneath adjacent buildings as directed by the City Building Official.</li> <li>• The pre-existing condition of all buildings within a 50-foot radius, including the entirety of the Crest Theater building, shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes at buildings, as well as the entirety of the Crest Theater building within a 50-foot radius of construction</li> </ul>	City Building Official	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>activities, susceptible to damage shall be documented (photographically and in writing) prior to construction.</p> <p>4.4-6(b) Should damage occur to adjacent structures despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of a qualified structural engineer to repair any damage that has occurred to the pre-existing state, and to avoid any further structural damage.</p> <ul style="list-style-type: none"> <li>The pre-existing condition of all buildings within a 50-foot radius shall be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction.</li> <li>If sprinkler failures are reported in adjacent buildings, the contractor shall provide increased monitoring of adjacent buildings</li> </ul>	City Building Official	During construction	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		during construction and repairs to sprinkler systems shall be provided as soon as practicable after being informed of the damage.			
<b>4.5 Public Services and Utilities</b>					
4.5-3	Increased demand for solid waste disposal/recycling services.	4.5-3 Prior to the commencement of demolition, the project developer shall submit a recycling plan for construction materials to the City Building Official for review and approval. The plan shall include which materials would be acceptable for disposal in the sanitary landfill or be recycled/reused. Documentation of the material type, amount, where taken and receipts for verification and certification statements shall be included in the plan. The project developer shall submit a performance deposit, as established in the project's conditions of approval with the City to ensure recycling of demolition materials. In addition the project developer shall cover all staff costs related to the review, monitoring and enforcement of this condition through the deposit account.	City Building Official	Prior to commencement of demolition	
<b>4.6 Transportation and Circulation</b>					
4.6-3	Impacts to freeway merge/diverge/weave area under baseline plus project conditions.	4.6-3 Prior to building occupancy, the applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA), Phase I (MOS) project to mitigate the project's regional traffic impacts on the	Development Services Department & Department of Transportation	Prior to building occupancy	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>mainline freeway system in the Cathedral Square area. The City shall determine the project applicant's total fairshare contribution based on the project's transit trips in relation to the capacity of the DNA Phase I MOS project.</i>			
4.6-6	Impacts to bicycle circulation under baseline plus project conditions.	4.6-6 <i>Bicycle access consistent with the City of Sacramento Bikeway Master Plan shall be provided between J Street and the alley at the south edge of the project site.</i>	Development Services Department	Prior to issuance of building permit	
4.6-8	Impacts to on-site circulation under baseline plus project conditions.	4.6-8 <i>Restrict loading dock operation to off-peak hours. This would minimize conflict between vehicles maneuvering into or out of the loading dock and traffic on J Street.</i>	Development Services Department & Department of Transportation	Prior to building occupancy	
4.6-9	Impacts to parking under baseline plus project conditions.	4.6-9 <i>Prior to the issuance of grading permits, the project proponent shall revise the project site plans to demonstrate compliance with the City of Sacramento bicycle parking requirements for the review and approval of the City Development Services Department and Development Engineering Department.</i>	Development Services Department & Department of Transportation	Prior to issuance of grading permits	
4.6-10	Impacts to study intersections under near term plus project condition.	4.6-10(a) <i>At the 3<sup>rd</sup> Street / J Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3<sup>rd</sup> Street phase time to 10 seconds. This mitigation measure would reduce average vehicle delay by 33 seconds during the a.m. peak</i>	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(b) At the 3<sup>rd</sup> Street / L Street intersection, modify the westbound approach to provide one left-turn lane, two through lanes (to the northbound I-5 on-ramp), and one right-turn lane. This mitigation measure would reduce average vehicle delay by 40 seconds during the p.m. peak hour and maintain LOS C operations during the a.m. peak hour. The mitigation measure would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.</p> <p>4.6-10(c) At the 3<sup>rd</sup> Street / N Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the southbound 3<sup>rd</sup> Street signal phase time to 34 seconds, decreasing the eastbound N Street approach to 15 seconds, and maintaining the phase time for the eastbound Tower Bridge approach at 21 seconds. This mitigation measure would improve traffic</p>	<p>Development Services Department &amp; Department of Transportation</p> <p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>operations to LOS C during the a.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(d) At the 3<sup>rd</sup> Street / P Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound P Street approach and decreasing the southbound 3<sup>rd</sup> Street approach to 18 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(e) At the 5<sup>th</sup> Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the westbound L Street approach and decreasing the northbound and southbound 5<sup>th</sup> Street approaches to 42 seconds. This mitigation measure would improve traffic operations to LOS</p>	<p>Development Services Department &amp; Department of Transportation</p> <p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</i></p> <p><b>4.6-10(f)</b> <i>At the 7<sup>th</sup> Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the westbound L Street approach and decreasing the northbound and southbound 5<sup>th</sup> Street approaches to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</i></p> <p><b>4.6-10(g)</b> <i>At the 8<sup>th</sup> Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 25 seconds for the westbound L Street approach and decreasing the northbound 8<sup>th</sup> Street signal phase time to 25 seconds. This mitigation measure would</i></p>	<p>Development Services Department &amp; Department of Transportation</p> <p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>improve traffic operations to LOS B during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(h) At the 9<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the southbound 9<sup>th</sup> Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(i) At the 10<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the northbound 10<sup>th</sup> Street signal phase time to 22</p>	<p>Development Services Department &amp; Department of Transportation</p> <p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(j) At the 12<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the eastbound J Street approach and decreasing the 12<sup>th</sup> Street signal phase time to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(k) At the 15<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15<sup>th</sup> Street signal phase time to 20</p>	<p>Department Services Department of Transportation</p> <p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>seconds. This mitigation measure would reduce average vehicle delay by 61.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(l) At the 15<sup>th</sup> Street / X Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the southbound 15<sup>th</sup> Street approach to 28 seconds, decreasing the eastbound U.S. 50 off-ramp phase time to 28 seconds, and maintaining 17 seconds for the X Street approach. This mitigation measure would reduce average vehicle delay by 34.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-10(m) At the 16<sup>th</sup> Street / H Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the northbound 15<sup>th</sup> Street approach to 26</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to building occupancy</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		seconds, decreasing the phase times for the eastbound H Street left and through movements to 18 and 24 seconds, respectively, and maintaining 6 seconds for the westbound H Street right-turning movement. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.			
4.6-11	Impacts to freeway mainline under near term plus project condition.	4.6-11 Implement Mitigation Measure 4.6-3.	N/A	N/A	
4.6-12	Impacts to freeway merge / diverge / weave areas under near term plus project condition.	4.6-12 Implement Mitigation Measure 4.6-3.	N/A	N/A	
4.6-13	Impacts to freeway ramp queues under near term plus project condition.	4.6-13 Implement Mitigation Measure 4.6-3.	N/A	N/A	
4.6-17	Impacts to study intersections under long term plus project condition.	4.6-17(a) At the 3 <sup>rd</sup> Street / J Street intersection, implement the near-term Mitigation Measure (a) (modification of signal phase splits) and also modify the lanes on the southbound I-5 off-ramp approach (eastbound) to provide one combination left-through lane, one through lane, one combination through-right lane, and one exclusive right turn lane. This mitigation measure would reduce average vehicle delay during the a.m. peak hour by 32.5 seconds and would improve traffic	Development Services Department & Department of Transportation	Prior to issuance of building permit	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>operations during the p.m. peak hour to LOS C. This mitigation measure would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and restriping of this intersection.</p> <p>4.6-17(b) At the 3<sup>rd</sup> Street / L Street intersection, implement the near-term Mitigation Measure (b) (modification of the westbound approach lanes) and also modify the traffic signal phase splits during the p.m. peak period by increasing the southbound 3<sup>rd</sup> Street approach to 23 seconds, decreasing the westbound L Street signal phase time to 38 seconds, and decreasing the northbound 3<sup>rd</sup> Street left-turning movement to 9 seconds. This mitigation measure would reduce average vehicle delay by 43.5 seconds during the p.m. peak hour and provide LOS C traffic operations during the a.m. peak hour. This mitigation measure would reduce the near-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>4.6-17(c) At the 3<sup>rd</sup> Street / N Street intersection, implement the near-term Mitigation Measure (c) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	
		<p>4.6-17(d) At the 3<sup>rd</sup> Street / P Street intersection, implement the near-term Mitigation Measure (d) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	
		<p>4.6-17(e) At the 5<sup>th</sup> Street / I Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 30 seconds for the northbound and southbound 5<sup>th</sup> Street approaches and decreasing the westbound I Street</p>	<p>Development Services</p>	<p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>approach to 70 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-17(f) At the 5<sup>th</sup> Street / L Street intersection, implement the near-term Mitigation Measure (e) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level.</p> <p>4.6-17(g) At the 7<sup>th</sup> Street / L Street intersection, implement the near-term Mitigation Measure (f) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-17(h) At the 8<sup>th</sup> Street / L Street intersection, implement the near-term Mitigation</p>	<p>Department &amp; Department of Transportation</p> <p>Development Services Department &amp; Department of Transportation</p> <p>Development Engineering Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>Measure (g) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-17(i) At the 9<sup>th</sup> Street / J Street intersection, implement the near-term Mitigation Measure (h) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-17(j) At the 10<sup>th</sup> Street / J Street intersection, implement the near-term Mitigation Measure (i) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall</p>	<p>Development Services Department &amp; Department of Transportation</p> <p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>4.6-17(k) At the 12<sup>th</sup> Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the eastbound J Street approach to 23 seconds and decreasing the southbound 12th Street and northbound right-turn movement signal phase time to 27 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	
		<p>4.6-17(l) At the 15<sup>th</sup> Street / J Street intersection, implement the near-term Mitigation Measure (k) (modification of signal phase splits). This mitigation measure would reduce average delay by 59.2 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>intersection.</p> <p>4.6-17(m) At the 15<sup>th</sup> Street / X Street intersection, implement the near-term Mitigation Measure (l) (modification of signal phase splits). This mitigation measure would reduce average vehicle delay by 32.8 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	
		<p>4.6-17(n) At the 16<sup>th</sup> Street / H Street intersection, implement the near-term Mitigation Measure (m) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a <b>less-than-significant</b> level. The applicant of the Proposed Project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	
			<p>Development Services Department &amp; Department of Transportation</p>	<p>Prior to issuance of building permit</p>	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.6-18	Impacts to freeway mainline under long term plus project condition.	4.6-18 Implement Mitigation Measure 4.6-3.	N/A	N/A	
4.6-19	Impacts to freeway merge / diverge / weave areas under long term plus project condition.	4.6-19 Implement Mitigation Measure 4.6-3.	N/A	N/A	
4.6-20	Impacts to freeway ramp queues under long term plus project condition.	4.6-20 Implement Mitigation Measure 4.6-3.	N/A	N/A	
<b>Initial Study Mitigation Measures</b>					
<i>VII Hazards and Hazardous Material</i>					
VII. b & c	Create or emit a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials	VII-1 Prior to issuance of a demolition permit by the City for any on-site structures, the project proponent shall provide a site assessment which determines whether any structures to be demolished contain asbestos and/or lead-based paint. If any structures contain asbestos, the application shall include an asbestos abatement plan consistent with local, state, and federal standards, subject to the City Building Official approval.	City Building Official	Prior to issuance of demolition permit for any on-site structures	
VII. b & c	Create or emit a significant hazard to the public or the	VII-2 Prior to the issuance of demolition permits for existing onsite structures, the	City Building Official	Prior to issuance of demolition permit for	

MITIGATION MONITORING PLAN CATHEDRAL SQUARE					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials	<i>project proponent shall provide a site assessment, which determines whether any structures to be demolished contain lead-based paint. If such paint is found all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations subject to the City Building Official approval.</i>		any on-site structures	

Exhibit B: Site Plan

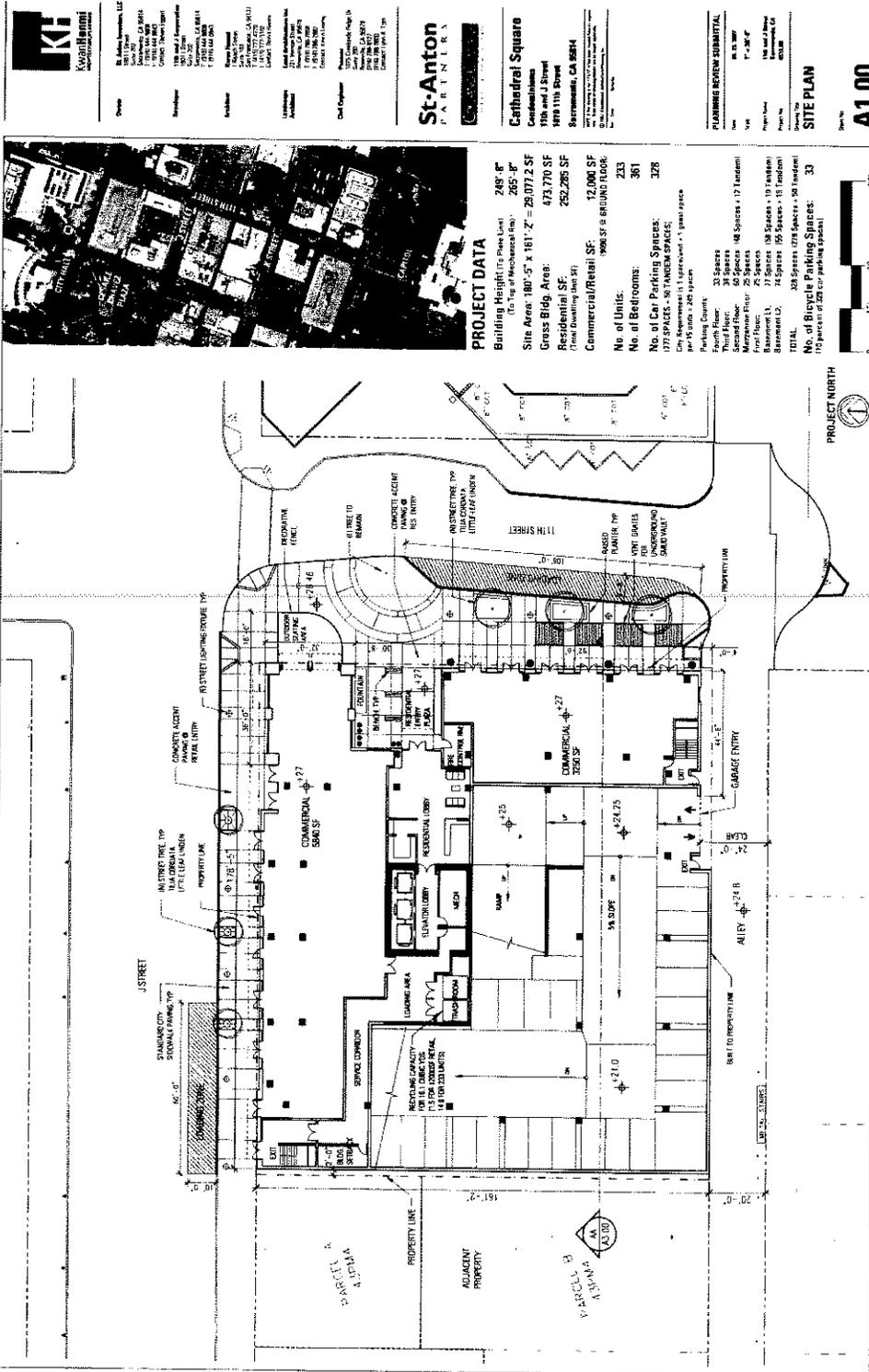


Exhibit C: 2<sup>nd</sup> Level Basement Floor Plan

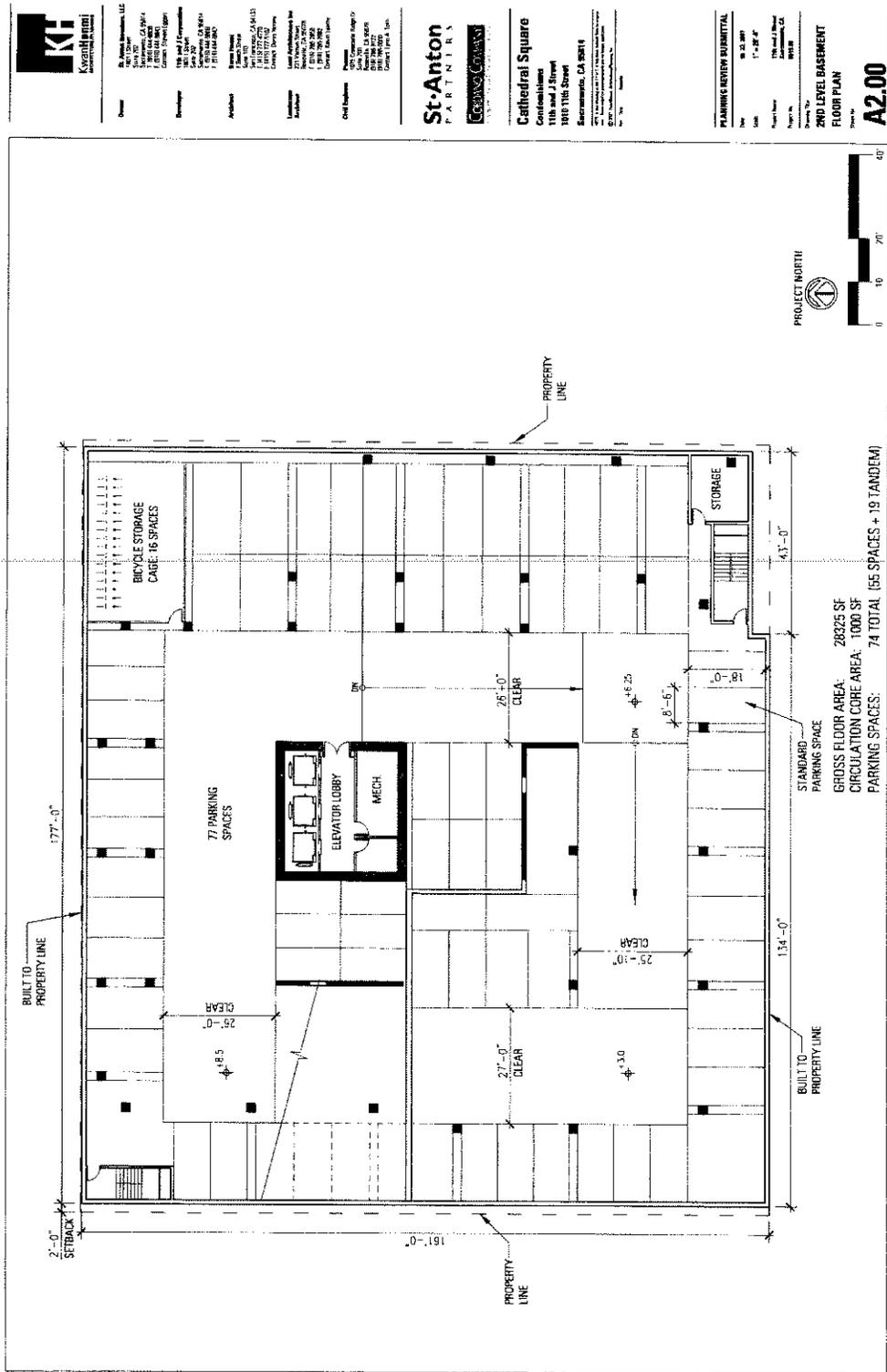


Exhibit D: 1<sup>st</sup> Level Basement Floor Plan









Exhibit H: 3<sup>rd</sup> Floor Plan

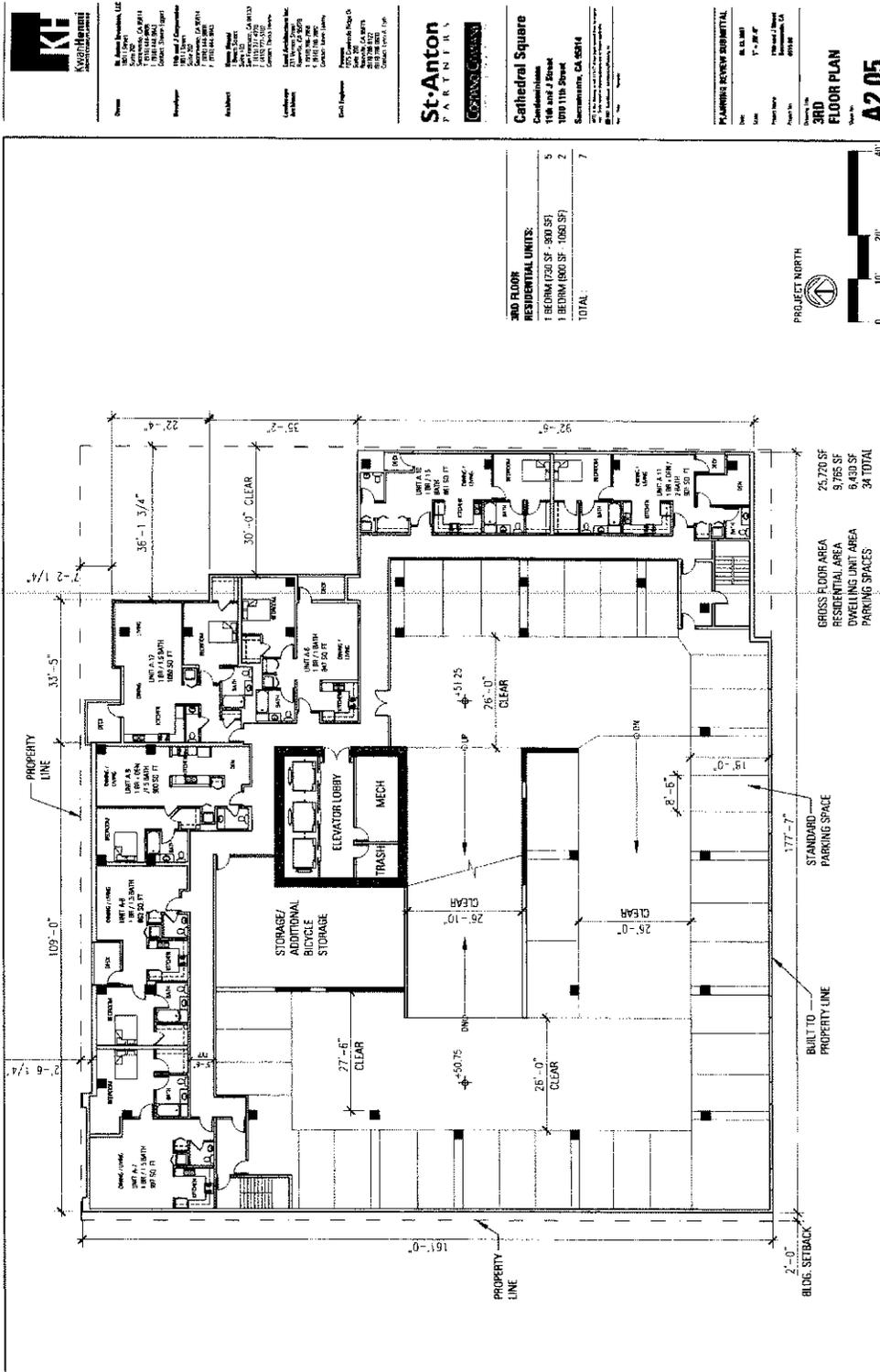
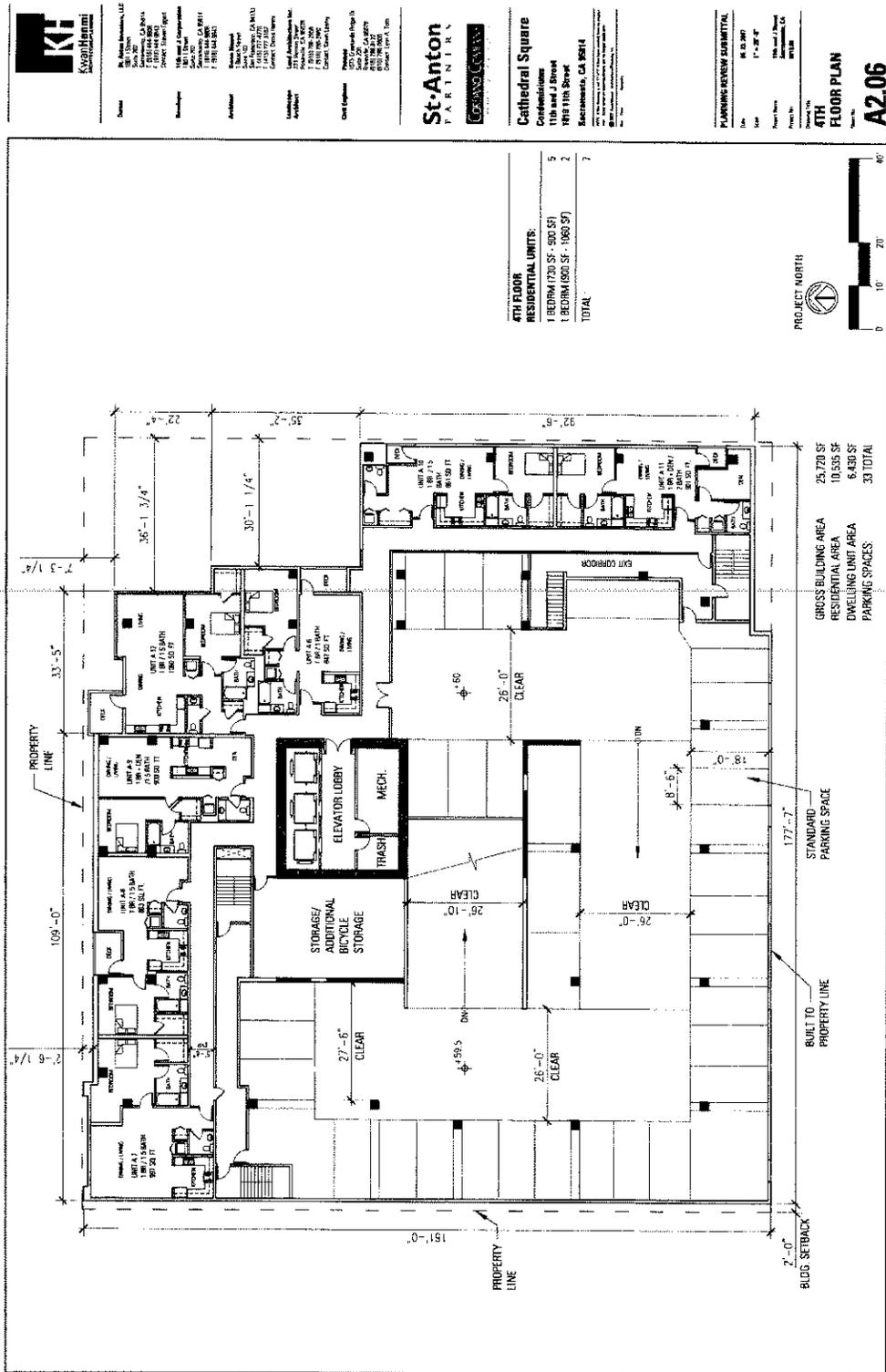


Exhibit I: 4<sup>th</sup> Floor Plan



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 Sacramento, CA 95811  
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 F: 916.442.8900  
 www.kyojihenmi.com

**Architect of Record:** Kyoji Henmi, LLC  
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 F: 916.442.8900  
 www.kyojihenmi.com

**Structural Engineer:** St. Anton  
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 Sacramento, CA 95811  
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**MEP Engineer:** St. Anton  
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**Interior Designer:** St. Anton  
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 Sacramento, CA 95811  
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 F: 916.442.8900  
 www.stanton.com

**Planner:** St. Anton  
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 Sacramento, CA 95811  
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 F: 916.442.8900  
 www.stanton.com

**St. Anton PARTNERS**  
**CONSTRUCTION**

**Cathedral Square**  
 Cathedral Square  
 1810 17th Street  
 Sacramento, CA 95811

**PLANNING REVIEW SUBMITTAL**

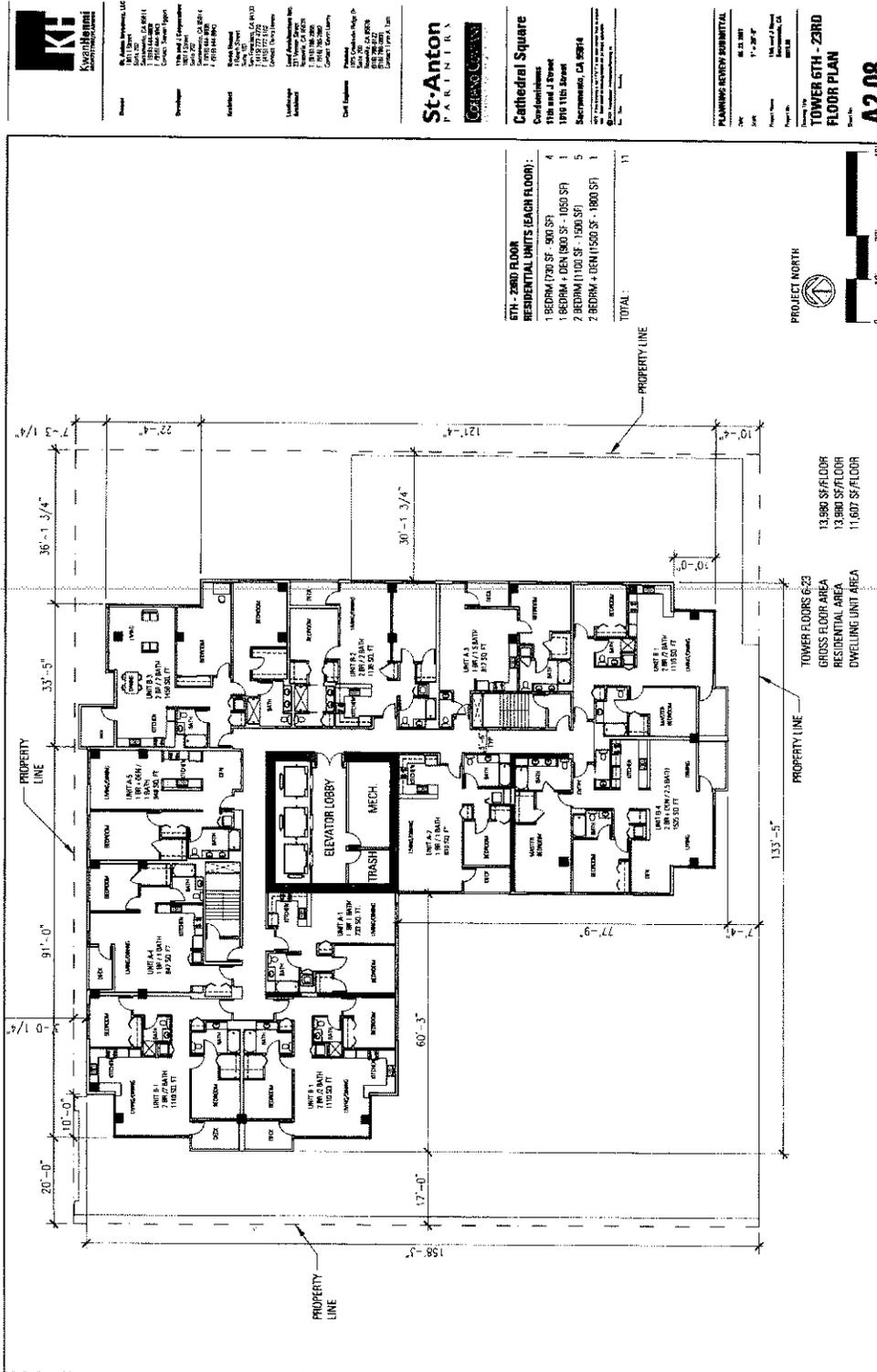
Date: 06/20/07  
 Scale: 1" = 20'-0"

Project No: 05-161-04  
 Drawing No: 04-06

**4TH FLOOR PLAN**  
**A2.06**



Exhibit K: Tower 6<sup>th</sup> - 23<sup>rd</sup> Floor Plan



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 Fax: 415.774.8801  
 www.kfi.com

**Architect**  
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 Fax: 415.774.8801  
 www.kfi.com

**Lead Architect**  
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 Fax: 415.774.8801  
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**Architect**  
 KwonHenni Architects  
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 Fax: 415.774.8801  
 www.kfi.com

**St-Anton**  
 P.A.R.T.N.E.R.S.  
 CATHEDRAL SQUARE

**Cathedral Square**  
 Condominiums  
 1116 and J Street  
 1916 11th Street  
 Sacramento, CA 95814

**PLANNING REVIEW SUBMITTAL**  
 Date: 06.12.07  
 Project No: 11-207-F  
 Project Name: 11th and J Street  
 Location: Sacramento, CA  
 Sheet No: 0018

**TOWER 6TH - 23RD FLOOR PLAN**  
 Date: **A2.08**

Exhibit L: 24<sup>th</sup> (Penthouse) Floor Plan

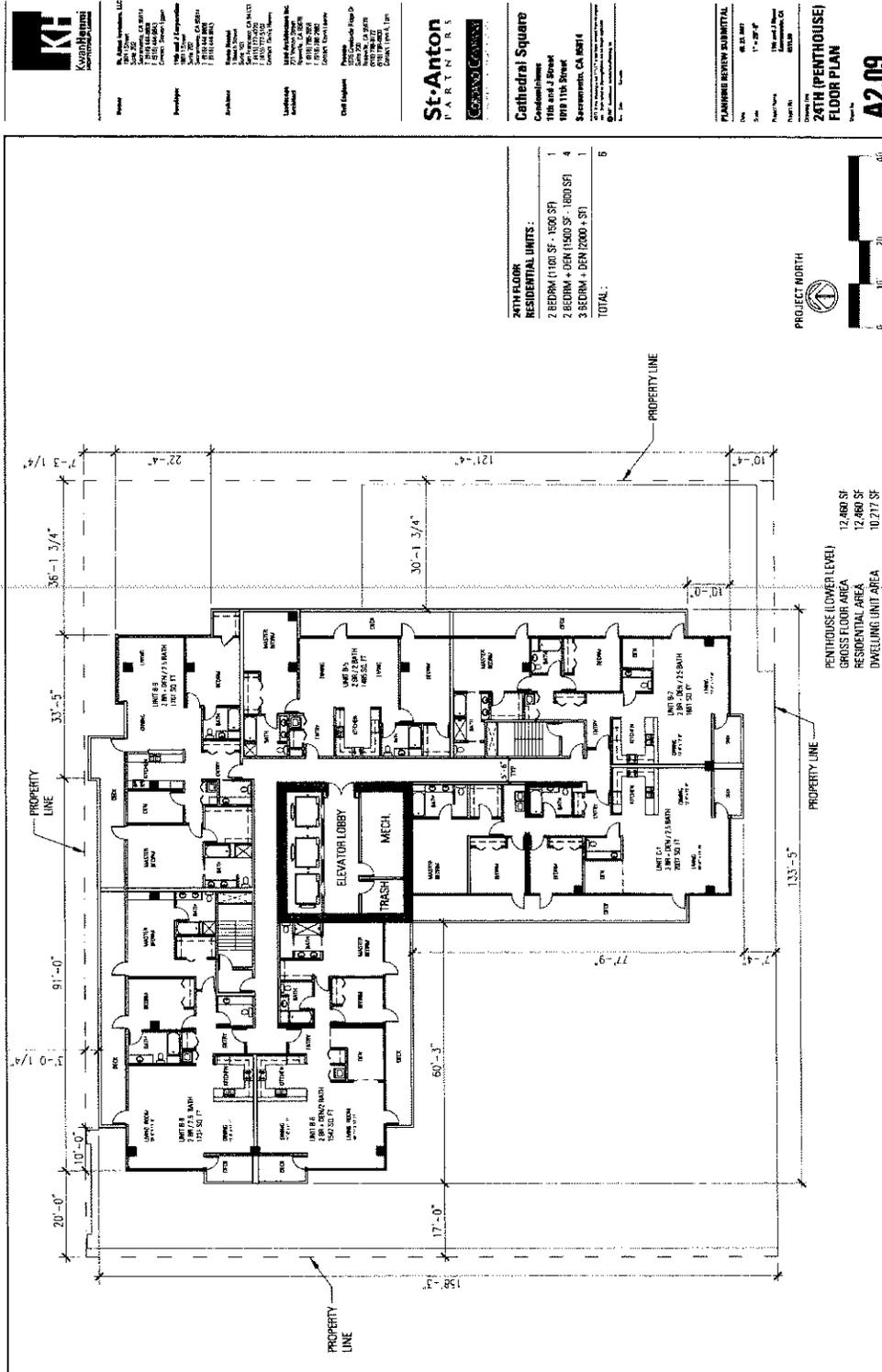






Exhibit O: Building Section

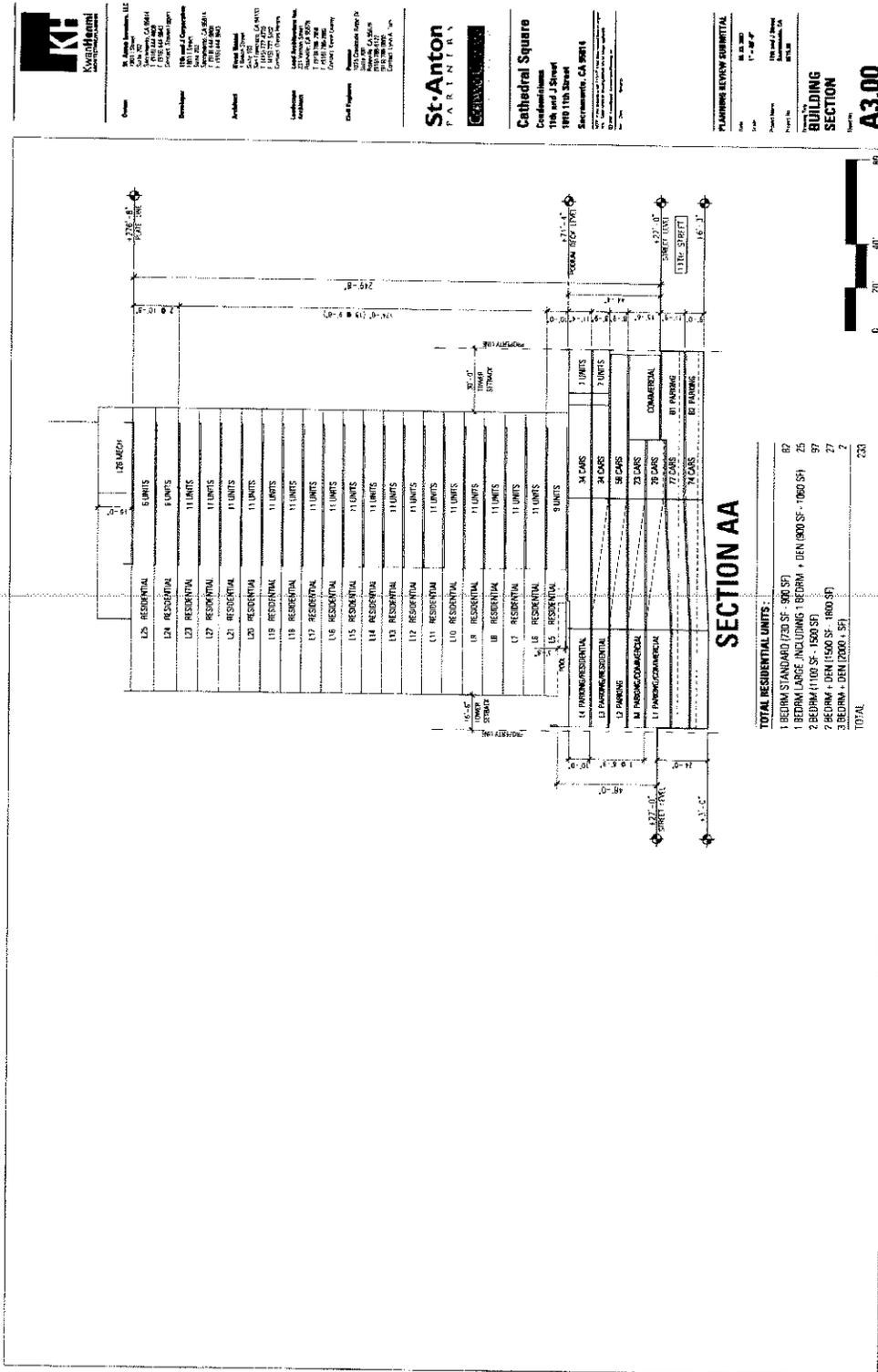




Exhibit Q: Building Elevations (Interior and Alley)



**KFI**  
KwanHing Inc.

**St-Anton**  
PARTNER

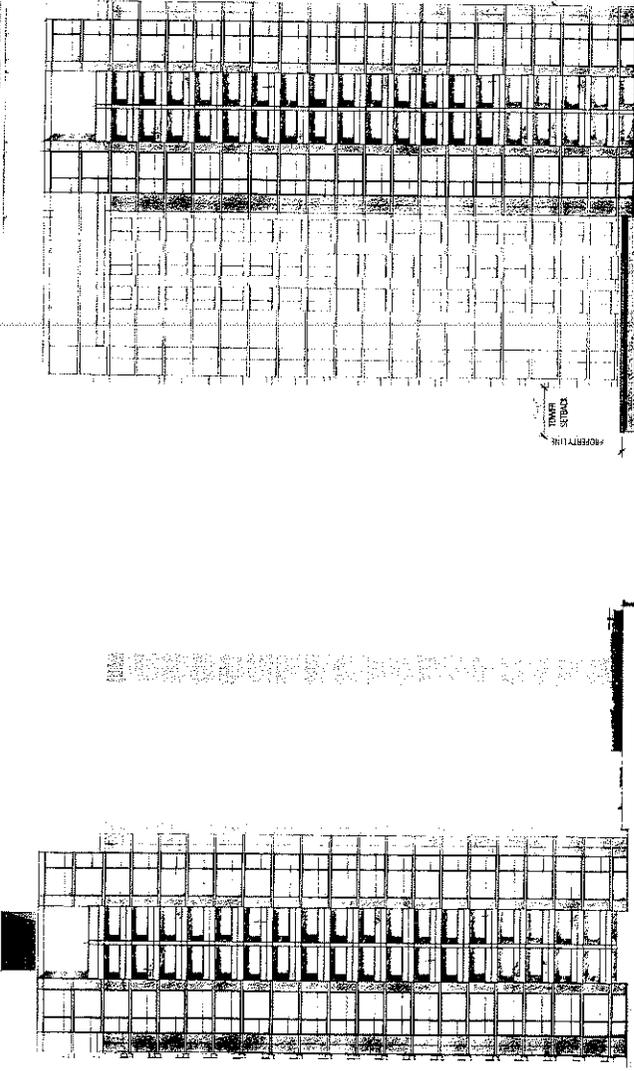
**CRIPSON**

**Cathedral Square**  
Cathedral Square  
1116 and J Street  
1018 11th Street  
Sacramento, CA 95814

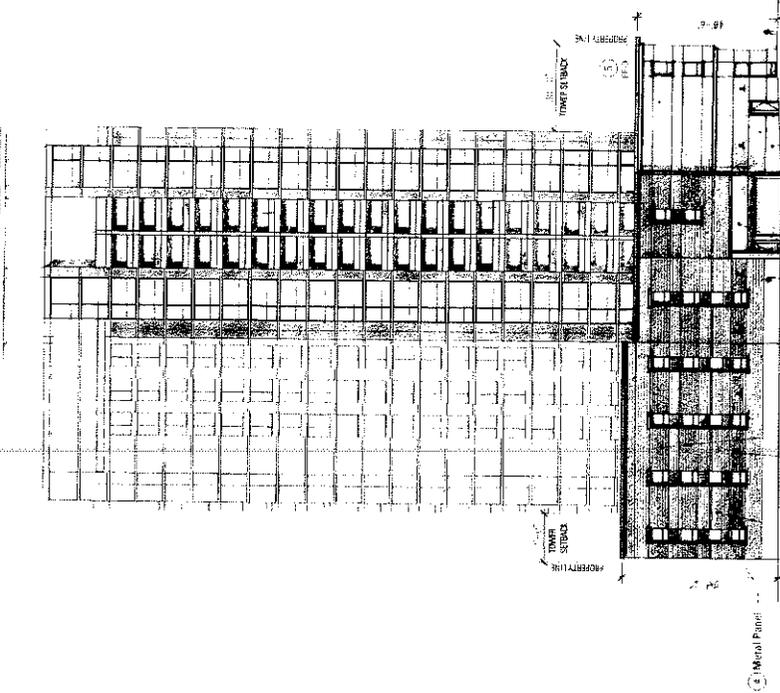
**PLANNING REVIEW SUBMITTAL**

Date: 08.03.07  
Scale: 1" = 8'  
Project Name: 1116 and J Street  
Sheet No.: A3.03



**WEST ELEVATION**



**ALLEY (SOUTH) ELEVATION**

LEGEND:

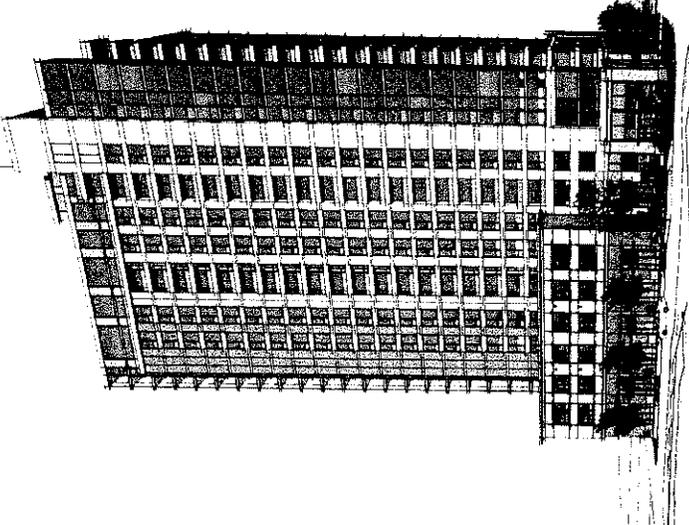
- ① Metal Panel
- ② Alley Lighting Fixture Typ
- ③ Metal Panel - Garage Entry
- ④ Stone Base Typ

ALSO SEE SHEET AS 01 FOR MATERIAL FINISHES.

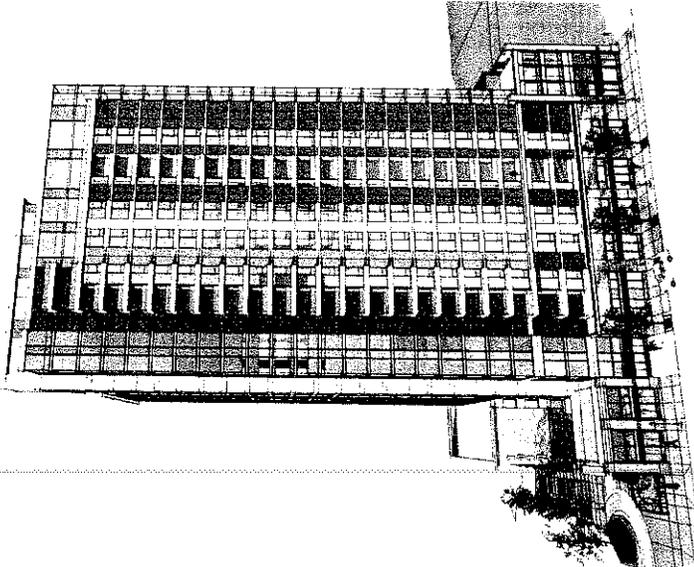
Exhibit R: Building Perspectives (11<sup>th</sup> and J Street)

<b>KH</b> Kwan/Henmi ARCHITECTURAL PARTNERS	<b>2010 Broadway, LLC</b> 1110 11th Street Sacramento, CA 95814 Tel: 916.442.8800 Fax: 916.442.8801 www.kwanhenmi.com	<b>Architects</b> 1110 11th Street Sacramento, CA 95814 Tel: 916.442.8800 Fax: 916.442.8801 www.kwanhenmi.com	<b>Interior Architect</b> 1110 11th Street Sacramento, CA 95814 Tel: 916.442.8800 Fax: 916.442.8801 www.kwanhenmi.com	<b>Land Architect</b> 1110 11th Street Sacramento, CA 95814 Tel: 916.442.8800 Fax: 916.442.8801 www.kwanhenmi.com	<b>Civil Engineer</b> 1110 11th Street Sacramento, CA 95814 Tel: 916.442.8800 Fax: 916.442.8801 www.kwanhenmi.com	<b>St-Anton</b> PARTNERS CORPORATE REAL ESTATE	<b>Cathedral Square</b> Cathedral Square 11th and J Street 11th and J Street Sacramento, CA 95814	<b>PLANNING REVIEW SUBMITTAL</b> Date: 06.13.07 Scale: NOT TO SCALE Project Name: Cathedral Square Location: Sacramento, CA Sheet: A3.04
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VIEW OF 11TH STREET ELEVATION



VIEW OF J STREET ELEVATION





Exhibit U: Podium Perspectives

	<p><b>KF Kramlich &amp; Partners</b>        2000 North Sacramento, S.F.        95833-1000        Tel: 415.774.2000        Fax: 415.774.2001        Email: info@kf.com</p>	<p><b>11th and J Street</b>        11th and J Street        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>11th and J Street</b>        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>11th and J Street</b>        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>11th and J Street</b>        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>11th and J Street</b>        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>11th and J Street</b>        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>11th and J Street</b>        11th and J Street        11th and J Street        11th and J Street</p>
--	---	---	--	--	--	--	--	--

	<p>VIEW FROM 11TH ST. LOOKING NORTH</p>
	<p>VIEW OF 11TH ST. PODIUM</p>
	<p>VIEW OF CORNER OF 11TH &amp; J ST.</p>

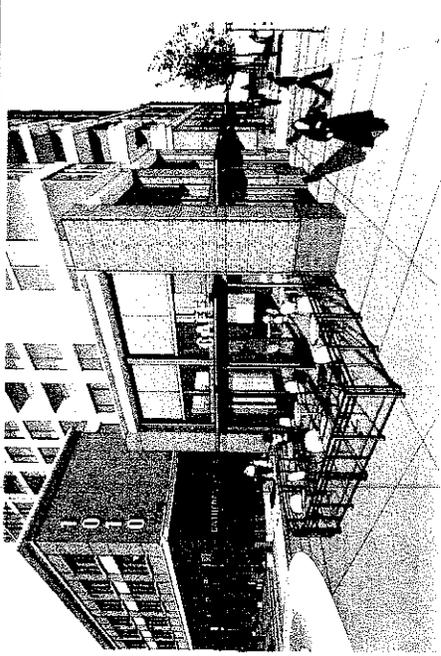
  

<p><b>St-Anton PARTNERS</b>        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>Cathedral Square</b>        11th and J Street        11th and J Street        11th and J Street</p>	<p><b>PLANNING REVIEW CRITERIA</b>        Date: 07/12/07        Title: 11th and J Street        Project No: 05-161        Scale: 1/8" = 1'-0"</p>	<p><b>PODIUM PERSPECTIVES</b>        A3.07</p>
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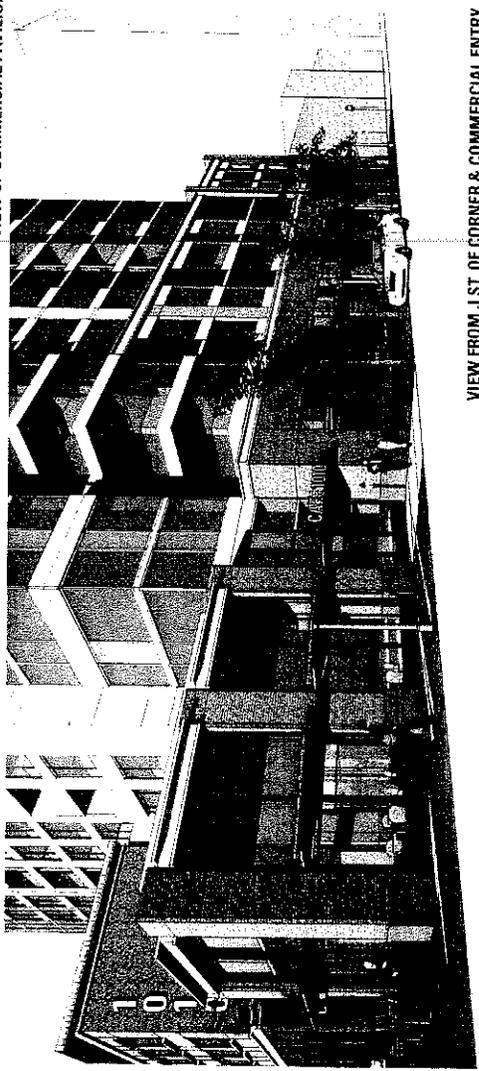
Exhibit V: Corner & J Street Perspectives

 <p><b>KHE</b> KwanHeermi ARCHITECTURAL</p>	<p><b>Project:</b> Cathedral Square, LLC 11th St. &amp; J St. Sacramento, CA 95811 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project</p> <p><b>Architect:</b> KwanHeermi 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project</p> <p><b>Lead Architect:</b> KwanHeermi 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project</p> <p><b>Client:</b> Cathedral Square, LLC 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project 11th St. &amp; J St. Project</p>	<p><b>St-Anton</b> PARINERS CORPORATION OF CALIFORNIA</p> <p><b>Cathedral Square</b> 11th and J Street 11th 11th Street Sacramento, CA 95811</p>	<p><b>PLANNING REVIEW SUBMITTAL</b></p> <p>Site: 11th St. &amp; J St.</p> <p>Scale: 1/8" = 1'-0"</p> <p>Project No.: 11th St. &amp; J St.</p> <p>Sheet No.: A3.08</p> <p><b>CORNER &amp; J ST. PERSPECTIVES</b></p> <p>Scale: <b>A3.08</b></p>
--	---	--	--



**VIEW OF COMMERCIAL PAVILION AT CORNER OF 11TH & J ST.**



**VIEW FROM J ST. OF CORNER & COMMERCIAL ENTRY**



**VIEW OF 11TH ST. RESIDENTIAL ENTRY PLAZA**

Fountain Water Feature at Entry Plaza

Exhibit W: Street and Podium Landscape Design (Part 1 of 2)

**KI AvenHemmi**  
ARCHITECTURE

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Sacramento, CA 95814  
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Fax: (916) 444-2002

**St-Anton**  
PARTNERS

**COMPASS**  
COMMERCIAL REAL ESTATE

**Cathedral Square**  
Commercial  
11th and J Street  
1818 11th Street  
Sacramento, CA 95814

1818 11th Street  
Sacramento, CA 95814  
P: (916) 444-2000  
C: (916) 444-2001  
Fax: (916) 444-2002

**PLANNING REVIEW SUBMITTAL**

City: SACRAMENTO  
Date: 07/12/07  
Project Name: CATHEDRAL SQUARE  
Drawing No.: A3.09

**STREET & PODIUM  
LANDSCAPE DESIGN**

Sheet  
**A3.09**

**STREET LANDSCAPE DESIGN**

**VIEW OF POOL TERRACE ON PODIUM DECK**

Exhibit X: Street and Podium Landscape Design (Part 2 of 2)



**K&E**  
KOMPONENTS

**Project:** Cathedral Square, LLC  
1008 11th Street  
Sacramento, CA 95811  
1008 11th Street  
Sacramento, CA 95811  
1008 11th Street  
Sacramento, CA 95811

**Developer:** The West Group  
1008 11th Street  
Sacramento, CA 95811  
1008 11th Street  
Sacramento, CA 95811

**Architect:** Skidmore, OWINGS & Merrill LLP  
1008 11th Street  
Sacramento, CA 95811  
1008 11th Street  
Sacramento, CA 95811

**Landscape Architect:** K&E Components  
1008 11th Street  
Sacramento, CA 95811  
1008 11th Street  
Sacramento, CA 95811

**Client/Owner:** Cathedral Square  
1008 11th Street  
Sacramento, CA 95811  
1008 11th Street  
Sacramento, CA 95811

**St-Anton**  
LANDSCAPE ARCHITECTS

**Cathedral Square**  
1008 11th Street  
Sacramento, CA 95811

**Client/Owner:** Cathedral Square  
1008 11th Street  
Sacramento, CA 95811  
1008 11th Street  
Sacramento, CA 95811

**PLANNING REVIEW SUBMITTAL**

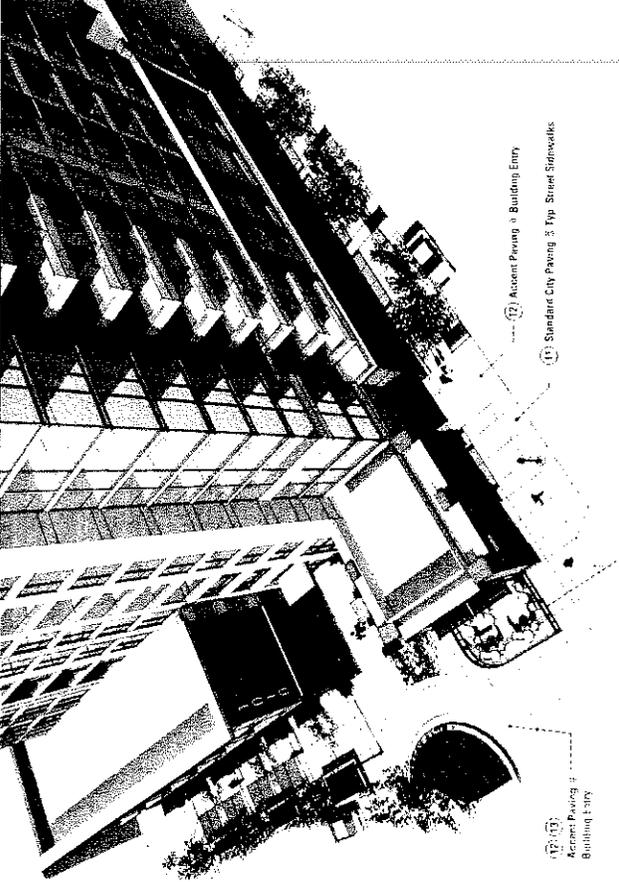
**Date:** 06.15.07  
**Project No.:** 0607-19-0044  
**Project Name:** Cathedral Square  
**Project Address:** 1008 11th Street  
**Project City:** SACRAMENTO, CA 95811

**Project No.:** 0607-19-0044  
**Project Name:** Cathedral Square  
**Project Address:** 1008 11th Street  
**Project City:** SACRAMENTO, CA 95811

**STREET & PODIUM LANDSCAPE DESIGN**

**Sheet No.:** A3.09

**STREET LANDSCAPE DESIGN**



① Accent Paving @ Building Entry  
② Standard City Paving @ Typ. Street Sidewalks  
③ Delineative Fencing @ Outdoor Dining Area

**VIEW OF POOL TERRACE ON PODIUM DECK**

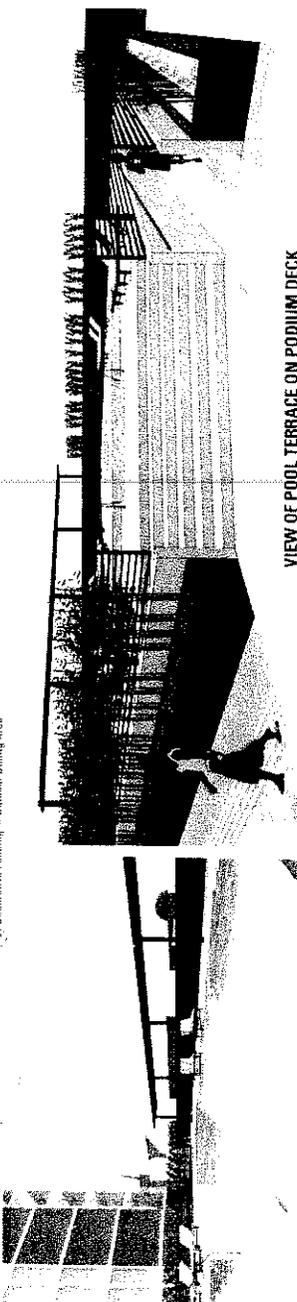


Exhibit Y: Unit Type Floor Plans (Part 1 of 2)



**KHI Kwong Hanmi**  
Architects

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Pasadena, CA 91105  
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Fax: (626) 799-8889  
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**St-Anton PARTNERS**  
Architects

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**Cathedral Square**  
Construction

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www.cathedral-square.com

**PLANNING REVIEW EXHIBIT**

Scale: 1/8" = 1'-0"

Project Name: Cathedral Square

Sheet No: A4.01

**UNIT TYPES**

Scale: 1/8" = 1'-0"

Sheet No: A4.01





**UNIT A-1: 1 BR/1 BATH**  
19 UNITS @ FLOORS 9-23

**UNIT A-2: 1 BR/1 BATH w/BALCONY**  
18 UNITS @ FLOORS 9-23

**UNIT A-3: 1 BR/1 BATH w/BALCONY**  
19 UNITS @ FLOORS 9-23

**UNIT A-4: 1 BR/1 BATH w/BALCONY**  
18 UNITS @ FLOORS 9-23

**UNIT A-5: 1 BR + DEN / 1 BATH**  
19 UNITS @ FLOORS 9-23

**UNIT A-6: 1 BR/1 BATH w/BALCONY**  
2 UNITS @ FLOORS 3-4

**UNIT A-7: 1 BR/1.5 BATH**  
2 UNITS @ FLOORS 3-4

**UNIT A-8: 1 BR/1.5 BATH w/BALCONY**  
2 UNITS @ FLOORS 3-4

**UNIT A-9: 1 BR/1.5 BATH w/BALCONY**  
19 UNITS @ FLOORS 9-23

**UNIT A-10: 1 BR/1.5 BATH w/BALCONY**  
2 UNITS @ FLOORS 3-4

**UNIT A-11: 1 BR + DEN / 2 BATH w/BALCONY**  
2 UNITS @ FLOORS 3-4

**UNIT A-12: 1 BR/1.5 BATH w/BALCONY**  
2 UNITS @ FLOORS 3-4

Exhibit Z: Unit Type Floor Plans (Part 2 of 2)

