Director(s)
Bruce Monighan, Design Director,
Sean de Courcy, Preservation Director
Kevin Colin, Zoning Administrator

City Staff
Jordyn Tanaka, Administrative Technician

Thursday August 22, 2024
1:00 p.m.

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Information received after publication of the agenda and staff reports, if any, is available for download at the link below (see ‘Agenda for Upcoming Meetings’):

Attendance Assistance
If you have general questions or require special assistant to participate in the meeting, call (916) 264-5011 or email commissionssubmit@cityofsacramento.org at least 48 hours prior to the meeting.
1. **Railyards Lot 43 (DR23-218) ( Noticed 8/09/2024)**  
**Location:** 642 5th Street; APN: 002-0290-006-0000; (District 4, Represented by Councilmember Valenzuela)  
**Entitlements:** Item A. Previously Certified Environmental Impact Report; Item B. Site Plan and Design Review for construction of a 475,786 square foot, five-story, residential development with 300 multi-unit dwellings and 304 parking spaces. The site is located on a 2.52-acre site bounded by 6th, 7th, F, and G Streets within the Central Business District (C-3-SPD) zone and the Railyards Special Planning Districts (SPD); and Item C. Tree Permit for the removal of one street tree.  
**Contact:** Sierra Peterson, Associate Planner, 916-808-7181, SPeterson@cityofsacramento.org

2. **5015 Teichert Avenue Remodel and Addition (DR24-149) (Noticed 8/09/2024)**  
**Location:** 5015 Teichert Ave; APN: 005-0041-022-0000; (District 4, Represented by Mayor Steinberg)  
**Entitlements:** Item A. Environmental Exemption (Per CEQA 15301-Existing Facilities, 15332-Infill Development Projects); and Item B. Site Plan and Design Review for a residential remodel and addition to a single-unit dwelling with a front-setback deviation on an 0.14-acre parcel in the Single-Unit Dwelling (R-1) Zone within the Parkway Corridor Overlay Zone and the Citywide Design Review Area  
**Contact:** Armando Lopez Jr, Urban Design Staff, 916-808-8239, ALopezJr@cityofsacramento.org

3. **The Diggs (P24-009) (Noticed 8/09/2024)**  
**Location:** 1800 3rd Street; APN: 009-0043-001-0000, -010-0000, and -003-0000; (District 4, Represented by Councilmember Valenzuela)  
**Entitlements:** Item A. Exempt per Public Resources Code (PRC) section 21155.4; Item B. Conditional Use Permit to establish a nonconforming use (mini-storage) within a structure listed as a landmark on the Sacramento Register of Historic and Cultural Resources on a 1.76-acre site within the General Commercial (C-2-SPD) and Residential Mixed Use (RMX-SPD) zones and the Central City Special Planning District (SPD); Item C. Site Plan and Design Review for the adaptive reuse and alterations of a historic resource to convert the building into a mixed-use development consisting of 133 multi-unit dwellings, approximately 4,000 square feet of office, approximately 8,000 square feet of commercial retail/restaurant, approximately 24,900 square feet of subterranean mini-storage, and associated site improvements; and Item D. Tree Permit for the removal of four city street trees.  
**Contact:** Zach Dahlia, Associate Planner, 916-808-5584, ZDahla@cityofsacramento.org
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All Director Hearings are conducted via Teleconference Meetings Only.

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Director Hearings

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   a. **Online**: If you are online, click on “Raise Hand” on the bottom of your screen. First click “reactions”; then click “Raise Hand” (see image at right).
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c. **Telephone**: If you are calling in via telephone, to raise your hand, dial *9 (star-nine). Then to unmute or mute, dial *6 (star-six). Speakers will be called on by the last four digits of their phone number.

When it is your time to speak, it is recommended, but not required, that you give your name. All speakers will have 3 minutes to address the Director(s) and will be muted after the allocated time. Participants who wish to speak on multiple agenda items will follow the same process.

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DIRECTOR REPORT

STAFF RECOMMENDATION
Staff recommends the Design Director approve, with conditions, a Site Plan and Design Review and a Tree Permit for the project known as **DR23-218 (Railyards Lot 43)**. Draft Conditions of Approval and Findings of Fact for the project are included below.

REQUESTED ENTITLEMENTS

1. **Site Plan and Design Review** to develop a 475,786 square foot (including parking deck), five-story, 300-unit apartment building with 304 parking spaces within the Central Business District (C-3-SPD) zone and Sacramento Railyards Special Planning District (SPD).

2. **Tree Permit** for the removal of one street tree.

PROJECT INFORMATION

<table>
<thead>
<tr>
<th>Location</th>
<th>Parking lot and vacant parcels bounded by 6th, 7th, F, and G Streets</th>
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<tr>
<td>Parcel Number(s):</td>
<td>002-0290-003-0000 and 002-0290-004-0000</td>
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<td>Council District:</td>
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<tr>
<td>Applicant</td>
<td>Shannyn Henkel for FRH Realty LLC</td>
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<td>5355 Mira Sorrento Drive, Ste 100</td>
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<td></td>
<td>San Diego, CA 92129</td>
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<tr>
<td>Property Owner:</td>
<td>Denton Kelley for Downtown Railyard Venture LLC</td>
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<td></td>
<td>3140 Peacekeeper Way</td>
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<tr>
<td></td>
<td>McClellan, CA 95652</td>
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<tr>
<td>Project Planner:</td>
<td>Sierra Peterson, Associate Planner</td>
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<tr>
<td>Land Use Information</td>
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<td>General Plan:</td>
<td>Residential Mixed Use (RMU)</td>
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<td>Central City</td>
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<td>Specific Plan:</td>
<td>Sacramento Railyards Specific Plan</td>
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Surrounding Land Use and Zoning

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<td>South</td>
<td>C-3-SPD</td>
<td>Office and Parking</td>
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<tr>
<td>East</td>
<td>C-3-SPD</td>
<td>Office and Parking</td>
</tr>
<tr>
<td>West</td>
<td>C-3-SPD</td>
<td>6th Street Overpass</td>
</tr>
</tbody>
</table>

Site Characteristics

- **Existing Property Area:** 2 parcels totaling 109,860 square feet / 2.52 acres
- **Topography:** Flat
- **Street Improvements:** Existing
- **Utilities:** Existing in the street, new utilities onsite

Other Information

- **Concurrent Files:** None
- **Previous Files:** P05-097 (Master Plan) and M07-065 (Amendments to Master Plan)

ATTACHMENTS

- Attachment 1: Project Plans
- Attachment 2: Resolution No. 2016-0379 Certifying EIR

PROPOSED PROJECT AND ANALYSIS

Background

The project site consists of two parcels totaling 2.52 acres and bounded by 6th, 7th, F, and G Streets. The site is currently used for jury duty parking on the eastern portion of the site and the western portion is vacant. The site has no existing mature trees with exception to existing street trees. The location of the project site is part of the larger Railyards property that once housed the Southern Pacific Shops and has been vacant for approximately 20 years. The updated Railyards Specific Plan was approved in November 2016 and includes many provisions to help stimulate development in the long-dormant area.

The project is located within the Depot District of the Railyards Specific Plan. East of 5th Street the Depot District will include residential, office, and retail mixed use developments. Uses at the street level, including the 5th and 6th Streets rise over the railroad tracks, will engage pedestrians and provide a sense of interest up the moderate slope and over the tracks. Rising over the Union Pacific Railroad (UPRR) tracks, 5th and 6th Streets serve as the main vehicular, bicycle, and pedestrian links between the Depot District and Downtown and between the District and other planned Railyards districts. A majority of the residential units for the Railyards Specific Plan is anticipated in the C-3-SPD district.

Project Details

The proposed development consists of the construction of a five-story, 475,786 square foot, 300-unit apartment building, wrapping around an attached six-story parking garage with 304 parking spaces, and two interior courtyards on two existing lots totaling 2.52 acres. One off-site tree will
be removed for the proposed parking garage driveway. This request requires Design Director approval of Site Plan and Design Review and Tree Permit.

Site Plan and Design Review

Development Standards

Site Plan and Design Review is required for the project to ensure compliance with applicable development standards and design guidelines. The project is in the Central Business District (C-3-SPD), Sacramento Railyards Special Planning District, and Sacramento Railyards Design Review Area. The proposed project complies with the applicable development standards of the C-3-SPD Central Business District (C-3-SPD) and Sacramento Railyards SPD, as shown in Table 1 below.

<table>
<thead>
<tr>
<th>Table 1: Applicable Development Standards</th>
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<tr>
<td>Standard</td>
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<tr>
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<td>Density</td>
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</table>

Open Space

A combination of private and common open space shall be provided for new multi-unit dwellings at a ratio of 100 square feet of open space per dwelling unit beyond the minimum required front-yard, side-yard, and rear-yard setbacks. The project requires a total of 30,000 square feet for 300 dwelling units. The open space is provided with a combination of a 21,530+/- square foot common open space in the three courtyards, roof deck, and linear park. An additional 10,534+/- square feet of private open space is provided with patios and balconies attached to individual units. The project will provide a total of 32,064+/- square feet of open space. The outdoor open spaces include seating areas, dining areas, BBQs, pool and spa, and landscaping.
Parking

The site is located within the Urban parking district and is located within one-quarter mile of an existing light rail station. Pursuant to the general provisions of the parking regulations, no parking is required for uses located within one-quarter mile from the center of an existing or proposed light rail station platform. Although no parking is required, the project provides 304 parking spaces for the proposed uses which is at a ratio of 1.01 parking spaces per unit. The parking garage is accessed from G Street, on the south facade. The parking is wrapped by the residential units and is not visible from the public right-of-way.

Bicycle parking is required for the multi-unit residential uses at a ratio of one space per 2 dwelling units for long-term parking and one space per 10 dwelling units for short-term parking. The project is providing 180 long-term parking spaces in the building, where 150 long-term spaces are required and 30 short-term spaces are required. While the total number of bicycle parking spaces are provided, people visiting the site short term will not have access to the bicycle room. The project has been conditioned to provide 30 short-term spaces that are accessible to people visiting the site and need to secure their bike on their own without entering the building.

Site and Architectural Design

The proposed project is a five-story, 475,786 square foot, 300-unit apartment building, wrapping around an attached six-story parking garage with 304 parking spaces, and two interior courtyards, exterior courtyard, and rooftop deck with a fitness amenity and pool.

The building includes four street-facing facades with differing color, material, fenestration pattern, and roof parapet heights. The building is split into varying heights to follow the existing grade sloping up to the corner of G Street and 6th Street. The differing heights provide visual interest and help to break up the massing of the facade. The main building entrance is located at the corner of G Street and 7th Street and includes a strong corner element emphasizing the corner as the main entrance with and metal awning element and private residential balconies wrapping around the building corner. The corner of the building with a red and grey color palette extends halfway down the south and east elevations before transitioning to complementary but different colors and materials. The materials on the south and east elevations in the red and dark grey color palette include brick veneer as a building base, cement plaster, corrugated metal, storefront window systems, metal guardrails at the balconies, and vinyl windows in the individual units.

The south elevation transitions to a lighter grey cement plaster material as the wall material accented with painted aluminum sunshades, metal railings and vinyl windows and doors.

The west elevation adjacent to the 6th Street bridge is articulated with vertical architectural elements to break up the massing adjacent to the public right-of-way. The 6th Street bridge was intended as the main connection for pedestrians between the Railyards and downtown. The street is a two-way, slower-moving, more pedestrian- and bicycle-friendly route with right-of-way of 80 feet, which includes two travel lanes, a center turning lane, as well as a Class 4 protected bicycle lane, parking lanes, sidewalks, and planting strips on both sides of the street. It was important for the project to provide pedestrian scale elements and a connection to the street. The building articulation provides small width vertical building elements that surround an exterior courtyard on
the southern portion of the building and at street level with 6th Street. People will be able to access the street level through the courtyard creating a strong connection for pedestrians. The materials on the southern portion of the building include light grey cement plaster, dark metal panels with integral color, metal balconies facing into the courtyard, and vinyl windows. The north portion of the west elevation includes vertical projecting architectural elements with asymmetrical parapet roofs, full height board and batten fiber cement board in a vertical application, and vinyl windows with a metal trim surround. The recessed portions of the building adjacent to the projections include a contracting lighter color cement plaster and vinyl windows.

The full height fiber cement board and batten element wraps around the corner of the building to the north elevation with vinyl windows with metal trim surrounds. The board and batten material transitions to a similar design to the south elevation with the light grey cement plaster design transitioning to the red and grey color palette and fenestration pattern. The repeated design elements create continuity of the design while providing architectural interest and serve to break up the massing of the building.

The east elevation introduces a new color pallet with cement plaster materials in a grid pattern with contrasting lighter cement plaster, metal guardrails, vinyl windows, and corrugated metal around the pedestrian door at grade.

The roof top includes a fitness center and socializing room (club) clad in corrugated metal and large windows. The rooftop element is setback 40-feet from the south and east street walls and will minimize the bulk and mass of the large rooftop element.

The ground floor residential lobby and first floor amenities include exterior courtyards wrapped by the building, leasing office, mail room, ride-hail waiting room, elevators, bike storage room, waste rooms, and mechanical equipment. The west side of the second floor includes a courtyard at street level with 6th street. There is a high point in the grade at the corner of the site G Street and 6th Street and while this courtyard is accessed at the second-story, the courtyard is at grade with 6th Street, creating a strong connection to the public realm.

The rooftop amenities include rooftop lobby, fitness center, socializing room (club), restrooms, BBQs, seating, pool and spa. There is also a linear park on the west side of the building between the bridge wall and the building.

Tree Permit

Pursuant to Sacramento City Code (SCC) 12.56, the removal of City trees requires a tree removal permit. This project proposes to remove one (1) City street tree identified as tree #241232, a 5-inch DSH Chinese pistache tree, according to the City tree inventory.

The tree is proposed for removal because it conflicts with driveway and garage entry construction. The applicant has provided a replacement plan that is consistent with the replacement requirements described in tree ordinance that includes the payment of in-lieu fees, payable at $325 per inch DSH removed, totaling $1,625.00, to be deposited to the Tree Planting and Replacement Fund.
PUBLIC / NEIGHBORHOOD OUTREACH AND COMMENTS

The project was noticed to property owners and residents within 500 feet of the subject site and the site was posted for the hearing. Neighborhood associations that were notified for the hearing include Downtown Sacramento Partnership (PBID), Alkali and Mansion Flats Historic Neighborhood Association, Preservation Sacramento, Civic Thread, Sacramento Area Bicycle Advocates, and Region Builders. Staff has not received any public comment letters.

ENVIRONMENTAL CONSIDERATIONS

The City certified a supplemental environmental impact report (SEIR) for the Railyards Specific Plan Update, KP Medical Center, MLS Stadium and Stormwater Outfall and adopted a mitigation monitoring plan (MMP) on November 10, 2016. (SCH No. 2006032058; Resolution No. 2016-0379). The SEIR evaluated the environmental effects of the Major League Soccer Stadium project and related public infrastructure. The physical changes that would be facilitated by the funding activities proposed have been evaluated in the SEIR.

The current project consists of Site Plan and Design Review to develop a 475,786 square foot (including parking deck), five story, 300 unit apartment building with 304 parking spaces within the Central Business District (C-3 SPD) zone and Sacramento Railyards Special Planning District (SPD and a Tree Permit for the removal of one street tree.

Planning staff has reviewed the proposed project and on the basis of the whole record before it, has determined that there are no substantial changes proposed to the project nor have any substantial changes occurred that would require major revisions to the 2016 EIR. Substantial evidence supports use of the EIR and the subsequent review provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15162.

The CEQA Guidelines provide that a lead agency shall not prepare a subsequent or supplemental EIR in such a case unless one or more of the conditions set forth in CEQA Guidelines Section 15162 is present. The current project consists of residential uses that were evaluated in the EIR, and no additional environmental effects would result. The project is subject to compliance with the applicable mitigation measures from the adopted MMP. Staff has reviewed the proposed development and has determined that none of the conditions of CEQA Guidelines Section 15162 are present. No further environmental review is required.

FLOOD HAZARD ZONE

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is
based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2023 Adequate Progress Annual Report accepted by City Council Resolution No. 2023-0337 on October 24, 2023.

DRAFT FINDINGS OF FACT

Environmental

1. The Design Director finds as follows:

a. On November 10, 2016, pursuant to 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, the City Council approved an Environmental Impact Report (EIR) and adopted Findings of Fact and Statement of Overriding Considerations and approved the Railyards Specific Plan Update, KP Medical Center, MLS Stadium and Stormwater Outfall and adopted a mitigation monitoring plan (MMP) on November 10, 2016. (SCH No. 2006032058; Resolution No. 2016-0379).

The Railyards Lot 43 Project (DR23-218) (Current Project) proposes to develop a 475,786 square foot (including parking deck), five-story, 300-unit apartment building with 304 parking spaces within the Central Business District (C-3-SPD) zone and Sacramento Railyards Special Planning District (SPD and a Tree Permit for the removal of one street tree.

b. Staff determined that there are no proposed changes to the Original Project that require the preparation of a subsequent EIR.

c. The Design Director has reviewed and considered the information contained in the previously certified EIR for the Original Project, and all oral and documentary evidence received during the hearing on the Current Project. The Design Director has determined that the previously certified EIR, CEQA findings of fact and statement of overriding considerations constitute an adequate, accurate, objective, and complete review of the proposed Current Project and finds that no additional environmental review is required based on the reasons set forth below:

d. No substantial changes are proposed by the Current Project that will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

e. No substantial changes have occurred with respect to the circumstances under which the Current Project will be undertaken which will require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
f. No new information of substantial importance as been found that shows any of the following:
   i. The Current Project will have one or more significant effects not discussed in the previously certified EIR;
   
   ii. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;
   
   iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Current Project; or
   
   iv. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

2. The mitigation monitoring program for the Project remains in effect and applies to the Railyards Lot 43 Project (DR23-218). The mitigation monitoring program meets the requirements of CEQA section 21081.6 and CEQA Guidelines section 15091.

3. Upon approval of the Railyards Lot 43 (DR23-218), the applicant shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

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

**Site Plan and Design Review**

5. The design, layout, and physical characteristics of the proposed project are consistent with the general plan and any applicable specific plan or transit village plan in that the proposal adheres to the goals and policies of the general plan land use designation Residential Mixed Use (RMU) as it provides a high density residential use adjacent to public transit fostering a vibrant, walkable area where daily errands can be accomplished on foot, by bicycle, or by transit.

6. The design, layout, and physical characteristics of the proposed development are consistent with all applicable design guidelines and with all applicable development standards. The project is a contemporary design concept with modern materials and architectural elements that includes high quality, durable materials across all building elevations; as such the proposal is consistent with the Railyards design guidelines.
7. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the subject site and comply with all applicable design guidelines and development standards.

8. The design, layout, and physical characteristics of the proposed project are visually and functionally compatible with the surrounding neighborhood in that the proposed project will result in the construction of housing and commercial space that will activate street frontage. The project is consistent with the scale, massing, setbacks, and complimentary to other developments within the neighborhood.

9. The design, layout, and physical characteristics of the proposed project ensure energy consumption is minimized and use of renewable energy sources is encouraged in that the building will have to comply with Title 24 energy compliance standards.

10. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the project will add to the continued urbanization of the Railyards with multi-story residential building that will enhance the neighborhood with additional housing options and will incorporate an architectural design that compliments the surrounding neighborhood and will activate the pedestrian streetscape along 6th and 7th Streets.

**Tree Permit**

11. The Tree Permit for the removal of one (1) City street tree identified as City street tree #241232, according to the City tree inventory, is approved based on the following Findings of Fact:

   a. The removal of the tree is proposed because it conflicts with driveway and garage entry construction.

   b. The replacement plan is consistent with the standards set forth in section 12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance.

**200-Year Flood Protection**

12. The project site is within an area for which the local flood-management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood-protection system that, for the area intended to be protected by the system, will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood-hazard zone, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer’s Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).
DRAFT CONDITIONS OF APPROVAL

Site Plan and Design Review

Design Review / Planning

1. Provide 30 short-term bicycle parking spaces at the exterior of the building that are accessible to people visiting the site and need to secure their bike on their own without entering the building.

2. The proposed construction of a new apartment building is approved per attached plans and conditions of approval.

3. Provide the following building materials on the mixed-use building as indicated per approved plans.
   a. Thin brick veneer siding
   b. Painted cement plaster
   c. Fiber cement board large format with reveals
   d. Fiber cement board and batten siding
   e. Black anodized aluminum storefront system
   f. Prefinished integral color architectural grade metal panel with reveals
   g. Prefinished architectural grade corrugated metal
   h. Vinyl windows
   i. Glass balcony with metal top rail (perforated metal panels may be used a substitution at these locations)
   j. Painted metal guardrails and the balconies
   k. Painted perforated aluminum sun shades
   l. Vinyl window with metal trim surround
   m. Painted metal canopy

General

4. Any modifications to the approved project shall be subject to the review and approval of Planning staff (and may require additional entitlements).
5. All mechanical equipment proposed shall be screened to fit in with the design of the project per approved plans, and not exceed parapet height or be visible from any street or pedestrian views. Rooftop mechanical equipment shall be at or below the parapet or provide integral self-supporting screening system. Location of HVAC units and any other rooftop mechanical equipment and screening design shall be per approved plans.

6. Construct landscape improvements including all required irrigation, ground coverings, shrubs, and trees as shown on the final approved landscape plan exhibit.

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

8. Lighting:
   a. The type and location of the outdoor and exterior lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff during building plan check. Lighting shall be provided at the ground-level on all sides of the building and at each building entry.
   
   b. Per Section 17.612.030(B), exterior lighting shall reflect away from public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
   
   c. The design of the light fixtures within the garage parking area shall be reviewed and approved by Planning and Design Staff. A lighting and photometric plan shall be provided for review and approval as part of Building Permit documents.

9. The project shall provide bicycle parking as indicated on the approved plans and consistent with city code requirements. 150 long-term bicycle parking spaces and 30 short-term bicycle parking stalls will be provided on and off-site. The design and location of the bicycle parking facilities for long-term parking shall be per approved plans. Modifications will require additional Planning review and approval.

10. No signage has been reviewed or approved through the Site Plan and Design Review process. All future signage shall conform to the sign code standards found in SCC section 15.148.160 and shall be reviewed under the separate sign permitting process.

11. The applicant shall obtain all necessary building and encroachment permits prior to commencing construction. No permits shall be issued within the 10-day appeal period.

12. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any work that differs from the final set of plans approved by the Planning staff shall be subject to review and approval prior to issuance of a building permit.
13. 93 Planning In-progress inspections shall be called for prior to the following Building Inspections: 10 Bldg-Foundation Forms, 12 Bldg-Concrete Slab Forms, and 19 Bldg-Frame. An 89 Planning Final shall be called for prior to 29 Building Final.

14. Contractor and design team shall contact Planning Site Conditions unit (Brad Marchetti – bmarchetti@cityofsacramento.org) for a Pre-construction meeting prior to any grading or construction activities on-site.

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

Environmental Planning Services

16. Compliance with the adopted Mitigation Monitoring Plan (Resolution No. 2016-0379). Implementation and compliance with applicable mitigation measures shall be completed as described in the adopted Mitigation Monitoring Plan (Resolution No. 2016-0379).

17. In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services (phone 311 or (916) 799-1531; email tbuford@cityofsacramento.org) and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts.

18. The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird and raptor breeding season (February 1 through August 31) where feasible. All trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.

19. For any construction activities that will occur between February 1 and August 31, the applicant shall employ a qualified biologist to conduct preconstruction surveys in suitable nesting habitat on or near the construction area for nesting raptors and migratory birds. If the biologist determines that construction may occur without impacting the breeding effort, the nest(s) shall be monitored by the biologist during construction. If the biologist concludes that the project would impact the nest, construction activities will cease until the nest is no longer active. Completion of the nesting cycle shall be determined by the biologist.

20. Sacramento Metropolitan Air Quality Management District Basic Construction Emission Control Practices apply and compliance is required. See www.airquality.org. Other air district rules may apply and the air district should be consulted.
Department of Utilities

21. The applicant shall participate in the Railyards Finance Plan and pay all required fees, including all DOU development impact fees.

22. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities (DOU).

23. Improvement plans and project specific studies shall be consistent with the “Utilities and Services: Infrastructure Section” of the Sacramento Railyards Specific Plan, the approved Railyards Water, Sewer, and Drainage Master Plans, including the South of the Tracks Area (SOTA) Improvement Plans Drainage Design Report. Any deviations from the approved studies will require an addendum.

24. The project shall be consistent with the approved Railyards Water Master Plan, including addendums. Concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Failure to submit the water study may delay review and approval.

25. Per City Code Section, 13.04.070, multiple water services to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

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

27. The project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. Note: This development is part of a larger project, Railyards, that was granted 25 ESDs at the lower rate. The Railyards development has exhausted these credits; therefore, this project will be charged at the higher rate.

28. The project shall be consistent with the approved Railyards Sewer Master Plan, including addendums. All additional sewer flows shall be mitigated. Any deviations from the approved study will require an addendum to the approved Railyards Sewer Master Plan.

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

30. Onsite sewer and drainage facilities shall be separated systems.
31. All on-site drainage systems shall be designed to the standards specified in the DOU onsite manual.

32. The drainage study shall be consistent with the approved Railyards Drainage Master Plan, including addendums. The applicant shall prepare a project specific drainage study meeting the criteria specified in the current Design and Procedures Manual, for review and approval by the DOU. Failure to submit the drainage study may delay review and approval. If the proposed development exceeds the imperviousness that was specified in the accepted drainage master plan, then the applicant shall provide drainage mitigation and an addendum for the additional impervious area. An agreement may be required for detention and Low Impact Development (LID) features.

33. Until the drainage pump station has been completed and accepted by the DOU, drainage retention will be required for any increase in imperviousness. The drainage retention required shall be sized per the approved Railyards Drainage Master Plan. Demonstrate the temporary storm drain retention basin allotted for the South of the Tracks (SOTA) development area has sufficient capacity. Any deviations from the approved studies will require an addendum.

34. Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements, and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

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

36. The project is subject to meet the Greenfield Development requirements. The finished floor of new structures shall be at least 12-inches above the highest adjacent 100-year event HGL of the City's drainage system and at least 18-inches above the controlling overland release point in the public right-of-way. See Section 11.1.3 of the DPM for a definition of overland release point.

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

38. This project will disturb more than one (1) acre of land; therefore, the project is required to comply with the State’s “Construction General Permit”. To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State’s Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.
39. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

40. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has more than one-acre of new or modified impervious area; therefore, Low Impact Development (LID), certified full capture trash control devices, on-site treatment, and source control measures will be required. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during early planning stages.

41. A separate maintenance agreement may be required for on-site treatment control measures, low impact development (LID), and full capture control devices. Contact DOU for a list of accepted proprietary devices considered for treatment control and full capture trash control. Construction drawings must include all proposed source controls and on-site water quality measures selected for the site. Refer to the latest edition of the “Stormwater Quality Design Manual for the Sacramento Region” for appropriate measures.

**Park Planning and Development Services**

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

   a. Title 17, 17.512 Park Dedication due for this project is 1.11 acres. This is based on the creation of 300 new multi-family residential units in the Central City Community Plan Area. The Quimby obligation is satisfied with the dedication of Vista Park Irrevocable Offer of Dedication.

   b. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at $1,299,900. The Park Development Impact Fee due for this project is based on the Central City Incentive Zone Rate of a maximum of $4,333 for units over 2,000 square feet. 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.

**Department of Public Works**

43. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P15-040).

44. Meet all conditions of the Development Agreement for the Railyards Project (P15-040).
45. The applicant shall annex into and pay all fees associated with the Railyards Specific Plan Finance Plan to the satisfaction of the City of Sacramento.

46. The calculated fee pursuant to the I-5 Sub-Regional Corridor Mitigation Fee Program is required to be paid concurrent with issuance of a Building Permit (or functional equivalent for Building Permit exempt construction).

47. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along 6th Street, 7th Street, F Street and G Street per City standards to the satisfaction of the Department of Public Works.

48. Construct Buffered Bike Lanes on 6th Street per the Railyards Specific Plan to the satisfaction of the Department of Public Works.

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

50. All potential users of the gated vehicular garage entry shall be equipped with remote access controls/fobs for quick access to the garage to the satisfaction of the Department of Public Works.

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

52. All crosswalks shall be disability access compliant; curb ramps shall be installed and/or relocated as determined necessary by the Department of Public Works at each intersection.

53. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards.

54. The site plan shall conform to the parking standards set forth in City Code 17.608.040.

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

56. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works.
57. The applicant shall apply for a revocable encroachment permit for any proposed encroachments onto the right of way (i.e. signage, bike racks, awnings, etc.) and must meet all requirements of such permit to the satisfaction of the Department of Public Works.

58. The applicant shall apply for a revocable encroachment permit for any proposed improvements within the City’s 6-foot MSE wall maintenance easement. The applicant shall be responsible for removal of any improvements constructed within this easement that may interfere with the maintenance of the Wall and 6th street bridge to the satisfaction of the Department of Public Works.

59. The applicant shall submit a complete structural and geotechnical design of the proposed modifications to the existing slope and maintenance easements prepared by a licensed structural engineer for City review and approval. The applicant shall pay for the cost of a third-party structural review by a licensed structural engineer to review the submitted design and proposed modifications of the existing slope and maintenance easements along the 6th Street Bridge and G street to the satisfaction of the Department of Public Works.

60. The applicant shall submit a plat map showing all proposed modifications to the existing MSE wall slope easements and maintenance easements. The existing recorded agreement “Easement Agreement for Slope Maintenance” will also need to be modified to reflect the proposed modifications to existing easements to the satisfaction of the Department of Public Works.

61. 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 to 3.5’ in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

62. Coordinate with the Department of Public Works, Parking Division for the installation of a loading zone along G Street. The applicant shall be responsible for the cost of removal of any existing parking equipment and signage and for the installation of a loading zone and associated markings and signage to the satisfaction of the Department of Public Works.

63. If unusual amounts of bone, stone, or artifacts are uncovered, work, in the area within the distance required by federal requirements 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.

Sacramento Sewer

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

Sacramento Municipal Utility District (SMUD)

65. SMUD has existing underground 21kV facilities along all sides of the property (east side of 6th Street, north side of G St, east side of 7th Street and north side of F Street) that will need to remain. SMUD also has underground 115 kV transmission facilities along the east side of the property (west side of 7th Street) that will need to remain. SMUD also has underground 12 kV facilities along the east side of the property (in 7th Street) that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

66. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

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

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

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

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

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

72. SMUD requires a minimum of 30" separation between the edge of the manhole or vault lid and any other object.

73. During SMUD's routine maintenance or during emergency repairs at manholes or vault lids, SMUD reserves the right to close off the area/sidewalk directly surrounding the manholes/vault lids to ensure the public's safety and the safety of SMUD's crews.
74. SMUD operates high-priority underground transmission lines in proximity to the proposed development. The developer and their agents will be responsible to protect these high-priority installations. Any construction excavation activities in proximity to the high-priority lines shall obey SMUD technical procedure TP0601, "REQUIREMENTS FOR EXCAVATION IN PROXIMITY OF SMUD’s UNDERGROUND TRANSMISSION CABLES". https://www.smud.org/-/media/Documents/Corporate/Working-with-SMUD/Land-Use/Requirements-for-Excavations.ashx

75. The shown transformer location and space on the provided plans will have to be validated by SMUD to ensure it meets all location, spacing, and design criteria per the requested service size. Additional space may be required pending the requested service size. This may include space for a switch or switches pending the service requirements. Please contact SMUD Line Design for additional information.

**Recycling and Solid Waste Division**

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

77. The trash rooms must have sufficient space to store bins for trash, recycling, and organics. Containers may be used with an increase in collection frequency as an alternative to bins. The resident trash rooms shall have containers or chutes for trash, recycling, and organics. The proposed plans show two chutes, one for garbage and one for recycling. Applicant shall share with City how residents will be able to dispose of organic waste. Minimum service levels for recycling and organics are found in Chapter 13.24.570. Please ensure the proposed service levels meet the minimum requirements.

78. Applicant must provide a statement of how trash, recycling, and organics will be organized and collected after project is complete, per City Code Chapter 17.616.020. This statement must explain how the property manager will collect from the trash, recycling and organics receptacles located around the site and place each material type in the appropriate bin in the trash enclosure. Property management shall have sufficient staff to bring bins out to the street for service and return them to the waste rooms after service; the commercial waste hauler servicing the site will not be responsible for bringing the bins out to the street for service.

79. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the containers safely. Staff recommends that waste collection service be provided outside of peak hours.

80. This project will be required to submit a Construction and Demolition (C&D) Debris plan, as outlined on the City's web site at http://www.cityofsacramento.org/public-works/RSW/Collection-Services/Recycling/Construction-and-Demolition. Please contact the Solid Waste C&D team if you have any questions: (916) 808-0965 or C&D@cityofsacramento.org
Sacramento Police Department

Lighting

81. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of .95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.

82. Light poles, if applicable, shall be no higher than 16’.

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

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

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

86. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

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

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

Landscaping

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

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

91. Fencing, if applicable, shall be of decorative tubular steel, no climb type and a minimum of 6’ in height.

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

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

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

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

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

97. VASS shall be capable of storing no less than 30 days’ worth of activity.

98. VASS shall provide comprehensive coverage of:
   • areas of ingress and egress
   • parking lot
   • coverage of all four (4) exterior sides of the property
   • adjacent public rights of way
   • main lobby entrances
   • hallways
   • elevators

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

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

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

102. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.
103. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).

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

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

106. The Applicant’s project, including other projects within the Railyards project area, shall be subject to covenants, conditions and restrictions (CC&Rs) that requires the employment of a uniformed security service by an association formed under the CC&Rs which is available to respond 24/7 to onsite disturbances. The security service shall be registered and in good standing with the Bureau of Security and Investigative Services (BSIS). Applicant may request a modification of this condition at any time. Any request for modification shall be in writing and submitted to the Sergeant of the Sacramento Police Department’s CPTED unit and specify the desired modification(s). The Sacramento Police Department will evaluate the modification request and will respond within 30 days of receipt of the request.

During Construction

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

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

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

Fire

110. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. California Fire Code Section 501.4

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

112. Note: the fire control room when housing a fire pump shall have a minimum 1-hour fire separation from the remainder of the building. The provided floor plan identifies an area of approximately 1,000 square feet of “Mechanical Room” where the fire control room is identified. Construction drawings when submitted will shall identify a dedicated fire
control/fire pump room of a minimum of 200 square feet in area with a direct access door to the exterior. California Fire Code as Amended by the Sacramento City Code Section 901.4.7

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

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

115. Provide a Site Safety Plan in compliance with Section 3303 of the California Fire Code. The plan shall identify at minimum, the following safety precautions during demolition and construction:
   a. Name and contact information of the Owner’s authorized agent (Site Safety Director) responsible for the development, implementation and maintenance of an approved written site safety plan.
   b. Procedures for reporting emergencies.
   c. Fire Department Access Routes.
   d. Location of fire protection equipment, including type and size of fire extinguishers.
   e. Smoking and cooking policies that include designated safe areas where smoking and cooking may occur with adequate signage in accordance with Section 3305.8
   f. Location(s) and proper safety considerations for temporary heating and any associated equipment.
   g. Hot Work Plan when any welding and/or cutting shall occur.
   h. Means of providing safeguards to minimize the risk of unwanted releases, fires or explosions involving hazardous materials, such as ignitable liquids/vapors or other combustible materials and ignition sources (cutting and welding, etc).
   i. Designated smoking areas free of ignitable vapors and other combustible materials.

Building

116. The parcels must be merged before a building permit can be issued. The new structures cannot be constructed over property lines, as this creates fire separation distance conflicts.

117. Unless specifically modified in Chapter 4 and this chapter, adhere to the limits set in CBC 504 and 506 for building height, number of stories, and building area. These limits are based on the construction type determined by CBC 602 and occupancies as determined by CBC 302, except for modifications provided elsewhere. Apply provisions for building height, number of stories, and building area independently. If separated by one or more fire walls compliant with CBC 706, consider each section as a separate building for area and height calculations. [CBC 503.1]
118. Using both a height and area increase for occupancies regulated by the Office of the State Fire Marshal is prohibited. Consider this restriction when determining the allowable area and height for an R-2 occupancy.

119. At the time of permit submittal, please ensure that complete detailing is provided to demonstrate compliance with §705.3 exception 2 for all occupant use openings between the S-2 garage and the residence building. The opening protection must have a fire protection rating of no less than 1 ½.

**Tree Permit**

120. The Tree Permit for the removal one (1) City street tree identified as tree #241232, a 5-inch DSH Chinese pistache tree, according to the City tree inventory.

121. The applicant shall pay in-lieu fees of $1,625.00 to be deposited to the Tree Planting and Replacement Fund, due upon receipt of the invoice.

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

123. The applicant shall replant the tree #241229 planting site with a 15-gallon crape myrtle tree, to the satisfaction of the City Urban Forester.

**Advisory Notes**

*The following advisory notes are informational in nature:*

ADV 1. The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

ADV 2. All groundwater discharges to the Combined or Separated Sewer and/or drainage systems must be regulated and monitored by the DOU (City Council Resolution #92-439). Groundwater discharges to the City’s sewer system are defined as follows; 1) Construction dewatering discharges, 2) Treated or untreated contaminated groundwater cleanup discharges, 3) Uncontaminated groundwater discharges, and 4) Discharges associated with soil remediation projects.

ADV 3. As of January 1, 2018, all new multi-family residential construction will require sub-metering of each residential unit pursuant to all requirements found in California Senate Bill 7 (SB7). These requirements at a minimum include installing sub meters, billing for water based on the sub meters, and long-term calibration and maintenance of the sub meter. The SB7 requirements are the responsibility of the property owner.

ADV 4. The Railyards Master Developer is required to extend the public 18-inch transmission water main in 7th Street to the satisfaction of the DOU. The extension will need to be completed prior to the approval of future phase maps, excluding The Railyards Unit 1 and Unit 3 Final Maps, FPM22-0003 and FPM22-0033,
respectively.

ADV 5. The applicant is responsible for obtaining all necessary permits, easements, and approvals from federal, state, and applicable local agencies (i.e., California Department of Transportation (Caltrans), Union Pacific Railroad (UPRR), etc.) for the construction of this project.

ADV 6. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

ADV 7. This development project is part of a larger development, The Railyards. Projects with submitted grading permit applications or subdivision improvement plan applications that have been accepted for processing by the City and have paid application fees prior to January 22, 2024, or grading permit applications or subdivision improvement plans approved prior to January 22, 2024, are not subject to the adjusted fee amounts for five years after January 22, 2024.

ADV 8. City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

Respectfully Submitted:  
Sierra Peterson  
Associate Planner

Recommendation Approved:  
Matthew Sites  
Senior Architect, AIA

The decision of the Design Director may be appealed to the Planning and Design Commission. An appeal must be filed within 10 days of the Design Director's hearing. If an appeal is not filed, the action of the Design Director is final.
6TH & F STREET APARTMENTS
SACRAMENTO, CA
FAIRFIELD

## Building Project Description

A 300 Unit Development Consisting of a 5-Story Type II-A Residential Building + 6-Story Type I-A Parking Structure

### Gross Land Area
- 2,179,000 SF
- 3.52 ACRES

### Residential Gross Area
- 2,328,200 SQ FT

### Parking Structure Gross Area
- 164,110 SQ FT

### Total Units
- 300 UNITS

**Parking Structure Not Included**

### Open Space
- 60 SF per Dia min

### Lot Coverage
- 84%

### Current Zoning
- P1

### Project Information

**Residential Building**

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**Enclosed Amenities**

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**Open Space Summary**

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**Parking**

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**Building, Area (LGF for FAR Calculations)**

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**Residential Building (LGF for FAR Calculations)**

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**FAR & ACRA**

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**Residential Building Project Information**

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EXISTING VIEWS OF THE PROJECT SITE
### 2022 CBC - BUILDING CODE ANALYSIS - HEIGHT AND AREA - TYPE III-A CONSTRUCTION

<table>
<thead>
<tr>
<th>Building Use</th>
<th>Occup. Group</th>
<th>Constr. Type</th>
<th>Sprinklers (903.3.1.1)</th>
<th>Allowable Ht / Stories</th>
<th>Height Provided</th>
<th>Allowable Building Area</th>
<th>Max Bldg Area per Bdgd Section</th>
<th>Avg. Bldg Area per Story (S-St)</th>
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<tbody>
<tr>
<td>Parking Structure</td>
<td>S-2</td>
<td>I-A</td>
<td>NIPA 13</td>
<td>UL</td>
<td>4 St.</td>
<td>Tab. 502.2</td>
<td>Non-sprinkler: (Sec. 502.2)</td>
<td>84,000</td>
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<td>Sprinkler: (Sec. 502.3)</td>
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<td>Total: (Sec. 502.3)</td>
<td>98,000</td>
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<td>Leasing Office</td>
<td>B</td>
<td>I-A</td>
<td>NIPA 13</td>
<td>UL</td>
<td>1 St.</td>
<td>Tab. 502.2</td>
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<td>Sprinkler: (Sec. 502.3)</td>
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<td>Total: (Sec. 502.3)</td>
<td>62,000</td>
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<tr>
<td>Residential Dwellings Units</td>
<td>R-2</td>
<td>III-A</td>
<td>NIPA 13</td>
<td>60 / 5 St.</td>
<td>60 / 5 St.</td>
<td>Tab. 502.2</td>
<td>Non-sprinkler: (Sec. 502.2)</td>
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<td>Sprinkler: (Sec. 502.3)</td>
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<td>Total: (Sec. 502.3)</td>
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<td>60 / 5 St.</td>
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<td>Total: (Sec. 502.3)</td>
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**NOTES:**
- Approved sprinklers (NIPA 13) used for area increase, NOT height and story increase
- Height and occupiable floor levels not considered when building is located in a high-rise per Section 202
- Building corridors shall comply with the requirements of CBC Section 1020
- Building Exit Passageway shall comply with the requirements of CBC Section 1024
- Where an egress enclosure is extended to an exit, discharge or a public way by an exit passageway, the exit enclosure shall be considered a part of the exit passageway by a fire barrier constructed in accordance with CBC Section 707 or a horizontal assembly constructed in accordance with Section 711, or both.
- Section 1024.3.1, where the building is equipped with an approved automatic fire sprinkler system (NIPA 13) per CBC Section 1020.4

---

**RESIDENTIAL BUILDING**

**Fire Access Model**

**6TH & F STREET APARTMENTS**

**SACRAMENTO, CA**

**FAIRFIELD**

---

**VICINITY MAP**
**NARRATIVE**

- **LANDING**
  - 3500LB SYNERGY SELF-SUPPORTED EV LOBBY TRASH NO.
  - NO TYP.
  - LEASING DD16-LL-G
  - DD10-LL-G
  - BIKE RACK
  - BIKE RACK
  - BIKE RACK
  - BIKE RACK
  - BIKE RACK
  - 16 BIKES O.F.A.
  - 16 BIKES DD16-LL-G
  - BIKE RACK
  - DN RAMP UP 20%
  - RAMP DN
  - STINGER-TRUCK SERVICE FOR CONVEYANCE OF BINS TO THE STAGING
  - PROVIDE FOR SOLID WASTE TRASH BINS AT EACH TRASH ROOM FOR THE TRASH CHUTES LOCATED WITHIN THE BUILDING AT EACH LEVEL. THE TRASH ROOMS LOCATED ADJACENT TO THE TRASH STAGING AREAS AND COMMENCE THE PLAN FOR THE RESIDENTIAL BUILDING IS EXPLAINED AS FOLLOWS:
  - SS1-TRASH TERMINATION ROOM
  - COST:
  - 6TH STREET FF: 24'-4" PARKING STRUCTURE
  - 7TH STREET FF: 24'-4"

- **RESIDENTIAL BUILDING**
  - Waste Management Plan

**LEGEND**

- TRASH TERMINATION ROOM
- TRASH TERMINATION AREA
- PASSAGE
SOLAR PANEL - CFA METHOD

**CFA Method**

<table>
<thead>
<tr>
<th>CFA Method</th>
<th>Conditioned floor area</th>
<th>Total S/F</th>
<th>DWELLING UNIT</th>
<th>CONDOMINIUM UNIT</th>
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<td>267.87</td>
<td>351.3</td>
<td>257.176</td>
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**Notes:**
- CFA: conditioned floor area is the floor area (SF) of enclosed conditioned space on all floors of a building, as measured at the floor level of the exterior surfaces of exterior walls enclosing the conditioned space. (Assuming corridors are not conditioned.)
- A: CFA adjustment factor specified in Table 170.3-U per Climate Zone

---

SOLAR PANEL - SARA METHOD

**Legend**
- Occupied Space
- Unoccupied Space

**SARA Method**

<table>
<thead>
<tr>
<th>Non-acceptable roof area (x 14 SF)</th>
<th>Total Roof Area</th>
<th>Occupied Area</th>
<th>Unoccupied Area</th>
<th>Roof Area</th>
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<td>48.241</td>
<td>31.426</td>
<td>37.825</td>
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**Notes:**
- Occupiable roof area - mechanical equipment platform, 5' fire access perimeter of building, 5' on each side of fire separation, 5' fire access route between mechanical platforms and roof access stair.

**Solar Panel Calculations:**

**SARA Method**

<table>
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<tr>
<th>Panel Rating (W)</th>
<th>Available (W)</th>
<th>Panel Efficiency [%]</th>
<th>Number of Panels</th>
<th>Area (W)</th>
<th>Area (M²)</th>
<th>M² x M²</th>
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<td>3209.4</td>
<td>3099.4</td>
<td>95%</td>
<td>26</td>
<td>37.564</td>
<td>77.128</td>
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**Note:** Per code, the method that produces the lesser number shall be adhered to. In this case, it is the SARA method. However, energy modeling calculations which result in further reduction will supersede the prescriptive calculations.
**West Elevation 3**

1. Brick Veneer
2. Painted Stucco
3. Fiber Cement Board
4. Board & Batten Fiber Cement Board
5. Store Front System
6. Metal Panel with Integral Color
7. Vinyl Windows
8. Painted Metal Guardrail
9. Painted Aluminum Sun Shades
10. Vinyl Windows with Metal Trim Surround
11. Painted Metal Canopy

**Material Legend**

- **1. Brick Veneer**
- **2. Painted Stucco**
- **3. Fiber Cement Board**
- **4. Board & Batten Fiber Cement Board**
- **5. Store Front System**
- **6. Metal Panel with Integral Color**
- **7. Vinyl Windows**
- **8. Painted Metal Guardrail**
- **9. Painted Aluminum Sun Shades**
- **10. Vinyl Windows with Metal Trim Surround**
- **11. Painted Metal Canopy**

**Paint Colors**

- **A. SW 6062 Vintage Leather**
- **B. SW6069 French Roast**
- **C. SW9118 Tarnished Treasure**
- **D. SW6343 Pueblo**
- **E. SW9541 White Snow**
- **F. SW6254 Lazy Gray**
- **G. SW6990 Caviar**

**Residential Building Color and Material Board**

**6th & F Street Apartments**

Sacramento, CA

Fairfield
WEST COURTYARD #1
4,675 SF
• built-in bbq (1)
• outdoor dining
• accent lighting
• fire pit
• soft seating

EAST COURTYARD #2
4,020 SF
• built-in bbqs (2)
• banquette dining
• accent lighting
• lounge furnishings
• game lawn

ENLARGED PATIOS

TO 7TH STREET

TO F STREET

COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

AMENITY COURTYARDS ENLARGEMENT - L.3
6TH STREET COURTYARD ENLARGEMENT - L.4

PUBLIC LINEAR PARK
• respite - see sheet L.5

6TH STREET COURTYARD #3
2,000 SF

DECORATIVE LOUVER FENCE - SEE IMAGE NEXT PAGE

BARK PARK
• synthetic turf
• gated vestibule
• moveable seating
• louvered fence

VIEW TERRACE
• sit up bar with specimen tree & views to bark park
• soft seating
• built-in bbq
• picnic tables
• festival lighting

RESIDENT ENTRY ONLY
16'8'4'0'

COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

PORTAL
• simple metal eyebrow trellis at pedestrian connections

LINEAR PARK ENLARGEMENT

TYPICAL RESPITE
• bench seating
• accent paving
• corten steel planter

NOTE:
• existing sidewalk to be protected in place

NOTE:
• paseo to meet enhanced pedestrian experience
design objectives consistent with City of Sacramento Pedestrian Master Plan

START OF OVERPASS

6TH STREET
**6TH & F STREET APARTMENTS - SACRAMENTO, CA**

**September 01, 2023**

**Compliant with Sacramento Railyards Specific Plan**

**POOL DECK**
- 24' x 48' pool
- 140 sf spa
- Lounge furnishings
- Bespoke daybed
- Accent tree
- Accent wall
- Oversized tv above spa at parapet wall
- Pottery

**OUTDOOR CLUB PATIO**
- Solid roof
- Built-in bbq (2)
- Built-in bar
- Banquette dining
- Accent lighting
- Lounge furnishings
- Nana wall system

**WALL GRAPHIC**

**FITNESS BREAKOUT**
- Turf
- Hedge screening in linear pots

**California Room**
- 1158 SF
- Overhead structure
- Decorative metal paneling
- Built-in bbq (2)
- Built-in bar
- Banquette dining
- Accent lighting
- Lounge furnishings
- Fireplace w/ mounted tv

**Rooftop Enlargement**
- L.6

**View to Sierras**

**View to River**

**View to Downtown**
PLANT SCHEDULE

<table>
<thead>
<tr>
<th>TREE</th>
<th>BOTANICAL / COMMON NAME</th>
<th>SIZE</th>
<th>WUCOLS</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACER X FREEMANII 'ARMSTRONG'</td>
<td>ARMSTRONG FREEMAN MAPLE</td>
<td>36&quot; BOX</td>
<td>MODERATE</td>
<td>4</td>
</tr>
<tr>
<td>Aesculus X Carnea</td>
<td>RED HORSECHSTNUT</td>
<td>24&quot; BOX</td>
<td>MODERATE</td>
<td>8</td>
</tr>
<tr>
<td>Arbutilus X Thyrsiflorus</td>
<td>NN - STRAWBERRY TREE MULTI-TRUNK</td>
<td>48&quot; BOX</td>
<td>LOW</td>
<td>8</td>
</tr>
<tr>
<td>Cercis Canadensis 'Merlot'</td>
<td>MERLOT EASTERN REDBUD</td>
<td>36&quot; BOX</td>
<td>MODERATE</td>
<td>3</td>
</tr>
<tr>
<td>Ailanthus X Carnea</td>
<td>RED HORSECHSTNUT</td>
<td>24&quot; BOX</td>
<td>MODERATE</td>
<td>5</td>
</tr>
<tr>
<td>Arbutilus X Thyrsiflorus</td>
<td>NN - STRAWBERRY TREE MULTI-TRUNK</td>
<td>48&quot; BOX</td>
<td>LOW</td>
<td>8</td>
</tr>
<tr>
<td>Cercis Canadensis 'Merlot'</td>
<td>MERLOT EASTERN REDBUD</td>
<td>36&quot; BOX</td>
<td>MODERATE</td>
<td>3</td>
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<tr>
<td>Chilopsis Linearis 'Bubba'</td>
<td>BUBBA DESERT WILLOW</td>
<td>36&quot; BOX</td>
<td>VERY LOW</td>
<td>1</td>
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<tr>
<td>Ginkgo Biloba 'Princeton Sentry'</td>
<td>PRINCETON Sentry MAIDENHAIR TREE</td>
<td>36&quot; BOX</td>
<td>MODERATE</td>
<td>6</td>
</tr>
<tr>
<td>Laurus Nobilis Column</td>
<td>SWEET BAY COLUMN</td>
<td>24&quot; BOX</td>
<td>LOW</td>
<td>12</td>
</tr>
<tr>
<td>Laurus X 'Saratoga'</td>
<td>SARATOGA HYBRID LAUREL</td>
<td>24&quot; BOX</td>
<td>LOW</td>
<td>13</td>
</tr>
<tr>
<td>Ligustrum 'Pyramid' Topiary</td>
<td>'PYRAMID' PRIVET Topiary</td>
<td>24&quot; BOX</td>
<td>LOW</td>
<td>2</td>
</tr>
<tr>
<td>Magnolia Grandiflora 'Little Gem'</td>
<td>LITTLE GEM DWARF SOUTHERN MAGNOLIA</td>
<td>36&quot; BOX</td>
<td>MODERATE</td>
<td>5</td>
</tr>
<tr>
<td>Magnolia X Soulangiana</td>
<td>SAUCER MAGNOLIA</td>
<td>24&quot; BOX</td>
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<tr>
<td>Malus X 'Prairifire'</td>
<td>PRAIRIFIRE CRABAPPLE</td>
<td>24&quot; BOX</td>
<td>MODERATE</td>
<td>4</td>
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<tr>
<td>Olea Europaea 'Wilsonii'</td>
<td>WILSON OLIVE</td>
<td>48&quot; BOX</td>
<td>LOW</td>
<td>1</td>
</tr>
<tr>
<td>Olea Europaea 'Wilsonii'</td>
<td>WILSON OLIVE</td>
<td>60&quot; BOX</td>
<td>LOW</td>
<td>1</td>
</tr>
<tr>
<td>Prunus X 'Okame'</td>
<td>OKAME FLOWERING CHERRY</td>
<td>24&quot; BOX</td>
<td>MODERATE</td>
<td>6</td>
</tr>
<tr>
<td>Quercus Douglassii</td>
<td>BLUE OAK</td>
<td>48&quot; BOX</td>
<td>LOW</td>
<td>1</td>
</tr>
</tbody>
</table>

6TH & F STREET APARTMENTS - SACRAMENTO, CA
FAIRFIELD
06-12-2024

COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

TREES PLANT SCHEDULE

PROJECT NAME
CLIENT
CITY, CA
00.00.19 NORTH

SCALE: 1/4" = 1'-0"
1. This project shall contract with a Project Arborist experienced with tree protection and construction that is required to:

a. Attend all project site meetings to approve of and inform contractors of all tree protection measures.

b. Visit the site before and after demolition, grading, and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.

c. Be responsible for correcting any site conditions that may negatively impact the trees and monitor the site to ensure that corrective action was properly implemented.

d. The Project Arborist shall report in writing to Urban Forestry all violations and tree construction failure along with corrective action taken and expected outcomes.

2. All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and base from the impact of construction activities.

3. The planter area shall be maintained as a tree protection zone. Where there are no existing drainage, access shall be limited to a six-foot high chain link fence that shall remain throughout the duration of the project to prevent construction traffic from compacting the soil in the planters.

4. Existing trees and tree vegetation shall be accommodated onsite.

5. Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be permitted only after the regulated work is conducted to its condition and function prior to the beginning of the project.

6. All excavation, grading, or trenching within the dripline of a protected tree shall be for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other activity that may have negative impacts on the trees and soil.

7. There shall be no excavation deeper than the existing elevation for sidewalks within the dripline of protected trees.

8. There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated inside the tree protection zone of protected trees.

9. There shall be no soil compaction within the dripline of protected trees.

10. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zones:

   a. Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a six-foot high chain link fence that shall remain throughout the duration of the project to prevent construction traffic from compacting the soil in the planters.

   b. Construction trailers and job-ports shall be placed on existing hardcpace or bridged over tree protection zones or planters as not to compact soil.

   c. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.

11. The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or tree protection zone:

   a. Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a six-foot high chain link fence that shall remain throughout the duration of the project to prevent construction traffic from compacting the soil in the planters.

   b. Construction trailers and job-ports shall be placed on existing hardcpace or bridged over tree protection zones or planters as not to compact soil.

   c. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.

12. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zones:

   a. Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a six-foot high chain link fence that shall remain throughout the duration of the project to prevent construction traffic from compacting the soil in the planters.

   b. Construction trailers and job-ports shall be placed on existing hardcpace or bridged over tree protection zones or planters as not to compact soil.

   c. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.

13. All trees shall be watered regularly according to the recommendation of the Project Arborist.

14. The applicant shall be financially responsible for any damage to City trees associated with the project. Accidental or negligent actions that damage City trees may result in a penalty.

15. Tree preservation failures along with corrective action taken and expected outcomes.

16. Authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.
CERTIFYING THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PLAN, FINDINGS OF FACT, AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL PROJECTS (P15-040)

BACKGROUND

A. On October 24, 2016, the City Planning and Design Commission conducted a public hearing on the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall projects at which it reviewed and considered the Subsequent Environmental Impact Report for the projects and passed a motion to forward to the City Council a recommendation to approve the project.

B. On November 10, 2016, the City Council conducted a public hearing that was noticed in accordance with Sacramento City Code sections 17.812.010 and 17.812.030 at which it received and considered oral testimony and other evidence concerning the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall projects.

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

Section 1. The City Council finds that the Subsequent Environmental Impact Report for the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall (herein SEIR), which consists of the Draft SEIR and the Final SEIR (Response to Comments) (collectively the “SEIR”) has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the SEIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental
CHAPTER 4
Mitigation Monitoring Plan

4.1 Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall projects. The intent of the MMP is to track and successfully implement the mitigation measures identified within the Draft Subsequent Environmental Impact Report (SEIR) for this project.

4.2 Mitigation Measures

The mitigation measures are taken from the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall Draft SEIR and are assigned the same number as in the Draft SEIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

4.3 MMP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

**Impact:** This column summarizes the impact stated in the Draft SEIR.

**Mitigation Measure:** All mitigation measures that were identified in the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall Draft SEIR are presented, as revised in the Final SEIR, and numbered accordingly.

**Action(s):** For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the
criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

**Component:** This column identifies the relevant component of the proposed projects to which the mitigation measure applies. The mitigation measure may apply to the entire RSPU (Railyards Specific Plan Update) including its project-specific components, or individually to the KPMC (KP Medical Center), MLS (MLS Stadium), or SO (Stormwater Outfall). More than one project component may be identified.

**Implementing Party:** This item identifies the entity that will undertake the required action.

**Timing:** Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

**Monitoring Party:** The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Sacramento Metropolitan Air Quality Management District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.
TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Action(s)</th>
<th>Component</th>
<th>Implementing Party</th>
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</tr>
</thead>
<tbody>
<tr>
<td>4.1.1. Aesthetics, Light, and Sign</td>
<td>4.1-1. The implementation of the RSPU, including the potential development of high-rise buildings adjacent to the riverbank</td>
<td>Identify light fixtures to be used on Construction Plans and demonstrate that the fixtures minimize spillover</td>
<td>RSPU, MLS</td>
<td>Project applicant</td>
<td>Prior to approval of site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4.1-2. For development within the allowable footprints on Lot 20, the following base height, bulk and massing requirements shall be added to the RSPU Design Guidelines and enforced through the SPD and the City’s Site Plan and Design Review process</td>
<td>Incorporate requirements for base height, bulk and massing for Lot 20, as described in Mitigation Measure 4.1-1</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to approval of site plan and design review</td>
</tr>
<tr>
<td>4.1.2.</td>
<td>The potential development of high-rise buildings adjacent to the riverbank could alter public views</td>
<td>Identify light fixtures to be used on Construction Plans and demonstrate that the fixtures minimize spillover</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to approval of site plan and design review for applicable projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>

**TABLE 4-1 Continued**

<table>
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<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Action(s)</th>
<th>Component</th>
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<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1.3. Signage</td>
<td>4.3-3(a)</td>
<td>Identify light fixtures to be used on Construction Plans and demonstrate that the fixtures minimize spillover</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to approval of site plan and design review for applicable projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>

**TABLE 4-1 Continued**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Action(s)</th>
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<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1.4. Street Lighting</td>
<td>4.4-3(a)</td>
<td>Prepare and submit lighting plan to the City of Sacramento Development Services Department</td>
<td>RSPU, MLS</td>
<td>Project applicant</td>
<td>Prior to approval of site plan and design review for each applicable development project</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td>4.4-3(b)</td>
<td>The project applicant shall submit to the Community Development Department a signage and lighting design plan for the Stadium which satisfies lighting design standards and guidelines. The lighting design plan shall state, at a minimum:</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of building permit</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>
### TABLE 4-1

**SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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<th>Impact</th>
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<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.1-4: The proposed projects could create a new source of glare.</td>
<td>Design and test lighting and signage to comply with City Code</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of building permit</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td>4.1-6: The proposed projects could contribute to cumulative sources of glare.</td>
<td>Include low emission (Low-E) glass specifications on Construction Plans.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td>4.2-2: Construction of the Proposed Project would result in short-term emissions of NOx, PM10 and PM2.5.</td>
<td>Include construction site and equipment specifications identified in Mitigation Measure 4.2-2(a) on Grading and Construction Plans.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
</tr>
</tbody>
</table>

#### 4.1 Light Quality

- Ensure that project lighting shall not cause more than two foot-candles of lighting intensity or affect glare from the light source at any residential property. This would preclude excessive light from bright lighting sources, and require an exploratory lighting study to assess the integrity of the project lighting to avoid any adverse impacts on the adjacent properties.
- Prior to issuance of a building permit for the Stadium signage displays, the project applicant shall retain a lighting design expert who shall develop plans and specifications for the proposed lighting displays, establish maximum luminance levels for the displays, and install and test the display to ensure compliance with all City lighting regulations and these mitigation measures.
- The project applicant shall comply with City Code Section 8.072.010, which establishes regulations regarding the use of searchlights.
- The project applicant shall comply with City Code Section 8.072.010, which establishes regulations regarding the use of searchlights.
- The project applicant shall comply with City Code Section 8.072.010, which establishes regulations regarding the use of searchlights.

#### 4.2 Air Quality

- Prior to issuance of any grading or improvement plans shall include the following SMAQMD Basic Construction Emission Control Measures:
  - All exposed surfaces shall be watered at least twice daily.
  - Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
  - Cover or maintain at least two feet of the area to be graded using a tarp, tarpaulin, or other similar material on the site. Any haul trucks that would be transporting materials shall be covered with a tarp or tarpaulin.
### TABLE 4-1

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure Action(s)</th>
<th>Component</th>
<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use wet power vacuum street sweepers to remove any visible residual mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition permit or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
<td></td>
</tr>
<tr>
<td>Limit vehicle speeds on unpaved roads to 15 miles per hour.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition permit or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
<td></td>
</tr>
<tr>
<td>All roadways, driveways, sidewalks, parking lots shall be paved as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition permit or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
<td></td>
</tr>
<tr>
<td>Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition permit or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
<td></td>
</tr>
<tr>
<td>Maintain all construction equipment in proper working condition according to manufacturer’s specifications.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition permit or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
<td></td>
</tr>
</tbody>
</table>

4.2-2(b) City approval of any grading or improvement plans shall include the following SMAQMD Enhanced Exhaust Control Practices:

- Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the Proposed Project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The contractor’s contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least 4 business days prior to the use of off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the Proposed Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.

- Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, alternate treatment products, and/or other options as they become available.

Include construction equipment specifications listed in Mitigation Measure 4.2-2(b) on Grading and Construction Plans.
### TABLE 4-1

**SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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</thead>
<tbody>
<tr>
<td>4.2-2(d)</td>
<td>Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity for more than three minutes shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey shall be conducted 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 be reduced to every two weeks 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 measure shall supersede other SMAQMD or state rules or regulations.</td>
<td>Include SMAQMD Fugitive Dust Control Practices on grading or improvement plans as described in Mitigation Measure 4.2-2(c).</td>
<td>RSPU, KPFC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to approval of grading or improvement plans.</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
</tr>
</tbody>
</table>
| 4.2-2(d) | If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination. | Project applicant | Prior to issuance of grading or building permit for each development project | City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD) | Provide proof of payment of SMAQMD fees to the City of Sacramento Community Development Department. Amount of payment shall be directly correlated to acreage of development per project proposal.
4. Mitigation Monitoring Plan

## Table 4-1

<table>
<thead>
<tr>
<th>Impact</th>
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<th>Implementing Party</th>
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<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2-7 Implementation of the proposed projects could alter wind speed at ground level (pedestrian level).</td>
<td>4.2-7 The following measures are recommended to assure that future buildings developed in the RSP Area do not cause hazardous wind conditions for pedestrians in areas of substantial public use:</td>
<td>For buildings that meet the criteria described in Mitigation Measure 4.2-7, retain a qualified wind expert to evaluate potential wind hazards, as described in Mitigation Measure 4.2-7(1):</td>
<td>RSPU, KPMC</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.3 Biological Resources</td>
<td>4.3-2 Development of the proposed projects could result in the loss of potential nesting habitat for Swainson’s hawk, Swainson’s hawk, white-tailed kite, purple martin, and other sensitive species.</td>
<td>Conduct nesting surveys prior to tree removal.</td>
<td>RSPU, MLS, SO</td>
<td>Project applicant</td>
<td>Between February 1 and August 31, conduct surveys no more than 48 hours before tree removal</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
</tr>
<tr>
<td></td>
<td>4.3-2(a) The project applicant shall conduct any tree removal activities as described in Mitigation Measure 4.3-2(a) in consultation with the City and/or CDFW.</td>
<td>Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(a).</td>
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<td></td>
<td>4.3-2(b) The project applicant shall conduct a preconstruction survey to evaluate potential wind conditions for pedestrians in areas of substantial public use.</td>
<td>Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.2-7. Include tree removal timing and tree protection requirements on Grading and Construction Plans.</td>
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**TABLE 4-1 SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

1. New buildings with heights of more than 85-feet shall be evaluated by a qualified wind expert to determine the potential to cause a hazardous wind condition for pedestrians in areas of substantial public use. Based on a review of wind conditions, other development in the vicinity, and the project design, the evaluator may have sufficient evidence to conclude that no wind hazard would exist. If sufficient evidence is available to conclude that no wind hazard will be created, no further mitigation is required. If sufficient evidence is not available, the City shall require wind tunnel testing to provide the data necessary to conclude that no wind hazard would exist in public areas.

2. If required wind tunnel testing identifies wind hazards, the qualified wind expert shall work with the City and/or CDFW to incorporate corrective measures as building design changes, protective structures, or landscaping modifications to help reduce pedestrian-level wind speeds to acceptable levels. The City shall require implementation of such corrective measures as a condition of the building permit.

3. The project applicant shall conduct any tree removal activities in consultation with the City and/or CDFW. The project applicant shall conduct any tree removal and construction activities as described in Mitigation Measure 4.3-2(a) in consultation with the City and/or CDFW. Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(a).

4. Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(b). Include tree removal timing and tree protection requirements on Grading and Construction Plans.
<table>
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<tr>
<th>Impact</th>
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</thead>
<tbody>
<tr>
<td>Measures may include, but would not be limited to:</td>
<td>Establish 500-buffer around active raptor nests.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Establish buffer no more than 48-hours before tree removal; leave buffer in place through construction of each applicable development project</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
<td></td>
</tr>
<tr>
<td>(1) Maintaining a 500-foot buffer around each active raptor nest. No construction activities shall be permitted within this buffer. For migratory birds, a no-work buffer zone shall be established, approved by CDFW, around the active nest. The no-work buffer may vary depending on species and site-specific conditions as approved by CDFW.</td>
<td>Monitor nesting activity within the 500-foot buffer</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Monitor active nests through construction of each applicable development project</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
<td></td>
</tr>
<tr>
<td>(2) Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding success of the nesting birds. If, in the professional opinion of the biologist monitoring the nest, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active.</td>
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<tr>
<td>4.3-2(b) If three years of consecutive surveys of the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge over the Sacramento River do not indicate purple martins use of the area as breeding habitat, then no further mitigation is required. The following mitigation shall only be required if purple martins have been documented nesting in the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, or the I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge for at least one of these previous years prior to development within 500 feet of aforementioned areas.</td>
<td>Determine presence/absence of purple martins within identified geography.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review for individual projects</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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<tr>
<td>Prior to construction within 500 feet of an active purple martin colony (active within the past three years), the applicant shall retain a qualified biologist to prepare and implement a Purple Martin Monitoring and Management Plan (PMMMP), as described in Mitigation Measure 4.3-2(b), if necessary. The PMMMP shall be enforced by the City in areas of suitable habitat (i.e., weep holes) within 500 feet of the I Street Bridge viaduct, or the elevated structure of Interstate 5 within the RSP Area. The PMMMP shall identify land use and building design requirements, landscape design and maintenance requirements, and management actions that benefit purple martin habitat.</td>
<td>Retain a qualified biologist to prepare and implement a Purple Martin Monitoring and Management Plan (PMMMP), as described in Mitigation Measure 4.3-2(b), if necessary. Follow recommendations of the PMMMP</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review for individual projects</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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</tr>
</tbody>
</table>
4. Mitigation Monitoring Plan

RSPU = Railyards Specific Plan Update; KPMC = Kaiser Permanent Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall

Sacramento Railyards Specific Plan Update 4-9 City of Sacramento
KP Medical Center, MLS Stadium, & Stormwater Outfall ESA / 150286
Final Subsequent Environmental Impact Report October 2016

TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<tbody>
<tr>
<td><strong>4.3-1: The proposed projects could result in impacts to special-status fish species and degradation of designated critical habitat,</strong></td>
<td>1) <strong>Design buildings and landscaping to meet the setback requirements, provision of perching wire, and nesting material as described:</strong></td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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</tr>
<tr>
<td><strong>Land Use and Building Design Criteria:</strong></td>
<td>1) <strong>Prohibit buildings that obstruct flight path to and from nest sites within 120 feet of nesting locations:</strong> 2) <strong>Maintain a minimum of 21 feet of vertical space beneath weep holes:</strong> 3) <strong>Maintain 230 feet of perching wire within 200 feet of the colony:</strong></td>
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<tr>
<td><strong>Landscape Design and Maintenance Requirements:</strong></td>
<td>1) <strong>Prohibit planting of ornamental fruit-bearing trees:</strong></td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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<td></td>
<td><strong>Prohibit trees taller than nest height within 330 feet of nest sites</strong></td>
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<td></td>
<td><strong>Limit tree plantings within 500 feet of the site to those that produce suitable nesting material (pine species). Areas beneath trees shall not be landscaped, and litter material left in place for use by purple martins during the nesting period:</strong></td>
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<td></td>
<td><strong>Ensure suitable nesting material is available for martin use. If no nest material is available for martin use, place nesting material (straw, pine needles, etc.) within areas for use by purple martins:</strong></td>
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<td></td>
<td><strong>Ensure suitable nesting material is available for martin use. If no nest material is available for martin use, place nesting material (straw, pine needles, etc.) within areas for use by purple martins:</strong></td>
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<tr>
<td><strong>Management Actions:</strong></td>
<td><strong>Install, or cause to be installed, and/or maintain to ensure good working order, nest guards on weep holes where purple martins are known to nest, subject to approval from the facility’s owner:</strong></td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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</tr>
<tr>
<td></td>
<td>1) <strong>Install, or cause to be installed, and/or maintain to ensure good working order, nest guards on weep holes where purple martins are known to nest, subject to approval from the facility’s owner:</strong></td>
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<td><strong>4.3-2:</strong></td>
<td><strong>Conduct in-water work between August 1 and October 31:</strong></td>
<td>SO</td>
<td>Project applicant</td>
<td>Prior to issuance of building permit</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
<td></td>
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<tr>
<td><strong>The proposed projects could result in impacts to special-status fish species and degradation of designated critical habitat,</strong></td>
<td><strong>Unless prior approval is granted by NMFS, USFWS, and/or CDFW (as applicable), in-water work shall be limited to the August 1 to October 31 period to avoid/minimize construction impacts to special-status fish species:</strong></td>
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<td>2) <strong>Project-related impacts to riparian vegetation shall be minimized by replacing lost vegetation with at least a minimum ratio of 1:1 along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require restoration, and construction and engineering specifications shall be developed by an experienced restoration design firm. The mitigation, design, and engineering specifications shall be developed for both instream and upland restoration efforts. Restoration specifications, species composition and density shall be developed by an experienced restoration design firm:</strong></td>
<td><strong>Replace vegetation at 1:1 ratio at a minimum, Document restoration activities. Monitor restoration sites for three to five years post-restoration:</strong></td>
<td>SO</td>
<td>Project applicant</td>
<td>Restoration immediately following construction completion. Monitoring for three to five years post-restoration</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
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</table>
### Restoration Ecologist

The restoration site shall be evaluated to ensure that required revegetation has been performed in areas where temporary construction has been completed. If necessary, temporary revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists for three to five years, or until success criteria are achieved. Restoration plans shall be included in the final construction documents. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects. Alternatively, if approved by regulatory agencies, the applicant may purchase mitigation credits from approved mitigation banks. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits.

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
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<th>Timing</th>
<th>Monitoring Party</th>
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<td>c)</td>
<td>To the extent feasible, the project applicant shall plant riparian vegetation and install biotechnical features, such as brush piles, logs, and root wads, to replace habitat impacted by construction of the outfall structure. These structures shall compensate for potential impacts associated with increased predation around the new structure. Specific measures shall include elements that contribute to nearshore cover in the immediate vicinity of the structure to increase the potential for juvenile fish while discouraging occupancy of the same structures by predacious species. The precise amount and relative value of affected riparian and cover habitat would be determined during project-level analysis of proposed activities.</td>
<td>Plant riparian vegetation and install biotechnical features.</td>
<td>SO</td>
<td>Project applicant</td>
<td>Immediately following construction completion</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
</tr>
<tr>
<td>d)</td>
<td>Mitigation of riverine habitat would occur through creation, restoration, enhancement, and/or preservation of this habitat type within an approved off-site location and/or mitigation bank at a ratio to be established in consultation with the regulatory agencies. Mitigation banking would involve using mitigation credits from mitigation banks approved by the regulatory agencies. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits.</td>
<td>Enhance riverine habitat or purchase mitigation credits.</td>
<td>SO</td>
<td>Project applicant</td>
<td>Prior to riverbed disturbing activities</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
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<td>e)</td>
<td>The cofferdam sheetpiles at the outfall structure construction site shall be installed using a vibratory hammer where possible to minimize underwater sound pressure levels to the greatest extent feasible and associated effects to sensitive fish species. If impact pile driving is required, sound pressure levels shall be managed through operational controls to achieve single-strike sound levels less than 206 dB peak (dBpeak) and 183 dB sound exposure level (dBSEL). Pile driving shall only be conducted during daytime hours. The precise amount and relative value of affected riparian and cover habitat would be determined during project-level analysis of proposed activities.</td>
<td>Use vibratory hammer during construction. Consult with NMFS, USFWS, and CDFW to determine distance minimization measures.</td>
<td>SO</td>
<td>Project applicant</td>
<td>Establish measures prior to regulatory permit issuance; during insertion of pile</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
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### TABLE 4-1

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<tr>
<td>Avoiding fish stranding or minimizing potential for harm during collection events, the project applicant or contractor shall implement a fish rescue plan. Prior to the closure of the cofferdam in the river, a qualified fisheries biologist shall conduct surveys within the cofferdam area to direct and move fish out of the area. Upon completion of seining, the entrance to the cofferdam will be blocked with a net to prevent fish from entering the cofferdam isolation area before the cofferdam is completed. Once the cofferdam is closed and isolated, additional seining will be conducted within the cofferdam to remove any remaining fish. Once most of the fish have been removed from the cofferdam area, portable pumps with intakes equipped with 1.75 mm mesh screen shall be used to dewater to a depth of 1.5-2 feet. Portable pumps with intakes equipped with 1.75 mm mesh screen shall be used to dewater to a depth of 1.5-2 feet. A qualified biologist shall implement further fish rescue operations using electrofishing and dip nets. All fish that are captured will be placed in clean 5-gallon buckets and transported downstream of the construction area, and released back into suitable habitat in the Sacramento River with minimal handling. After all fish have been removed using multiple seine passes, electrofishing, and dip nets (as necessary), portable pumps with screens (see above) will be used for final dewatering. NMFS, USFWS, and CDFW shall be notified at least 48 hours prior to the fish rescue.</td>
<td>Develop and implement a fish rescue plan.</td>
<td>SO Project applicant Establish plan prior to regulatory permit issuance</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
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4-3-4: Development of the proposed projects could result in removal of habitat for the Valley Elderberry Longhorn Beetle.

(1) Prior to construction within the RSP Area, the site shall be surveyed for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with USFWS protocols. If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to the project site, or are otherwise located where they may be directly or indirectly affected by the proposed project, mitigation and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings), are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring

| Retain a qualified biologist who shall conduct preconstruction surveys for elderberry shrubs. | RSPU Project applicant Prior to ground disturbance such as grading and excavation activities | City of Sacramento Community Development Department |
### TABLE 4-1

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<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
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<tr>
<td>4.3-6: Development of the proposed projects could result in impacts to bat species.</td>
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<td>Project shall conduct pre-construction surveys for roostsites prior to construction activities within 100 feet of the I-5, I Street Bridge, and riparian habitat along the Sacramento River during the bat pupping season (April 1 through July 31). This survey shall be conducted by a wildlife biologist qualified to identify bat species. If no bats are roosting, then no further mitigation is required. If a bat maternity roost is identified, buffers around the roost site shall be determined by a qualified biologist and implemented to avoid destruction or abandonment of the roost resulting from tree removal or other project activities.</td>
<td>Protect shrubs within 100 feet of construction activities; compensate for removed shrubs.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to issuance of building permit</td>
<td>City of Sacramento Community Development Department and USFWS</td>
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<td>4.3-7: Development of the proposed projects could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.</td>
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<td>The applicant shall prepare a wetland and riparian mitigation plan that ensures no net loss of waters of the United States, state jurisdictional waters, and riparian vegetation. The wetland and riparian mitigation plan shall be based on a wetland delineation verified by USACE. This measure may be implemented through the 404 permit process. The plan shall include the following:</td>
<td>Prepare a wetland and riparian mitigation plan.</td>
<td>SO</td>
<td>Project applicant</td>
<td>Concurrent with 404 permit process and Streambed Alteration Agreement process</td>
<td>City of Sacramento Community Development Department, USACE, and CDFW</td>
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<td></td>
<td>1) The project proponent shall compensate for the loss of wetland and riparian habitat through a combination of restoration/enhancement, and the purchase of mitigation credits at an approved mitigation bank. If the project proponent does not purchase mitigation credits, the ratio of compensation shall be determined in consultation with USACE and California Department of Fish and Wildlife (CDFW), as part of the 404 permit process. The ratio of compensation shall be determined in consultation with USACE and California Department of Fish and Wildlife (CDFW), as part of the 404 permit process. The ratio of compensation shall be determined in consultation with USACE and California Department of Fish and Wildlife (CDFW), as part of the 404 permit process.</td>
<td>Provide restoration/enhancement of habitat or purchase mitigation credits.</td>
<td>SO</td>
<td>Project applicant</td>
<td>Concurrent with 404 permit process and Streambed Alteration Agreement process</td>
<td>City of Sacramento Community Development Department, USACE, and CDFW</td>
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### Mitigation Monitoring Plan

**TABLE 4-1**

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<tr>
<td>2)</td>
<td>Prior to any construction activities on the site, a protective fence shall be erected around the boundaries of areas that would be disturbed by construction. This fence shall remain in place until all construction activities in the immediate area are completed. No activity shall be permitted within the protected area except for those expressly permitted by USACE and/or CDFW.</td>
<td>Install protective fencing.</td>
<td>SO Project applicant</td>
<td>Prior to and during construction on individual applicable development sites</td>
<td>City of Sacramento Community Development Department, USACE, and CDFW</td>
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<td>3)</td>
<td>Water quality in the Sacramento River shall be protected using erosion control techniques during construction including, but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats, during construction.</td>
<td>Implement erosion control measures including adding measures to construction plans.</td>
<td>SO Project applicant</td>
<td>During construction activities in water and adjacent to the Sacramento River</td>
<td>City of Sacramento Community Development Department, USACE, and CDFW</td>
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<tr>
<td>4.3-8</td>
<td>Development of the proposed projects could result in isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, riparian corridors, or impede the use of native wildlife nursery sites.</td>
<td>Implement spillover light and minimization measures through screening and screening. Use minimum wattage required.</td>
<td>RSPU, KPMC, SO Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>4.3-9</td>
<td>Development of the proposed projects could conflict with local policies protecting trees.</td>
<td>Conduct tree removal activities in accordance with City tree protection ordinance.</td>
<td>RSPU, KPMC, MLS, SO Project applicant</td>
<td>During site plan and design review in compliance with tree protection ordinance requirements</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>4.3-11</td>
<td>Implementation of the proposed projects in combination with other cumulative development, individual and/or cumulative factors will, or loss of existing habitat, for Swainson’s hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).</td>
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4. Mitigation Monitoring Plan

TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<tr>
<td>4.3-12: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to cumulative impacts to special-status fish species and degradation of designated critical habitat.</td>
<td>4.3-12</td>
<td>Implement Mitigation Measures 4.3-2(a) through 4.3-2(i)</td>
<td>See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(i)</td>
<td>See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(i)</td>
<td>See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(i)</td>
<td>See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(i)</td>
</tr>
<tr>
<td>4.3-13: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to cumulative loss of habitat for the Valley Elderberry Longhorn Beetle.</td>
<td>4.3-13</td>
<td>Implement Mitigation Measure 4.3-4</td>
<td>See Mitigation Measure 4.3-4</td>
<td>See Mitigation Measure 4.3-4</td>
<td>See Mitigation Measure 4.3-4</td>
<td>See Mitigation Measure 4.3-4</td>
</tr>
<tr>
<td>4.3-15: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat, or impacts to fish species.</td>
<td>4.3-15</td>
<td>Implement Mitigation Measure 4.3-6</td>
<td>See Mitigation Measure 4.3-6</td>
<td>See Mitigation Measure 4.3-6</td>
<td>See Mitigation Measure 4.3-6</td>
<td>See Mitigation Measure 4.3-6</td>
</tr>
<tr>
<td>4.3-16: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.</td>
<td>4.3-16</td>
<td>Implement Mitigation Measure 4.3-7</td>
<td>See Mitigation Measure 4.3-7</td>
<td>See Mitigation Measure 4.3-7</td>
<td>See Mitigation Measure 4.3-7</td>
<td>See Mitigation Measure 4.3-7</td>
</tr>
<tr>
<td>4.3-17: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.</td>
<td>4.3-17</td>
<td>Implement Mitigation Measure 4.3-8</td>
<td>See Mitigation Measure 4.3-8</td>
<td>See Mitigation Measure 4.3-8</td>
<td>See Mitigation Measure 4.3-8</td>
<td>See Mitigation Measure 4.3-8</td>
</tr>
<tr>
<td>4.4 Cultural Resources</td>
<td>4.4-1(a)</td>
<td>Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASA), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</td>
<td>Retain a qualified archaeologist to prepare and implement an Archaeological Testing Plan (ATP). RSPU (ASAs only)</td>
<td>Project applicant</td>
<td>Prior to ground disturbance such as grading and excavation activities for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td>4.4-1(b)</td>
<td>If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.</td>
<td>Prepare an Archaeological Mitigation Plan, if necessary. RSPU (ASAs only)</td>
<td>Project applicant</td>
<td>Prior to ground disturbance such as grading and excavation activities for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>

RSPU = Railyards Specific Plan Update, KPMC = Kaiser Permanente Medical Center, MLS = Major League Soccer Stadium, SO = Stormwater Outfall

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### TABLE 4-1  
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
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<tr>
<td>iv.</td>
<td>Based upon the results of test excavations, it may be necessary to conduct archaeological monitoring in some areas. In these areas, an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources. If any are discovered during grading or construction activities, at a minimum, the Monitoring Plan shall include: provisions to result in the cessation of activities upon discovery; evaluation of such resources for historic significance; and if the resource is significant, appropriate treatment including protection of the resource from further damage, and one of the following, as appropriate: (1) preservation in place; (2) return of the resource to the most likely descendent (MLD) (if determined to be of Native American origin); (3) cessation in an area of known historic significance; (4) curation in an appropriate facility; or (5) recordation. The City Preservation Director shall approve the Archaeological Monitoring Plan prior to implementation. An example outline of an Archaeological Monitoring Plan is included in Appendix E of this Draft SEIR.</td>
<td>Prepare and implement an Archaeological Monitoring Plan.</td>
<td>RSPU (ASAs only) Project applicant</td>
<td>During excavation and grading activities</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
<tr>
<td>iv.</td>
<td>Prior to construction activities, an archaeologist will lead an in-field tailgate training session for project construction crews on the kinds and types of resources that may be present, and give precise directions of work stoppage to occur should archaeological features be encountered.</td>
<td>Retain a qualified archaeologist to conduct archaeological resources pre-construction training.</td>
<td>RSPU (ASAs only) Project applicant</td>
<td>Immediately prior to ground-disturbing activities (grading or excavation) for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
<tr>
<td>4.4-1(b)</td>
<td>Within the current footprint of the northern levee embankment, prior to ground-disturbing activities that are anticipated to extend below the level of North B Street (e.g., excavation below the base of the existing levee embankment), an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources during construction activities. In the event of inadvertent discovery of a potential archaeological resource or human remains, Mitigation Measure 4.4-1(c) will be implemented.</td>
<td>Retain a qualified archaeologist to prepare and implement an Archaeological Monitoring Plan for the area within the footprint of the northern levee embankment.</td>
<td>RSPU (footprint of the northern levee embankment only) Project applicant</td>
<td>Prepare plan prior to ground-disturbing activities (grading or excavation) that are anticipated to extend below the level of North B Street; implement plan during ground-disturbing activities</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
</tbody>
</table>
| 4.4-1(c) | In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.  
1. If a monitoring archaeologist or a member of the construction team believes that an archaeological resource or human remains may have been discovered, all work adjacent to the discovery shall cease, and an SOI qualified archaeologist immediately notified. Appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of the discovery shall be secured and the integrity of the site protected.  
2. Mitigation Measure 4.4-1(b) shall be followed.  
3. Cease work if a discovery is made. Conduct field investigation. Recover data and record resources on appropriate DPR forms, as appropriate. | Cease work if a discovery is made. Conduct field investigation. Recover data and record resources on appropriate DPR forms, as appropriate. | RSPU, KPMC, MLS, SO Project applicant | During ground-disturbing activities for individual applicable development projects | City of Sacramento Community Development Department |
### TABLE 4-1

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<thead>
<tr>
<th>Impact</th>
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<tr>
<td>d.</td>
<td>If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activities within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7255.5 of California's Health and Safety Code. If the remains are determined to be Native American, the Native American Heritage Commission (NAHC) shall be notified, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and contact the descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</td>
<td>Cease work and notify the County Coroner. Follow protocol for further notification including to the NAHC, if applicable. Contact the Native American Heritage Commission to identify the Most Likely Descendant, if applicable.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>During ground-disturbing activities for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
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</table>
4.4-1(d) The title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the California State Lands Commission (CSLC) (PRC Section 6313(a)). In the case of an inadvertent discovery of a submerged shipwreck or related artifacts, all work must cease in the immediate vicinity of the find and the lead agency's archaeological resource staff will be notified immediately in order to initiate consultation with the CSLC staff within two business days of such discovery.

PRC Section 6313 (c) states any submerged historic resource remaining in state waters for more than 50 years will be presumed to be archaeologically or historically significant. If the lead agency's archaeologist, in consultation with the CSLC staff, determines that a historical resource may be present, the lead agency will retain the services of a qualified maritime archaeological consultant. The lead agency's archaeologist will recommend whether the discovery is an archaeological/archeological resource that retains sufficient integrity and if of potential historical or scientific significance. The maritime archaeological consultant will recommend as to what action, if any, is warranted. Based on this information, and consultation with the CSLC, implementation of additional measures may be required.

Measures shall include preservation in situ of the historical resource, implementation of a data recovery program, or other such action that preserves the cultural value of the resource. Based on this information, a Final Cultural Resources Technical Report to the lead agency, NCIC, and the CSLC staff. This report will include an evaluation of the historical significance, with a description of the archaeological and historical research methods employed in any archeological data recovery program undertaken.

In the event of an inadvertent discovery of a submerged shipwreck or related artifacts, cease work and consult with the CSLC to determine significance. Follow actions prescribed by maritime archaeological consultant.

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<td>The title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the California State Lands Commission (CSLC) (PRC Section 6313(a)). In the case of an inadvertent discovery of a submerged shipwreck or related artifacts, all work must cease in the immediate vicinity of the find and the lead agency's archaeological resource staff will be notified immediately in order to initiate consultation with the CSLC staff within two business days of such discovery.</td>
<td>Prepare a Historic District Plan consistent with the requirements of the City’s Planning and Development Code.</td>
<td>SO</td>
<td>Project applicant</td>
<td>During in-water construction</td>
<td>City of Sacramento Community Development Department, California State Lands Commission</td>
</tr>
</tbody>
</table>

4.4-2: The proposed projects could cause a substantial adverse change to the Central Shops Historic District, or the Water Tower.

4.4-2(a) Consistent with Section 17.604 and other sections of Title 17 of the City’s Planning & Development Code, and in coordination and consultation with the Preservation Director and the Preservation Commission, and adopted by the City Council, a Historic District Plan that is specifically focused on the Central Shops Historic District shall be prepared. Any development within the historic district shall comply with the standards and criteria identified in the plan. The Historic District Plan shall include, at a minimum, the following components:

1. Statement of the goals for review of development projects within the Historic District;
2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses;
3. A statement of findings, including the following:
   a. The historical or pre-historical period to which the area is significant;
   b. The predominant periods or styles of the structures or features therein.

Prepare a Historic District Plan consistent with the requirements of the City’s Planning and Development Code. | RSPU Central Shops District | Project applicant | Prior to issuance of building permit in the Central Shops District | City of Sacramento Community Development Department, City of Sacramento Preservation Commission |
TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<tr>
<td>c. The significant features and characteristics of such periods or styles, as represented in the Historic District and incorporating the findings of the Historic District designation completed by the City in 2003, including, but not limited to, distinctive architectural details, materials, textures, archaeological and landscape, hardscape and site features and fixtures.</td>
<td>4.4-2(b) Prepare and file the full Southern Pacific Company Sacramento Shops HAER document.  RSPU Central Shops District Project applicant</td>
<td>Prior to issuance of building permit in the Central Shops District</td>
<td>City of Sacramento Community Development Department, City of Sacramento Preservation Office, and Center for Sacramento History.</td>
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<tr>
<td>d. A statement, consistent with Title 17, Sacramento Register of Historic and Cultural Resources, of the chapter, of the standards and criteria to be used in determining the appropriateness of any development project involving a landmark, contributing resource, or noncontributing resource within the Historic District.</td>
<td>4.4-3 Any proposed new project within the Central Shops Historic District (including new construction on Lot 22) shall be designed in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, specifically the standards for rehabilitation and new construction within a historic district. Standards 9 and 10 for Rehabilitation state that: 9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships. New work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and meaning to protect the integrity of the property and its environment; 10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the Historic property and its environment would be impaired.</td>
<td>RSPU Central Shops and Transition Zone Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
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</table>
TABLE 4-1

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</thead>
<tbody>
<tr>
<td>4.4-7: Construction of the proposed projects could damage and/or destroy paleontological resources.</td>
<td>Implement protocols for the inadvertent discovery and treatment of paleontological resources.</td>
<td>RSFU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>During ground-disturbing activities (grading or excavation) for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
<tr>
<td>4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.</td>
<td>Implement Mitigation Measure 4.4-1(a) through 4.4-1(d). See Mitigation Measure 4.4-1(a) through 4.4-1(d). See Mitigation Measure 4.4-1(a) through 4.4-1(d). See Mitigation Measure 4.4-1(a) through 4.4-1(d).</td>
<td>RSPU</td>
<td>Project applicant</td>
<td></td>
<td></td>
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<tr>
<td>4.4-9: The proposed projects could contribute to the cumulative loss or alteration of historic built resources, including the Central Shops Historic District (the Southern Pacific Railroad Shops), the Water Tower, the Sacramento Valley Station, or the Alkali Flat Historic District.</td>
<td>Implement Mitigation Measure 4.4-2 and 4.4-3. See Mitigation Measures 4.4-2 and 4.4-3. See Mitigation Measures 4.4-2 and 4.4-3. See Mitigation Measures 4.4-2 and 4.4-3. See Mitigation Measures 4.4-2 and 4.4-3.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td></td>
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</tr>
<tr>
<td>4.4-10: The proposed projects would contribute to cumulative losses of paleontological resources.</td>
<td>Implement Mitigation Measure 4.4-7. See Mitigation Measure 4.4-7. See Mitigation Measure 4.4-7. See Mitigation Measure 4.4-7. See Mitigation Measure 4.4-7.</td>
<td>RSPU</td>
<td>Project applicant</td>
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</table>

4.6 Geology, Soils, and Seismicity

4.6-2: The proposed projects could result in damage to the historic Central Shops. | Implement historic building stabilization measures, including preparation of construction plans, for ground disturbing (grading or excavation) activity within 50 feet of historic structures. Prepare a pre-excavation settlement-damage survey and prepare and implement a monitoring program for surveying horizontal and vertical control points. | RSFU | Project applicant | Prior to issuance of grading permit within 50 feet of Central Shops | City of Sacramento Community Development Department |
### TABLE 4-1

**SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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</thead>
<tbody>
<tr>
<td>4.6-1</td>
<td>Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and debris.</td>
<td>Implement contamination avoidance and treatment measures. If contaminated soil or groundwater is encountered, cease work, identify the contaminant, and execute a remediation plan.</td>
<td>RSPU (West Jibboom only), SO</td>
<td>Project applicant</td>
<td>During ground-disturbing activities (grading or excavation)</td>
<td>City of Sacramento Community Development Department.</td>
</tr>
<tr>
<td>4.6-2</td>
<td>Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.</td>
<td>Implement measures to prevent infiltration of contaminants into pipelines. Identify measures on construction drawings.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department, Department of Toxics Substances Control (DTSC).</td>
</tr>
</tbody>
</table>

#### 4.3 Records and Hazardous Materials

4.3-1: Development of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and debris.

4.3-2: Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.

4.3-3: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.3-4: Construction of the proposed projects' infrastructure and buildings could result in the exposure of people to health risks associated with contaminated soils and debris.

4.3-5: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.4-1: Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.

4.4-2: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.4-3: Construction of the proposed projects' infrastructure and buildings could result in the exposure of people to health risks associated with contaminated soils and debris.

4.4-4: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.5-1: Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.

4.5-2: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.5-3: Construction of the proposed projects' infrastructure and buildings could result in the exposure of people to health risks associated with contaminated soils and debris.

4.5-4: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.6-1: Construction of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and debris.

4.6-2: Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.

4.6-3: Development of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and debris.

4.6-4: Construction of the proposed projects' infrastructure and buildings could result in the exposure of people to health risks associated with contaminated soils and debris.
### TABLE 4-1

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<tr>
<td>4.8-8: The proposed projects in combination with development of other projects in the surrounding area known to contain, or could contain, contaminated soil or groundwater, could present a hazard to construction workers if not properly managed.</td>
<td>Implement Mitigation Measure 4.8-1.</td>
<td>See Mitigation Measure 4.8-1.</td>
<td>RSPU, KPMC, MLS</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
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<tr>
<td>4.8-9: The proposed projects could contribute to cumulative dewatering activities that could interfere with remediation of the existing South Plume and Lagoon Plume.</td>
<td>Implement Mitigation Measure 4.8-1.</td>
<td>See Mitigation Measure 4.8-1.</td>
<td>RSPU, KPMC, MLS</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
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</table>

#### 4.10 Noise and Vibration

4.10-1: Construction of the proposed projects could generate noise that would conflict with City standards.

<table>
<thead>
<tr>
<th>Action(s)</th>
<th>RSPU, KPMC, MLS</th>
<th>Project applicant</th>
<th>Prior to issuance of demolition or grading permit; include measures on construction drawings</th>
<th>City of Sacramento Community Development Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Whenever construction occurs within 130 feet to occupied residences (on or offsite), temporary barriers shall be constructed around the construction site to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheathing, or other material of equivalent ability and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90.</td>
<td>Implement temporary noise barriers to shield construction sites from sensitive uses.</td>
<td>RSPU, KPMC, MLS Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>b) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of the construction contractors.</td>
<td>Stage construction equipment away from residential areas.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Include measures on construction drawings</td>
</tr>
<tr>
<td>c) Use of auger displacement for installation of foundation piles, if feasible. If impact pile driving is required, “sonic” pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.</td>
<td>Use auger displacement drilling, or “sonic” pile driving to the extent feasible.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
</tr>
<tr>
<td>d) Prior to impact pile driving activities in Blocks 49, 50 and 52, the applicant shall coordinate with the KCRA building management staff in order to minimize vibration from pile driving to the extent feasible.</td>
<td>Coordinate with KCRA.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
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</table>

4.10-2: Operations of the proposed projects could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.

<table>
<thead>
<tr>
<th>Action(s)</th>
<th>RSPU, KPMC, MLS</th>
<th>Project applicant</th>
<th>Prior to issuance of building permits</th>
<th>City of Sacramento Community Development Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>i) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of crane loading docks.</td>
<td>Submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of crane loading docks.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of building permits</td>
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<tr>
<td>4.10-2(b)</td>
<td>ii. Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.</td>
<td>Enclose or shield noise-generating equipment.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.10-3(a)</td>
<td>Prior to the issuance of building permits for residential projects within the RSP Area, the City shall require project applicants for residential development to submit a detailed noise study, prepared by a qualified acoustical consultant, to identify design measures necessary to achieve the City interior standard of 45 Ldn in the proposed new residences. The study shall be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-paned glass windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered double-stud, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; and sealed windows with an air conditioning system installed for ventilation. The study can be a separate report, or included as part of the Noise and Vibration Reduction Plan for the proposed projects. The building plans submitted for building permit approval shall be accompanied by certification of a licensed engineer that the plans include the identified noise-attenuating design measures and satisfy the requirements of this mitigation measure.</td>
<td>Retain a qualified acoustical consultant to prepare a detailed noise study to be submitted to the City. Implement findings of required noise study. Incorporate noise-attenuating design measures into building plans and obtain verification of those incorporated measures from a licensed engineer.</td>
<td>RSPU Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
<tr>
<td>4.10-3(b)</td>
<td>Implement mitigation measures 4.10-2(b) to minimize noise from outdoor amplified sound systems.</td>
<td>Retain a qualified acoustical consultant to prepare a detailed noise study to be submitted to the City. Implement findings of required noise study. Incorporate noise-attenuating design measures into building plans and obtain verification of those incorporated measures from a licensed engineer.</td>
<td>MLS Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
</tbody>
</table>

4.10-3. The proposed projects could result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to project operation.
4. Mitigation Monitoring Plan

TABLE 4-1

SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
<th>Impact</th>
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<tbody>
<tr>
<td>4.10-4</td>
<td>Construction of the proposed projects could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings</td>
<td>Prepare and submit a Vibration Reduction Plan, implement vibration avoidance, minimization, and monitoring requirements within the Vibration Reduction Plan. Collect and report vibration data to City Chief Building Official.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>

4.10-4

1. To mitigate vibration, the Plan shall include measures such that surrounding buildings will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage. Measures and controls shall be identified based on project-specific, field design plans, and may include, but are not limited to, some or all of the following:

   - Establish buffers around sensitive uses. RSPU, KPMC, MLS
   - Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. RSPU, KPMC, MLS
   - Monitor crack gauges during construction. RSPU, KPMC, MLS
   - Collect and report vibration data to City Chief Building Official.

2. Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:

   a. During building construction:
      
      i. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of those observations to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project development, and any deviations from established thresholds shall be reported to City Chief Building Official for approval. The Plan shall include the following elements:

      - Limit vibration during construction. RSPU, KPMC, MLS

      ii. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as well as the vibration level data. When vibration levels exceed the established thresholds, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established thresholds, vibration levels shall be inspected every two weeks, or more frequently during periods of active project development, and any deviations from established thresholds shall be reported to City Chief Building Official for approval.

      - With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the historic building shall be provided additional protection or stabilization. If vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failure or avoid additional construction impacts. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Historic Structures, as needed.

   b. During construction activities within 47 feet of a historic building

      - Collect and report vibration data to City Chief Building Official.

      - Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. Project applicant shall provide City with regular reporting.

      - Monitor crack gauges during construction.

      - Collect and report vibration data to City Chief Building Official.

   c. With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the historic building shall be provided additional protection or stabilization. If vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failure or avoid additional construction impacts. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Historic Structures, as needed.

3. Possible monitoring equipment includes: crack monitoring, vibration monitoring, and line and grade monitoring.

4. Prior to issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include the following elements:

   - To mitigate vibration, the Plan shall include measures such that surrounding buildings will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage. Measures and controls shall be identified based on project-specific, field design plans, and may include, but are not limited to, some or all of the following:

     - Establish buffers around sensitive uses. RSPU, KPMC, MLS
     - Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. RSPU, KPMC, MLS
     - Monitor crack gauges during construction. RSPU, KPMC, MLS
     - Collect and report vibration data to City Chief Building Official.

   - Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:

     a. During building construction:

        i. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of those observations to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project development, and any deviations from established thresholds shall be reported to City Chief Building Official for approval. The Plan shall include the following elements:

        - Limit vibration during construction. RSPU, KPMC, MLS

        ii. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as well as the vibration level data. When vibration levels exceed the established thresholds, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established thresholds, vibration levels shall be inspected every two weeks, or more frequently during periods of active project development, and any deviations from established thresholds shall be reported to City Chief Building Official for approval.

        - With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the historic building shall be provided additional protection or stabilization. If vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failure or avoid additional construction impacts. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Historic Structures, as needed.

     b. During construction activities within 47 feet of a historic building

        - Collect and report vibration data to City Chief Building Official.

        - Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. Project applicant shall provide City with regular reporting.

        - Monitor crack gauges during construction.

        - Collect and report vibration data to City Chief Building Official.

   c. With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the historic building shall be provided additional protection or stabilization. If vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic building, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failure or avoid additional construction impacts. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Historic Structures, as needed.
### TABLE 4-1
**SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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| Preservation: This treatment shall ensure retention of the historical resource’s character-defining features. Stabilization may temporarily impair the historic integrity of the building’s design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building’s ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material. | b. Post-construction  
 1. The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, and images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. In addition, a summary shall be included of vibration data related to project activities, as well as estimates of efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report. | Prepare crack monitoring and vibration monitoring final report to the City. Include post-construction photographs of cracks, as applicable. | RSPU, KPMC, MLS | Project applicant | Upon completion of construction activities within 47 feet of a historic building | City of Sacramento Community Development Department |
|  | 2. The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs must be conducted in a manner that will not permanently impair a building’s ability to convey its significance. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of the Interior Standards Treatment of Preservation. The project applicant shall provide a work plan for the repairs and a completion report to the City Chief Building Official and City Preservation Director for review and comment. | Make repairs to damages historic and non-historic buildings caused by project construction, as applicable. | RSPU, KPMC, MLS | Project applicant | Upon completion of construction activities within 47 feet of a historic building | City of Sacramento Community Development Department |
# Mitigation Monitoring Plan

**SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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<td>4.10-5(a)</td>
<td>The historic structures in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis (shown in Figure 6.8-3 of the 2007 RSP EIR).</td>
<td>Retain a certified vibration consultant to prepare a site-specific vibration analysis for residential and historic structures within the screening distance near rail lines.</td>
<td>RSPU Project applicant</td>
<td>Prior to construction activities within 47 feet of historic building</td>
<td>City of Sacramento Community Development Department</td>
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**Public Services**

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<td>4.11-6</td>
<td>Prior to school site approval within 1,500 feet of the railroad tracks, the SCUSD shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track, need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crosses, need for installation of sound or safety barriers near the tracks that could impact in the event of a derailment and preparation of an evacuation plan. Based on this information and the proposed location and design of the school, the study shall demonstrate that the school design and construction would not expose students to risks associated with train accidents. In the event these conditions cannot be satisfied, SCUSD shall proceed in a manner that complies with California Code of Regulations, Title 2, section 14010(d).</td>
<td>Prepare a safety study relative to school site approval near rail lines.</td>
<td>SCUSD</td>
<td>Prior to school site approval</td>
<td>City of Sacramento Community Development Department, California Department of Education</td>
<td></td>
</tr>
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<td>4.11-8</td>
<td>The proposed projects would increase the demand for parks and recreational facilities.</td>
<td>Prior to filing of the final map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the applicable City parkland dedication requirements. The project applicant shall pay in lieu fee (Quimby) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply. The applicant shall pay in-lieu fees (Quimby) on the difference in acreage to construct the park facilities to satisfy the PIF obligation.</td>
<td>Pay in-lieu park dedication fees (Quimby). Pay Park Impact Fees or enter into a &quot;turnkey&quot; parkland agreement.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to filing of final map</td>
</tr>
<tr>
<td>4.11-9</td>
<td>The proposed projects would contribute to cumulative increases in demand on City parks and recreational facilities.</td>
<td>Implement Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
</tr>
<tr>
<td>4.12 Transportation</td>
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</tr>
<tr>
<td>4.12-1</td>
<td>The proposed projects could worsen conditions at intersections in the City of Sacramento.</td>
<td>Implement Event Transportation Management Plan (TMP) to meet performance standards.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>TMP approved prior to issuance of certificate of occupancy; implement during operation and during events at the MLS Stadium</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
</tbody>
</table>

RSPU = Railyards Specific Plan Update; KPMC = Kaiser Permanent Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall
4. Mitigation Monitoring Plan

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<tr>
<td>5. Light Rail Transit: A new light rail station/stop is constructed on 7th Street north of Railyards Boulevard and operational at the time the stadium opens, providing an adequate level of LRT service to meet the Pre- and Post-Event ridership demands.</td>
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<tr>
<td>6. Bus/Paratransit: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the MLS Stadium.</td>
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<tr>
<td>7. Ridesharing: Specific locations are provided for ride-hailing services such that ride-hailing vehicles do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along 10th Street to enable emergency vehicle response).</td>
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<tr>
<td>8. Truck Staging: Delivery trucks associated with special events do not park or idle along 7th Street, 8th Street, North B Street, or Railyards Boulevard.</td>
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**4.12-1(b)**

The following measures shall be implemented prior to issuance of the Certificate of Occupancy for Phase 1 of the KP Medical Center:

- Implement Mitigation Measure 4.12-1(a)(ii).
- Implement Transportation Demand Management (TDM) Program as directed by Mitigation Measure 4.12-1(b)(ii).
- Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets.
- Implement either Option 1a, 1b, or 1c:
  - Option 1a: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing.
  - Option 1b: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated right-turn lane and a shared through/left lane and operate east-west approaches with protected left-turn phasing.
  - Option 1c: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing.

**4.12-1(b)**

The following measures shall be implemented prior to issuance of the Certificate of Occupancy for Phase 1 of the KP Medical Center:

- Implement Mitigation Measure 4.12-1(a)(ii).
- Implement Transportation Demand Management (TDM) Program as directed by Mitigation Measure 4.12-1(b)(ii).
- Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets.
- Implement either Option 1a, 1b, or 1c:
  - Option 1a: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing.
  - Option 1b: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated right-turn lane and a shared through/left lane and operate east-west approaches with protected left-turn phasing.
  - Option 1c: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing.

**KP Medical Center**

- Implement Mitigation Measure 4.12-1(a)(ii).
- Implement Transportation Demand Management (TDM) Program as directed by Mitigation Measure 4.12-1(b)(ii).
- Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets.
- Implement either Option 1a, 1b, or 1c:
  - Option 1a: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing.
  - Option 1b: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated right-turn lane and a shared through/left lane and operate east-west approaches with protected left-turn phasing.
  - Option 1c: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widens eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing.
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<tbody>
<tr>
<td>4.12-1(a)(i)</td>
<td>Implement Mitigation Measure 4.12-1(a)(i).</td>
<td>Implement Event Transportation Management Plan (TMP) to meet performance standards.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>To issuance of certificate of occupancy for the MLS Stadium</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>4.12-1(a)(ii)</td>
<td>Implement Mitigation Measure 4.12-1(a)(ii).</td>
<td>Implement intersection improvements on the Dos Rios Street leg at 12th Street/South Park Street intersection.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of occupancy permit for the MLS Stadium</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>4.12-2</td>
<td>Implement Mitigation Measure 4.12-2.</td>
<td>Develop and implement Transportation Demand Management (TDM) Program.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>4.12-3</td>
<td>Implement Mitigation Measure 4.12-3.</td>
<td>Implement intersection improvements on the Dos Rios Street leg at 12th Street/North B Street intersection.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>4.12-4</td>
<td>Implement Mitigation Measure 4.12-4.</td>
<td>Implement intersection improvements on the Dos Rios Street leg at 12th Street/North B Street intersection.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>4.12-5</td>
<td>Implement Mitigation Measure 4.12-5.</td>
<td>Incorporate project design and implement roadway construction and improvements.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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<tr>
<td>4.12-6</td>
<td>Implement Mitigation Measure 4.12-6.</td>
<td>Incorporate project design and implement roadway construction and improvements.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
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<tr>
<td>4.12-7</td>
<td>Implement Mitigation Measure 4.12-7.</td>
<td>Incorporate project design and implement roadway construction and improvements.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
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<tr>
<td>4.12-8</td>
<td>Implement Mitigation Measure 4.12-8.</td>
<td>Incorporate project design and implement roadway construction and improvements.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
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<tr>
<td>4.12-9</td>
<td>Implement Mitigation Measure 4.12-9.</td>
<td>Incorporate project design and implement roadway construction and improvements.</td>
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<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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<tr>
<td>4.12-10</td>
<td>Implement Mitigation Measure 4.12-10.</td>
<td>Incorporate project design and implement roadway construction and improvements.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
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### Notes:
- **RSPU** = Railyards Specific Plan Update
- **KPNC** = Kaiser Permanente Medical Center
- **MLS** = Major League Soccer Stadium
- **SO** = Stormwater Outfall

City: Sacramento, Sacramento County, Community Development Department, and Department of Public Works

November 10, 2016
TABLE 4-1  SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.12-7: The proposed projects could cause construction-related traffic impacts.</td>
<td>Implement Mitigation Measure 4.12-1(a)(i) and 4.12-1(a)(ii)</td>
<td>See Mitigation Measures 4.12-1(a)(i) and 4.12-1(a)(ii)</td>
<td>RSPU, KPMC</td>
<td>Project applicants</td>
<td>Prior to issuance of building permits for individual development projects</td>
<td>City of Sacramento Department of Public Works, Caltrans, affected transit providers, and local emergency service providers including City of Sacramento Fire and Police Departments.</td>
</tr>
</tbody>
</table>

\[
\text{4.12-7: Before issuance of grading permits for the project site, the project applicants shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers including the City of Sacramento Fire and Police departments. The plan shall ensure that traffic flow on local roads and freeway facilities are maintained. At a minimum, the plan shall include:}
\]

- The number of truck trips, time, and day of street closures
- Time of day of arrival and departure of trucks
- Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting
- Provision of a local circulation pattern
- Identification of detour routes and signing plan for street closures
- Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick-up and drop off areas)
- Maintenance of safe and efficient access routes for emergency vehicles and transit
- Manual traffic control when necessary
- Proper advance warning and posted signage concerning street closures
- Provisions for pedestrian and bicycle safety

A copy of each construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 20 days before the commencement of construction that would partially or fully obstruct roadways.
TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Action(s)</th>
<th>Component</th>
<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
</table>

4.13 Utilities

4.13-7: The proposed projects would contribute to cumulative increases in demand for water supply and treatment.

4.13-7 Implement, to the extent needed in order to secure sufficient water supply, one or a combination of the actions listed in Mitigation Measure 4.13-7.

RSPU City of Sacramento To be determined by the City based on citywide water demand and supply

a. Maximize Water Conservation
b. Implement New Water Diversion and/or Treatment Infrastructure
c. Implement Additional Groundwater Pumping

City of Sacramento Public Works Department

Resolution 2016-0379 November 10, 2016 Page 134 of 134
Staff recommends the Design Director approve with conditions the Site Plan and Design Review for a single-unit dwelling remodel and addition for project known as file DR24-149. Draft Findings of Fact and Conditions of Approval for the project are included below.

REQUESTED ENTITLEMENTS

1. Site Plan and Design Review for a residential remodel and addition to a single-unit dwelling with a front-setback deviation on an 0.14-acre parcel in the Single-Unit Dwelling (R-1) Zone within the Parkway Corridor Overlay Zone and the Citywide Design Review Area.

PROJECT INFORMATION

Location: 5015 Teichert Avenue, Sacramento, CA 95819 (District 4)
Assessor’s Parcel Numbers: 005-0041-022-0000
Applicant: Stephen LA Mott
FM Design Build
151 2nd Street, Woodland, CA 95695
Property Owner: John Whidden & Danielle Dada
5015 Teichert Avenue, Sacramento, CA 95819
Project Planner: Armando Lopez Jr., Assoc. AIA, (916) 808-8239

Land Use Information
General Plan Designation: Neighborhood
Community Plan Area: East Sacramento
Overlay Zone: Parkway Corridor (PC)
Design Review Area: Citywide SPDR
Existing Land Use of Site: Residential
Existing Zoning: Single-Unit Dwelling Zone (R-1-PC)

Surrounding Zoning and Land Use
North (rear): (ARP_F) Levee (American River)
South (front): (R-1) Residential
East (interior): (R-1-PC) Residential
West (interior): (R-1-PC) Residential
Site Characteristics
Existing Property Size: Approx. 0.14 acres
Parking Required: None; 3 proposed
Topography: Flat
Street Improvements: Existing
Utilities: Existing

ATTACHMENTS
Exhibit A: Project Plans
Exhibit B: Demolition Request Preservation Review
Exhibit C: Public Comment Letters

PROPOSED PROJECT AND ANALYSIS

Background

The project is in East Sacramento abutting against the American River levee along Teichert Avenue and is currently a residential parcel with an existing 1,208 square foot single-unit dwelling. The site is surrounded by residential uses to the south, east, and west with the American River to the north. No private protected or City trees will be removed during the construction process.

Project Analysis

The applicant is proposing to construct a 649 square foot addition to a single-unit dwelling. This request includes encroaching into the front setback and proposing a garage forward design. The applicant is requesting deviations through a public hearing to allow the development to not meet standards established in the Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines under Design Guidelines for Garage Section 4-2, and Title 17 for not meeting the established front setback of 25 feet within the R-1 zone by proposing 22 feet 6 inches.

Table 1: Applicable Development Standards R-1 Zone

<table>
<thead>
<tr>
<th>Standard</th>
<th>Code Section</th>
<th>Required</th>
<th>Provided</th>
<th>Deviation?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>General Plan</td>
<td>Allowed Use</td>
<td>1 unit</td>
<td>N</td>
</tr>
<tr>
<td>Height</td>
<td>§17.204.220.A</td>
<td>35'-0&quot;</td>
<td>13'-9&quot;</td>
<td>N</td>
</tr>
<tr>
<td>Front Setback</td>
<td>§17.204.220.A</td>
<td>25'-0&quot;</td>
<td>22'-6&quot;</td>
<td>Y</td>
</tr>
<tr>
<td>Interior Setback</td>
<td>§17.204.240</td>
<td>5'-0&quot;</td>
<td>5'-0&quot; (west) / 10'-10&quot; (east)</td>
<td>N</td>
</tr>
<tr>
<td>Rear-Yard Setback</td>
<td>§17.204.240</td>
<td>20'-0&quot; (levee)</td>
<td>26'-7.5&quot;</td>
<td>N</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>§17.204.220.C</td>
<td>40%</td>
<td>33.1%</td>
<td>N</td>
</tr>
</tbody>
</table>

Architectural Analysis

This project should comply with standards listed within the Citywide Single-Unit Dwelling And...
Duplex Dwelling Design Guidelines. These guidelines seek to provide design principles for residential structures which will improve the character of neighborhoods by making them more attractive and inviting places to live while maintaining visual interest and a sense of place. Overall, the Design Guidelines are intended to encourage contextual design solutions while allowing for variety and innovation.

The project maintains the existing architectural style while streamlining and adding detailing onto the façade of the residence. It will utilize the same materiality already seen on the existing home via the smooth coat cement plaster finish with the V-Rustic tongue and groove horizontal lap siding and the painted brick wainscot. Additionally, it will retain the same decorative front gable end vent and maintain the long linear front porch while incorporating a Dutch gable to the front façade. As designed, the project meets all applicable architectural design standards and applicable design guidelines for a single-family residence and is commensurate with the existing design aesthetic within the neighborhood.

Front Setback Deviation

The purpose of the front setback is to maintain the overall composition and contribute to established rhythms and design character of the neighborhood streetscape. The project is proposed to encroach into the front setback by 2 feet 6 inches established adjacent setbacks of 25 feet. The applicant is requesting a deviation through a public hearing to allow the residence to be built closer than the established front yard setback per SCC. Staff supports the deviation since:

- The proposed front encroachment does not significantly impact the privacy of adjacent neighbors; and
- The proposed front façade design will not be significantly altered.

Garage Forward Design Deviation

The purpose of the garage design guidelines is to minimize its visibility from the street and be compatible with the character and materials of the primary residence. In this case, the proposed design will align the garage with the front porch which will be 1 foot 6 inches in front of the main front wall of the residence. The applicant is requesting a deviation through a public hearing to allow the residence to be built with a garage forward design. Staff supports the deviation since:

- The proposed design will maintain the existing garage forward design already present on the residence; and
- The proposed garage forward design will remain consistent with the neighborhood design aesthetic.

Staff Recommendation

The planning staff supports the project and recommends approval of the single-unit dwelling addition and remodel with front setback and garage forward design deviations as the design, layout, and physical characteristics of the proposed project are visually and functionally compatible with the surrounding neighborhood. The residential addition will enhance the
general livability of the homeowners, visual quality and safety of the street by maintaining eyes on the street via larger fenestrations.

PUBLIC / NEIGHBORHOOD OUTREACH AND COMMENTS

The project was notified to property owners, tenants, and neighborhood groups within 500 feet of the subject site and the site was posted for the hearing on Wednesday, July 31, 2024. Staff received 8 letters in support of this project from adjacent neighbors (See Exhibit C).

FLOOD HAZARD ZONE

“State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2023 Adequate Progress Annual Report accepted by City Council Resolution No. 2023-0337 on October 24, 2023.”

DRAFT CONDITIONS OF APPROVALS

Design Review / Planning

1. The proposed construction of the single-unit dwelling addition is approved per attached plans and conditions of approval.

2. Any modifications to the approved project shall be subject to the review and approval of Planning staff (and may require additional entitlements).

3. Height and setbacks requirements shall conform to approved plans unless otherwise conditioned.

4. Provide the following building materials on the residential addition as indicated per approved plans:
   a. Dimensional composition shingle roof to match existing
   b. Deck mounted skylights
   c. Smooth coat cement-plaster siding to match existing
   d. V-Rustic tongue and groove horizontal lap siding on front façade dormer gable end wrapping onto the east elevation a minimum of 4 feet
e. Brick/Masonry veneer wainscot with brick sill/cap wrapping onto the east elevation a minimum of 4 feet
f. Decorative gable end vents
g. Black vinyl windows with trim and sill painted black
h. Painted minimum 6x6 wood columns at front porch
i. Existing raised panel front door with trim painted black
j. Steel paneled painted garage door with glass insert panel
k. Contractor to recreate/reconstruct existing decorative gable end vent on front façade
l. Decorative exterior lighting fixtures

5. Any new HVAC units shall be attic or ground mounted and shall be screened from street view. No roof mounted HVAC units are allowed.

6. All fencing proposed shall conform to SCC 17.620.110(B)1, where a wall or fence not exceeding 6 feet in height may be placed along the rear or interior side property lines or within the rear or interior side yard setback area.

7. The applicant shall obtain all necessary building and encroachment permits prior to commencing construction. No permits shall be issued within the 10-day appeal period.

8. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any work that differs from the final set of plans approved by the Planning staff shall be subject to review and approval prior to issuance of a building permit.

9. This approval shall expire in three (3) years from the approval date.

Advisory Notes

The following advisory notes are informational in nature:

ADV.1. **Alternate Water Systems Requirement.** Pursuant to Chapter 15.24.030, 15.24.040 and 15.24.050 of Sacramento City Code, beginning on July 1, 2023, new buildings that are 10,000 square feet or greater must include a gray water system to provide subsurface irrigation and buildings that are 50,000 square feet or greater must include installation of a separate, additional piping system for an on-site treated non-potable gray water system for water closets and urinals. Limited exceptions apply. Please see City webpage for more details.

Complete building permit applications (including payment of all required fees) filed with and accepted by the City’s Building Division prior to July 1, 2023, will not be subject to Alternate Water Systems requirements. Applicants are advised to plan for alternate water systems beginning with initial early design. For more information, please visit the City’s website: https://www.cityofsacramento.org/Community-Development/Planning/Major-
ADV.2. Standard Bin and Can Dimensions

<table>
<thead>
<tr>
<th></th>
<th>Height</th>
<th>Width</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 gal. can</td>
<td>39 in.</td>
<td>25 in.</td>
<td>1 in.</td>
</tr>
<tr>
<td>64 gal. can</td>
<td>40 in.</td>
<td>30 in.</td>
<td>28 in.</td>
</tr>
<tr>
<td>96 gal. can</td>
<td>47 in.</td>
<td>35 in.</td>
<td>29 in.</td>
</tr>
<tr>
<td>1 yd. bin</td>
<td>4 ft.</td>
<td>2 ft., 9 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>2 yd. bin</td>
<td>4 ft., 5 in.</td>
<td>4 ft.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>3 yd. bin</td>
<td>5 ft., 1 in.</td>
<td>3 ft., 7 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>4 yd. bin</td>
<td>5 ft., 9 in.</td>
<td>4 ft., 8 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>5 yd. bin</td>
<td>5 ft., 3 in.</td>
<td>5 ft., 9 in.</td>
<td>6 ft., 10 in.</td>
</tr>
<tr>
<td>6 yd. bin</td>
<td>6 ft.</td>
<td>5 ft., 10 in.</td>
<td>6 ft., 10 in.</td>
</tr>
</tbody>
</table>

ADV.3. Trees on Adjacent Parcels - While not required by city code for unprotected trees, the applicant has an obligation to protect trees owned by others on adjacent properties and should obtain permission to perform any work such as pruning or excavation within the dripline of such tree. Case law in California requires that reasonable care be taken to protect trees owned by others.

DRAFT FINDINGS OF FACT

Environmental Determination

The project is also determined to be exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section Number 15301, Existing Facilities, and Class 32, Section Number 15332, In-Fill Development.

Site Plan and Design Review

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan and any applicable specific plan or transit village plan in that the proposal adheres to the goals and policies of the general plan land use designation of Neighborhood as a single-unit dwelling addition is being proposed on the site.

2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards for the R-1 zone and the design standards for single-unit dwellings. Furthermore, the project meets the citywide design principles in relation to scale and massing for single-family residences.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that the exterior design and massing of the project are compatible with the design of the adjacent residential dwellings.

5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance and will not be a detriment to the neighborhood.

200-Year Flood Protection

The project site is within an area for which the local flood-management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood-protection system that, for the area intended to be protected by the system, will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood-hazard zone, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer’s Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).

Respectfully Submitted:
Armando Lopez Jr
Design Review Staff, Assoc. AIA

Recommendation Approved:
Matthew Sites
Senior Architect, AIA

The decision of the Design Director may be appealed to the Planning and Design Commission. An appeal must be filed within 10 days of the Design Director’s hearing. If an appeal is not filed, the action of the Design Director is final.
DESTRUCTION REQUEST PRESERVATION REVIEW (DRPR)

SECTION 1: To be completed by Planning Staff.

☐ Yes ☐ No  The project proposes demolition of 50-percent or more of building footprint, or 50-linear feet or more of exterior wall?
  If checked NO, No DRPR or Demolition I&R form is required.
  If checked YES, proceed to Section 2 below.

SECTION 2: To be completed by Planning Staff.

☐ Yes ☐ No  The project proposes only demolition and is not part of a development proposal.
  If checked NO, proceed to Section 3 below.
  If checked YES, No DRPR required. Complete Demolition I&R (Form CDD-0113).

SECTION 3: To be Completed by Planning Staff. Attach color photos. Large format printed or digital preferred.

Project Information
Date of Pre-Application Meeting: 6/24/2024
Date Application Submitted: ____________________________
Date Application Deemed Complete: ____________________________
Application Number: DR24-149
Address: 5015 Teichert Avenue, Sacramento, CA 95819
Assigned Planner: Armando Lopez Jr.
Planner Phone Extension: 8239

Type of Structure:
☐ Accessory
☐ Residential (1 or 2 units)
☐ Commercial (3+ units, or other commercial/industrial)
☐ Other (bridge, water tower, etc.) Description: ____________________________

Scope of Work
☐ Demolition and New Construction
☐ Demolition of ACCESSORY STRUCTURE ONLY and New Construction
☐ Residential Addition
☐ Commercial Addition (3+ units, or other commercial/industrial)
☐ Other Description: ____________________________

PAGE 2 TO BE COMPLETED BY THE PRESERVATION DIRECTOR
HISTORIC RESOURCE PRELIMINARY EVALUATION

SECTION 4: To be completed by the Preservation Director.

☐ Project is part of a discretionary development proposal such as a SPDR Entitlement: Attach completed DRPR to Record of Decision. Refer to Section 5 below.

☐ Project is part of a ministerial review, such as an ADU I&R: Route to Preservation Director prior to completing Record of Decision. Attach completed DRPR to Record of Decision. Refer to Section 5 below.

☐ The 45-day review period has expired, and the property is deemed not eligible for listing in the Sacramento Register: Attach completed DRPR to Record of Decision.

SECTION 5: Preservation Director determination or request for information.

☐ PROPOSED WORK COMPLIES WITH HISTORIC STANDARDS: Therefore, whether the property includes a historical resource, there would not be a significant impact on any historical resources for CEQA purposes.

☐ NOT ELIGIBLE: The Preservation Director has made a preliminary determination that the structure is NOT ELIGIBLE as a historical resource for CEQA purposes, nor for listing in the Sacramento Register (Preliminary Determination expires in 3 years)

☐ ELIGIBLE: The Preservation Director has made a preliminary determination that the structure IS ELIGIBLE as a historical resource for CEQA purposes and may be eligible as a historic resource for listing in the Sacramento Register. Project requires evaluation for compliance with historic standards or for possible impacts to historical resource and additional environmental review.

☐ ADDITIONAL RESEARCH NEEDED: The Preservation Director has determined that additional research and evaluation on the history and potential significance of the structure is required in order to make a preliminary determination, and:
  ☐ $500 research fee required (may be a deposit); or
  ☐ Applicant will hire qualified historical consultant to research and evaluate the property.

☐ REQUEST MEETING WITH APPLICANT: The Preservation Director has questions about the property, the photos provided, or the project and would like to meet with the applicant to discuss the project, its potential compliance with the historic standards, or to determine if an eligibility determination is warranted.

Notes:

Presevation Director's Signature: ___________________________ Date: 7/3/2024

CDD-0424 Revised 7-19-2024
direct abutter to the west

I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

Glenn Dean

Lauren Kitchen Dean 5013 Teichert Ave

print name, address & date
FLOOR PLAN

I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

Judith Manii Pomondon 5021 Teichert Ave,
print name, address & date 8ae, CA 95829 6/17/84
I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

Judith Domondon 5014 Teichert Ave Sec, CA 8819
print name, address & date
Merrill Domondon 1/24/24
I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

Aaron Perry 5020 Teichert Ave 6.17.2024
print name, address & date
I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

Alex R. Zucht Melchion
5005 Teichert Ave
Sacramento, CA 95819

print name, address & date 6/17/24
I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

Anna Jenco 5009 Teichert Ave June 17, 2024

print name, address & date
I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

MOLLY Emslie 5040 Teichert Ave 6/17/24

JEFFREY A. Emslie 5040 Teichert Ave. 6/17/2024
I have reviewed the proposed plans at 5015 Teichert Avenue and I support my neighbor in doing this work.

Aaron Teddy 5041 Teichert Ave 6.17.2024
print name, address & date
DIRECTOR REPORT

STAFF RECOMMENDATION

Staff recommends the Zoning Administrator approve, with conditions, a Conditional Use Permit, and the Preservation Director approve, with conditions, Site Plan and Design Review and Tree Permit for the project known as P24-009 (The DIGGS). Draft Conditions of Approval and Findings of Fact for the project are included below.

REQUESTED ENTITLEMENTS

1. **Conditional Use Permit** to establish a nonconforming use (mini-storage) within a structure listed as a landmark on the Sacramento Register of Historic and Cultural Resources on a 1.76-acre site within the General Commercial (C-2-SPD) and Residential Mixed Use (RMX-SPD) zones and the Central City Special Planning District (SPD).

2. **Site Plan and Design Review** for the adaptive reuse and alterations of a historic resource to convert the building into a mixed-use development consisting of 133 multi-unit dwellings, approximately 4,000 square feet of office, approximately 8,000 square feet of commercial retail/restaurant, approximately 24,900 square feet of subterranean mini-storage, and associated site improvements.

3. **Tree Permit** for the removal of four city trees.

PROJECT INFORMATION

Location: 1800 3rd Street
Parcel Number: 009-0043-001-0000, -010-0000, and -003-0000
Council District: 4 – Represented by Councilmember Valenzuela
Applicant: Williams and Paddon | 19Six Architects (Stephen Ullman) 1715 R Street, Suite 200 Sacramento, CA 95811
Property Owner: Heller Pacific (Michael J. Heller & Alex Lichtig) 1715 R Street, Suite 120 Sacramento, CA 95811
Project Planner: Zach Dahla, Associate Planner
Hearing Date: August 22, 2024

Land Use Information
General Plan: Urban Corridor High (UCORHIGH)
Housing Element Site: No
Community Plan Area: Central City
Specific Plan: Central City
Zoning: General Commercial (C-2-SPD); Residential Mixed Use (RMX-SPD)
Special Planning District: Central City
Planned Unit Development: N/A
Design Review Area: Central City Neighborhood
Parking District: Urban
Open Space District: Urban
Historic Landmark: Yes
Historic District: N/A

Surrounding Land Use and Zoning
North: OB-SPD Office
South: RMX-SPD, C-2-SPD Warehouse and Residential
East: RMX-SPD Surface Parking Lot
West: RMX-SPD Warehouse and Interstate 5

Site Characteristics
Existing Property Area: 77,001 square feet / ±1.76 acres
Topography: Flat
Street Improvements: Existing
Utilities: Existing
Existing Land Use: Thomson-Diggs Landmark and associated parking lots

Other Information
Concurrent Files: N/A
Previous Files: IR23-298

ATTACHMENTS
Attachment A: Project Plans
Attachment B: Central City Specific Plan Figure 4.12-13 (Transit Priority Areas)
Attachment C: Resolution 2018-00129 Certifying the CCSP EIR & MMP
Attachment D: SACOG Concurrence Letter
Attachment E: Arborist Report
Attachment F: Historic Resource Report

PROPOSED PROJECT AND ANALYSIS

SITE CONTEXT

The approximately 1.76-acre project site is located at 1800 3rd Street and contains three parcels within the Central City Special Planning District (SPD), including an approximately 1.18-acre parcel within the General Commercial (C-2-SPD) zone developed with the Thomson-Diggs Company building and two parcels totaling approximately 0.58-acres within the Residential Mixed Use (RMX-SPD) zone developed with an associated surface parking lot. Rice Alley (now functioning effectively as a drive for the parking lot) separates the two areas. Surrounding land uses include offices to the north, surface parking lot to the east, a new mid-rise residential apartment building to the south, and industrial warehouses and Interstate 5 to the west. Additionally, the 8th and O Streets Light Rail Station is located approximately 0.45-miles from the
project site. The site is served by existing public infrastructure including streets, sidewalks, and wet and dry utility connections in R, 2nd, and 3rd Streets.

**Historical Context**

The Thomson-Diggs Company Building is an industrial warehouse that was originally constructed in 1911 for use by the Thomson-Diggs Company -- a major wholesale hardware distributor. The building has expanded and undergone alterations, interior and exterior, since its initial construction. A one-story rear addition was constructed initially in 1936, expanding the building to 2nd Street and thus, nearly doubling the original footprint. This addition subsequently received a two-story rooftop addition in 1947, resulting in the form, scale, and massing that remains evident. Today, the approximately 200,000 square-foot building is three stories tall at its north side fronting R Street and rises to four stories in height at its south side due to the site’s sloping grade. An adjacent paved surface parking lot are situated to the building’s south. The building is slightly set back from the sidewalk at the north side. The setback is considered a part of the R Street right-of-way and is filled with a maintained lawn featuring a border of ivy and small trees and small regularly spaced concrete-paved patios with concrete picnic tables or benches. The Thomson-Diggs Company operated from this warehouse until 1985 when the firm relocated headquarters and sold the building for conversion into offices. The office use was supported by the approximately 0.58-acre surface parking lot to the south, which contains 61 existing parking stalls and nine canopy trees.

The Thomson-Diggs Company site is listed on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) as a local Landmark.

**Previous Planning Files**

On December 14, 2023, the applicant submitted a complete Senate Bill (SB) 330 preliminary application for the proposed housing development (see Record No. IR23-298). A housing development project that submits a complete SB 330 preliminary application receives early vesting resulting in the project being subject to only the ordinances, policies, and standards adopted and in effect when the preliminary application was submitted. As such, staff must review the proposed project under the lens of the previous 2035 General Plan, as it was the General Plan document that was in effect on December 14, 2023.

**PROJECT DETAILS**

The applicant is requesting entitlements to facilitate the restoration and adaptive reuse of the Thomson-Diggs Company landmark building into a mixed-use development consisting of 133 multi-unit dwellings, approximately 4,000 square feet of office, approximately 8,000 square feet of commercial retail/restaurant, and approximately 24,900 square feet of subterranean mini-storage.

The proposed residential uses include 48 studio units, 16 one-bedroom units, and 68 two-bedroom units spread across the second through fourth floors situated along the perimeter of each to accommodate communal lounge and coworking amenity spaces in the center. The remainder of residential building amenities are in the southwest portion of the first floor and include
a fitness center, bicycle storage and repair space, dog washing facility, maker space and art studio, and audio and video creation spaces. The first floor also includes a dwelling unit for a building manager, manager’s office/leasing area, and trash room.

Most non-residential uses are also located on the first floor of the development, including office and retail/restaurant uses located in the southeast corner closest to the parking lot and a prohibited mini-storage use located in the northern portion of the first floor that is underground due to the intense sloping of 3rd Street. It is noted that the applicant is proposing one additional restaurant/café use on the second floor of the building in the northeast corner closest to the intersection of 3rd and R Streets.

As part of the proposal, the applicant team is requesting to abandon a portion of R Street right-of-way that serves as a landscaped open space area between the building and existing sidewalk and the removal of four city trees to allow for the construction of an accessible entrance/walkway and outdoor patio area to support this second-floor café/restaurant use. The remainder of this right-of-way area is proposed to be fenced by an eight-foot-tall metal wrought iron fence enhanced with a 8.5 feet tall masonry brick columns spaced approximately 26 feet apart to convert it into a a common open space amenity for future residential tenants.

The applicant is also requesting to reconfigure the existing surface parking lot south of the landmark building by closing an existing driveway off 3rd Street and removing three canopy trees to allow the addition of a 24-foot drive aisle along the western portion of the parking lot to improve overall circulation. As part of the reconfiguration, the parking lot would be reduced by one stall resulting in a total of 60 parking stalls provided and two new 35-inch box trees would be installed to mitigate loss of shade. The applicant is also requesting the abandonment of the Rice Alley right-of-way with reservation of public utility easement to allow the gating of the alley for only emergency vehicles.

The project requires Zoning Administrator approval a Conditional Use Permit (CUP) establish a non-conforming use (mini-storage) within a landmark resource. The project also requires Preservation Director approval of Site Plan and Design Review for the adaptive reuse of the Thomson-Diggs Company building, reconfiguration of the existing surface parking lot, and other associated site improvements; and Tree Permit for removal of four city trees. The abandonment of right-of-way is subject to a separate review process through the Public Works Department and is not under consideration by the Zoning Administrator or Preservation Director.

**Conditional Use Permit**

The applicant is requesting to establish a mini-storage use within the Thomson-Diggs Company landmark building, which is approximately 0.45 miles from the center of the 8th and O Streets light rail station platform. Pursuant to Sacramento City Code (SCC) section 17.444.090.C, a mini-storage use is prohibited in the C-2-SPD zone and Central City SPD within one-half mile from the center of a light rail station platform. However, pursuant to SCC section 17.232.130, a listed historic resource may be used for a prohibited use with the approval of a CUP, if it is determined that the prohibited use provides a demonstrable benefit toward the preservation of the historic resource and the public benefits of the preservation of the listed resource as derived from the
proposed prohibited use outweigh the public benefits that would result from the action that would be required to bring the prohibited use into conformance.

The CUP process is designed to evaluate a use’s potential impact on a site and the surrounding area. The proposed mini-storage use would be in the northern half of the first floor, which is underground due to the site's sloping grade down 3rd Street. The approximately 24,900 square foot mini-storage suite consists of 278 units ranging from 20 to 117 square feet. Customers are intended to walk through the main lobby/entrance of the mixed-use building on the south façade to access the mini-storage suite, which is intended to be electronic keypad accessible. Individual units will be secured with unique keylocks. It is noted that no direct access to the storage units is proposed from the exterior of the building.

The Central City is the urban center of the larger metropolitan area that hosts major employers, tourists, and a continually growing number of residents. Some mini-storage land uses are not appropriate in urban areas due to their underutilization of land, limited activation of the pedestrian realm, and limited employment generation near public transit options. However, in this case, staff is supportive of the request to establish a mini-storage use in the Thomson-Diggs Company landmark structure and find it appropriate given the existing site constraints. Specifically, the proposed mini-storage use would be in a portion of the historic resource that is subterranean, which limits the functionality and usability of the space for residential and most commercial uses due to the lack of windows and inability to establish direct exterior entrances or storefronts. As such, this unique site constraint lends this large portion of the first floor for back of house, non-active uses. This leads staff to believe a mini-storage use would uniquely complement the underground setting while allowing for a revenue generating use that supports the adaptive reuse of the landmark without having to make any exterior changes or alterations to the building. Further, staff is supportive of the request given the use pays homage to the industrial history and nature of the Thomson-Diggs Company, which operated as an industrial hardware distribution facility. The arrival and operation of the Thomson-Diggs Company in 1912 was significant to the development of the original R Street Industrial Corridor, and the adaptive reuse of this vacant landmark into a high-density mixed-use development seeks to similarly further the continued resurgence of the current R Street Corridor and more broadly the Central City. This is supported by Central City Specific Plan Goal LU.1 which seeks a broad mix of uses that contribute to a vibrant and urban Central City.

Site Plan and Design Review

The purpose and intent of the Site Plan and Design Review entitlement is to ensure the project proposal complies with the relevant development standards established by the underlying zone, overlay, planned unit development (PUD), or SPD. In addition, the entitlement ensures the horizontal and vertical design of the development is compatible and complementary to surrounding development and consistent with applicable design guidelines (Central City Neighborhood Design Guidelines).

Building Design and Improvements

The entire building is currently clad in a contemporary brick veneer that features paired, black tile string courses. The black tiled bands separate an expanse of regularly spaced, large window openings on each floor at all four façades. Fenestration typically consists of narrow, vertical window openings at the ends that frame wider horizontal window openings in the middle of the facades. Window openings at the second floor (first floor at the north façade) are roughly square in shape and contrast with the rectangular-shaped window openings at the top two floors. All window openings contain fixed, non-historic multi-lite aluminum windows. The brick veneer and aluminum windows date to 1987-88 when the building was converted from industrial to commercial office use.

Exterior alterations to retrofit the existing building include restoration to the existing exterior brick, tile, and window systems consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties; the addition of two exterior intake/exhaust louvers on the east elevation to support the proposed restaurant use; new storefront systems and doors on the south elevation in the location an existing storefront system; a new doorway supported by a new exterior staircase and ADA walkway to support the proposed restaurant use at the corner of 3rd and R Streets; and an additional door on the north elevation to provide access to a new common open space area fenced with eight foot tall tubular wrought iron fencing enhanced with eight and a half feet tall masonry brick columns spaced approximately 26 feet apart. The project also includes the installation of a 12-foot-tall, detached trellis/canopy structure over a new café patio area to support the proposed restaurant use fronting R Street. Materials for the proposed trellis/canopy include a metal charcoal frame to match the banding on the landmark building with slanted wood member roofing to provide shade. It is noted that this structure is proposed to be detached from the landmark building as a means to ensure if it was removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

The interior of the building is roughly divided between the original 1911 portion of the building and 1936/1947 addition. The main entrance at the south façade of the building and primary circulation core are located at the center of the 1911 portion of the building. The interior of the building was renovated in the late 1980s to convert the building from industrial to office use. More recent tenant improvements have since taken place in various locations throughout the building, resulting in a wide variety of non-historic floor configurations and non-historic finishes. The applicant is proposing to renovate most of the interior to establish the new residential and non-residential uses.

Development Standards

The project proposes to maintain the existing Thomson-Diggs Company building without altering the existing setback, height, or size of the structure. However, it is noted that the project does include the abandonment of a portion of the R Street right-of-way that is currently a landscaped areas between the sidewalk and landmark building along R Street as well as the abandonment of

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2 Page & Turnbull. May 2024. Thomson-Diggs Company Building NPS HPCA Part 1 -Evaluation of Significance (see Attachment F)
Rice Alley. Per Public Works’s condition B34, the applicant will be required to complete the abandonments via the Abandonment/Vacation Application Process, which will require City Council review and approval. The abandonments will be required to be completed prior to issuance of any building permits for the project. For the purposes of this report, staff has considered the abandonment areas as part of the project site subject to review against development standards.

The C-2-SPD zone and the Central City SPD establish prescriptive development standards applicable to the proposed housing development. Table 1 illustrates the project’s compliance with these applicable development standards, including height maximums, density regulations, setback requirements, and generally applicable development standards. As outlined in Table 1, the project complies with all development standards of the C-2-SPD zone.

<table>
<thead>
<tr>
<th>Table 1: Development Standards</th>
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<tr>
<td>Setbacks (ft)</td>
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<td>Street Side-Yard (2nd Street)</td>
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</table>

*Existing condition.

**No changes are proposed to the existing building; however, the abandoned ROW along R Street and Rice Alley have resulted in increased setbacks.

The Urban Corridor High (UCORHIGH) designation, the C-2-SPD zone, and Central City SPD establish a floor area ratio (FAR) minimum of 0.4 and a maximum of 6.0. The 205,064 square foot historic commercial building on the 77,001 square foot project site results in an FAR of 2.66, consistent with the UCORHIGH designation and C-2-SPD zone. Additionally, as shown in Table 1, the project is consistent with all development standards of the C-2-SPD zone.

The site is located within the Urban parking district and is located within 0.5 miles of an existing light rail station (8th/O Streets station). Pursuant to SCC section 17.608.020.G.1 and Assembly Bill (AB) 2097, no off-street vehicular parking is required. However, the project proposes 60 parking stalls for the residential tenants to limit the amount of on-street parking associated with the development.

Bicycle parking is required for the residential and commercial retail/restaurant and office uses. Residential bicycle parking is required at a ratio of one space per two dwellings for long-term parking and one space per 10 dwelling units for short-term parking. The commercial retail/restaurant bicycle parking is required at a ratio of one space per 10,000 gross square feet.
of building or two spaces whichever is greater for long-term parking, and one space per 2,000 gross square feet of building or two spaces, whichever is greater for short-term parking. Bicycle parking for office is required at a ratio of one space per 6,667 gross square feet of building or two spaces whichever is greater for long-term parking, and one space per 20,000 gross square feet of building or two spaces, whichever is greater for short-term parking. The project is providing the required 71 long-term parking spaces and 19 short-term parking spaces for both the residential and commercial uses. The long-term parking spaces are a secured bicycle room accessible to the commercial spaces and residential tenants through the main lobby/lounge. The short-term bicycle racks spaces are located adjacent to the outdoor café patio area adjacent to the R Street right-of-way.

The site is located within the Urban multi-unit open space district. Per SCC section 17.444.050.C, open space is not required for projects consisting of the conversion of a nonresidential building to a multi-unit dwelling, so no open space is required for the residential component. However, one square foot of private and/or common open space per 15 square feet of office space is required. At 4,000 sf of office space, the project is required to provide 266 square feet of open space. The project is currently providing 6,170 square feet of open space and meets the required amount.

Parking Lot Reconfiguration and Shade Standards

The applicant is proposing to reconfigure the parking lot to improve the on-site circulation to address potential on-site traffic associated with the new mix of uses (restaurant/office/residential/mini-storage), the existing non-standard alley/proposed gating of the alley as emergency access only, and turnaround concerns with people in U-Hauls or other large trucks utilizing the mini-storage use.

Figure 5 – Existing & Proposed Parking Lot Design
Currently, the parking lot contains 61 parking stalls split between two rows of parking as well as parking along the perimeter accessed from either the driveway off 3rd Street or the driveway off S Street. The existing parking lot contains nine canopy trees on-site resulting in shade levels of 22%. It is noted that this parking lot was established prior to the adoption of the City’s tree shading standards for parking lots, which requires 50% of parking lots be shaded as established in SCC section 17.612.040. For this reason, the existing parking lot shade is considered to have a deemed site plan and design review deviation pursuant to SCC section 17.232.070.

As proposed, the reconfigured parking lot would close the driveway off 3rd Street, remove three non-private protected canopy trees, and remove a portion of the existing parking stalls in the two center rows to accommodate a 24-foot drive isle around the entire parking facility as well as additional parking stalls in the location of the removed driveway and canopy trees. It is noted that the proposed reconfiguration does not expand the existing parking facility in area or by number of parking spaces. Specifically, the proposed reconfiguration results in 60 total spaces on-site, or one less parking stall than the existing parking facility. Per SCC 17.612.040.F, all trees and associated landscaping in existing and proposed parking facilities must be maintained to ensure existing and approved shade levels are maintained in parking facilities. To address the removal of the three existing canopy trees, the applicant is proposing to install two, new 35-inch canopy trees in the western portion of the parking lot. The addition of these two new canopy trees results in shade levels of 24% on-site, which exceeds the existing shade levels at the parking facility consistent with the requirements of SCC 17.612.040.F.

Secretary of the Interior’s Standards for the Treatment of Historic Properties Compliance

The Secretary of the Interior’s Standards for the Treatment of Historic Properties address four treatments: preservation, rehabilitation, restoration, and reconstruction. As stated in the regulations (36 Code of Federal Regulations (CFR), Part 68) promulgating the Standards, “one set of standards...will apply to a property undergoing treatment, depending on the property’s significance, existing physical condition, the extent of documentation available, and interpretive goals, when applicable. The Standards will be applied taking into consideration the economic and technical feasibility of each project.” The associated Guidelines have been developed by the National Parks Service to help apply the Standards to a specific type of historic resources. The purpose of the Standards and associated Guidelines is to provide guidance to those involved in a project involving a historic property before beginning work. The Guidelines are intended as an aid to assist in applying the Standards to all types of historic buildings. They are not meant to give case-specific advice or address exceptions to unusual conditions.

After review of the proposed project, and supplemental information provided by the applicant, staff has concluded the project is consistent with the Secretary of the Interior Standards for the Treatment of Historic properties (SCC section 17.808.180.1.a). This analysis is largely based on the Historic Resource Due Diligence Study prepared for the project by Page & Turnbull (see Attachment F).
1. “The property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.”

The historic use of the Thomson-Diggs Company site was industrial in nature, serving as an industrial hardware warehouse/distribution center from 1911 to 1985 and then served as offices from 1985. The proposed project would adaptively reuse the building as a mixed-use development with compatible residential and commercial uses. The use of the building for residential and commercial land uses and the proposed alterations to the building do not remove distinctive materials, features, or spaces. Additionally, no new construction is proposed to alter the existing building footprint and size to accommodate the proposed uses allowing for the retention of its form, massing, scale, and general design as well as its spatial relationship to the neighborhood. As such, the proposed project is generally consistent with Rehabilitation Standard 1.

2. “The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.”

Despite the alterations to the landmark, The Thomson-Diggs Company Building NPS HPCA Part 1-Evaluation of Significance (Historic Report) prepared for the landmark building (see Attachment F) identifies the Thomson-Diggs Company Building retains integrity of location, design, feeling and association and to a lesser extent, integrity of materials and workmanship. The report identifies that essential physical features (known as character-defining features) that enable the property to convey its historic identity are the following items:

- The regular rectilinear form with flat roof;
- Fenestration pattern of regularly spaced, large multi-light window openings;
- Recessed loading dock openings (albeit infilled) at the south façade;
- The building’s original main entrance on 3rd Street featuring a projecting Moderne-style surround and flanking light fixtures (albeit replacement); and
- The secondary entrance at the northwest corner, exhibiting Moderne-style metal railings and likely original metal paneled doors

As proposed, the elements of significance that characterize the Thomson-Diggs Company building would being retained. The project has been conditioned to ensure any work to the historic features would preserve original features and materials to the extent feasible and repair any damaged or missing features in-kind. As such, the proposed project is generally consistent with Rehabilitation Standard 2.

3. “Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties will not be undertaken.”

No changes will be made that create a false sense of historical development, such as adding conjectural features or elements from other historic properties. See also Rehabilitation Standard 9. The proposed project is consistent with Rehabilitation Standard 3.
4. “Changes to a property that have acquired historic significance in their own right will be retained and preserved.”

The landmark structure has expanded and undergone alterations, interior and exterior, since its initial construction in 1911. A one-story rear addition was constructed initially in 1936, expanding the building to 2nd Street and thus, nearly doubling the original footprint. This addition subsequently received a two-story rooftop addition in 1947, resulting in the form, scale and massing that remains evident today. Additionally, the projecting cornice around the original portion of the building was removed and all façades, including those of the addition were clad in brick veneer with black ceramic tile bands. The marble finishes at the primary 3rd Street entrance were removed, and its doors, transom, and light fixtures were replaced. A secondary entrance facing 3rd Street was also infilled to accommodate new window openings. At the north and west façades, window openings at the first floor were expanded to align with the altered configuration of window openings of the original building volume, and new bands of windows were installed on the second and third floors. All windows were replaced with the extant multi-lite anodized aluminum-frame windows.

Per the Historic Report, while the aluminum-frame windows themselves are not historic, the alterations to the landmark to establish the current fenestration pattern of regularly spaced, large multilight window openings is considered a character-defining feature. As proposed, the project maintains and retains this character-defining fenestration pattern. Therefore, the proposed project is consistent with Rehabilitation Standard 4.

5. “Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.”

As discussed under Standard 3; however, it is noted that the landmark structure has expanded and undergone alterations, interior and exterior, since its initial construction in 1911, resulting in the original projecting cornice around the original portion of the building being removed and all façades being clad in non-original brick veneer with black ceramic tile bands. Additionally, all original windows were replaced with extant multi-light anodized aluminum-frame windows. As a result, the building’s integrity of exterior materials and workmanship has been diminished. However, as discussed under Standard 2, the essential physical features that remain and characterize the Thomson-Diggs Company building would be retained as part of the proposed project. Additionally, the project has been conditioned to ensure any work to the historic features on the building would preserve original features and materials to the extent feasible and repair any damaged or missing features in-kind. As such, the proposed project is generally consistent with this Rehabilitation Standard. Therefore, the proposed project is consistent with Rehabilitation Standard 5.

6. “Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of distinctive features, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.”

As discussed under Standard 2, the high-quality character-defining features of the historic building will be retained and restored. Original material will be repaired rather than replaced.
wherever feasible, and where infeasible matching material will be used in accordance with Rehabilitation Standard 6. Therefore, the proposed project is consistent with Rehabilitation Standard 6.

7. “Chemical or physical treatments, if appropriate, will be undertaken using the gentlest mean possible. Treatments that cause damage to historic materials will not be used.”

The project is conditioned require a pre-construction meeting between the applicant, the applicant’s contractor, and preservation staff to review the conditions and the methods of any necessary treatments, as well as schedule an in-progress inspection with preservation staff to ensure treatments do not cause damage to historic materials. As such, the proposed project is consistent with Rehabilitation Standard 7.

8. “Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.”

This Rehabilitation Standard focuses on known archaeological resources and their protection. No known archaeological resources are located at the project site; thus, this Rehabilitation Standard is not applicable. Standard best management measures and compliance with state and federal laws would address accidental discovery concerns.

9. “New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.”

The most notable exterior modification would be the addition of the detached metal charcoal framed trellis structure and eight-foot-tall metal wrought iron fence enhanced with eight and a half feet tall masonry brick columns in the area north of the landmark. As proposed, these accessory structures intentionally reinforce and emphasize the original industrial feel of the landmark utilizing materials in a contemporary way that references and compliments the historic Thomson-Diggs Company building. Both accessory structures are non-enclosed providing transparency as a means to not block or restrict views of the landmark structure and its character-defining features. Additionally, it is noted that no new additions are proposed as part of the project, resulting in the retention of the building’s original massing, scale, and general design. As such, the proposed project is generally consistent with Rehabilitation Standard 9.

10. “New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.”

As discussed under Standard 9, the project involves the addition of detached metal charcoal framed trellis structure and eight-foot-tall metal wrought iron fence enhanced with eight and a half feet tall masonry brick columns in the area north of the landmark. Based on staff’s review, it would be possible to remove the accessory trellis structure and fencing in the future and still
maintain the essential form of the building’s original exterior. It is noted that no new additions are proposed to the landmark building, and the original massing, scale, and general design is maintained.

The analysis above underscores that the project as currently proposed is consistent with the Rehabilitation Standards. As described by the federal regulations (36 CFR Part 68), staff has considered the property’s significance, existing physical condition, the existing documentation for the property to conclude that the project is consistent with the Standards and concluded the project would not result in the substantial adverse change to the essential physical features necessary to convey the historic significance of the building. Therefore, staff recommends approval of the project based on the findings of fact and conditions of approval provided in the sections below.

**Tree Permit**

Pursuant to SCC chapter 12.56, the removal of city trees requires a Tree Permit. According to the Arborist report (see Attachment B), the project would require the removal of four city trees, including Tree #237172 (12-inch DSH birch), Tree #237171 (12-inch DSH birch), tree #237170 (5-inch DSH birch), and tree #237164 (14-inch DSH ornamental pear). This results in a cumulative DSH of 43 inches. The trees are proposed for removal because they conflict with the project ADA construction requirements. The applicant has provided a replacement plan that is consistent with the replacement requirements described in tree ordinance that includes the payment of in-lieu fees, payable at $325 per inch DSH removed, totaling $13,975.00, to be deposited to the Tree Planting and Replacement Fund. As such, the applicant has provided a replacement plan that is consistent with the replacement requirements described in the City tree ordinance (SCC section 12.56.060).

**PUBLIC/NEIGHBORHOOD OUTREACH AND COMMENT**

The site was posted with project information at the time of submittal. Additionally, this project was routed to the Capitol Area R Street Neighborhood Association, Southside Park Neighborhood Association, and Preservation Sacramento. All property owner and residents within 500 feet of the subject site, as well as the neighborhood association, were mailed a public hearing notice on August 9, 2024, and a notice was posted at the project site. At the time of writing the staff report, staff has received no comments on the item and there is no known opposition.

**ENVIRONMENTAL CONSIDERATIONS**

The proposed development is a “project” as defined in the California Environmental Quality Act (CEQA). The City, as lead agency, is required to proceed in accordance with CEQA requirements prior to considering any approval.

The existing building is listed on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) as a local Landmark and is therefore considered a historical resource pursuant to CEQA. Analysis provided in the Historic Report (see Attachment F) for the Thomson-Diggs Company building prepared by Page & Turnbull and dated May 2024, with concurrence by staff, has determined that the alteration of the local Landmark and site improvements would not
result in a substantial adverse change in the significance of the historical resource. Additionally, as identified in the analysis above, the project follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties. Pursuant to CEQA Guidelines section 15064.5(b)(3), projects that follow these guidelines shall be considered to be mitigated to a level of less then a significant impact on the historical resource.

Staff has also determined that the project qualifies for a statutory exemption pursuant to Public Resources Code (PRC) section 21155.4, which was added to the PRC by SB 743. The legislature included the following that applies to section 21155.4:

With the adoption of…the Sustainable Communities and Climate Protection Act of 2008, the Legislature signaled its commitment to encouraging land use and transportation planning decisions and investments that reduce vehicle miles traveled and contribute to the reductions in greenhouse gas emissions required in the California Global Warming Solutions Act of 2006…Similarly, the California Complete Streets Act of 2008…requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways for safe and convenient travel.

Section 21155.4 is thus part of a comprehensive legislative approach to reducing VMT and supporting the state’s efforts to reduce greenhouse gas emissions. Section 21155.4 provides as follows:

(a) Except as provided in subdivision (b), a residential, employment center, as defined in paragraph (1) of subdivision (a) of Section 21099, or mixed-use development project, including any subdivision, or any zoning, change that meets all of the following criteria is exempt from the requirements of this division:

(1) The project is proposed within a transit priority area, as defined in subdivision (a) of Section 21099.

(2) The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.

(3) The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.

(b) Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred.
The requirements of the section are set forth below, followed by text that identifies the manner in which the proposed project complies in italics.

A. The project must be a residential, employment center or mixed-use development project. The project proposes a residential mixed-use development at 1800 3rd Street within the C-2-SPD zone and Central City SPD within the City of Sacramento. The project proposes the adaptive reuse of the Thomson-Diggs Company landmark building into a mixed-use development consisting of 133 multi-unit dwellings, approximately 4,000 square feet of office space, approximately 8,000 square feet of commercial retail/restaurant uses, and approximately 24,900 square feet of subterranean mini-storage. “Mixed-use development combines two or more types of land use into a building or set of buildings that are physically and functionally integrated and mutually supporting. This can be some combination of residential, commercial, industrial, office, institutional, or other land uses.” (San Joaquin Valley Blueprint Planners Toolkit, online access 9/24/2018)

The proposed project qualifies as a mixed-use development project.

B. The project must be located a transit priority area, as defined in subdivision (a) of Section 21099.

Section 20199 defines “transit priority area” as including an area within ½ mile of an existing major transit stop. Pursuant to PRC section 21064.3, a major transit stop is “a site containing an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Pursuant to PRC section 21155(b), a high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The City prepared an EIR for the Central City Specific Plan (CCSP), which was certified on April 19, 2018 (Resolution No. 2018-0129). Figure 4.12-13 in the CCSP EIR (see Attachment C) showed the portion of the CCSP area that would meet the criteria for proximity to transit in the legislation. The map identified areas one-half mile from Sacramento Regional Transit’s (SacRT) existing light rail stations and one-half mile from high quality transit corridors with service intervals of 15 minutes or less.

The project site is located in the area identified as a transit priority area. More specifically, The DIGGS project site is less than 1/2 mile from the SacRT’s Blue Line, Gold and Green line (light rail transit or LRT), along Opera Alley at 8th/O Streets. Additionally, SacRT also has several bus stops within a few blocks of the project site.

The proposed project is located in a transit priority area.

C. The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.

The proposed project’s land use is consistent with the CCSP. The City prepared and certified an EIR for the CCSP.
The proposed project is consistent with a specific plan for which an EIR was certified (see Attachment C).

D. The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy for which the State Air Resources Board (ARB) has accepted a metropolitan planning organization’s determination that the sustainable communities CEQA review strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.

The proposed project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adopted by the Sacramento Area Council of Governments (SACOG). The ARB has accepted SACOG’s determination that the plan would achieve GHG reduction targets. The written concurrence from SACOG regarding the City’s determination of consistency with the MTP/SCS is included as Attachment D.

The proposed project is consistent with the MTP/SCS.

E. Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred.

This requirement confirms that the requirement of consistency with a specific plan for which an EIR was prepared would be sufficient unless substantial changes have been proposed in the specific plan that would require major changes in the EIR, or changes have occurred in the circumstances under which the EIR was prepared or new information becomes available. The CCSP EIR was certified, and the CCSP adopted, on February 15, 2011. There have been no substantial changes in the CCSP or in the circumstances in the specific plan area that would affect the EIR analysis and conclusions.

None of the events identified in PRC 21166 have occurred.

PRC section 21155.4 provides that a project that meets the section requirements is exempt from CEQA review, unless one or more of the events identified in subsection (b) have occurred. As noted, none of those circumstances have occurred. The proposed project is, therefore, exempt from CEQA review.

FLOOD HAZARD ZONE

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is
based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2023 Adequate Progress Annual Report accepted by City Council Resolution No. 2023-0337 on October 24, 2023.”

FINDINGS OF FACT

Environmental

1. The Zoning Administrator and Preservation Director finds:
   a. Pursuant to CEQA Guidelines section 15064.5(b)(3), the project will not result in a substantial adverse change in the significance of a historical resource because the design complies with the Secretary of the Interior Standards for the Treatment of Historic Properties.
   b. That the project is exempt from the CEQA pursuant to Public Resources Code (PRC) Section 21155.4 and CEQA Guidelines Section 15182(b) and finds as follows:
      i. On April 19, 2018, pursuant to 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, the City Council approved an Environmental Impact Report (EIR) and adopted Findings of Fact and Statement of Overriding Considerations and approved the Central City Specific Plan (CCSP).
      ii. The project is a residential development project within the meaning of PRC section 21155.4(a).
      iii. The project is located in a transit priority area within the meaning of PRC section 21155.4(a)(1).
      iv. The project is consistent with the CCSP as required by PRC section 21155.4(a)(2).
      v. The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area as set forth in the Sacramento Area Organization of Governments (SACOG) Metropolitan Transit Plan/Sustainable Communities Strategy (MTP/SCS), which has been accepted by the California Air Resources Board as applicable achieving greenhouse gas emission reduction targets.
      vi. There have been no substantial changes proposed in the specific plan that would require major changes in the CCSP EIR, or changes in the circumstances under which the EIR was prepared or new information that has become available.
Conditional Use Permit

2. The proposed use and its operating characteristics are consistent with the UCORLOW General Plan designation. The proposed use and its operating characteristics are also supported by Central City Specific Plan Goal LU.1 which seeks a broad mix of uses that contribute to a vibrant and urban Central City by establishing a use that is complimentary to the surrounding neighborhood that also assists with facilitating the adaptive reuse and preservation of a landmark building; and

3. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the C-2-SPD zone, and of all other provisions of the code, specifically the purpose and intent of the C-2-SPD zone and Central City SPD, and nonconforming use regulations; and

4. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities; and

5. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance; and

6. The proposed use provides a demonstrable benefit toward the preservation of the listed historic resource; and

7. The public benefits of the preservation of the listed historic resource as derived from the proposed nonconforming use outweigh the public benefits that would result from the action that would be required for the use to be brought into, or remain in, conformance.

Site Plan & Design Review

8. Site Plan and Design Review for the adaptive reuse and alteration to a landmark listed in the Sacramento Register of Historic and Cultural Resources and associated site improvements is approved because project is consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties and the goals and policies of the City of Sacramento Planning and Development Code. Specifically, the proposed development is consistent with: the General Plan, including General Plan Goal HCR 2.1 (Identification and Preservation) for the identification and preservation of existing historic and cultural resources to enrich our sense of place and our understanding of the city’s prehistory and history, SCC Title 17 development standards, and the purpose and intent of the Central Core Design Guidelines and would maintain the integrity and significance of the historic Landmark. The essential physical features that remain and characterize the Thomson-Diggs Company building would be retained as part of the proposed project, and the project has been conditioned to ensure any work to the historic features on the landmark would preserve original features and materials to the extent feasible and repair any damaged or missing features in-kind. Further, the proposed development is not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or
recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the project meets all applicable development standards for the C-2-SPD zone.

**Tree Permit**

9. The Tree Permit for the removal of four city trees is approved based on the following Findings of Fact:

   a. The removal of the trees is necessary for the proposed work and, in this specific case, the detriment to the city tree population is justified as the it is necessary to accommodate construction of facilities to comply with the Americans with Disabilities Act (ADA) regulations.

   b. The tree replacement plan is consistent with the standards set forth in section 12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance

**200-Year Flood Protection**

10. The project site is within an area for which the local flood-management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood-protection system that, for the area intended to be protected by the system, will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood-hazard zone, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer’s Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).

**CONDITIONS OF APPROVAL**

**Conditional Use Permit**

A1. The approval authorizes the establishment of an approximately 24,900 square foot mini-storage use. Any changes to the location, size, or type of use shall require further Planning Division review and may require additional approvals.

A2. No open or outdoor storage areas are authorized as part of this approval. Open and outdoor areas will require additional review by the Planning Division.

A3. No retail business shall be permitted to operate within any of the storage units.

A4. The site and storage facility shall be inspected and maintained to be free and clear of litter.

A5. The following “Good Neighbor” measures shall be implemented by the applicant and any operator:
a. Establish a process for residential and commercial tenants as well as neighbors to communicate directly with the management staff of the storage facility should there be any problems or issues.

b. Provide signage at the building storefront that includes a 24-hour emergency contact person and phone numbers on-site that is located in a clearly identified place and kept up to date.

A6. Any modification to the attached plans shall be subject to review and approval by Planning Division staff prior to the issuance of building permits.

A7. The project is valid for an initial period of three years from the date of approval of the project.

Site Plan and Design Review

Planning

B1. The project approval allows for the adaptive reuse of the Thomson-Diggs Company landmark into a mixed-use development consisting of 133 multi-unit dwellings, approximately 4,000 square feet of office space, approximately 8,000 square feet of commercial retail/restaurant uses, and approximately 24,900 square feet of subterranean mini-storage as shown on the final approved plans.

B2. The proposed project shall be constructed per the final approved plans and/or exhibits and these conditions of approval.

B3. Landscaping improvements including planters, trees, shrubs, and groundcover shall be constructed as indicated on the final approved plans.

B4. Reconfiguration of the parking lot shall be as shown on the final approved plans. This includes the planting of two, 35-inch box canopy trees to replace the three 30-inch box trees proposed for removal.

B5. New tubular steel fencing around the parking lot shall not exceed 6 feet in height. Any modifications to the height of this tubular steel fencing shall require review and approval

B6. All vehicular access shall be taken from S Street.

B7. Provide a minimum of 19 short-term and 71 long-term bicycle parking spaces for the project. Racks shall be designed to comply with the City’s Bicycle Rack Design and Placement Manual.

B8. A pre-construction meeting shall be scheduled between the applicant, the applicant’s contractor, and preservation staff to review the conditions and the methods of treatment. There shall also be an in-progress inspection conducted by preservation staff, scheduled once demolition activity is complete.

B10. The applicant shall construct the metal charcoal framed trellis structure as shown in the final approved plans. The accessory trellis structure shall be detached from the landmark building.

B11. The eight-foot-tall metal wrought iron fence enhanced with eight and a half feet tall masonry brick columns shall be constructed as shown in the final approved plans. Masonry columns shall be spaced 26 feet apart. Any modifications to the size, spacing, or design of the fencing shall be reviewed by Preservation staff for approval prior to any changes.

B12. Exterior building modifications shall be constructed as shown on the final approved plans. Any additional exterior building modifications shall require additional review and approval by Preservation Staff.

B13. The existing character-defining elements of the historic landmark shall be retained and protected, including

a. The regular rectilinear form with flat roof;

b. Fenestration pattern of regularly spaced, large multilight window openings;

c. Recessed loading dock openings (albeit infilled) at the south façade;

d. The building’s original main entrance on 3rd Street featuring a projecting Moderne-style surround and flanking light fixtures (albeit replacement); and

e. The secondary entrance at the northwest corner, exhibiting Moderne-style metal railings and likely original metal paneled doors

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

B14. If existing windows need to be replaced to be operable, the applicant shall utilize metal sash windows with true divided lites subject to review and approval by Preservation Staff. If windows are replaced, the existing fenestration pattern and opening shall be maintained.

B15. If during construction activities any rails or other related railroad infrastructure is discovered/unearted, the applicant shall stop work and consult with preservation staff prior to moving forward.

B16. Applicant shall submit product literature for windows and provide contractor qualifications for review and approval by Preservation Staff prior to procurement.
B17. Applicant shall submit product literature for doors and provide contractor qualifications for review and approval by Preservation Staff prior to procurement.

B18. Applicant shall submit product literature for exterior awning and provide contractor qualifications for review and approval by Preservation Staff prior to procurement.

B19. Applicant shall submit product literature for new exterior lights and provide contractor qualifications for review and approval by Preservation Staff prior to procurement.

B20. Prior to final building occupancy of the first unit, the project shall be subject to an on-site inspection by Planning staff to ensure all conditions of approval are satisfied.

B21. The agreements executed between the operator and tenants shall include a notification that parking is not included as a part of the lease. Furthermore, the agreement shall state that there is limited parking available in the neighborhood adjacent to the facility.

B22. The operator shall comply with the maintenance, repair, and operation standards for multi-unit dwellings pursuant to SCC section 17.228.117.

B23. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the building in a place clearly visible from the exterior.

B24. Any new mechanical equipment shall be screened from view behind parapet wall, landscaping, or other screening mechanism approved by Planning staff.

B25. Planning in-progress inspections (93) shall be called for prior to the following Building Inspections: (10) Bldg-Foundation Forms, (12) Bldg-Concrete Slab Forms, and (81) Frame Across/Board. An (89) Planning Final shall be called for prior to (29) Building Final.

B26. The applicant shall prepare a construction management plan prior to issuance of building permit for review and approval by the building division that addresses crane placement, potential encroachment into the public right of way, street closures, and potential effects on city street trees.

B27. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans approved by Preservation staff shall be subject to review and approval prior to any changes.

B28. A signage application shall be submitted that establishes a sign program for the Thomas-Diggs Company building for review and approval by Planning Staff prior to the issuance of building permits.

B29. Any modification to the project shall be subject to the review and approval of Preservation staff (and may require additional entitlements).

B30. The applicant shall obtain all necessary building permits prior to commencing construction.
B31. This approval is valid for three years and is subject to SCC section 17.808.400.

Environmental

B32. The applicant shall comply with each applicable mitigation measure adopted for the project, as identified in the environmental document prepared pursuant to the California Environmental Quality Act (CEQA) and/or Mitigation Monitoring Plan (in this case the Central City Specific Plan EIR). If there is an error or omission in the Mitigation Monitoring Plan, the mitigation measure as set forth in the environmental document shall control.

Public Works

B33. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

B34. The applicant shall complete the abandonment/vacation process for the portion of R Street adjacent to the subject property and RS alley adjacent to the subject property per Section B of the Abandonment/Vacation Application Process & Requirements prior to issuance of any Building Permits to the satisfaction of the Department of Public Works. Any conditions associated with the abandonment clearance letters shall be satisfied as part of the abandonment to the satisfaction of the Department of Public Works.

B35. All existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.

B36. The applicant shall remove the unused driveway along 3rd Street and reconstruct the curb, gutter, landscape, and sidewalk to the satisfaction of the Department of Public Works.

B37. Gates on entrance driveways located within 20-ft of the right-of-way line shall be required to comply with the following:

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

b. The gate can be automatically opened and equipped with an automatic gate opener/remote control; and

c. The gate shall remain open during operating hours of business.

B38. Reciprocal access easements are required for shared use of the private alley and private alley entrance w/ the adjacent parcel, if not already in place.
B39. Bulb outs/curb extensions are required where there is on-street parking in the central City area or as directed by the Department of Public Works. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. The applicant shall construct bulb-outs/curb extension at the following locations to the satisfaction of Public Works:

a. Southeast corner of 2nd & R Streets

b. Southwest corner of 3rd & R Streets

B40. The site plan shall conform to ADA requirements in all respects. This shall include the replacement of any curb ramp that does not meet current ADA standards.

B41. The site plan shall conform to the parking requirements set forth in City Code 17.608.040.

B42. The applicant shall provide sufficient signing and marking to prohibit on-street parking within 20-foot adjacent to the driveway along S Street to the satisfaction of the Department of Public Works.

B43. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signage and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

B44. A revocable encroachment permit is required before allowing for any encroachments onto the right of way (i.e., Awnings, signage, bike racks, railings, seating, tables, etc).

B45. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25-foot sight triangle). Walls shall be set back three feet behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5 feet in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

SMUD

B46. SMUD has existing overhead 21kV facilities and low voltage/secondary facilities along the north and west side of the property (north and west sides of R and 2nd Streets respectively) that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

B47. SMUD has existing underground 21kV and low voltage/secondary facilities along the west and south side of the 1800 3rd Street property that will need to remain. SMUD also has 21kV and low voltage/secondary facilities along the west, north, and east sides of the 1801 2nd Street property that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the
required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

B48. Any necessary future SMUD facilities located on the Applicant’s property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant’s property.

B49. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

B50. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

B51. The Applicant shall not place any building foundations within five-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

B52. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services.

B53. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

B54. The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD.

B55. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.

B56. 12kV network service may be required pending the requested service size and service need date. Please contact SMUD Line Design and System Planning for additional information.

SacSewer

B57. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to
determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

Utilities (DOU)

B58. Applicant shall participate in the Central City Finance Plan and pay all required fees.

B59. Applicant shall reserve a public utilities easement PUE for the width of the alley for the existing City water and Combined Sewer main in the alley. Per City Code 13.04.230, no permanent structure (including without limitation garages, patios, concrete slabs, tool shed and similar structures) shall be constructed on top of water, sewer or drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the city attorney.

B60. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

B61. Common area landscaping shall have a separate street tap or public easement tap for a metered irrigation service.

B62. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The fee will be used for improvements to the CSS. The applicant is recommended to contact the Department of Utilities Development Services at 916-808-7890 for a CSS fee estimate.

B63. All increases in sewer flow shall be mitigated. The proposed project is contributing increased sewer flows to the CSS and shall evaluate the available capacity of existing CSS mains from the project’s point of service to the nearest 18-inch main. If any portion of the City mains to the nearest 18-inch main is determined to have insufficient capacity to accommodate the increased sewer flow, the development shall be required to improve the undersized mains to the nearest 18-inch main. The applicant is advised to contact the City of Sacramento Utilities Department Sewer Planning Section (916-808-7890) at the early planning stages to address any sewer related requirements.

B64. Project is in two (2) separate City Drainage Basins. Existing drainage patterns shall be maintained. Otherwise, applicant shall fully mitigate for the any drainage area being transferred from one basin to another.

B65. The onsite water, sewer and storm drain systems shall be private systems maintained by the owner or other approved entity.

B66. Onsite sewer and drainage facilities shall be separated systems.

B67. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment
control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

**Police**

B68. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of 0.95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.

B69. Light poles, if applicable, shall be no higher than 16 feet.

B70. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

B71. Entry drives, drive aisles, parking and bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 6:1 average to minimum ratio.

B72. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of 1/3 foot candles per square foot of surface area at a 6:1 average to minimum ratio.

B73. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

B74. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.

B75. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.

B76. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance, eliminates hiding areas within the landscape, and provides for tenants and users a safer environment.

B77. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.

B78. Fencing, if applicable, shall be of decorative tubular steel, no climb type and a minimum of six feet in height.
B79. A Video Assessment and Surveillance System (VASS) shall be installed at the site and maintained by a property management company, security company, or designee.

B80. Manager with access to VASS storage shall be able to respond to any activation within two hours.

B81. Cameras shall be day/night capable with a resolution of no less than two (2) megapixels and a minimum frame rate of 15 frames per second.

B82. Each driveway entrance and each building entrance shall be covered by a camera set at 100 pixels per foot or higher.

B83. VASS shall be capable of exporting footage to common media in a standard viewing format and shall not require proprietary software for third party viewing.

B84. VASS shall be capable of storing no less than 30 days' worth of activity.

B85. VASS shall provide comprehensive coverage of:
   a. areas of ingress and egress
   b. parking lot
   c. coverage of all four (4) exterior sides of the property
   d. adjacent public rights of way
   e. main lobby entrance
   f. hallways
   g. elevators

B86. No more than 10% of the square footage of windows and clear doors for retail purposes shall be blocked by advertising, signs, shelves or anything else. All advertising, signs, and shelving shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises from the exterior public sidewalk or entrance to the premises. All signs shall comply with the City Code.

B87. All dumpsters shall be kept locked or in locked enclosures. Gating for dumpster enclosures should be slatted to allow visual surveillance of the interior.

B88. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.
B89. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.

B90. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).

B91. Property management shall be responsible for the daily removal of all litter from the site.

B92. Applicant shall install a law enforcement “Knox Box” for police access to common areas on the premises, including, but not limited to the main lobby entrance. If elevators can only be operated via electronic access card, management shall ensure a card is placed in the exterior knox box.

B93. Applicant shall employ uniformed security to respond to on-site disturbances, 24/7. Security shall conduct no less than one (1) site inspection daily. The contracted security company shall be registered and in good standing with the Bureau of Security and Investigative Services (BSIS). Applicant may request a modification of this condition at any time. Any request for modification shall be in writing and submitted to the Sergeant of the Sacramento Police Department’s CPTED unit, or designee, and specify the desired modification(s). The Sacramento Police Department will evaluate the modification request and will respond within 30 days of receipt of the request.

B94. During Construction:

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

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

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

Solid Waste

B95. Project must meet the requirements outlined in City Code Chapter 13.10, 13.24, and 17.616.

B96. The trash enclosures must have sufficient space to accommodate bins for trash, recycling and organics and meet the requirements of City Code Chapter 13.10.100 C.

B97. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the bins and cans safely.

B98. This project will be required to submit a Construction and Demolition (C&D) Debris plan, as outlined on the City’s web site at http://www.cityofsacramento.org/public-
works/RSW/Collection-Services/Recycling/Construction-and-Demolition. Please contact the Solid Waste C&D team if you have any questions:
Phone: (916) 808-0965
Email: C&D@cityofsacramento.org

Urban Forestry

B99. Tree Preservation Measures – All future plans shall include the following: Tree Preservation Measures in the General Notes, Grading Plans, Utility Plans, Demolition Plan, Landscape Plan and the offsite plans if the trees will be impacted by work proposed on each sheet. This does not replace any request for a project arborist’s tree protection plan.

Required Tree Preservation Measures for City and Private Protected Trees

1. This project shall contract with a project arborist experienced with tree protection and construction that is required to:
   
   a. Attend the preconstruction meetings to approve of and inform contractors of all tree protection measures.
   
   b. Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.
   
   c. Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.
   
   d. The project arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.

2. All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities. Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by ¾-inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.

3. Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.

4. Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.

5. Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a
Qualified Arborist. Submit a tree permit application and a tree protection plan created by a Qualified Arborist to UrbanForestry@cityofsacramento.org and refer to the planning project number or off-site project number.

6. All excavation, grading or trenching within the dripline of a protected tree for the purpose of constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-excavation, pneumatic excavation or hand digging and shall be directly supervised by a qualified arborist.

7. There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of protected trees.

8. There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated onsite.

9. There shall be no soil compaction within the dripline of protected trees.

10. There shall be no non-native soil, non-organic matter or structural soil added to the right-of-way planter.

11. The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any regulated work as defined in SCC 12.56, excavation, grade changes, trenches, root or canopy pruning or boring.

12. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids and any other activities that may have negative impacts on the trees and soil.

13. All trees shall be watered regularly according to the recommendation of the project arborist.

14. The applicant shall be financially responsible for any damage to the city trees associated with the project. Accidental or negligent actions that damage city trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.

Advisory Notes
ADV.B1. **Building.** Since the plans are currently in the concept/design stage, please note that the advisory comments below do not constitute a complete building review. Future comments may be generated once this project has progressed to the point that it can be submitted to the building department for permit issuance.

a. Emergency escape and rescue openings are required by CBC Section 1031.2. However, there is an exception for group "R-2 occupancies constructed of Type I, Type IIA, Type IIIA or Type IV construction equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1 (NFPA 13).

i. This exception applies if the building can be demonstrated to meet the construction type requirements and is equipped with an NFPA13 fire sprinkler system.

b. All doors serving Café 223 should swing in the direction of egress if the occupant load exceeds 50, per §1010 of the 2022 California Building Code.

c. The corridor appears to double as an assembly space on all stories. Please revise as needed to demonstrate compliance with §1020.7 regarding corridor continuity. Note that the types of uses in a corridor are very limited.

ADV.B2. **SacSewer.** The subject property is outside the Local Collection Boundaries of SacSewer but within the Interceptor Collection Service Boundary. SacSewer will provide treatment of the sewer generated from this site, but the City of Sacramento Utilities Department’s approval will be required for local sewage service.

ADV.B3. **SMUD.** Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. (SMUD)

ADV.B4. **Utilities.** Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU 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.

ADV.B5. **Utilities.** Water meters shall be located at the point of service, which is back of curb for separated sidewalks, back of walk for connected sidewalks or at the inside edge of the right-of-way for public alleys.

ADV.B6. **Utilities.** As of January 1, 2018, all new multi-family residential construction will require sub-metering of each residential unit pursuant to all requirements found in California Senate Bill 7 (SB7). These requirements at a minimum include installing sub meters, billing for water based on the sub meters, and long-term calibration and maintenance of the sub meter. The SB7 requirements are the responsibility of the property owner.
ADV.B7. **Utilities.** The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

ADV.B8. **Utilities.** On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

ADV.B9. **Utilities.** This development project is covered by a valid SB 330 application that was submitted prior to January 22, 2024, and therefore may not be subject to the adjusted fee amounts for five years after January 22, 2024.

ADV.B10. **Fire.** Provide a water flow test. (Make arrangements with the Department of Utilities at 916-808-7890 or by email at DOUdevelopmentreview@cityofsacramento.org, California Fire Code Section 507.4

ADV.B11. **Fire.** Provide standpipe hose valves at the intermediate landing levels of stairways as required by the Sacramento Fire Official.

ADV.B12. **Fire.** Vehicle gates across required fire access lanes shall provide a minimum width of 20 feet for clear access. Automatic gates shall have AC power and be provided with Key override switch (Knox) and Radio operated controller (Click2Enter). For gates that do not fail safe in the open position upon loss of AC power or are provided with battery back-up power, an approved pedestrian gate shall be installed within 10 feet of all vehicle gates. An approved key box (Knox) shall be installed at least 48 inches above grade on the outside of the gate. It shall be provided with a key to open the pedestrian gate.

ADV.B13. **Fire.** Emergency Responder Radio Coverage may be required. Testing shall be conducted by an authorized technician to verify compliance with section 510, California Fire Code. This test shall verify that the building will support the Sacramento City Fire Department Radio Communication System. This test shall be performed in accordance with California Fire Code section 510.4.1.

ADV.B14. **Fire.** Provide a Site Safety Plan in compliance with Section 3303 of the California Fire Code. The plan shall identify at minimum, the following safety precautions during demolition and construction:

a. Name and contact information of the Owner’s authorized agent (Site Safety Director) responsible for the development, implementation and maintenance of an approved written site safety plan.

b. Procedures for reporting emergencies.
c. Fire Department Access Routes.

d. Location of fire protection equipment, including type and size of fire extinguishers.

e. Smoking and cooking policies that include designated safe areas where smoking and cooking may occur with adequate signage in accordance with Section 3305.8

f. Location(s) and proper safety considerations for temporary heating and any associated equipment.

g. Hot Work Plan when any welding and/or cutting shall occur.

h. Means of providing safeguards to minimize the risk of unwanted releases, fires or explosions involving hazardous materials, such as ignitable liquids/vapors or other combustible materials and ignition sources (cutting and welding, etc).

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

ADV.B15. **Police.** City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

ADV.B16. **SMAQMD.** Due to the health risks posed by public exposure to asbestos, demolition and renovation of existing buildings is subject to Sac Metro Air District Rule 902, to limit asbestos exposure during these activities. Sac Metro Air District staff is available to answer asbestos related questions, either by emailing asbestos@airquality.org, or calling 279-207-1122.

ADV.B17. **SMAQMD.** All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit Sac Metro Air District’s website to find a list of the most common rules that apply at the construction phase of projects.

**Tree Permit**

C1. The Tree Permit for the removal of four city trees is approved the following conditions:

   a. The applicant shall pay in-lieu fees of $13,975.00 to be deposited to the Tree Planting and Replacement Fund, due upon receipt of the invoice.

   b. The applicant shall retain all trees permitted for removal until after all fees associated with the application for a building permit have been paid.
The decision of the Zoning Administrator may be appealed to the Planning and Design Commission. The decision of the Preservation Director may be appealed to the Preservation Commission. An appeal must be filed within 10 days of the Director hearing. If an appeal is not filed, the actions of the Zoning Administrator and Preservation Director is final.
PROJECT TEAM

OWNER: Heller Pacific
1715 R Street, Suite 210
Sacramento, CA 95811
CONTACT: Mike Heller
PH. 916-638-2400
mjheller@hellerpacific.com

ARCHITECT: 19SIX ARCHITECTS
1715 R Street, Suite 200
Sacramento, CA 95811
CONTACT: Stephen Ullman
PH. 916-786-8178
sullman@19six.com

CIVIL: CUNNINGHAM ENGINEERING
2120 20th Street, Suite 3
Sacramento, CA 95818
CONTACT: Charles Krafka
PH. 916-455-2026
E. charles@cecwest.com

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COVER SHEET
THE DIGGS

19six Architects | G-0
THE DIGGS PROJECT PROPOSES THE ABANDONMENT OF THE FOLLOWING CITY RIGHT OF WAYS:

R STREET: THE SOUTHERLY PORTION OF THE R STREET RIGHT OF WAY BETWEEN 2ND STREET AND 3RD STREET.

R-S ALLEY: THE ENTIRE ALLEY RIGHT OF WAY BOUND BETWEEN R STREET AND S STREET, 2ND STREET AND 3RD STREET. A NEW PUBLIC UTILITY EASEMENT WILL BE RESERVED OVER THE ALLEY ABANDONMENT; ALL EXISTING PUBLIC UTILITIES TO REMAIN IN PLACE.

PORTION OF R STREET ROW TO BE ABANDONED
PORTION OF R STREET ROW TO REMAIN
PORTION OF R-S ALLEY TO BE ABANDONED WITH RESERVATION OF PUBLIC UTILITY EASEMENT

RIGHT OF WAY ABANDONMENT
SITE PLAN EXHIBIT
FOR
THE DIGGS
SACRAMENTO, CA

C-0
SOUTH PARKING SITE PLAN
FOR THE DIGGS

C-1
EXISTING CONDITIONS - SHADE CALCULATIONS

- Existing 30' Ulmus parvifolia - 100% Shade
- Existing 30' Ulmus parvifolia - 75% Shade
- Existing 30' Ulmus parvifolia - 50% Shade
- Paved Area - 22256 SF

Provided Shade - 22%

See page 2 for Shade Calculations
**PROPOSED CONDITIONS - SHADE CALCULATIONS**

- **Existing 30' Ulmus parvifolia - 100% - Shade**
- **Existing 30' Ulmus parvifolia - 75% - Shade**
- **Proposed 35' Quercus rubra - 100% - Shade**
- **Paved Area - 22570 SF**
- **Provided Shade: 24%**

**NOTES:**

1. **IN ADDITION TO THE EXISTING TREE CANOPY SHADE PROVIDED**, THE EXISTING BUILDING WEST OF THE PARKING LOT PROVIDES GOOD AFTERNOON SHADE ON THE 12 PARKING STALLS LOCATED ALONG THE WESTERN EDGE OF THE PARKING LOT.

2. **PER THE CITY PARKING LOT SHADE ORDINANCE, DUE TO THE PROXIMITY OF THE ADJACENT STREET TREES THEY ARE NOT INCLUDED IN THE ABOVE SHADE CALCULATIONS. THERE ARE (3) EXISTING CHINESE PISTACHE STREET TREES ALONG S STREET AND (2) EXISTING STREET TREES ALONG 3RD STREET THAT DO PROVIDE SIGNIFICANT SHADE VALUE TO THE PARKING LOT.**

---

**2024-07-25 SHADE STUDY**

**PROPOSED SOUTH PARKING SITE PLAN FOR THE DIGGS**

**PROPOSED SHADE PROVIDER:**

- **NEW 6'X8.5' PLANTER WITH 35' DIA. TREE**

---

**SCALE IN FEET**
1. THIS EXHIBIT ILLUSTRATES THE SPECIFIC PUBLIC IMPROVEMENTS CONDITIONED BY THE CITY OF SACRAMENTO FOR THE PROJECT DEVELOPMENT. THESE IMPROVEMENTS ARE BASED ON A SITE WALK ATTENDED BY THE OWNER AND THE CITY OF SACRAMENTO PUBLIC WORKS DEPARTMENT ON FRIDAY JUNE 7th.

NOTES

KEYNOTES

TREE PRESERVATION MEASURES FOR CITY AND PRIVATE TREES

PROPOSED PUBLIC IMPROVEMENT EXHIBIT FOR THE DIGGS

C-3
1 EXISTING TREE TO REMOVE
2 (E) TREES TO REMAIN
3 (N) PLANTING
4 (N) SLOPED PATH, 1:20
5 (N) CAFE SEATING PATIO
6 (N) 8'-0" VERTICAL METAL FENCE
7 (E) SILVER BIRCH TREES TO BE REMOVED
SOLAR READY AREA
3,600 S.F.

SOLAR READY AREA
1,800 S.F.

SOLAR READY AREA
1,600 S.F.

SOLAR READY AREA
900 S.F.

AREA OF MECHANICAL EQUIPMENT

ELEVATOR PENTHOUSE

SOLAR READY ZONE TO BE NO LESS THAN 15% OF TOTAL ROOF AREA
PER CALIFORNIA ENERGY CODE SECTION 110.10

EXISTING BULKHEAD

NEW MECHANICAL EQUIPMENT

EXISTING BULKHEAD

EXISTING BULKHEAD

EXISTING BULKHEAD

EXISTING BULKHEAD

MECHANICAL EQUIPMENT

MECHANICAL EQUIPMENT

MECHANICAL EQUIPMENT

MECHANICAL EQUIPMENT

MECHANICAL EQUIPMENT

SOLAR READY AREA
1,600 S.F.

SOLAR READY AREA
1,000 S.F.

SOLAR READY AREA
1,000 S.F.

SOLAR READY AREA
1,000 S.F.

SOLAR READY AREA
1,000 S.F.

SOLAR READY AREA
1,000 S.F.

SOLAR READY AREA
1,000 S.F.

SOLAR READY AREA
1,000 S.F.

TOTAL SOLAR READY AREA REQ'D: 7,533 S.F. (50,220 SF * 15%)
PROVIDED:
SOLAR READY AREA: 9,500 S.F.  (MEETS MIN. REQ'S)

SOLAR READY AREA CALCULATIONS

20' 10' 5' 0
3/32" = 1'

Sheet Notes - SD-105

1. All new equipment is set back to avoid all sight lines from adjacent streets - No new roof screening proposed - See diagrams 3 and 4 below.

560 HIGUERA STREET, SUITE C
SAN LUIS OBISPO, CA 93401
TEL (805) 476-0399

6/7/2024 10:00:02 AM
Autodesk Docs://23491_DIGGs/The DIGGS Architecture Model.rvt

19six Architects | SD-106
ENCROACHMENT EXHIBIT

THE DIGGS
OPEN SPACE EXHIBIT
THE DIGGS

OPEN SPACE LEGEND

COMMON OPEN SPACE
6,170 S.F.

OPEN SPACE CALCULATIONS

TOTAL OPEN SPACE REQ'D:
3,300 S.F. (132 UNITS * 25 PER UNIT)

PROVIDED:
COMMON OPEN SPACE: 6,170 S.F. (MEETS MIN. OPEN SPACE REQ'S)

OPEN SPACE REQUIRED AS PER CITY OF SACRAMENTO MUNICIPAL CODE SECTION
17.44.050 OPEN SPACE REQUIREMENTS FOR MULTI-UNIT DWELLINGS, WITHIN THE
TRADITIONAL OPEN SPACE DISTRICT.

URBAN OPEN SPACE DISTRICT: A COMBINATION OF PRIVATE AND COMMON OPEN
SPACE SHALL BE PROVIDED FOR NEW MULTI-UNIT DWELLINGS AT A RATIO OF 25 S.F.
OF OPEN SPACE PER DWELLING UNIT BEYOND THE MINIMUM REQUIRED FRONT-
YARD, SIDE-YARD, AND REAR-YARD SETBACKS. PRIVATE OPEN SPACE MUST HAVE A
MINIMUM DEPTH OF 3 FEET. COMMON OPEN SPACE SHALL HAVE A MINIMUM WIDTH
OR DEPTH OF 20 FEET.
THE DIGGS

CAFE SEATING PATIO EAST & NORTH ELEVATIONS

Wood members for shading
Metal frame charcoal to match banding on building

CAFE SEATING PATIO EAST ELEVATION

CAFE SEATING PATIO NORTH ELEVATION

560 HIGUERA STREET, SUITE C
SAN LUIS OBISPO, CA 93401
TEL (805) 476-0399

6/7/2024 10:01:46 AM Autodesk Docs://23491_DIGGs/The DIGGS Architecture Model.rvt
CAFE SEATING PATIO RENDERING

THE DIGGS
Figure 4.12-13
Transit Priority Area
RESOLUTION NO. 2018-00129

Adopted by the Sacramento City Council

April 19, 2018

Certifying the Environmental Impact Report and Adopting the Mitigation Monitoring Plan, Findings of Fact, and Statement of Overriding Considerations for the Central City Specific Plan (LR16-006)

BACKGROUND

A. On March 8, 2018, the City Planning and Design Commission conducted a public hearing on the Central City Specific Plan at which it reviewed and considered the Environmental Impact Report for the projects and passed a motion to forward to the City Council a recommendation to approve the project.

B. On April 19, 2018, the City Council conducted a public hearing that was noticed in accordance with Sacramento City Code sections 17.812.010 and 17.812.030 at which it received and considered oral testimony and other evidence concerning the Central City Specific Plan.

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

Section 1. The City Council finds that the Environmental Impact Report for the Central City Specific Plan (herein EIR), which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the “EIR”) has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

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

Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed project, and that the EIR reflects the City Council’s independent judgment and analysis.
Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the projects, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the project as set forth in the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA Section 21081.6 and CEQA Guidelines Section 15091, and in support of its approval of the projects, the City Council adopts the Mitigation Monitoring Plan to require all reasonably feasible mitigation measures be implemented by means of the projects’ conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Plan (MMP) as set forth in Exhibit B of this Resolution. In case of conflict between the MMP and the mitigation measures described in Exhibit A, the MMP shall control.

Section 6. The City Council directs that, upon adoption of approvals for the projects, the City Manager shall file a notice of determination with the County Clerk of Sacramento County and with the State Office of Planning and Research, pursuant to the provisions of CEQA Section 21152.

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

Table of Contents:
- Exhibit A - CEQA Findings of Fact and Statement of Overriding Considerations for the Central City Specific Plan
- Exhibit B - Mitigation Monitoring Plan for the Central City Specific Plan

Adopted by the City of Sacramento City Council on April 19, 2018, by the following vote:

Ayes: Members Ashby, Carr, Guerra, Hansen, Harris, Jennings, Schenirer and Mayor Steinberg

Noes: None

Abstain: None

Absent: Member Warren

Attest: City Clerk May 09, 2018

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.
Resolution 2018-0129 April 19, 2018 2 of 83
Exhibit A
CEQA Findings of Fact and Statement of Overriding Considerations for the Sacramento Central City Specific Plan

Description of the Project

The Sacramento Central City Specific Plan (CCSP) is designed to facilitate future development within the City of Sacramento’s central core to create a vibrant downtown where people can live, work, and play. The CCSP seeks to implement the vision articulated in the Sacramento 2035 General Plan, including the Central City Community Plan (CCCP), customizing the planning process and land use regulations to the unique characteristics of the Central City. Subsequent development projects, zoning regulations, public improvements, and related activities within the CCSP area would be required to be consistent with the CCSP.

The overall goal of the Central City Specific Plan (CCSP) is the orderly and systematic development and integration of housing within the CCSP area that is compatible with site characteristics and consistent with the City’s goals and policies.

The proposed CCSP includes the following aspects:

- The CCSP seeks to encourage future growth in the city within existing urbanized areas, and the central business district, to foster infill development, as well as encourage density of development and integration of housing with commercial, office, and entertainment uses to foster increased pedestrian and bicycling, and use of public transportation, to reduce automobile use.

- Accommodation of growth within the CCSP area that protects important environmental resources as well as ensures long-term economic sustainability and health, and equity or social wellbeing for the entire community.

- Develop varied and unique housing options that appeal to a wide range of residents and reflect the diversity of Sacramento.

- Facilitate creation of new places to live in Downtown consistent with the City’s Downtown Housing Initiative and general plan.

The proposed CCSP was developed in accordance with the Downtown Housing Initiative, which is intended to facilitate development of at least 10,000 new places to live in Downtown Sacramento over the next ten years. For the purposes of the Downtown Housing Initiative, Downtown includes the Railyards and River District Specific Plan areas. Although the proposed CCSP allows for increased opportunities for development, it is anticipated that the actual amount of development that would occur over the next 20 years would be generally
consistent with what has been assumed to occur over that timeframe under the Sacramento 2035 General Plan. It is anticipated up to 13,401 new housing units, approximately 3.8 million square feet (sf) of new non-residential uses, and 750 hotel rooms would be built in the CCSP area. There would also be an additional 3.3 million sf of backfill non-residential development, which includes new uses that would occur within existing buildings and, in turn, allow for a total development potential of 7.1 million sf of non-residential uses when combined with the new growth. It is assumed that most of the new housing units projected in the CCSP area would be multifamily units.

Findings Required Under CEQA

1. Procedural Findings

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

The Draft EIR for the City of Sacramento’s Central City Specific Plan (CCSP) (SCH # 2017022048) was prepared, noticed, published, circulated, reviewed, and completed in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq. (“CEQA”), the CEQA Guidelines (14 California Code of Regulations Section 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 Governor’s Office of Planning and Research (OPR) and each responsible and trustee agency and was circulated for public comments from February 15, 2017 through March 17, 2017.

b. A public scoping meeting was held on March 2, 2017, at Sacramento City Hall, 915 I Street, Sacramento, California, 95814, to request the public’s input on the scope and content of the environmental information that should be addressed in the Draft EIR.

c. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the OPR on September 22, 2017, and to those public agencies that have jurisdiction by law with respect to the plan, or which exercise authority over resources that may be affected by the plan, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

d. An official 45-day public review and comment period for the Draft EIR was established by the OPR. The official OPR public comment period began on September 22, 2017 and ended on November 8, 2017.

e. A Notice of Availability (NOA) of the Draft EIR was mailed on September 22, 2017 to all interested groups, organizations, and individuals who had previously requested notice in writing. The NOA stated that the City of
Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California, 95811, and on the City’s website. The letter also indicated that the official 45-day public review period for the Draft EIR would end on November 8, 2017.

f. A public notice was placed in the City’s official newspaper, the Daily Recorder, on September 22, 2017, which stated that the Draft EIR was available for public review and comment.

g. A public notice was posted in the office of the Sacramento County Clerk on September 22, 2017.

h. The NOA and Draft EIR were published on the City’s website at http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.

i. An informational open house was held on October 9, 2017, at Sacramento City Hall, 915 I Street, Sacramento, California, 95814, to inform the public of key analyses and conclusions reached in the Draft EIR.

j. 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.

k. The Final EIR was made available for public review and published on the City’s website at http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.

l. Notices were mailed to all federal and state agencies that provided comments on the Draft EIR. The notice sent to each agency included that agency’s comment letter and proposed response to the comment letter.

m. In certifying the Final EIR, the City Council finds that the Final EIR does not add significant new information to the Draft EIR that would require recirculation of the EIR under CEQA because the Final EIR contains no information revealing (1) any new significant environmental impact that would result from the proposed plan or from a new or revised mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible project alternative or mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the plan but that was rejected by the City, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Instead, the modifications are either environmentally benign or
environmentally neutral, and thus represent the kinds of changes that commonly occur as the environmental review process works towards its conclusion. The City Council hereby determines, based on the standards provided in section 15088.5 of the CEQA Guidelines, that recirculation of the Draft EIR is not required.

2. **Record of Proceedings**

The contents of the record of proceedings shall be as set forth in subdivision (e) of Public Resources Code Section 21167.6. 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 therein;

   b. The City of Sacramento 2035 General Plan adopted March 3, 2015, and all updates;

   c. The Master Environmental Impact Report for the City of Sacramento 2035 General Plan certified on March 3, 2015, and all updates;

   d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2035 General Plan adopted March 3, 2015, and all updates;

   e. Planning and Development Code of the City of Sacramento, as amended as of the date of this Resolution;

   f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments (SACOG), December 2004;

   g. The Sacramento Area Council of Governments’ (SACOG) Metropolitan Transportation Plan/Sustainability Communities Strategy (MTP/SCS), February 2016;

   h. The Central City Specific Plan, January 2018;

   i. Central City Special Planning District, January 2018; and

   j. The Mitigation Monitoring Plan for the CCSP.

   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; and

   l. Any other materials required by Public Resources Code Section 21167.6, or other applicable law, to be included in the record of proceedings.
3. Findings

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

Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines section 15364 includes another factor: “legal” considerations. (See also Citizens of Goleta Valley v. Board of Supervisors (Goleta II) (1990) 52 Cal.3d 553, 565.)

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417 (City of Del Mar).) “[F]easibility” under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (Ibid.; see also Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 715 (Sequoyah Hills); see also California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 1001 [after weighing “‘economic, environmental, social, and technological factors’ ... ‘an agency may conclude that a mitigation measure or alternative is impracticable or undesirable from a policy standpoint and reject it as infeasible on that ground’].)

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

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of both mitigation measures and environmentally superior alternatives when contemplating approval of a proposed CCSP with significant impacts. Where a significant impact can be mitigated to an “acceptable” level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also
substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed CCSP as mitigated. 

(Laurel Hills Homeowners Association v. City Council (1978) 83 Cal.App.3d 515, 521; see also Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 730-731; and Laurel Heights Improvement Association v. Regents of the University of California (“Laurel Heights I”) (1988) 47 Cal.3d 376, 400-403.)

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

In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the projects will cause.

The California Supreme Court has stated that “[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (Citizens of Goleta Valley v. Board of Supervisors (Goleta II) (1990) 52 Cal. 3d 553, 564.)

In support of its approval of the plan, the City Council’s findings are set forth below for each of the potentially significant environmental effects and alternatives of the Projects identified in the EIR pursuant to Section 21080 of CEQA and Section 15091 of the CEQA Guidelines.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the impacts of the Projects and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the City Council adopts and incorporates all the mitigation measures set forth in the Final EIR and the attached MMP to substantially lessen
or avoid the potentially significant and significant impacts of the Projects. The City Council intends to adopt each of the mitigation measures proposed in the Final EIR to reduce or eliminate significant impacts resulting from the Project. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMP fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures, as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the Final EIR.

A. Impacts Found to be Less Than Significant and Thus Requiring No Mitigation.

Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.) Based on substantial evidence in the whole record of this proceeding, the City Council finds that implementation of the projects will not result in any significant impacts in the following areas and that these impact areas, therefore, do not require mitigation.

Aesthetics, Light and Glare

4.1-1: The proposed CCSP could have a substantial adverse effect on an existing scenic resource or degrade the view of an important, existing scenic resource, as seen from a visually sensitive public location. (p. 4.1-35)

4.1-2: The proposed CCSP could substantially degrade the existing visual character or quality of the CCSP area and its surroundings. (p. 4.1-40)

4.1-3: The proposed CCSP could create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. (p. 4.1-42)

4.1-4: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts on scenic resources or degrade the views of an important, existing scenic resource, as seen from visually sensitive public locations. (p. 4.1-44)
4.1-5: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute substantial cumulative degradation of the existing visual character or quality in the vicinity. (p. 4.1-46)

4.1-6: Implementation of the proposed CCSP could contribute to cumulative sources of substantial light or glare which would adversely affect daytime or nighttime views in the area. (p. 4.1-46)

Air Quality

4.2-1: Implementation of the proposed CCSP could conflict with or obstruct implementation of an applicable air quality plan. (p. 4.2-19)

4.2-4: Implementation of the proposed CCSP could result in a significant increase in CO concentrations. (p. 4.2-28)

4.2-5 (Construction): Implementation of the proposed CCSP could result in short-term and long-term exposure to Toxic Air Contaminants. (p. 4.2-29)

However, impacts associated to short term exposure to Toxic Air Contaminants would be less-than-significant, these impacts would be further reduced with the implementation of Mitigation Measure 4.2-2(b), which states:

4.2-2(b)

Prior to the issuance of a demolition or building permit for major development projects in the CCSP area, each project shall be screened for construction emissions based on the then-current screening criteria established by the SMAQMD. If the project emissions fall within the limit of the screening criteria no further action is required.

If the project exceeds the screening criteria the applicant shall model emissions for the project. If the emissions fall below the thresholds of significance for construction air emissions no further action is required.

If the air emissions model reflects emissions above the thresholds for construction emissions, the applicant shall mitigate such emissions consistent with applicable rules and procedures of the SMAQMD and City of Sacramento. This includes the following:

The applicant shall include on all grading or improvement plans the following SMAQMD Enhanced Exhaust Control Practices:
• Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the proposed CCSP to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the proposed CCSP, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.

• Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

• Emissions from all off-road diesel-powered equipment used on the project site shall 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 the City 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 measure shall supersede other SMAQMD or state rules or regulations.

• If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.
The applicant shall include the following SMAQMD Fugitive Dust Control Practices on all grading or improvement plans:

- Water exposed soil with adequate frequency for continued moist soil.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.
- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.
- Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.
- Treat site accesses to a distance of 100 feet from the paved road with a 6- to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

The applicant shall estimate and quantify the construction emissions of NOx. The applicant shall pay into the SMAQMD’s construction mitigation fund to offset construction-generated emissions of NOx that exceed SMAQMD’s daily emission threshold of 85 ppd. The applicants shall keep track of actual equipment use and their NOx emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD.

4.2-6: Implementation of the proposed CCSP could create objectionable odors. (p. 4.2-32)

4.2-9: The proposed CCSP could contribute to cumulative increases in CO concentrations. (p. 4.2-35)

Biological Resources
4.3-1: Development pursuant to the proposed CCSP could result in the loss of potential foraging habitat for Swainson’s hawk. (p. 4.3-46)

4.3-3: Projects developed under the CCSP could result in impacts to special-status fish species and degradation of designated critical habitat. (p. 4.3-49)

4.3-5: Projects developed under the proposed CCSP could remove habitat for the western pond turtle. (p. 4.3-54)

4.3-7: Projects constructed under the proposed CCSP could result in impacts to special-status plant species. (p. 4.3-56)

4.3-9: Implementation of the proposed CCSP could result in interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites. (p. 4.3-59)

4.3-12: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative impacts to special-status fish species and degradation of designated critical habitat. (p. 4.3-62)

4.3-16: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of locally protected trees. (p. 4.3-65)

**Cultural Resources**

4.4-3: The proposed CCSP could cause a substantial adverse change in the significance of historical resource as defined in CEQA Guidelines section 15064.5. (p. 4.4-34)

4.4-5: New construction in proposed CCSP area, in combination with other cumulative development within Sacramento County and the City downtown core, could contribute to the cumulative loss or alteration of historic built resources. (p. 4.4-36)

**Energy Demand and Conservation**
4.5-1: The proposed CCSP would increase demand for energy, specifically electricity and natural gas, the construction of which could cause significant environmental effects. (p. 4.5-10)

4.5-2: The proposed CCSP could result in the wasteful, inefficient, or unnecessary use of energy. (p. 4.5-11)

4.5-3: The proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in demand for energy. (p. 4.5-14)

Geology, Soils, and Seismicity

4.6-1: The proposed CCSP could introduce either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards. (p. 4.6-20)

4.6-2: The proposed CCSP could expose people to risk associated with unstable soil conditions, including expansive soils and subsidence. (p. 4.6-21)

4.6-3: The proposed CCSP would allow development that could result in substantial soil erosion. (p. 4.6-22)

4.6-4: The proposed CCSP could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (p. 4.6-22)

4.6-5: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative increases in the number of people exposed to seismic and geologic risks. (p. 4.6-23)

4.6-6: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative increases in the number of people exposed to seismic and geologic risks. (p. 4.6-24)

Global Climate Change
4.7-1: Implementation of the proposed CCSP could conflict with the City of Sacramento’s Climate Action Plan. (p. 4.7-18)

Hazards and Hazardous Materials

4.8-2: Development pursuant to the proposed CCSP could expose people to asbestos-containing materials, lead-containing paint, PCBs, or other hazardous building materials or situations during demolition or renovation activities. (p. 4.8-19)

4.8-3: Development pursuant to the proposed CCSP could expose people to contaminated groundwater during construction or dewatering activities. (p. 4.8-20)

4.8-4: The proposed CCSP could increase the risk of exposure of site occupants to inadvertent or accidental releases of hazardous substances transported on adjacent roadways or rail lines near the site. (p. 4.8-23)

4.8-5: Development pursuant to the proposed CCSP could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (p. 4.8-24)

4.8-6: Development pursuant to the proposed CCSP could interfere with an adopted emergency response plan or emergency evacuation plan. (p. 4.8-25)

4.8-8: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts by exposing people to asbestos-containing materials, lead-containing paint, PCBs, or other hazardous materials or situations during demolition or renovation activities. (p. 4.8-26)

4.8-9: Implementation of the proposed CCSP, in combination with other cumulative development, could expose people to contaminated groundwater during construction or dewatering activities. (p. 4.8-27)

4.8-10: Implementation of the proposed CCSP, in combination with other cumulative development, could increase the risk of exposure of site
occupants to inadvertent or accidental releases of hazardous substances transported on adjacent roadways or rail lines near the site. (p. 4.8-28)

4.8-11: Implementation of the proposed CCSP, in combination with other cumulative development, could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (p. 4.8-29)

4.8-12: Implementation of the proposed CCSP, in combination with other cumulative development, could interfere with an adopted emergency response plan or emergency evacuation plan. (p. 4.8-29)

**Hydrology and Water Quality**

4.9-1: The proposed CCSP could degrade water quality during construction. (p. 4.9-18)

4.9-2: Operation of the proposed CCSP could generate new sources of polluted runoff. (p. 4.9-20)

4.9-3: The proposed CCSP could expose people or property to an increased risk of flood hazards. (p. 4.9-21)

4.9-4: The proposed CCSP could adversely affect groundwater supplies, groundwater quality, and/or interfere with groundwater recharge. (p. 4.9-22)

4.9-5: The proposed CCSP could contribute to the cumulative degradation of water quality. (p. 4.9-23)

4.9-6: The proposed CCSP could contribute to cumulative increases in the risk of flooding. (p. 4.9-23)

4.9-7: The proposed CCSP could contribute to cumulative impact on groundwater supplies, quality, and recharge. (p. 4.9-24)

**Noise and Vibration**
4.10-3: The operation of development allowed under the proposed CCSP could result in residential interior noise levels of 45 dBA Ldn or greater. (p. 4.10-26)

4.10-7: Implementation of the proposed CCSP would contribute to cumulative increases in residential interior noise levels of 45 dBA Ldn or greater. (p. 4.10-38)

Public Services

4.11-1: The proposed CCSP would increase demand for police protection services within the City of Sacramento. (p. 4.11-7)

4.11-2: Implementation of the proposed CCSP, in combination with other cumulative development in the City of Sacramento, would contribute to cumulative increase in the demand for police protection services. (p. 4.11-8)

4.11-3: The proposed CCSP would increase the demand for fire protection services. (p. 4.11-16)

4.11-4: Implementation of the proposed CCSP, in combination with other cumulative development within the boundaries of the City of Sacramento, would contribute to cumulative increases in demand for fire protection services. (p. 4.11-18)

4.11-5: The proposed CCSP would generate additional students in Sacramento City Unified School District. (p. 4.11-29)

4.11-6: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in student enrollment in Sacramento City Unified School District. (p. 4.11-30)

4.11-7: The proposed CCSP could cause existing parks within the CCSP area to physically deteriorate, requiring additional parks to be constructed. (p. 4.11-44)

Transportation
4.12-1: The proposed CCSP could increase Vehicle Miles Traveled (VMT). (p. 4.12-44)

4.12-2: The proposed CCSP could worsen intersection operations. (p. 4.12-50)

4.12-4: The proposed CCSP could worsen freeway off-ramp queueing. (p. 4.12-59)

4.12-5: The proposed CCSP could impact pedestrian facilities. (p. 4.12-60)

4.12-6: The proposed CCSP could impact transit facilities. (p. 4.12-61)

4.12-7: The proposed CCSP could impact bicycle facilities. (p. 4.12-64)

4.12-8: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to increased vehicle miles traveled (VMT). (p. 4.12-65)

4.12-9: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts to intersection operations. (p. 4.12-66)

4.12-11: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts to freeway off-ramp queueing. (p. 4.12-77)

4.12-12: The proposed CCSP, in combination with other cumulative development, could impact pedestrian facilities. (p. 4.12-78)

4.12-13: The proposed CCSP, in combination with other cumulative development, could impact transit facilities. (p. 4.12-79)

4.12-14: The proposed CCSP, in combination with other cumulative development, could impact bicycle facilities. (p. 4.12-81)

Utilities
4.13-2: The proposed CCSP would increase demand for wastewater treatment. (p. 4.13-12)

4.13-4: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in demand for wastewater treatment capacity at the SRWWTP. (p. 4.13-14)

4.13-5: The proposed CCSP would increase demand for potable water. (p. 4.13-29)

4.13-6: The proposed CCSP could require additional water conveyance and treatment. (p. 4.13-30)

4.13-8 (incorrectly referenced as 4.11-8 in Table S-1): Implementation of the proposed CCSP would contribute to cumulative increases in demand for water conveyance in the vicinity of the CCSP areas. (p. 4.13-36)

4.13-9: The collection or disposal of additional solid waste generated under the proposed CCSP would result in adverse physical environmental effects. (p. 4.13-41)

4.13-10: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in solid waste. (p. 4.13-43)

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

The following significant and potentially significant environmental impacts of the projects, including cumulative impacts, are being mitigated to a less-than-significant level and are set out below. Pursuant to Section 21081(a)(1) of CEQA and Section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the projects 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 projects. The basis for the finding for each identified impact is set forth below.

**Aesthetics, Light and Glare**
No potential impacts to Aesthetics, Light and Glare were evaluated in the Draft EIR as having a potentially significant impact conclusion and requiring mitigation.

**Air Quality**

4.2-2: Construction of development under the proposed CCSP could result in short-term emissions of NOx, PM10 and PM2.5. (p. 4.2-21)

**Mitigation Measures:** The following mitigation measure(s) has been adopted to address this impact:

4.2-2(a)

*For any development project within the CCSP area that would involve excavation, grading, or site preparation that would expose soil, the applicant shall comply with all applicable Rules of the Sacramento Air Quality Management District (SMAQMD) and shall include the required SMAQMD Basic Construction Emission Control Practices on all grading or improvement plans.*

4.2-2(b)

*Prior to the issuance of a demolition or building permit for major development projects in the CCSP area, each project shall be screened for construction emissions based on the then-current screening criteria established by the SMAQMD. If the project emissions fall within the limit of the screening criteria no further action is required.*

*If the project exceeds the screening criteria the applicant shall model emissions for the project. If the emissions fall below the thresholds of significance for construction air emissions no further action is required.*

*If the air emissions model reflects emissions above the thresholds for construction emissions, the applicant shall mitigate such emissions consistent with applicable rules and procedures of the SMAQMD and City of Sacramento. This includes the following:*

*The applicant shall include on all grading or improvement plans the following SMAQMD Enhanced Exhaust Control Practices:*

*• Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the proposed CCSP to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction...*
contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the proposed CCSP, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.

- Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

- Emissions from all off-road diesel-powered equipment used on the project site shall 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 the City 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 measure shall supersede other SMAQMD or state rules or regulations.

- If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.

The applicant shall include the following SMAQMD Fugitive Dust Control Practices on all grading or improvement plans:

- Water exposed soil with adequate frequency for continued moist soil.
• Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.

• Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.

• Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.

• Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.

• Treat site accesses to a distance of 100 feet from the paved road with a 6- to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.

• Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

The applicant shall estimate and quantify the construction emissions of NOx. The applicant shall pay into the SMAQMD’s construction mitigation fund to offset construction-generated emissions of NOx that exceed SMAQMD’s daily emission threshold of 85 ppd. The applicants shall keep track of actual equipment use and their NOx emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD.

Finding: With implementation of the above mitigation measures, fugitive dust would be controlled, exhaust emissions would be reduced on-site, and mitigation fees would be provided to SMAQMD for project NOx emissions that exceed the SMAQMD significance threshold. SMAQMD uses the fees to fund off-site projects and programs that would offset the project’s NOx emissions.

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

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4.2-7: Implementation of the proposed CCSP could contribute to cumulative increases in short-term (construction) emissions. (p. 4.2-33)

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:
Implement Mitigation Measure 4.2-2(a) and (b).

**Finding:** With implementation of the above mitigation measure for the proposed CCSP, cumulative increases in short-term (construction) emissions would be reduced. Fugitive dust would be controlled, exhaust emissions would be reduced on-site, and mitigation fees would be provided to SMAQMD for project NOx emissions that exceed the SMAQMD significance threshold. SMAQMD uses the fees to fund off-site projects and programs that would offset the project’s NOx emissions. Although cumulative NOx emissions in the SVAB would be significant due to existing violations in the region, with implementation of Mitigation Measure 4.2-2(a) and (b) the proposed CCSP contributions would be reduced to a level that would result in a less-than-considerable contribution to the significant cumulative impact.

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

**Biological Resources**

4.3-2: Development under the proposed CCSP could result in the loss of potential nesting habitat for special-status bird species and other sensitive and/or protected bird species. (p. 4.3-47)

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

4.3-2(a)

*For projects proposed to be constructed in the CCSP area that have trees onsite or trees immediately adjacent to the project site (including within a planter strip), the applicant shall conduct a nesting bird survey to determine whether there are nesting special-status birds present. Surveys shall be conducted by a qualified biologist prior to and within 14 days of construction activities. If nesting birds are present during the survey, then the applicant shall notify the City’s Planning Director and proceed as follows:* 

1) *The applicant shall conduct any tree removal activities required for project construction outside of the migratory bird breeding season (February 1 through August 31) where feasible.*

2) *All trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.*
3) Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned without impacting the breeding season. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during excavation and other outdoor construction that involves the use of heavy equipment. If, in the professional opinion of the monitor, the construction activities associated with that part of construction activities would impact the nest, the monitor shall immediately inform the construction manager and the applicant shall notify the City’s Planning Director. The construction manager shall stop construction activities that have the potential to adversely affect the nest until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist. If construction begins outside of the migratory bird breeding season (February 1 through August 31), then the applicant is permitted to continue construction activities through the breeding season.

4) The applicant shall maintain a 100-ft buffer around each active purple martin nest. No construction activities are permitted within this buffer.

5) For other migratory birds, a no-work buffer zone shall be established around the active nest in consultation with the California Department of Fish and Wildlife. The no-work buffer may vary depending on species and site-specific conditions as determined in consultation with the California Department of Fish and Wildlife.

4.3-2(b)

For projects proposed to be constructed in the CCSP area that would include the use of off-road vehicles during project construction, the applicant shall conduct a survey for Swainson’s hawk nests, the survey shall be of all trees within 500 feet of the project site which has a 24-inch minimum diameter at breast height. The survey distance may be decreased based on type of construction and whether heavy construction equipment would be used. The applicant may ask the California Department of Fish and Wildlife for a reduced survey distance and/or reduced buffer area. Surveys shall be conducted in accordance with the Swainson’s Hawk Technical Advisory Committee’s Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (2000). If active Swainson’s hawk nests or other raptors’ nests are found during the survey performed under Mitigation Measure 4.3-2(a), construction activities shall not be permitted on those portions of the project site within 500 feet of the active nest during the Swainson’s hawk breeding season (March 1 – September 15).

4.3-2(c)
For projects proposed within suitable habitat for burrowing owl (in particular for projects proposed in annual grassland habitat occurring in the northeast part of the CCSP area as shown in Figure 4.3-1 in the EIR, and areas adjacent to Sutter’s Landing Park that have not been developed), the applicant shall conduct preconstruction surveys for burrowing owls in accordance with guidance from the California Department of Fish and Wildlife.

**Finding:** Implementation of Mitigation Measure 4.3-1(a), (b), and (c) would reduce impacts to nesting birds by requiring preconstruction surveys to identify any nesting birds, and if found, observing no-disturbance zones around nest sites, and therefore would reduce the impact to nesting birds during construction of development under the proposed CCSP to a less-than-significant level.

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

4.3-4: Projects proposed under the CCSP could result in removal of habitat for the valley elderberry longhorn beetle. (p. 4.3-52)

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

4.3-4(a)

For projects proposed within or adjacent to habitat for VELB (suitable habitat for the VELB occurs in close proximity to the Sacramento and American rivers in association with undeveloped valley foothill riparian habitat and at undeveloped areas of Sutter’s Landing Park; see Figure 4.3-1 in the EIR), the applicant shall conduct surveys prior to construction for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with U.S. Fish and Wildlife Service protocols. If elderberry plants with stems measuring 1.0 inch or greater are not identified, no further mitigation is required.

4.3-4(b)

If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to and within 100 feet of ground disturbing activities (shrub’s dripline is within 100 feet of construction activities or site), or are otherwise located where they may be directly or indirectly affected by the project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings) are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring 1.0 inch or greater in diameter at ground level are unlikely to be habitat for the beetle because of their small size and/or
immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level.

4.3-4(c)

For shrubs with stems measuring 1.0 inch or greater, the applicant shall ensure that elderberry shrubs within 100 feet of ground disturbing activities be protected and/or compensated for (if affected by construction activities) in accordance with the “U.S. Fish and Wildlife Services’ (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office.”

Finding: With the implementation of Mitigation Measure 4.3-4(a), (b), and (c), elderberry shrubs would be protected and any shrubs that require removal would be compensated for. As a result, the proposed CCSP would not cause a reduction in VELB habitat. Thus, impacts to VELB from implementation of the proposed CCSP would be mitigated to a less-than-significant level.

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

4.3-6: Projects developed under the proposed CCSP could result in impacts to special-status bat species. (p. 4.3-54)

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

4.3-6

If a project would result in the removal of large, mature trees within the riparian areas along the Sacramento or American rivers as shown on Figure 4.3-1 of the EIR or the removal of an unsealed, open to the elements, vacant building, and construction activities commence on the project site during the breeding season of special-status bat species (May 1 to August 31), then a field survey shall be conducted by a qualified biologist to determine whether active roosts are present on site or within 100 feet of the project boundaries prior to the commencement of construction activities. Field surveys shall be conducted early in the breeding season before any construction activities begin, when bats are establishing maternity roosts but before pregnant females give birth (April through early May). If no roosting bats are found, then no further mitigation is required.
If roosting bats are found, then disturbance of the maternity roosts shall be avoided by halting construction until the end of the breeding season. Alternatively, a qualified bat biologist may exclude the roosting bats in consultation with the California Department of Fish and Wildlife, thereby allowing construction to continue after successful exclusion activities.

If the biologist determines that bats could potentially inhabit a building planned for demolition or alteration, and a nighttime survey is necessary, then the biologist may return for an emergence survey.

Finding: Implementation of Mitigation Measures 4.3-6(a), (b), and (c) would minimize potential direct and indirect impacts on maternity roosting bats within the CCSP area by requiring preconstruction surveys to identify any maternity roosting sites within 100 feet of project activities, and if found, observance of no-disturbance zones around those sites. This would reduce impacts to maternity colonies during construction activities to a less-than-significant level.

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

4.3-8: Projects developed pursuant to the CCSP could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands. (p. 4.3-56)

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

4.3-8(a)

For projects proposed in areas that contain aquatic habitat which may support wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands (i.e., riparian or riverine areas associated with the Sacramento and American rivers as shown on Figure 4.3-1 in the EIR), the applicant shall conduct a formal aquatic resources delineation within those project sites. The aquatic resources delineation shall be submitted to the U.S. Army Corps of Engineers for verification. If jurisdictional wetlands and other waters of the U.S., riparian vegetation, is required.

4.3-8(b)

If jurisdictional wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands are present, the applicant shall avoid them if feasible. The applicant shall minimize disturbances and construction footprints near avoided wetlands and other waters of the
4.3-8(c)

If avoidance of wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands are not feasible, then the applicant shall demonstrate that there is no net loss of wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands through compliance with the Clean Water Act Section 404 requirements.

Finding: With the implementation of Mitigation Measure 4.3-8(a), (b), and (c) there would be no net loss of wetlands and potential indirect impacts to wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands would be avoided or mitigated to the extent feasible. Thus, impacts to wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands from implementation of the projects developed under the proposed CCSP would be mitigated to a less-than-significant level.

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

4.3-10: Implementation of the proposed CCSP could result in removal of protected street trees and conflict with local policies protecting trees. (p. 4.3-60)

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

4.3-10

For any project within the CCSP area that would remove protected trees as defined by City Code 12.56, the applicant shall submit a tree removal permit application for the removal of protected trees and comply with all conditions of any issued permit.

Finding: Implementation of Mitigation Measure 4.3-10 would reduce this impact to a less-than-significant level through compliance with the City’s established requirements to avoid or mitigate for the loss of protected trees.

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

4.3-11: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative harm to, or
loss of nesting habitat, for nesting habitat for special-status bird species and other sensitive and/or protected bird species. (p. 4.3-61)

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

4.3-11

*Implement Mitigation Measure 4.3-2(a), 4.3-2(b), and 4.3-2(c).*

**Finding:** With the implementation of Mitigation Measure 4.3-11 and compliance with applicable federal, State, and local policies and regulations, the proposed CCSP’s contribution to the regional cumulative impact on nesting birds and their habitat would be less than considerable, and the impact would be reduced to less than significant.

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

4.3-13: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of habitat for the Valley Elderberry Longhorn Beetle. (p. 4.3-63)

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

4.3-13

*Implement Mitigation Measure 4.3-4(a), 4.3-4(b), and 4.3-4(c).*

**Finding:** With the implementation of Mitigation Measure 4.3-13 and compliance with applicable federal, State, and local policies and regulations, the proposed CCSP’s contribution to the regional cumulative impact on VELB and their habitat would be less than considerable, and this impact would be less than significant.

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

4.3-14: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of habitat, or impacts to bat species. (p. 4.3-64)

**Mitigation Measure:** The following mitigation measure(s) has been adopted to address this impact:
Implement Mitigation Measure 4.3-6.

Finding: With the implementation of Mitigation Measure 4.3-14, in combination with CDFW riparian vegetation mitigation requirements, the proposed plan’s contribution to cumulative impact on bat species within Sacramento County would be reduced. Project-related disturbance to bat species would be less than considerable contribution to the cumulative loss of bats within Sacramento County, and this impact would be less than significant.

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

4.3-15: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands. (p. 4.3-65)

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

4.3-15

Implement Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).

Finding: Implementation of Mitigation Measures 4.3-15 would mitigate impacts to wetlands, riparian vegetation, and state jurisdictional waters/wetlands within the CCSP area. This would occur through a combination of restoration/enhancement, and/or purchase of restoration credits to ensure no net loss. By ensuring that projects proposed under the CCSP achieve no net loss of waters of the U.S. or riparian habitat, the contribution of the CCSP to the overall cumulative impact would be less than considerable, and thus the impact would be reduced to a less-than-significant level.

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

Energy Demand and Conservation

Finding: No mitigation is required for the identified potential impacts to Energy Demand and Conservation that are evaluated in the Draft EIR.

Geology, Soils and Seismicity
Finding: No mitigation is required for the identified potential impacts to Geology, Soils, and Seismicity that are evaluated in the Draft EIR.

Global Climate Change

Finding: No mitigation is required for the identified potential impacts to Global Climate Change that are evaluated in the Draft EIR.

Hazards and Hazardous Materials

4.8-1: Development pursuant to the proposed CCSP could expose people to contaminated soil. (p. 4.8-18)

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

4.8-1

If a development site is listed in the Phase I ESA Overview Study as being of moderate or high potential to have a Recognized Environmental Condition (REC), the applicant shall conduct a site specific Phase I Environmental Site Assessment during the entitlement process in general accordance with the current version of ASTM 1527 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process prior to construction and shall comply with the recommendations in the report. Recommendations may include guidance on mitigating hazards from encountering contaminated groundwater, including measures related to disturbance of existing treatment systems, drilling, groundwater extraction, or vapor intrusion.

This requirement does not apply to projects in which excavation would extend no deeper than 18 inches, including projects that are limited to installation of a fence, deck, single-family residence, garage or addition to an existing residence (e.g., room addition), shallow landscaping with or without irrigation lines, or other minor site improvements, or replacement of existing facilities (road signs, sidewalks, pipes, etc.) where ground disturbance would occur principally in previously disturbed sediment.

Finding: With the implementation of Mitigation Measure 4.8 1 listed above, this impact would be reduced to a less-than-significant level because the Phase I assessment would identify the presence of potential or actual hazardous materials, which, if identified, would then require further investigation and cleanup in compliance with applicable regulations, if needed.
With implementation of the mitigation measure(s), this impact is reduced to a less-than-significant level.

4.8-7: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts by exposing people to contaminated soil during construction activities. (p. 4.8-26)

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

4.8-7

*Implement Mitigation Measure 4.8-1.*

**Finding:** With the implementation of Mitigation Measure 4.8-7, the Phase I assessment would identify the presence of potential or actual contaminated soil, which if identified, would then require further investigation and cleanup in compliance with applicable regulations. Implementation of Mitigation Measure 4.8-7 would reduce the cumulative impacts to less than significant.

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

**Noise and Vibration**

4.10-4: Construction of buildings pursuant to the proposed CCSP could expose existing and/or planned buildings, and persons within, to vibration that could disturb people or damage buildings. (p. 4.10-27)

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

4.10-4(a)

*Implement Mitigation Measure 4.10-1.*

4.10-4(b)

*For all projects in the CCSP area that require the use of graders or impact pile drivers:*

*Prior to the issuance of any demolition, grading, or building permit, the applicant shall develop and submit a Vibration Reduction Plan to the City Chief Building Official for approval. The Plan shall include measures that will reduce vibration at surrounding buildings to less than 80 VdB and 83*
VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings. Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, some or all of the following:

1) Inclusion of buffers and selection of equipment to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.

2) Implementation of a vibration, crack, and line and grade monitoring program at existing Nationally registered, State listed, and locally recognized historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:

   i. Prior to start of construction:
      1. The applicant or construction contractor shall install crack gauges on proximate historic structures.

   ii. During building construction:
      1. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack gauges.

      2. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.

      3. If vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic structure, additional protection or stabilization shall be implemented. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation.
treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that avoids damage to the historic integrity of the building, including integrity of material.

iii. Post-construction:

1. At the conclusion of vibration generating construction activities, the applicant shall submit a crack and vibration monitoring report to the City Chief Building Official. The report shall include: a narrative summary of the monitoring activities and their findings; photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report; annotated analysis of vibration data related to project activities; a summary of measures undertaken to avoid vibration impacts; a post-construction line and grade survey; and photographs of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall be of sufficient detail to illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings.

2. The applicant shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be limited to project impacts and do not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The applicant shall provide a work plan for the repairs and a completion report to ensure compliance with the SOI Standards to the City Chief Building Official and City Preservation Director for review and comment.

Finding: Implementation of Mitigation Measure 4.10-4 would ensure that construction activities within the CCSP area would not result in building damage at the nearest historic building structures, and would reduce human disturbance to the extent feasible. Therefore, implementation of Migration Measure 4.10-4(a)
and Mitigation Measure 4.10(b) would reduce this impact to a less-than-significant level.

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

**Public Services**

4.11-8: The proposed CCSP could result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreation facilities or the need for new or physically altered parks or recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation services. (p. 4.11-45)

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

4.11-8

*Projects within the CCSP area shall comply with the City’s Quimby and Park Impact Fees (PIF) ordinances.*

**Finding:** Mitigation Measure 4.11-8 would ensure that City park standards reflective of urban residential needs are met through dedication of parks and open space and the payment of in-lieu fees. Consistent with General Plan Policy ERC 2.2.6, this mitigation measure allows the City to consider the urban nature of the CCSP area, as well as the recreational value of project elements that are not typical parks.

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

4.11-9: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in the physical deterioration of existing CCSP area parks, requiring additional parks to be provided. (p. 4.11-46)

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

4.11-8

*Implement Mitigation Measure 4.11-8.*
Finding: Mitigation Measure 4.11-9 would ensure that City park standards reflective of urban residential needs are met through dedication of parks and open space and the payment of in-lieu fees. The City would use in-lieu fees from these developments and other residential development projects to fund parks and recreational facilities as needed throughout the community, including regional parks, as indicated by the PRMP and applicable City policies.

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

4.11-10: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in the substantial adverse physical impacts associated with the provision of new or physically altered parks or recreation facilities or the need for new or physically altered parks or recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation services. (p. 4.11-47)

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

4.11-10

Implement Mitigation Measure 4.11-8.

Finding: Mitigation Measure 4.11-10 would ensure that City park standards reflective of urban residential needs are met through dedication of parks and open space and the payment of in-lieu fees. The City would use in-lieu fees from these developments and other residential development projects to fund parks and recreational facilities as needed throughout the community, including regional parks, as indicated by the PRMP and applicable City policies.

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

Transportation

4.12-3: The proposed CCSP could worsen freeway operations. (p. 4.12-58)

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

4.12-3
Each project developed pursuant to the CCSP, and subject to mitigation measures of the CCSP EIR, that generates more than 100 vehicular AM or PM peak hour trips that are directed toward the highway system shall:

- Remit monetary payment to the I-5 Freeway Subregional Corridor Mitigation Program (SCMP). This remittance shall be completed prior to the issuance of building permits.

OR

- Negotiate a mutually acceptable agreement with Caltrans and the City.

Projects in the CCSP area that would be exempt from the implementation of this measure include projects not subject to CEQA (Public Resources Code (PRC) §21080(b)), projects that are categorically exempt from CEQA or projects eligible for statutory streamlining including but not limited to qualified housing projects (PRC §§21159.21 and 21159.24), affordable low-income housing projects (PRC §21159.23), and qualifying infill developments (PRC §21094.5 and State CEQA Guidelines §15332), as well as projects that are not required to address specific or cumulative impacts from cars and light-duty truck trips generated by the project on the regional transportation network (PRC §21159.28).

Finding: On April 5, 2016, the City approved the I-5 SCMP and certified its Supplemental EIR (SCH #2011012081). The SCMP would reduce auto travel on study area freeways by providing funding towards a diverse list of multimodal transportation improvement projects, including a new bridge across the American River, two new bridges across the Sacramento River, a streetcar system that would serve the study area, and new high occupancy vehicle (HOV) lanes on I-5.

The SCMP provides the option for development projects to monetarily contribute to the program, which would constitute mitigation for a project’s impacts to the area’s freeway system. To reduce the Plan’s freeway impacts shown in Table 4.12-11, the Plan would participate in the SCMP through Mitigation Measure 4.12-3. As stated in Resolution 2016-0109, certain projects would be exempt from the I-5 Subregional Corridor Mitigation Fee Program; projects that are statutorily or categorically exempt from CEQA would also be exempt from the fee program. Therefore, the Plan would not have significant impacts to freeway facilities in the area.

With implementation of the mitigation measure(s), this impact is reduced to a less-than-significant level.
4.12-10: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts to freeway operations. (p. 4.12-76)

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

4.12-10

*Implement Mitigation Measure 4.12-3.*

**Finding:** On April 5, 2016, the City approved the I-5 SCMP and certified its Supplemental EIR (SCH #2011012081). The SCMP would reduce auto travel on study area freeways by providing funding towards a diverse list of multimodal transportation improvement projects, including a new bridge across the American River, two new bridges across the Sacramento River, a streetcar system that would serve the study area, and new HOV lanes on I-5. The SCMP provides the option for development projects to monetarily contribute to the program, which would constitute mitigation for a project’s impacts to the area’s freeway system. To reduce the Plan’s freeway impacts shown in Table 4.12 15, the Plan would participate in the SCMP through Mitigation Measure 4.12-3. Therefore, the Plan would not have cumulatively considerable impacts to freeway facilities in the area.

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

**Utilities**

4.13-1: The proposed CCSP would discharge additional flows to the City’s sewer and drainage systems, which could exceed existing infrastructure capacity. (p. 4.13-11)

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

4.13-1

*The City shall manage wastewater from the CCSP such that it shall not exceed existing CSS capacity by implementing the following methods:*

a) *Project applicants within the CCSP area shall pay the established CSS mitigation fee.*

b) *For projects within the CCSP area that require localized upsizing of existing CSS infrastructure for service, applicants shall pay their fair*
Finding: Mitigation Measure 4.13-1 would require the implementation of measures to manage wastewater, drainage and dewatered groundwater flows in a manner that would not exceed existing capacity of the CSS and Basin 52 systems.

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

4.13-3: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in demand for wastewater and stormwater facilities. (p. 4.13-13)

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

4.13-3

Implement Mitigation Measure 4.13-1.

Finding: Mitigation Measure 4.13-3 would fully offset the project contribution to the sewer and wastewater systems by requiring that the applicant construct appropriate facilities to delay discharge of wastewater, groundwater and/or stormwater or pay the applicable fee to the City to make necessary localized or system-wide improvements.

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

C. Significant or Potentially Significant Impacts for which Mitigation Measures Are Found To Be Infeasible.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the project have been identified. However, pursuant to Section 21081(a)(3) of the Public Resources Code and Section 15091(a)(3) of the CEQA Guidelines, as to each such impact and mitigation measure, the City Council, based on the evidence in the record before it, specifically finds that the mitigation measures are infeasible. The impact and mitigation measures and the facts supporting the finding of infeasibility of each mitigation measure are set forth below. Notwithstanding the disclosure of these impacts and the finding of infeasibility, the City Council elects to approve the projects due to the overriding considerations set forth below in Section F, the statement of overriding considerations.
4.2-3: Development under the proposed CCSP could result in long-term (operational) emissions of NOx, ROG, PM10, and PM2.5. (p. 4.10-26)

4.2-8: The proposed CCSP could contribute to cumulative increases in long-term (operational) emissions of NOx, ROG, PM10, and PM2.5. (p. 4.10-34)

**Finding:** No feasible mitigation strategies have been identified to reduce the long-term (operational) emissions of NOx, ROG, PM10, and PM2.5.

For these reasons, mitigation to reduce the long-term (operational) emissions of NOx, ROG, PM10, and PM2.5. is infeasible and the impact remains significant and unavoidable.

### D. 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 lessen the significant impact to below the level of significance. Notwithstanding disclosure of these impacts, the City Council elects to approve the project due to overriding considerations as set forth below in Section F, the statement of overriding considerations.

## Air Quality

4.2-5 (Operation): Implementation of the proposed CCSP could result in short-term and long-term exposure to Toxic Air Contaminants. (p. 4.2-29)

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

4.2-5

*The City shall require implementation of the following mitigation measures as part of approval of any residences in the CCSP area within 500 feet of Business 80, Highway 50 or I-5:*

- *Locate sensitive receptors as far as possible from Business 80, Highway 50 or I-5.*
- *Provide vegetative barriers between the source and receptors. Guidance from the US EPA’s July 2016 Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Environmental Conditions.*
Finding: The evaluation of health risks from TAC represents a local rather than regional analysis. The qualitative discussion in Impact 4.2-5 shows that TACs and resulting health risks produced during construction of the CCSP would result in a less-than-significant impact. Impact 4.2-5 also includes an evaluation of the TAC emissions generated during the operation of the CCSP, which concluded that any sources of onsite TAC emissions would be regulated through the SMAQMD permitting process, and the CCSP’s contribution would be less than significant. However, TAC emissions generated by vehicles on Business 80, Highway 50 and I-5 could adversely affect future residents. The qualitative discussion in Impact 4.2-5 concluded that future proposed residences would be placed within the SMAQMD’s health risk screening distance of 500 feet of Business 80, Highway 50 and I-5 resulting in a significant impact. Portions of the CCSP area are within 500 feet of a freeway, and the CCSP’s contribution to residents’ exposure is cumulatively considerable.

Significance after Mitigation: Mitigation Measure 4.2-5 would reduce the exposure of future residents to TAC emissions. However, since residences could be less than 500 feet from Business 80, Highway 50 or I-5, future residents would be exposed to mobile source TAC emissions.

For these reasons, the impact remains significant and unavoidable.

4.2-10: Implementation of the proposed CCSP could contribute to cumulative increases in short- and long-term exposures to Toxic Air Contaminants. (p. 4.10-36)

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

4.2-10

Implement Mitigation Measure 4.2-5.

Finding: The evaluation of health risks from TAC represents a local rather than regional analysis. The qualitative discussion in Impact 4.2-5 shows that TACs and resulting health risks produced during construction of the CCSP would result in a less-than-significant impact. Impact 4.2-5 also includes an evaluation of the TAC emissions generated during the operation of the CCSP, which concluded that any sources of onsite TAC emissions would be regulated through the SMAQMD permitting process, and the CCSP’s contribution would be less than significant. However, TAC emissions generated by vehicles on Business 80, Highway 50 and I-5 could adversely affect future residents. The qualitative
discussion in Impact 4.2-5 concluded that future proposed residences would be placed within the SMAQMD’s health risk screening distance of 500 feet of Business 80, Highway 50 and I-5 resulting in a significant impact. Regionally, there are many residential areas that are adjacent to high volume roadways and freeways, exposing residents to TAC. Portions of the CCSP area are within 500 feet of a freeway, and the CCSP’s contribution to residents’ exposure is cumulatively considerable.

Significance after Mitigation: Mitigation Measure 4.2-10 would reduce the exposure of future residents to TAC emissions. However, since residences could be less than 500 feet from Business 80, Highway 50 or I-5, future residents would be exposed to mobile source TAC emissions.

For these reasons, the impact remains significant and unavoidable.

Cultural Resources

4.4-1: New construction in the proposed CCSP area could cause a substantial adverse change in the significance of an archaeological resource, including human remains. (p. 4.4-29)

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

4.4-1(a)

Unanticipated Discovery Protocol for Archaeological Resources and Human Remains

If prehistoric or historic-period archaeological resources are encountered during any stage of construction for any project in the CCSP area, all ground disturbing activities shall halt within the project property up to 100 feet from the location of the discovery and the City shall be notified. Prehistoric archaeological materials include, for example, obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (midden) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Any tribal cultural resources discovered during project work shall be immediately disclosed to the City and treated in consultation with the Native American monitor on site, if applicable, or with Native American representatives, with the goal of preserving in place with proper treatment. Historic-period materials may include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A qualified archaeologist, defined as one meeting the Secretary of the Interior’s
Professional Qualifications Standards for Archeology, shall inspect the findings within 24 hours of discovery. If the City determines that an archaeological resource qualifies as a historical resource, unique archaeological resource, or tribal cultural resource (as defined pursuant to CEQA Guidelines) and that the project has potential to damage or destroy the resource, the following shall be implemented:

1) If the resource has an association with Native Americans, the City shall consult with appropriate Native American Tribal Representatives and a qualified archaeologist to determine the appropriate mitigation. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding resource site into a permanent conservation easement. Consultation between the City, Native American Tribal Representatives, and a qualified archaeologist may result in alternative means of preservation for archaeological resources and/or tribal cultural resources associated with Native Americans.

2) If the resource does not have an association with Native Americans, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4. Consistent with CEQA Guidelines Section 15126.4(b)(3), mitigation shall be accomplished through either preservation in place or, if preservation in place is not feasible, data recovery through excavation. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding resource site into a permanent conservation easement. If avoidance or preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from and about the resource, which shall be reviewed and approved by the City prior to any excavation at the resource site. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved
facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

3) In the event of discovery or recognition of any human remains during project implementation, project construction activities within 100 feet of the find shall cease until the Sacramento County Coroner has been contacted to determine that no investigation of the cause of death is required. The City shall comply with requirements identified by the NAHC for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5[d]).

4.4-1(b)

Identification of Sensitive Areas

The City, based on input from Native American consultation, shall prepare a map of the CCSP area identifying previously recorded archaeological resources and potential locations of tribal cultural resources—these areas to be collectively known as "sensitive areas"—for use by the City, applicant, archaeologist and Native American monitor. The map shall be subject to California law regarding confidentiality of such materials.

4.4-1(c)

Worker Training and Archaeological Monitoring of Project Ground-Disturbing Activities in Sensitive Areas

The provisions of this mitigation measure shall not be required for projects in sensitive areas that consist of: 1) replacement of existing facilities (road signs, sidewalks, pipes, etc.) where ground disturbance would occur principally in previously disturbed sediment, or 2) minor levels of ground disturbance (e.g., to no more than 18 inches below surface). For all other projects in the CCSP area that are within sensitive areas:

1) Construction worker cultural resources awareness training shall be conducted for construction personnel involved with excavation activities where ground disturbance would be greater than 18 inches below the ground surface. The training shall consist of a preconstruction training session conducted by or under the supervision of a qualified archaeologist, defined as one meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology, and shall be held for all construction personnel and staff involved with excavation activities. The training may be delivered to applicable construction personnel via an electronic format (DVD or video file, for example). Training content will cover procedures to be followed and appropriate conduct to be adhered
to if archaeological materials, including tribal cultural resources, are encountered during the project work. Training will include:

a) Purpose of archaeological monitoring;

b) Identifying archaeological resources; and

c) Maintaining proper discovery protocols during construction.

2) Excavation work within the areas identified as sensitive areas shall be undertaken in a manner that is responsive to the potential for discovery of resources. The applicant, archaeologist, and tribal monitor shall coordinate in implementing construction techniques. In the event of dispute, the City’s Director of Community Development shall be consulted and shall determine the appropriate procedures at the site.

3) An archaeologist meeting, or supervised by an archaeologist meeting, the Secretary of the Interior’s Professional Qualification Standards for Archeology, shall monitor all project ground-disturbing activities within the sensitive areas agreed upon by the City and Native American Tribal Representatives. Information regarding the location of ground disturbing activities and any resource finds shall be kept on file at the City. Such monitoring and reporting shall be conducted at the applicant’s expense.

4) A Native American monitor shall be employed at the applicant’s expense to conduct monitoring of project construction activities for sensitive areas. The conduct and work of any Native American monitor shall be consistent with the California Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants.

5) Potential tribal cultural resources discovered during project work shall be treated in consultation with the Native American monitor on site.

6) If discovery is made of items of potential archaeological resources, including tribal cultural resources, the procedures set forth in Mitigation Measure 4.4-1(a) shall be followed.

**Finding:** Mitigation Measures 4.4-1(a) through 4.4-1(c) address the training of construction crew, archaeological construction monitoring, and discovery of unanticipated archaeological resources, and would apply to all future proposed projects within the CCSP area. Implementation of the mitigation measures would lessen potential project impacts to prehistoric and historic-period archaeological resources by increasing the likelihood that previously unidentified archaeological resources and human remains are protected. However, because the presence of
potentially significant archaeological resources, including human remains, may not be known until the resource is disturbed during project-related ground-disturbing activities, damage may occur prior to the discovery of such resources; such damage could potentially cause a substantial adverse change in the significance of an archaeological resource, including human remains, and would be considered a significant impact. Therefore, the impact would remain significant and unavoidable.

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

4.4-2: New construction in the CCSP area could cause a substantial adverse change in the significance of a tribal cultural resource. (p. 4.4-33)

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

4.4-2

Implement Mitigation Measure 4.4-1(a) through (c).

Finding: With the implementation of Mitigation Measures 4.4-1(a) through 4.4-1(c), addresses the training of construction crew, archaeological construction monitoring, and discovery of unanticipated archaeological resources, and would apply to all future proposed projects within the CCSP area. Implementation of the mitigation measures would lessen potential project impacts to tribal cultural resources that may be archaeological resources by increasing the likelihood that previously unidentified archaeological resources and human remains are protected. However, because the presence of buried archaeological resources, including human remains, that may be tribal cultural resources may not be known until the resource is disturbed during project-related ground-disturbing activities, damage may occur prior to the discovery of such resources; such damage could potentially cause a substantial adverse change in the significance of a tribal cultural resource and would be considered a significant impact. Therefore, the impact would remain significant and unavoidable.

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

4.4-4: New construction in the proposed CCSP area, in combination with other cumulative development, could contribute to the cumulative loss or alteration of archaeological resources, including human remains. (p. 4.4-35)

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:
4.4-4

*Implement Mitigation Measure 4.4-1(a) through (c).*

**Finding:** Implementation of Mitigation Measure 4.4-4 would ensure that existing archaeological resources are identified, evaluated and treated promptly before they can be damaged or destroyed during construction. However, as noted above, archaeological resources are finite. As such, the loss of this material record cannot be completely mitigated. Therefore, the project’s potential contribution to this impact would be significant and unavoidable.

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

**Noise and Vibration**

4.10-1: Construction of development allowed under the proposed CCSP could generate noise that would conflict with City standards or result in substantial temporary or periodic increase in ambient noise levels. (p. 4.10-17)

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

4.10-1

*For all projects in the CCSP area that require a building permit, the City shall require that the contractor implement the following measures during all phases of construction:*

a) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.

b) Auger displacement shall be used for installation of foundation piles, if feasible. If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.

**Finding:** Implementation of Mitigation Measure 4.10-1 would reduce construction noise within the CCSP area to the extent feasible. Restricting heavy-duty equipment operations in close proximity to buildings would substantially reduce exterior and interior noise at adjacent buildings. Use of auger displacement would reduce noise levels of pile installation to be comparable to the existing noise levels of passing trains. If auger displacement is not feasible, use of sonic pile drivers would reduce noise levels by about 5 dB compared to impact pile drivers. These measures would minimize interior noise and
associated sleep disturbance and any potential hearing loss effects at nearby receptors during excavation, and construction. After implementation of Mitigation Measure 4.10-1, this impact would be reduced in magnitude, but because site conditions may make it infeasible to implement all measures identified above.

For these reasons, the impact remains significant and unavoidable.

4.10-2: Operations of development allowed under the proposed CCSP could result in a substantial permanent increase in ambient exterior noise levels. (p. 4.10-20)

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

4.10-2

For development of new commercial or mixed-use buildings within the CCSP area, the applicant shall demonstrate that noise levels from HVAC and/or loading docks would not exceed the stationary noise standards established in the City’s Code. To demonstrate that a proposed development will meet the City’s stationary noise standards, the developer must implement the following measures:

a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks to the Planning Director demonstrating that the HVAC equipment and loading dock design (types, location, enclosure, specification) will control noise from the equipment to at least 10 dB below existing ambient levels at nearby residential and other noise-sensitive land uses.

b) Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.

Finding: No feasible mitigation strategies have been identified to reduce the on-road transportation noise impacts to less than significant. Alternative modes of transportation (i.e., walking, biking, and transit) are already accounted for in the above traffic noise estimates. The reduction in roadway traffic volumes needed to mitigate these roadway noise impacts is not feasible for the proposed CCSP. In addition, typical measures to reduce roadway noise impacts, such as noise walls, setbacks, and rubberized asphalt, are not considered feasible mitigation for development in the urban core of the City. This impact would be considered significant and unavoidable.
Impacts of non-transportation noise sources (i.e., HVAC units and loading docks), with implementation of Mitigation Measure 4.10-2, would be reduced to less-than-significant levels. As a result, impacts associated with HVAC and loading dock noise would be reduced to a less-than-significant level.

For these reasons the impact remains significant and unavoidable.

4.10-5: Implementation of the proposed CCSP would result in exposure of people to cumulative increases in construction noise levels. (p. 4.10-32)

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

4.10-5

Implement Mitigation Measure 4.10-1.

Finding: Implementation of Mitigation Measure 4.10-5 would reduce the contribution of the CCSP to cumulative construction noise levels at the existing and future planed noise sensitive land uses located within the CCSP area. With the implementation of Mitigation Measure 4.10-5 listed above, the contribution of the CCSP to this cumulative impact would be reduced in magnitude, but because site conditions make it infeasible to implement all measures identified in Mitigation Measure 4.10-1, the contribution of the proposed CCSP could remain considerable.

For these reasons, the impact remains significant and unavoidable.

4.10-6: Operations of development allowed under the proposed CCSP would contribute to cumulative increases in ambient exterior noise levels. (p. 4.10-32)

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

4.10-6

Implement Mitigation Measure 4.10-2.

Finding: No feasible mitigation strategies have been identified to reduce the on-road transportation noise impacts to less than significant. Alternative modes of transportation (i.e., walking, biking, and transit) are already accounted for in the above traffic noise estimates. The reduction in vehicular use needed to mitigate these roadway noise impacts is not feasible for the CCSP. In addition,
typical measures to reduce roadway noise impacts, such as noise walls, setbacks, and rubberized asphalt, are not considered feasible mitigation for development in the urban core of the City. Implementation of Mitigation Measure 4.10-6 would reduce noise impacts related to HVAC equipment and loading docks by requiring HVAC equipment and loading dock design to reduce noise to a less-than-significant level. However, because no feasible mitigation exists to lessen the impact of on-road transportation noise, the impact would be considered significant and unavoidable.

For these reasons, the impact remains significant and unavoidable.

4.10-8: Construction of buildings pursuant to the proposed CCSP would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration. (p. 4.10-39)

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

4.10-8

Implement Mitigation Measure 4.10-4(a) and (b).

Finding: Implementation of Mitigation Measure 4.10-4(a) and Mitigation Measure 4.10-4(b) would ensure that construction activities within the CCSP area would not result in building damage at the nearest historic and non-historic building structures, and would reduce human disturbance to the extent feasible. While implementation of the mitigation measures described above would avoid vibration-caused building damage and would reduce vibration impacts to surrounding receptors, it is reasonable to assume that the combined cumulative construction activities could still adversely affect surrounding sensitive land uses. With the implementation of Mitigation Measure 4.10-8 listed above, the contribution of the CCSP to this cumulative impact would remain considerable, and the impact would remain significant and unavoidable.

For these reasons, the impact remains significant and unavoidable.

Utilities

4.13-7: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in demand for water supply. (p. 4.13-31)

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:
4.13-7

To ensure that sufficient capacity would be available to meet cumulative demands, the City shall implement, to the extent needed in order to secure sufficient supply, one or a combination of the following:

a. Maximize Water Conservation

b. Implement New Water Diversion and/or Treatment Infrastructure

c. Implement Additional Groundwater Pumping

Finding: Mitigation Measure 4.13-7 would result in implementation of water conservation measures by projects in the CCSP, and actions for increasing diversion and treatment capacity. The mitigation requires the City to implement long-term, system-wide measures to secure a sufficient water supply. The timing and location of any diversion and treatment capacity improvements are unknown, nor can the effectiveness of the mitigation be known with certainty.

For these reasons, the impact remains significant and unavoidable.

E. Project Alternatives.

The City Council has considered the project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Based on the impacts identified in the Final EIR and other reasons summarized below, and as supported by substantial evidence in the record, the City Council finds that approval and implementation of the Projects as proposed is the most desirable, feasible, and appropriate action and hereby rejects the other alternatives and other combinations and/or variations of alternatives as infeasible based on consideration of the relevant factors set forth in CEQA Guidelines Section 15126.6, subdivision (f). (See also CEQA Guidelines, Section 15091, subd. (a)(3).) Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Alternatives Considered and Dismissed from Further Consideration

In identifying alternatives to the proposed plan, primary consideration was given to alternatives that could reduce significant unavoidable impacts resulting from the proposed plan while still obtaining the plan’s objectives. Certain impacts that are identified as being significant and unavoidable under the proposed plan (e.g., increase in air pollutants from project construction and operation) are due primarily to developing an area that is currently undeveloped or intensifying
development activity beyond current levels. These impacts would not be possible to eliminate, but could be reduced, for example, by limiting the scope of the proposed plan, reconfiguring uses, or implementing mitigation measures. Alternatives that reduce the intensity of development in the CCSP area are addressed later in this chapter.

The following plan alternatives were considered but rejected for the reasons discussed below:

- **No Project/No Development Alternative**: The no project/no development alternative would prevent future growth by prohibiting new development within the CCSP area, establishing a de facto moratorium on development. This alternative was dismissed from consideration because it would be inconsistent with State CEQA Guidelines section 15126.6(e)(3)(A), which states that “When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the ‘no project’ alternative will be the continuation of the existing plan, policy or operation into the future.”

  More importantly, this alternative was dismissed from further consideration because it would fail to meet any of the basic objectives of the CCSP, including to encourage future growth in the City inward into existing urbanized areas. Implementation of the No Project/No Development Alternative would prohibit development of existing vacant or underutilized sites within the CCSP area, which would direct growth into areas outside of the CCSP area. In addition, this alternative would fail to meet the growth projections in the City’s 2035 General Plan or the SACOG MTP/SCS, which envisions high-density residential development in the Central City. As required by State CEQA Guidelines section 15126.6(f), an EIR need examine in detail only the alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. Because this alternative would fail to meet the all of the basic objectives of the CCSP and is inconsistent with the guidance provided by State CEQA Guidelines section 15126.6(e)(3)(A), it was dismissed from further consideration.

- **Smaller/Less Growth Alternative**: A smaller/less growth alternative would implement policies that would limit development within the CCSP area to lower levels than have been anticipated for the proposed CCSP, the 2035 General Plan, or the SACOG MTP/SCS growth assumptions. This alternative would tend to reduce several impacts of the proposed CCSP, including construction-related air quality and noise effects on locations in the CCSP area.

  However, similar to the No Project/No Development Alternative, the Smaller/Less Growth Alternative would fail to accommodate the amount of growth projected under the 2035 General Plan and SACOG 2016...
MTP/SCS, which would tend to push growth outward from the City core into more suburban areas. This growth would result in higher vehicle miles traveled (VMT), relative to the per capita and per employee VMT estimated under the proposed CCSP, and would be inconsistent with CCSP objectives. Concomitant effects triggered by increased per capita and per employee VMT would be increased criteria pollutant emissions and greenhouse gas emissions, increased loss of prime farmland and habitat for special status species, increased water demand, increased energy demand, and the like.

The Smaller/Less Growth Alternative would be inconsistent with some of the most basic objectives of the proposed CCSP, including (1) encouraging growth in the City inward and fostering infill development, (2) protecting important environmental resources and ensuring long-term economic sustainability and health, (3) creating housing in downtown consistent with the 2035 General Plan, and (4) diversifying downtown employment opportunities. Because the Smaller/Less Growth Alternative would fail to meet some of the most basic objectives of the proposed CCSP and would exacerbate a wide range of environmental effects on a regional basis, it was dismissed from further consideration.

- Larger/Higher Growth Alternative: The larger/higher growth alternative would implement policies directing development of a substantially higher number of residential units. The larger residential growth proposed by this Alternative would exceed the growth assumptions of the 2035 General Plan and the SACOG 2016 MTP/SCS. For several reasons this alternative was eliminated from further consideration. Housing demand studies undertaken during the preparation did not indicate an available demand to support housing or non-residential development beyond that identified for the proposed CCSP.1 In addition, this alternative would tend to exacerbate many, if not all, of the environmental impacts disclosed for the proposed CCSP, including all construction-related impacts, criteria and greenhouse gas emissions, traffic congestion, water demand, and related effects. Thus, this alternative would not be consistent with State CEQA Guidelines section 15126.6(a) which states that an alternative in an EIR

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must “avoid or substantially lessen any of the significant effects of the project.” Because the evidence suggests that this alternative would not be economically feasible, would be inconsistent with the 2035 General Plan, and would exacerbate environmental impacts, it was dismissed from further consideration.

- **Transportation Network Option A Alternative:** Transportation Network Option A, considered as part of the Grid 3.0 planning process, evaluated a substantially lower level of investment in transportation improvements relative to the level of investment included as part of the proposed CCSP. Key differences between Option A and the transportation network included in the proposed CCSP are summarized below.

Roadway Network: Transportation Network Option A would include fewer changes to the CCSP area’s existing roadway network. This option would preserve more of the existing system of three-lane one-way roadways, and includes fewer lane reductions and fewer two-way conversions. As described in Section 4.12, lane reductions would be necessary to provide space for additional bicycle facilities and dedicated transit lanes; two-way conversions improve access for bicycles and automobiles, while slowing traffic and improving safety for bicyclists and pedestrians. More specifically, key differences between Transportation Network Option A and the proposed CCSP include the following:

- 5th Street – No two-way conversion between Capitol Mall and Q Street;
- 8th Street – No lane reduction between G Street and P Street;
- 10th Street – No lane reduction between I Street and N Street;
- 15th Street – No lane reduction between G Street and Broadway;
- 16th Street – No lane reduction between N Street and X Street;
- G Street – No two-way conversion between 12th Street and 16th Street;
- H Street – No two-way conversion between 5th Street and 8th Street and no two-way conversion between 12th Street and 16th Street;
- I Street – No lane reduction between 12th Street and 16th Street and no two-way conversion between 16th Street and 21st Street;
- J Street – No lane reduction between 5th Street and 9th Street and no lane reduction between 16th Street and 30th Street;
- L Street – No lane reduction between 11th Street and 15th Street;
o Capitol Mall – No lane reduction between 5th Street and 9th Street;

o N Street – No two-way conversion between 3rd Street and 21st Street (however, this option does include a lane reduction on N Street between 3rd Street and 10th Street); and

o Broadway – No lane reduction between 9th Street and SR-99.

Bicycle Network: Transportation Network Option A would include fewer new on-street bicycle facilities than the proposed CCSP, and no upgrades to existing bicycle facilities to improve safety and comfort for bicyclists. Key differences between Transportation Network Option A and the proposed CCSP include the following:

o 10th Street – No on-street bicycle lanes between L Street and N Street;

o 15th Street – No on-street bicycle lanes between C Street and Broadway;

o 16th Street – No on-street bicycle lanes between N Street and X Street;

o H Street – No on-street bicycle lanes between 13th Street and 15th Street;

o I Street – No on-street bicycle lanes between 12th Street and 21st Street;

o J Street – No on-street bicycle lanes between 19th Street and 30th Street;

o N Street – No on-street bicycle lanes between 10th Street and 15th Street;

o S Street – No on-street bicycle lanes between 13th Street and 21st Street; and

o Broadway – No on-street bicycle lanes between 9th Street and SR-99.

Transit Network: Transportation Network Option A would include fewer transit investments than the proposed CCSP. Key differences between Transportation Network Option A and the proposed CCSP include the following:

o 7th Street – No bus stop enhancements between I Street and P Street;
Transportation Network Option A was dismissed from further consideration as it did not meet the basic objective of CCSP to create a connected walk- and transit-first mobility network that serves all modes of travel and supports transit-oriented development including along the Downtown-Riverfront Streetcar line. Because this option would preserve a higher level of automobile capacity, less space would be made available for expanding the network of on-street bikeways and implementing future dedicated transit lanes that would help to increase the percentage of trips made by bicycle and transit, and to accommodate higher levels of trip making within the CCSP area.

Transportation Network Option B Alternative: Transportation Network Option B, originally considered in the Grid 3.0 planning process, included a lower level of investment in transportation improvements relative to the level of investment included as part of the proposed CCSP, although more than included in Network Option A. Key differences between this option and the proposed CCSP are summarized below.

Roadway Network: Transportation Network Option B would include fewer changes to the CCSP area’s existing roadway network. This option would preserve more of the existing system of three-lane one-way roadways, and includes fewer lane reductions and fewer two-way conversions. As described in Section 4.12, lane reductions are necessary to provide space for additional bicycle facilities and dedicated transit lanes; two-way conversions improve access for bicycles and automobiles, while slowing traffic and improving safety for bicyclists and pedestrians.

- Key differences between Transportation Network Option B and the proposed CCSP include the following:
10th Street – No lane reduction between I Street and L Street;

15th Street – No lane reduction between G Street and Broadway;

16th Street – No lane reduction between N Street and X Street;

G Street – No two-way conversion between 12th Street and 16th Street;

H Street – No two-way conversion between 5th Street and 8th Street and no two-way conversion between 12th Street and 16th Street;

I Street – No lane reduction between 12th Street and 16th Street;

J Street – No lane reduction between 16th Street and 30th Street;

L Street – No lane reduction between 11th Street and 15th Street;

Capitol Mall – No lane reduction between 5th Street and 9th Street;

N Street – No two-way conversion between 3rd Street and 16th Street (however, this option does include a lane reduction on N Street between 3rd Street and 15th Street); and

Broadway – No lane reduction between and 21st Street and SR 99.

Bicycle Network: Transportation Network Option B would include fewer new on-street bicycle facilities than the proposed CCSP, and no upgrades to existing bicycle facilities to improve safety and comfort for bicyclists. Key differences between Transportation Network Option B and the proposed CCSP include the following:

15th Street – No on-street bicycle lanes between C Street and Broadway;

16th Street – No on-street bicycle lanes between N Street and X Street;

H Street – No on-street bicycle lanes between 13th Street and 15th Street;

J Street – No on-street bicycle lanes between 19th Street and 30th Street; and

Broadway – No on-street bicycle lanes between 21st Street and SR-99.
Transit Network: Transportation Network Option B would include fewer transit investments than the proposed CCSP. Key differences between Transportation Network Option B and the proposed CCSP include the following:

- 7th Street – No bus stop enhancements between I Street and P Street;
- 15th Street – No bus stop enhancements between L Street and N Street;
- J Street – No bus stop enhancements between 9th Street and 12th Street and no dedicated transit lane between 16th Street and 19th Street;
- L Street – No dedicated transit lane between 11th Street and 15th Street;
- P Street – No bus stop enhancements between 5th Street and 15th Street; and
- Broadway – No bus stop enhancements/transit investments between 19th Street and 21st Street.

Transportation Network Option B was ultimately rejected as an alternative for further consideration as part of the CCSP EIR because it did not meet the basic objective of the CCSP to create a connected walk- and transit-first mobility network that serves all modes of travel and supports transit-oriented development including along the Downtown-Riverfront Streetcar line. Because this option would preserve a higher level of automobile capacity relatively to the proposed CCSP, less space would be made available for expanding the network of on-street bikeways and implementing future dedicated transit lanes that would help to increase the percentage of trips made by bicycle and transit, and to accommodate higher levels of trip making within the CCSP area.

**Summary of Alternatives Considered**

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the project or project locations that generally reduce or avoid potentially significant impacts of the project. CEQA requires that every EIR also evaluate a “No Project” alternative. Alternatives provide a basis of comparison to the project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the project. The range of alternatives to the proposed plan analyzed in the Draft EIR present specific environmental impacts and how they would differ in severity compared to those
associated with the proposed CCSP. For the most part, significant impacts of the alternatives can be mitigated to less than significant levels through adoption of mitigation measures identified in Chapter 4, which contains the environmental analysis of the proposed CCSP. To varying degrees, the following alternatives would also avoid and/or lessen impacts, including some or all of the significant and unavoidable impacts, of the proposed CCSP. The alternatives considered in this section include:

- Alternative 1: No Project/Existing General Plan
- Alternative 2: Reduced Height Alternative
- Alternative 3: Transportation Network Option C Alternative

The evaluation of alternatives is organized to facilitate a clear comparison between the effects of the alternative and the effects of the proposed CCSP. First there is a discussion of those impacts of the alternative that would be the same or similar to those of the proposed CCSP. Then there is a discussion of those effects of the alternative that would be less severe than those of the proposed CCSP, followed by those effects of the alternative that would be more severe than those of the proposed CCSP. Each discussion concludes with a discussion of the relationship between the alternative and the basic objectives of the proposed CCSP.

**Alternative 1: No Project/Existing General Plan**

**Description**

Alternative 1, the No Project/Existing General Plan Alternative, assumes that the CCSP area would be subject to infill and redevelopment consistent with the land use designations and allowable uses identified in the existing 2035 General Plan and Central City Community Plan, developed consistent with the guidance of the existing Central City Urban Design Guidelines, and physically located consistent with the assumptions made in the 2035 General Plan Master EIR and the SACOG 2016 MPT/SCS.

**Relationship to Project Objectives**

Alternative 1 would not meet most of the basic objectives of the proposed CCSP, because it would maintain the existing mix of uses, transportation network configurations, infrastructure, street lighting, and public art policies. As such, Alternative 1 would fail to achieve the CCSP objective to (1) foster infill development, (2) support the City’s Downtown Housing Initiative, (3) maximize livability and quality of life by expanding community amenities, create a connected walk- and transit-first mobility network that serves all modes of travel and supports transit oriented development along the Streetcar line, (4) achieves the goals of the Grid 3.0 planning process, and (5) removes barriers to new housing by streamlining the development and environmental review processes. The CCSP
objectives are intended to improve upon existing conditions, which would be sustained by the No Plan/Existing General Plan Alternative.

**Facts in Support of Finding of Infeasibility**

With the CCSP being designed to accommodate growth that would inevitably occur within the Sacramento region, the No Project/No Development Alternative would result in development occurring in a less concentrated way, decreasing densities in proximity to the Streetcar line and major transit stops, and maintaining the existing CCSP area transportation network, with the result being an increase in per capita and per employee VMT. This effect would increase traffic congestion with population growth, leading to higher queuing delays at freeway off-ramps and CCSP area intersections and additional roadway noise. The subsequent air quality impact would be increased carbon monoxide (CO) concentrations within the CCSP area, relative to anticipated CO concentrations under the CCSP.

Under Alternative 1 the planning policies and transportation network proposed in the CCSP would not be approved. The anticipated result would be that Alternative 1 would not result in a concentration of development and a lowering of per capita and per employee VMT, both of which would be anticipated to lower greenhouse gas (GHG) emissions for the region under the proposed CCSP. While it is reasonable to assume that development under Alternative 1 would be in compliance with the City’s CAP, since per capita and per employee VMT would be higher than under the proposed CCSP, it is also reasonable to conclude that overall levels of GHG emissions would be higher under Alternative 1 than under the proposed CCSP.

Under Alternative 1, facilities for alternate modes of travel, including pedestrian, bicycle, and transit, would not be subject to the improvements proposed under the proposed CCSP transportation network. With anticipated increased VMT and fewer improvements to the transportation network within the CCSP area, under Alternative 1 conditions for alternate modes of travel would be more severe.

While the No Project/No Build Alternative would avoid impacts associated with the CCSP, this alternative would not further any of the CCSP’s objectives or provide any of the benefits contemplated by the projects. Additionally, this alternative would result in different and greater significant impacts than the proposed CCSP. Therefore, Alternative 1 is rejected.

**Alternative 2: Reduced Heights Alternative**

**Description**

**Land Use and Zoning**

The purpose of the Reduced Heights Alternative (Alternative 2) is to reduce those impacts associated with the height of development that would occur within
the commercial corridors in the CCSP area. By reducing the number of residential units and the square footage for retail, commercial and other uses in the commercial corridors, the resident, employee and visitor population within those portions of the CCSP area would drop, resulting in a greater concentration of development in the C-3 zone and potentially in residential zones in the CCSP area.

The Reduced Heights Alternative would retain the same distribution of land use and zoning designations as are described in the proposed CCSP, but would not increase allowable heights in the Central City SPD area for C-2, RMX, or OB zones. Table 6-1 provides the existing maximum allowable heights for the zones above, and maximum allowable heights for the proposed Central City SPD, as described in Chapter 2, Project Description.

<table>
<thead>
<tr>
<th>Zone</th>
<th>Existing Maximum Height (Alternative 1)</th>
<th>Maximum Height Under Alternative 2 (Same as Existing)</th>
<th>Maximum Height Under CCSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-2</td>
<td>65 feet</td>
<td>65 feet</td>
<td>85 feet</td>
</tr>
<tr>
<td>RMX</td>
<td>45 feet</td>
<td>45 feet</td>
<td>65 feet</td>
</tr>
<tr>
<td>OB</td>
<td>35 feet</td>
<td>35 feet</td>
<td>65 feet</td>
</tr>
</tbody>
</table>

Development under Alternative 2 would be consistent with the growth assumptions of the CCSP and the 2035 General Plan, with similar residential units and non-residential square footage, overall. As such, taller development that would be incentivized by the increased allowable heights within the C-2, RMX, and OB zones and other incentives under the CCSP, would be less concentrated along those commercial corridors. Instead, that development would be anticipated to occur in other zones throughout the plan area. Lower height limits in commercial corridors may affect future residential development and commercial uses. Fewer new residents within those zones would impact retail uses that rely on residential spending. Many developments would be required to develop above a certain number of residential units, below which some developments may become financially infeasible, and those sites would remain underutilized or undeveloped.

**Infrastructure Improvements**

Alternative 2 would require infrastructure improvements to serve new development but would require differing localized capacity to accommodate a similar but different distribution of growth within the CCSP area, relative to the proposed CCSP. As discussed above, Alternative 2 would result in lower density development within commercial corridors, requiring less infrastructure capacity in those areas. Under Alternative 2, vacant and under-utilized sites would still be
developed, so the amount of impervious surfaces within the CCSP area would be similar to the amount anticipated under the proposed CCSP, placing the same drainage requirements on the CSS and Basin 52. Overall, development under Alternative 2 would be similar to the proposed CCSP, so demand for utilities, including natural gas and electrical services within the CCSP area would be similar.

**Transportation Network**

The transportation improvements under Alternative 2 would be the same as would occur under the proposed CCSP. Increased allowable development height in commercial corridors (C-2, RMX, and OB zones) under the proposed CCSP would facilitate the concentration of residential and development along transit corridors, which would be anticipated to increase transit ridership and utilization of nearby bicycle network improvements. Under Alternative 2, new residential development in commercial corridors would be less dense along some of the key transit and bicycle network improvements, which would be anticipated to result in lower utilization of transit and bicycle transportation, relative to the proposed CCSP.

**Relationship to Project Objectives**

Alternative 2 would be anticipated to meet CCSP objectives to facilitate arts and culture in the CCSP area (Objective 6) and cultivate high standards of urban design and best practices (Objective 8) which would celebrate the CCSP area’s various cultural and geographic assets (Objective 9). Improved amenities and development streamlining, provided under Alternative 2, would encourage growth in the City inward as well as encourage integration of housing with commercial, office, and entertainment uses (Objective 1). Under Alternative 2, the City would meet the City’s housing initiative (Objective 3) and streamline housing development (Objective 13), however height limitations may hinder the development of varied and unique housing options (Objective 4) and may dampen attractiveness to new, emerging, and innovative businesses (Objective 7), relative to the proposed CCSP. Under Alternative 2, expanded community amenities such as improvements to the transportation system would improve livability and quality of life for CCSP area residents (Objectives 5, 10, 11, and 12). Overall, relative to the proposed CCSP, Alternative 2 would be less likely to meet all of the City’s basic objectives.

**Facts in Support of Finding of Infeasibility**

Many impacts caused by Alternative 2 would either be the same as or less than the impacts of the CCSP. However, although the Reduced Heights Alternative would be anticipated to result in less development within the C-2, BO, and RMX zones, a portion of projected regional growth would be diverted into the C-3 and residential zones. As such, it is anticipated that, relative to the proposed CCSP, fewer residents would be located in close proximity to transportation
improvements under Alternative 2. Thus, fewer residents within and in the vicinity of the plan area would be anticipated to utilize bicycle, pedestrian or transit improvements, such that VMT would be higher, and there would be increased vehicle traffic within the CCSP area, and additional roadway noise. A subsequent impact would be increased queuing at CCSP area intersections, which would have increased CO concentrations as a result, and an increase in GHG emissions. In addition, with anticipated cumulative increases in vehicular traffic within the CCSP area, under Alternative 2, conditions for alternate modes of travel would be more severe.

**Alternative 3: Decreased Density/Intensity Alternative**

**Description**

The Transportation Network Option C Alternative (Alternative 3) includes all elements of the proposed CCSP including updated land use and zoning, infrastructure improvements, street light improvements, proposed hotels, and public art. However, Alternative 3 would have an alternative transportation network that includes changes to the roadway, bicycle, and transit networks included as part of the proposed CCSP. The pedestrian infrastructure investments evaluated as part of Network Option C are consistent with the investments included in the proposed CCSP. Key differences between this Alternative 3 and the proposed CCSP are summarized below.

**Relationship to Project Objectives**

Alternative 3 is similar to the proposed CCSP and would meet the majority of the City’s objectives, with the exception of Objectives 5 and 10. The City’s goal of maximizing livability and quality of life through expanded community amenities would be less satisfied by Alternative 3, as transit investments would be fewer and traffic conditions would be subject to greater congestion. Furthermore, the lesser investment in transit facilities would fail to meet the City’s objective of creating a transit-first mobility network.

**Facts in Support of Finding of Infeasibility**

While Alternative 3, Transportation Network Option C Alternative, would avoid or lessen some impacts associated with the CCSP, additional improvements to the transportation system would increase delay and queueing within the CCSP area at intersections and freeway off-ramps. Increased delay at CCSP area intersections would be anticipated to generate higher concentrations of CO and TACs relative to the anticipated performance of the same variables under the proposed CCSP. Increased queueing and congestion would be more likely to interrupt the performance of emergency response and emergency evacuation plans. Under Alternative 3, higher levels of congestion would contribute to increases in ambient exterior and interior noise and railway noise levels.
Under Alternative 3, there would be fewer improvements to transit facilities, including fewer lanes converted to transit-only lanes, within the CCSP area. In combination with increased delay and queueing under Alternative 3, impacts to transit facilities would be more severe.

F. Statement of Overriding Considerations:

Pursuant to Guidelines Section 15092, the City Council finds that in approving the proposed plan it has eliminated or substantially lessened all significant and potentially significant effects of the plan on the environment where feasible. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the plan against the remaining unavoidable environmental risks in determining whether to approve the plan and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with Section 15093 of the CEQA Guidelines in support of approval of the plan.

The City of Sacramento has considered the information contained in and related to the Final EIR (the Draft EIR, Comments and Responses to those documents, text changes and other revisions to the EIR, and all other public comments, responses to comments, accompanying technical memoranda and staff reports, and findings included in the public record for the plan). Pursuant to CEQA Guidelines Section 15092, the City Council finds that in approving the Central City Specific Plan, it has eliminated or substantially lessened all significant and potentially significant effects of the plan on the environment where feasible as shown in the findings. The City Council further finds that it has balanced the economic, social, technological and other benefits of the plan against the remaining unavoidable environmental risks in determining whether to approve the plan and has determined that those benefits outweigh the unavoidable risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with CEQA Guidelines Section 15093 in support of approval of the plan. Specifically, in the City Council’s judgment, the each of the benefits of the plan as proposed separately and independently outweigh all of the unmitigated adverse impacts and the proposed plan should be approved.

The overall goal of the proposed plan is to facilitate and incentivize residential and non-residential growth within the CCSP area. Based on the objectives identified in the Final EIR and administrative record, and through extensive public participation, the City Council has determined that the proposed plan should be approved, and any remaining significant environmental impacts attributable to the proposed plan are outweighed by the following specific environmental economic, fiscal, social, housing and other overriding considerations. Each benefit set forth below is supported by substantial evidence in the record and constitutes an overriding consideration warranting approval of the proposed plan, independent of the other benefits, despite each and every unavoidable impact.
The considerations that have been taken into account by the City Council in making this decision are identified below.

**Land Use.** The CCSP is designed to facilitate future development within the City of Sacramento’s central core and serve as a bridge between 2035 General Plan and the Central City Community Plan (CCCP), customizing the planning process and land use regulations to the unique characteristics of the CCSP area. Under the proposed CCSP, the CCSP area would retain the existing land use and zoning designations as described in the 2035 General Plan. However, the proposed CCSP would include modifications to allowable maximum heights, maximum densities, and other uses within certain portions of the CCSP area, particularly along corridors. A new SPD would be created for the CCSP area in order to facilitate housing and non-residential growth. Key land use-related benefits include the following:

- The CCSP would support and further existing General Plan policies by focusing development on infill areas by encouraging the development of vacant or underutilized parcels within the existing urban fabric.
- Due to the multiple, diverse neighborhoods within the CCSP area, the CCSP provides direction to strengthen and preserve individual neighborhood identities and directs new development in the CCSP area to be in context with the surrounding area and sensitive to surrounding uses.
- The CCSP provides expanded opportunities for access to multi-modal transportation options by enhancing the pedestrian, bicycle, and transit networks throughout the CCSP area, linking existing neighborhoods within the CCSP area.
- The CCSP provides policies to encourage development of neighborhood amenities such as grocery stores, neighborhood-serving retail, parks and open space, and enhancement of the public realm.
- The CCSP would create opportunities for mixed-use, pedestrian-friendly, transit-oriented urban infill development, including residential, recreation, retail, restaurant, hotel, office, open space, and other related uses in close proximity to a wide array of modes of transportation consistent with 2035 General Plan goal LU 2.1; policies LU 2.1.3 and LU 2.1.6; goal LU 2.5; policy LU 2.5.1; goal LU 2.6; policies LU 2.6.1 and LU 2.6.2; goal LU 4.1, policies LU 4.1.1, LU 4.1.2, LU 4.1.3, LU 4.1.4, LU 4.1.6, LU 4.4.6; goal LU 5.1; policies LU 5.1.2, and 5.1.3; goal LU 5.5; policy LU 5.5.1; goal LU 5.6; policies LU 5.6.2 and LU 5.6.3; goal LU 8.1; policy LU 8.1.1, LU 8.1.2, and LU 8.1.13; goal LU 8.2; policies LU 8.2.1 and 8.2.5; goal LU 9.1; policies LU 9.1.1, LU 9.1.2, and LU 9.1.3.
**Housing.** The plan will add approximately 13,400 housing units to the City’s housing stock, focusing residential development in the Central City near jobs and transit corridors. Development anticipated under the proposed DSP would be consistent with the growth projections anticipated in the City’s 2035 General Plan. The 2035 General Plan’s buildout assumptions and population projections, as well as the transportation assumptions, are based largely on information provided by the SACOG for the MTP/SCS. Key housing-related benefits include the following:

- Encouragement of market-rate, high-rise and mid-rise housing in the heart of the Central City, where little market rate housing currently exists, consistent with 2035 General Plan goal LU 2.4 and policy LU 2.4.5.

- Encouragement of housing as part of mixed-use development projects, consistent with 2035 General Plan goal LU 2.1; policy LU 2.1.6; goal LU 2.6; policy LU 2.6.2; goal LU 4.1; policy LU 4.1.1; goal LU 4.4; goal LU 5.1; policies LU 5.1.1, LU 5.1.2, LU 5.1.4, and LU 5.1.5; policy LU 5.6.3; policy M 1.3.1; and Central City Community Plan policies CC.H 1.1 and CC.SPD 1.1.

- Addition of approximately 13,400 units to the housing inventory, advancing the City’s ability to achieve its Downtown Housing Initiative, which is intended to facilitate development of at least 10,000 new places to live in Downtown Sacramento over the next ten years and meet its Regional Housing Needs Allocation established by SACOG and reflected in the 2013-2021 Housing Element, which requires 24,101 new units, including 3,200 above moderate income, multi-family units (see 2013-2021 Housing Element, Table H9-1).

**Sustainable Development.** The plan is consistent with the SACOG MTP/SCS by locating housing and jobs in close proximity to transit systems, thereby reducing greenhouse gas emissions and lowering vehicle miles traveled, and in turn, will decrease consumption of natural resources, particularly fossil fuels. The project will create a walkable, bikeable transit-friendly community.

Development in the CCSP area would implement Title 24 (California Energy Efficiency Standards) measures that are in effect at the time of building permit issuance. The result would be lower energy consumption and higher energy efficiency. Where feasible, individual projects may employ additional energy conservation measures. This would include implementing energy conservation measures in design and construction. The proposed plan will reduce greenhouse gas emissions by creating an urban area that encourages the use of alternative modes of transportation. The project will create a walkable, bikeable transit-friendly community. This will reduce vehicle miles traveled, and in turn, will decrease consumption of natural resources, particularly fossil fuels.
Transportation. The plan will consciously implement roadways and facilities to accommodate multi-modal transportation and circulation.

- Bicycle network improvements include the provision of Class I bike paths for the exclusive use of bicyclists and pedestrians; Class II bike lanes on streets that provide delineated (i.e., striped) separation from adjacent travel lanes or parking lanes; buffered bike lanes which are enhancements to Class II bike lanes that provide buffer space to separate the bike lane from adjacent travel lanes and/or parking lanes; additional Class III bike routes on roadways shared between bicyclists and motorized vehicles; and Class IV separated bikeways (also known as protected bikeways or cycle tracks) on three streets in the Central City.

- Pedestrian network improvements include the addition of pedestrian-scale street lighting and streetscape projects such as adding street furniture, widening sidewalks, improving landscaping, and new/improved crosswalks, which create a more comfortable and safe pedestrian atmosphere. The addition of connector streets and construction of gap projects will enhance the pedestrian experience and connect the pedestrian fabric with areas within and just outside of the CCSP area, creating a more comprehensive and complete pedestrian network. The provision of activity center enhancement projects will expand existing pedestrian facilities adjacent to major activity centers in the Central City.

- The transit network would be enhanced by lane conversion projects that reduce the number of travel lanes on select one-way streets from three lanes to two lanes to provide dedicated transit lanes where the number of transit vehicles is projected to be high during the peak hour. Dedicated transit lanes would be implemented when transit volumes reach an established threshold.

Economic Development. The plan will provide opportunities to generate thousands of new annual construction jobs and long-term stable jobs through the development of non-residential development. Development of the non-residential uses in the CCSP area would create an estimated 22,750 jobs in a variety of employment sectors including medical office, retail/commercial, office, government, and services such as restaurants. Encouraging participation by small and local business enterprises through a comprehensive employment and contracting policy. Key benefits of the project’s economic development plan include the following:

- Buildout of the CCSP would be consistent with the smart growth principals identified in the Sacramento Area Council of Governments’ (SACOG) Blueprint Preferred Scenario. The project promotes the City’s goal to develop the downtown area as the urban core of the City. The SACOG Blueprint calls for capturing a greater amount of regional employment, retail, and housing within, or contiguous to the existing urban footprint, to
reduce urban sprawl and protect open space and agricultural land within
the greater Sacramento region. The plan meets this objective by providing
compact development that maximizes existing land while encouraging
mixed land uses within and in close proximity to the downtown urban
center.

- Buildout of the CCSP would be consistent with the Central City
Community Plan urban development goal of revitalizing the Central City as
a viable living, working, shopping and cultural environment. The plan
proposes to develop higher density development in close proximity to the
existing downtown Central Business District. This will capture a greater
amount of regional employment, retail and housing within the existing
urban footprint, thereby reducing urban sprawl while protecting open
space and agricultural land within the greater Sacramento region. The
plan adds residential, office and retail uses within the urban core of the
City. This strengthens the City’s downtown urban area while establishing a
dynamic community, in which the uses strengthen each other and provide
a full range of day and night activities.

- The CCSP will provide significant revenue to the City. The City will receive
revenue from the Property Tax in lieu of Vehicle License Fee, sales taxes
generated by the commercial portions of the plan, and utility taxes. The
plan will also generate revenues for the City through payment of building
fees and development impact fees, as well as transient occupancy taxes
from hotel developments.

- The plan will provide significant employment for the City and the region.
Full buildout of the plan will be anticipated to yield approximately 13,400
jobs. The plan is also expected to create a number of secondary jobs, as
implementation of the plan would require construction jobs for the
development of the buildings and associated site improvements. Such
jobs will provide income and work experience for City residents and other
workers and their families.

- Development of the projects would increase economic and employment
activity in the Central Business District of Sacramento. The operation of
the retail stores, offices, restaurants, hotels, and food and beverage
service will generate revenue. The creation of temporary construction jobs
and permanent office and retail jobs will also financially benefit the City, as
it will increase sales tax revenue from the purchase of goods by CCSP
area residents and employees.

Social Considerations. The plan will seek to balance a dynamic 24-hour mixed-
use urban core, while providing a range of complementary uses – including
office, retail, hotel, and open space – and a mixture of housing types, including
affordable housing.
The plan would enhance and expand pedestrian and green space connections to enhance the urban experience of the Central City, while providing opportunities for social interaction and civic activity. Public art installations in key locations would create or enhance civic gathering spaces, resulting in a strengthened civic and public realm.

Having considered the benefits outlined above, the City Council finds that each and every one of the benefits of approving the plan outweigh and override the unavoidable adverse environmental effects associated with the plan, and therefore, the plan’s unavoidable adverse environmental effects are acceptable.
CHAPTER 4
Mitigation Monitoring Plan

4.1 Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Central City Specific Plan. The intent of the MMP is to track and successfully implement the mitigation measures identified within the Draft Environmental Impact Report (Draft EIR) for this project.

4.2 Mitigation Measures

The mitigation measures are taken from the Sacramento Central City Specific Plan Draft EIR and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

4.3 MMP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: All mitigation measures identified in the Sacramento Central City Specific Plan Draft EIR will be presented, as revised in the Final EIR, and numbered accordingly.

Action(s): For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.
**Timing:** Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

**Monitoring Party:** The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Sacramento Metropolitan Air Quality Management District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.
<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Action(s)</th>
<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2 Air Quality</td>
<td>4.2-2: Construction of development under the proposed CCSP could result in short-term emissions of NOx, PM10 and PM2.5.</td>
<td>Comply with all applicable Rules of the Sacramento Air Quality Management District (SMAQMD) and include the required SMAQMD Basic Construction Emission Control Practices on all grading or improvement plans.</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
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<td></td>
<td>4.2-2(a)</td>
<td>For any development project within the CCSP area that would involve excavation, grading, or site preparation that would expose soil, the applicant shall comply with all applicable Rules of the Sacramento Air Quality Management District (SMAQMD) and shall include the required SMAQMD Basic Construction Emission Control Practices on all grading or improvement plans.</td>
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<td></td>
<td>4.2-2(b)</td>
<td>Prior to the issuance of a demolition or building permit for major development projects in the CCSP area, each project shall be screened for construction emissions based on the then-current screening criteria established by the SMAQMD. If the project emissions fall within the limit of the screening criteria no further action is required. If the project exceeds the screening criteria the applicant shall model emissions for the project. If the emissions fall below the thresholds of significance for construction air emissions no further action is required. If the air emissions model reflects emissions above the thresholds for construction emissions, the applicant shall mitigate such emissions consistent with applicable rules and procedures of the SMAQMD and City of Sacramento. This includes the following:</td>
<td>Include construction equipment specifications listed in Mitigation Measure 4.2-2(b) on Grading and Construction Plans.</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition permit or grading permit</td>
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<td>• Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the proposed project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the proposed CCSP, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.</td>
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<td>• Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</td>
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<td>• Emissions from all off-road diesel powered equipment used on the project site shall 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 the City 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 measure shall supersede other SMAQMD or state rules or regulations.</td>
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<td>Impact</td>
<td>Mitigation Measure</td>
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<td>• If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination. The applicant shall include the following SMAQMD Fugitive Dust Control Practices on all grading or improvement plans:</td>
<td>Water-exposed soil with adequate frequency for continued moist soil. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. Install wheeled washers for all exiting trucks, or wash off all trucks and equipment leaving the site. Treat site accesses to a distance of 100 feet from the paved road with a 6- to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance. The applicant shall estimate and quantify the construction emissions of NOx. The applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NOx that exceed SMAQMD's daily emission threshold of 85 ppd. The applicants shall keep track of actual equipment use and their NOx emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD.</td>
<td>Implement the criteria described in Mitigation Measure 4.2-5.</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
</tr>
</tbody>
</table>

4.2-5: Implementation of the proposed CCSP could result in short-term and long-term exposure to Toxic Air Contaminants.

4.2-7: Implementation of the proposed CCSP could result in short-term (construction) emissions.

4.2-10: Implementation of the proposed CCSP could result in short- and long-term exposures to Toxic Air Contaminants.
4.3 Biological Resources

4.3-2: Development under the proposed CCSP could result in the loss of potential nesting habitat for special-status bird species and other sensitive and/or protected bird species.  

<table>
<thead>
<tr>
<th>Impact</th>
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</table>
| 4.3-2(a)                                                              | For projects proposed to be constructed in the CCSP area that have trees on site or trees immediately adjacent to the project site (including within a planter strip), the applicant shall conduct a nesting bird survey to determine whether there are nesting special-status birds present. Surveys shall be conducted by a qualified biologist prior to and within 14 days of construction activities. If nesting birds are present during the survey, then the applicant shall notify the City’s Planning Director and proceed as follows: | 1) applicant shall conduct any tree removal activities required for project construction outside of the migratory bird breeding season (February 1 through August 31) where feasible.  
2) trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.  
3) ending on conditions specific to each nest, and the relative location and rate of construction activities. It may be feasible for construction to occur as planned without impacting the breeding season. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during excavation and other outdoor construction that involves the use of heavy equipment. If, in the professional opinion of the monitor, the construction activities associated with that part of construction activities would impact the nest, the monitor shall immediately inform the construction manager and the applicant shall notify the City’s Planning Director. The construction manager shall stop construction activities that have the potential to adversely affect the nest until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist. If construction begins outside of the migratory bird breeding season (February 1 through August 31), then the applicant is permitted to continue construction activities through the breeding season.  
4) applicant shall maintain a 100-ft buffer around each active purple martin nest. No construction activities are permitted within this buffer.  
5) other migratory birds, a no-work buffer zone shall be established around the active nest in consultation with the California Department of Fish and Wildlife. The no-work buffer may vary depending on species and site-specific conditions as determined in consultation with the California Department of Fish and Wildlife. | Project applicant | Conduct nesting surveys prior to tree removal. Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(a).  
Include tree removal timing and/or tree protection requirements on Grading and Construction Plans | City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW) |

Conduct surveys no more than 48-hours before tree removal  
Between February 1 and August 31,  
City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)  

4.3-2(b)                                                              | For projects proposed to be constructed in the CCSP area that would include the use of off-road vehicles during project construction, the applicant shall conduct a survey for Swainson’s hawk nests, the survey shall be of all trees within 500 feet of the project site which has a 24-inch minimum diameter at breast height. The survey distance may be decreased based on type of construction and whether heavy construction equipment would be used. The applicant may ask the California Department of Fish and Wildlife for a reduced survey distance and/or reduced buffer area. Surveys shall be conducted in accordance with the Swainson’s Hawk Technical Advisory Committee’s Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (2000). If active Swainson’s hawk nests or other raptors’ nests are found during the survey performed under Mitigation Measure 4.3-2(a), construction activities shall not be permitted on those portions of the project site within 500 feet of the active nest during the Swainson’s hawk breeding season (March 1 – September 15). | Determine presence/absence of Swainson’s Hawk within identified geography. | Project applicant | Prior to site plan and design review for individual projects | City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW) |
4.3-4: Projects proposed under the CCSP could result in removal of habitat for the valley elderberry longhorn beetle.

4.3-4(a): For projects proposed within or adjacent to habitat for VELB (suitable habitat for the VELB occurs in close proximity to the Sacramento and American rivers in association with undeveloped valley foothill riparian habitat and at undeveloped areas of Sutter’s Landing Park; see Figure 4.3-1 in the EIR), the applicant shall conduct surveys prior to construction for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with U.S. Fish and Wildlife Service protocols. If elderberry plants with stems measuring 1.0 inch or greater are not identified, no further mitigation is required.

4.3-4(b): If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to and within 100 feet of ground disturbing activities (shrub’s drip line is within 100 feet of construction activities or site), or are otherwise located where they may be directly or indirectly affected by the project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings) are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring 1.0 inch or greater in diameter at ground level are unlikely to be habitat for the beetle because of their small size and/or immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level.

4.3-4(c): For shrubs with stems measuring 1.0 inch or greater, the applicant shall ensure that elderberry shrubs within 100 feet of ground disturbing activities be protected and/or compensated for (if affected by construction activities) in accordance with the “U.S. Fish and Wildlife Service’s (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office.”

4.3-4(d): If a project would result in the removal of large, mature trees within the riparian areas along the Sacramento or American rivers as shown on Figure 4.3-1 of the EIR or the removal of an unsealed, open to the elements, vacant building, and construction activities commence on the project site during the breeding season of special-status bat species (May 1 to August 31), then a field survey shall be conducted by a qualified biologist to determine whether active roosts are present on site or within 100 feet of the project boundaries prior to the commencement of construction activities. Field surveys shall be conducted early in the breeding season before any construction activities begin, when bats are establishing maternity roosts but before pregnant females give birth (April through early May). If no roosting bats are found, then no further mitigation is required.

4.3-5: Projects developed under the CCSP could result in impacts to special-status bat species.

4.3-5: Projects developed under the CCSP could result in removal of habitat for the common pipistrelle bat species. Determination of presence/absence of the common pipistrelle bat species will be conducted in accordance with guidance from the California Department of Fish and Wildlife.

4.3-6: Projects proposed under the CCSP could result in impacts to special-status bat species.

4.3-6(a): For projects proposed within or adjacent to habitat for VELB, suitable habitat for the VELB occurs in close proximity to the Sacramento and American rivers in association with undeveloped valley foothill riparian habitat and at undeveloped areas of Sutter’s Landing Park; see Figure 4.3-1 in the EIR, the applicant shall conduct surveys prior to construction for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with U.S. Fish and Wildlife Service protocols. If elderberry plants with stems measuring 1.0 inch or greater are not identified, no further mitigation is required.

4.3-6(b): If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to and within 100 feet of ground disturbing activities (shrub’s drip line is within 100 feet of construction activities or site), or are otherwise located where they may be directly or indirectly affected by the project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings) are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring 1.0 inch or greater in diameter at ground level are unlikely to be habitat for the beetle because of their small size and/or immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level.

4.3-6(c): For shrubs with stems measuring 1.0 inch or greater, the applicant shall ensure that elderberry shrubs within 100 feet of ground disturbing activities be protected and/or compensated for (if affected by construction activities) in accordance with the “U.S. Fish and Wildlife Service’s (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office.”

4.3-6(d): If a project would result in the removal of large, mature trees within the riparian areas along the Sacramento or American rivers as shown on Figure 4.3-1 of the EIR or the removal of an unsealed, open to the elements, vacant building, and construction activities commence on the project site during the breeding season of special-status bat species (May 1 to August 31), then a field survey shall be conducted by a qualified biologist to determine whether active roosts are present on site or within 100 feet of the project boundaries prior to the commencement of construction activities. Field surveys shall be conducted early in the breeding season before any construction activities begin, when bats are establishing maternity roosts but before pregnant females give birth (April through early May). If no roosting bats are found, then no further mitigation is required.
If roosting bats are found, then disturbance of the maternity roosts shall be avoided by halting construction until the end of the breeding season. Alternatively, a qualified bat biologist may exclude the roosting bats in consultation with the California Department of Fish and Wildlife, thereby allowing construction to continue after successful exclusion activities.

If the biologist determines that bats could potentially inhabit a building planned for demolition or alteration, and a nighttime survey is necessary, then the biologist may return for an emergency survey.

4.3-8. Projects developed pursuant to the CCSP could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.

4.3-8(a) For projects proposed in areas that contain aquatic habitat which may support wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands (i.e., riparian or riverine areas associated with the Sacramento and American rivers as shown on Figure 4.3-1 in the EIR), the applicant shall conduct a formal aquatic resources delineation within those project sites. The aquatic resources delineation shall be submitted to the U.S. Army Corps of Engineers for verification. If jurisdictional wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands are not present, no further action is required.

4.3-8(b) If jurisdictional wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands are present, the applicant shall avoid them if feasible. The applicant shall minimize disturbances and construction footprints near avoided wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands to the extent feasible.

4.3-8 (c) If avoidance of wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands are not feasible, then the applicant shall demonstrate that there is no net loss of wetlands and other waters of the U.S., riparian vegetation, and state jurisdictional waters/wetlands through compliance with the Clean Water Act Section 404 requirements.

4.3-10. Implementation of the proposed CCSP could result in removal of protected street trees and conflict with local policies protecting trees.

4.3-10 For any project within the CCSP area that would remove protected trees as defined by City Code 12.56, the applicant shall submit a tree removal conditions of any issued permit.

4.3-11: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative harm to, or loss of nesting habitat for nesting habitat for special-status bird species and other sensitive and/or protected bird species.

4.3-11 Implement Mitigation Measure 4.3-2(a), 4.3-2(b), and 4.3-2(c).

4.3-12: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of habitat for the Valley Elderberry Longhorn Beetle.

4.3-12 Implement Mitigation Measure 4.3-2(a), 4.3-2(b), and 4.3-2(c).

4.3-13: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of habitat, or impacts to bat species.

4.3-13 Implement Mitigation Measure 4.3-6.
### TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>4.3-15</td>
<td>Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.</td>
<td>See Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).</td>
<td>See Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).</td>
<td>See Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).</td>
<td>Implement Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).</td>
</tr>
<tr>
<td>4.3-16</td>
<td>Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of locally protected trees.</td>
<td>Implement Mitigation Measure 4.3-8.</td>
<td>See Mitigation Measure 4.3-8.</td>
<td>See Mitigation Measure 4.3-8.</td>
<td>See Mitigation Measure 4.3-8.</td>
</tr>
</tbody>
</table>

#### 4.4 Cultural Resources

### 4.4-1 New construction in the proposed CCSP area could cause a substantial adverse change in the significance of an archaeological resource, including human remains.

4.4-1(a) **Unanticipated Discovery Protocol for Archaeological Resources and Human Remains**

- If prehistoric or historic-period archaeological resources are encountered during any stage of construction for any project in the CCSP area, all ground disturbing activities shall halt within the project property up to 100 feet from the location of the discovery and the City shall be notified.
- Prehistoric archaeological materials include, for example, obsidian and flint flaked-stone tools (e.g., projectile points, knives, scrapers), or toolmaking debris; culturally darkened soil (midden) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and flaked stones. Any tribal cultural resources discovered during project work shall be immediately disclosed to the City and treated in consultation with the Native American monitor on site, if applicable, or with Native American representatives, with the goal of preserving in place with proper treatment. Historic-period materials may include stone, concrete, or adobe footings and walls; filled wells or privies; deposits of metal, glass, and/or ceramic refuse. A qualified archaeologist, defined as one meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology, shall inspect the findings within 24 hours of discovery. If the City determines that an archaeological resource qualifies as a historical resource, unique archaeological resource, or tribal cultural resource (as defined pursuant to CEQA Guidelines) and that the project has potential to damage or destroy the resource, the following shall be implemented:
  - Retain a qualified archaeologist to prepare and implement an Archaeological Testing Plan (ATP).
  - Project applicant
  - Prior to ground disturbance such as grading and excavation activities for individual applicable development projects
  - City of Sacramento Community Development Department

1) the resource has an association with Native Americans, the City shall consult with appropriate Native American Tribal Representatives and a qualified archaeologist to determine the appropriate mitigation. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding resource site into a permanent conservation easement. Consultation between the City, Native American Tribal Representatives, and a qualified archaeologist may result in alternative means of preservation for archaeological resources and/or tribal cultural resources associated with Native Americans.
The City, based on input from Native American consultation, shall prepare a map of the CCSP area identifying previously recorded archaeologica resources and potential locations of Tribal cultural resources—these areas to be collectively known as “sensitive areas”—for use by the City, applicant, archaeologist and Native American monitor. The map shall be subject to California law regarding confidentiality of such materials. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the site requiring an investigation. The treatment and shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

Identification of Sensitive Areas

The City, based on input from Native American consultation, shall prepare a map of the CCSP area identifying previously recorded archaeological resources and potential locations of Tribal cultural resources—these areas to be collectively known as “sensitive areas”—for use by the City, applicant, archaeologist and Native American monitor. The map shall be subject to California law regarding confidentiality of such materials. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The City shall comply with requirements identified by the NAHC for the appropriate means of treating the human remains and any associated funerary objects—CEQA Guidelines Section 15064.5(b).

Worker Training and Archaeological Monitoring of Project Ground-Disturbing Activities in Sensitive Areas

The provisions of this mitigation measure shall not be required for projects in sensitive areas that consist of: 1) replacement of existing facilities (road signs, sidewalks, pipes, etc.) where ground disturbance would occur principally in previously disturbed sediment; or 2) minor levels of ground disturbance (e.g., to no more than 18 inches below surface). For all other projects in the CCSP area that are within sensitive areas:

1. Construction worker cultural resources awareness training shall be conducted for construction personnel involved with excavation activities where ground disturbance would be greater than 18 inches below the ground surface. The training shall consist of a preconstruction training session conducted by or under the supervision of a qualified archaeologist, defined as one meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology, and shall be held for all construction personnel and staff involved with excavation activities. The training may be delivered to applicable construction personnel via an electronic format (DVD or video file, for example).

2) the resource does not have an association with Native Americans, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4. Consistent with CEQA Guidelines Section 15126.4(b)(3), mitigation shall be accomplished through either preservation in place or, if preservation in place is not feasible, data recovery through excavation. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) dedicating a resource site to a permanent conservation easement. If avoidance or preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from and about the resource, which shall be reviewed and approved by the City prior to any excavation at the resource site. The treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The City shall comply with requirements identified by the NAHC for the appropriate means of treating the human remains and any associated funerary objects—CEQA Guidelines Section 15064.5(b).

3) the event of discovery or recognition of any human remains during project implementation, project construction activities within 100 feet of the find shaft cease until the Sacramento County Coroner has been contacted to determine that no investigation of the cause of death is required. The City shall comply with requirements identified by the NAHC for the appropriate means of treating the human remains and any associated funerary objects—CEQA Guidelines Section 15064.5(b).

Retain a qualified archaeologist to prepare and implement an Archaeological Monitoring Plan for the area within the footprint of the northern levee embankment. Cease work and notify the County Coroner. Follow protocol for further notification including to the NAHC, if applicable. Contact the Native American Heritage Commission to identify the Most Likely Descendant, if applicable.

Prepare an Archaeological Mitigation Plan, if necessary. Project applicant Prior to ground disturbance such as grading and excavation activities for individual applicable development projects City of Sacramento Community Development Department
TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

<table>
<thead>
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<tbody>
<tr>
<td>Training content will cover procedures to be followed and appropriate conduct to be adhered to if archaeological materials, including tribal cultural resources, are encountered during the project work. Training will include: a) Purpose of archaeological monitoring; b) Identifying archaeological resources; and c) Maintaining proper discovery protocols during construction.</td>
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<td>2. Excavation work within the areas identified as sensitive areas shall be undertaken in a manner that is responsive to the potential for discovery of resources. The applicant, archaeologist, and tribal monitor shall coordinate in implementing construction techniques. In the event of dispute, the City’s Director of Community Development shall be consulted and shall determine the appropriate procedures at the site.</td>
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<td>3. An archaeologist meeting, or supervised by an archaeologist meeting, the Secretary of the Interior’s Professional Qualification Standards for Archeology, shall monitor all project ground-disturbing activities within the sensitive areas agreed upon by the City and Native American Tribal Representatives. Information regarding the location of ground disturbing activities and any resource finds shall be kept on file at the City. Such monitoring and reporting shall be conducted at the applicant’s expense.</td>
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<td>4. A Native American monitor shall be employed at the applicant’s expense to conduct monitoring of project construction activities for sensitive areas. The conduct and work of any Native American monitor shall be consistent with the California Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants.</td>
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<td>5. Potential tribal cultural resources discovered during project work shall be treated in consultation with the Native American monitor on site.</td>
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<td>6. If discovery is made of items of potential archaeological resources, including tribal cultural resources, the procedures set forth in Mitigation Measure 4.4-1(a) shall be followed.</td>
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<td>4.4-2: New construction in the CCSP area could cause a substantial adverse change in the significance of a tribal cultural resource.</td>
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4.4-2(a) Implement Mitigation Measure 4.4-1(a) through (c). See Mitigation Measure 4.4-1(a) through (c). See Mitigation Measure 4.4-1(a) through (c). See Mitigation Measure 4.4-1(a) through (c). |
| 4.4-4: New construction in the proposed CCSP area, in combination with other cumulative development, could contribute to the cumulative loss or alteration of archaeological resources, including human remains. |

4.4-4 Implement Mitigation Measure 4.4-1(a) through (c). See Mitigation Measure 4.4-1(a) through (c). See Mitigation Measure 4.4-1(a) through (c). See Mitigation Measure 4.4-1(a) through (c). |
| 4.8 Hazards and Hazardous Materials |

4.8-1 Development pursuant to the proposed CCSP could expose people to contaminated soil during construction activities. |

4.8-1 If a development site is listed in the Phase I ESA Overview Study as being of moderate or high potential to have a Recognized Environmental Condition (REC), the applicant shall conduct a site specific Phase I Environmental Site Assessment during the entitlement process in general accordance with the current version of ASTM 1527 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process prior to construction and shall comply with the recommendations in the report. Recommendations may include guidance on mitigating hazards from encountering contaminated groundwater, including measures related to disturbance of existing treatment systems, drilling, groundwater extraction, or vapor intrusion. |

Implementation of Mitigation Measure 4.4-1(a) through (c). |

Project applicant During the entitlement process, prior to ground-disturbing activities (grading or excavation) City of Sacramento Community Development Department. |
### TABLE 4-1
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<tr>
<td>This requirement does not apply to projects in which excavation would extend no deeper than 18 inches, including projects that are limited to installation of a fence, deck, single-family residence, garage or addition to an existing residence (e.g., room addition), shallow landscaping with or without irrigation lines, or other minor site improvements, or replacement of existing facilities (road signs, sidewalks, pipes, etc.) where ground disturbance would occur principally in previously disturbed sediment.</td>
<td>4.8-7 Implement Mitigation Measure 4.8-1.</td>
<td>See Mitigation Measure 4.8-1.</td>
<td>See Mitigation Measure 4.8-1.</td>
<td>See Mitigation Measure 4.8-1.</td>
</tr>
<tr>
<td>4.8-7: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts by exposing people to contaminated soil during construction activities.</td>
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<tr>
<td>4.10 Noise and Vibration</td>
<td>4.10-1 Implement Mitigation Measure 4.10-1.</td>
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<tr>
<td>4.10-1: Construction of development allowed under the proposed CCSP could generate noise that would conflict with City standards or result in substantial temporary or periodic increase in ambient noise levels.</td>
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<td>For all projects in the CCSP area that require a building permit, the City shall require that the contractor implement the following measures during all phases of construction:</td>
<td>Implement the requirement for manufacturer-installed mufflers to be on all to all heavy equipment or stationary noise sources.</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>a) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.</td>
<td>Implement auger displacement or sonic pile driver requirements.</td>
<td>Project applicant</td>
<td>Include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>b) Auger displacement shall be used for installation of foundation piles, if feasible. If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.</td>
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<tr>
<td>4.10-2: Operations of development allowed under the proposed CCSP could result in a substantial permanent increase in ambient exterior noise levels.</td>
<td>4.10-2 Implement Mitigation Measure 4.10-2.</td>
<td></td>
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<tr>
<td>4.10-2: Construction of buildings pursuant to the proposed CCSP could expose existing and/or planned buildings, and persons within, to vibration that could disturb people or damage buildings.</td>
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</tbody>
</table>
### TABLE 4-1
**SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Action(s)</th>
<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.10-4(b)</td>
<td><strong>For all projects in the CCSP area that require the use of graders or impact pile drivers:</strong> Prior to the issuance of any demolition, grading, or building permit, the applicant shall develop and submit a Vibration Reduction Plan to the City Chief Building Official for approval. The Plan shall include measures that will reduce vibration at surrounding buildings to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings. Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, some or all of the following:</td>
<td>Prepare and submit a Vibration Reduction Plan. Implement vibration avoidance, minimization, and monitoring requirements within the Vibration Reduction Plan.</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td><strong>1) Inclusion of buffers and selection of equipment to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.</strong></td>
<td>Limit vibration during construction.</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td><strong>2) Implementation of a vibration, crack, and line and grade monitoring program at existing Nationally registered, State listed, and locally recognized historic buildings located within 47 feet of construction activities.</strong> The following elements shall be included in this program:</td>
<td></td>
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<td></td>
<td><strong>i. Prior to start of construction:</strong></td>
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<tr>
<td></td>
<td>1. The applicant or construction contractor shall install crack gauges on proximate historic structures.</td>
<td>Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. Project applicant shall provide City with regular reporting.</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td><strong>ii. During building construction:</strong></td>
<td>Monitor crack gauges during construction.</td>
<td>Project applicant</td>
<td>During construction activities within 47 feet of a historic building</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td>1. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack gauges.</td>
<td>Collect and report vibration data to City Chief Building Official.</td>
<td>Project applicant</td>
<td>During construction activities within 47 feet of a historic building</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td></td>
<td>2. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.</td>
<td></td>
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<td>3. If vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the historic structure, additional protection or stabilization shall be implemented. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource’s character-defining features. Stabilization may temporarily impair the historic integrity of the building’s design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building’s ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that avoids damage to the historic integrity of the building, including integrity of material.</td>
<td>Provide additional protection or stabilization of historic structures, as needed.</td>
<td>Project applicant</td>
<td>During construction activities within 47 feet of a historic building</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>
iv. Post-construction

1. At the conclusion of vibration generating construction activities, the applicant shall submit a crack and vibration monitoring report to the City Chief Building Official. The report shall include: a narrative summary of the monitoring activities and their findings; photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report; annotated analysis of vibration data related to project activities, a summary of measures undertaken to avoid vibration impacts; a post-construction line and grade survey; and photographs of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall be of sufficient detail to illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings.

Prepare crack monitoring and vibration monitoring final report to the City. Include post-construction photographs of cracks, as applicable.

Project applicant  
Upon completion of construction activities within 47 feet of a historic building  
City of Sacramento Community Development Department

2. The applicant shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or hiatus or connection points that were needed for shoring or stabilization. Repairs shall be limited to project impacts and do not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The applicant shall provide a work plan for the repairs and a completion report to ensure compliance with the SOI Standards to the City Chief Building Official and City Preservation Director for review and comment.

Make repairs to damages historic and non-historic buildings caused by project construction, as applicable.

Project applicant  
Upon completion of construction activities within 47 feet of a historic building  
City of Sacramento Community Development Department

4.10.5: Implementation of the proposed CCSP would result in exposure of people to cumulative increases in construction noise levels.

Implement Mitigation Measure 4.10-1.

See Mitigation Measure 4.10-1.

See Mitigation Measure 4.10-1.

See Mitigation Measure 4.10-1.

See Mitigation Measure 4.10-1.

4.10.6: Operations of development allowed under the proposed CCSP would contribute to cumulative increases in ambient exterior noise levels.

Implement Mitigation Measure 4.10-2.

Implement Mitigation Measure 4.10-2.

Implement Mitigation Measure 4.10-2.

Implement Mitigation Measure 4.10-2.

4.10.8: Construction of buildings pursuant to the proposed CCSP would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.

Implement Mitigation Measure 4.10-4(a) and (b).

See Mitigation Measure 4.10-4(a) and (b).

See Mitigation Measure 4.10-4(a) and (b).

See Mitigation Measure 4.10-4(a) and (b).

4.11 Public Services

4.11.8: The proposed CCSP could result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreation facilities or the need for new or physically altered parks or recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation services.

Pay City in lieu park dedication fees (Quimby), or Park Impact Fees.

Project applicant  
Prior to filing of final map  
City of Sacramento Community Development Department

4.11.8- Projects within the CCSP area shall comply with the City’s Quimby and Park Impact Fees (PIF) ordinances.
<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Action(s)</th>
<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.11-9: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in the physical deterioration of existing CCSP area parks, requiring additional parks to be provided.</td>
<td>Implement Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
<td></td>
</tr>
<tr>
<td>4.11-9</td>
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<tr>
<td>4.12 Transportation</td>
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</table>
| 4.12-3: The proposed CCSP could worsen freeway operations. | Freeway Subregional Corridor Mitigation Program (SCMP). Each project developed pursuant to the CCSP, and subject to mitigation measures of the CCSP EIR, that generates more than 100 vehicular AM or PM peak hour trips that are directed toward the highway system shall:  
• Remit monetary payment to the I-5 Freeway Subregional Corridor Mitigation Program (SCMP). This remittance shall be completed prior to the issuance of building permits. OR  
• Negotiate a mutually acceptable agreement with Caltrans and the City. Projects in the CCSP area that would be exempt from the implementation of this measure include projects not subject to CEQA (Public Resources Code (PRC) §21080(b)), projects that are categorically exempt from CEQA or projects eligible for statutory streamlining including but not limited to qualified housing projects (PRC §§21159.21 and 21159.24), affordable low-income housing projects (PRC §21094.5 and State CEQA Guidelines §15332), as well as projects that are not required to address specific or cumulative impact from cars and light-duty truck trips generally on the regional transportation network (PRC §21159.28). | Implement payment to the I-5 Freeway Subregional Corridor Mitigation Program (SCMP). | Project applicant | Prior to the issuance of building permits | See Mitigation Measure 4.12-1(a)(ii). |
| 4.12-10: Implementation of the proposed CCSP, in combination with other cumulative development, could contribute to cumulative impacts to freeway operations. | | | | |
| 4.12-10 | Implement Mitigation Measure 4.12-3. | See Mitigation Measure 4.12-3 | See Mitigation Measure 4.12-3 | See Mitigation Measure 4.12-3 | See Mitigation Measure 4.12-3 |
| 4.13 Utilities | | | | |
| 4.13-1: The proposed CCSP would discharge additional flows to the City’s sewer and drainage systems, which could exceed existing infrastructure capacity. | Pay the established CSS mitigation fee and pay share for improvements to upsise or upgrade the CSS infrastructure. A separate cost sharing agreement may be executed. | City of Sacramento and Project Applicant | To be determined by the City based on citywide water demand and supply | City of Sacramento Public Works Department |
| 4.13-1 | The City shall manage wastewater from the CCSP such that it shall not exceed existing CSS capacity by implementing the following methods: a) Project applicants within the CCSP area shall pay the established CSS mitigation fee.  
  
  b) For projects within the CCSP area that require localized upsizing of existing CSS infrastructure for service, applicants shall pay their fair share for improvements to upsise or upgrade the CSS infrastructure. A separate cost sharing agreement may be executed between applicants and the City for this option. | | | |
| 4.13-3: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in demand for wastewater and stormwater facilities. | Implement Mitigation Measure 4.13-1. | See Mitigation Measure 4.13-1 | See Mitigation Measure 4.13-1 | See Mitigation Measure 4.13-1 | See Mitigation Measure 4.13-1 |
| 4.13-7: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in demand for water supply. | To ensure that sufficient capacity would be available to meet cumulative demands, the City shall implement, to the extent needed in order to secure sufficient water supply, one or a combination of the actions listed in Mitigation Measure 4.13-7. | Implement, to the extent needed in order to secure sufficient water supply, one or a combination of the actions listed in Mitigation Measure 4.13-7. | City of Sacramento | To be determined by the City based on citywide water demand and supply | City of Sacramento Public Works Department |
| 4.13-7 | | | | |
May 7, 2024

Ron Bess, Associate Planner
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

Re: MTP/SCS Consistency for the DIGGS Project

Dear Mr. Bess:

You requested SACOG’s confirmation that the proposed DIGGS Project is consistent with the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project’s consistency with the MTP/SCS. This letter concurs with the City’s determination that the DIGGS Project is consistent with the MTP/SCS. SACOG reviewed the project description and SCS consistency analysis compared to the MTP/SCS assumptions for the project area in order to make our determination.

The DIGGS Project, located at 1800 3rd Street, proposes an adaptive re-use of the historic Thomas-Diggs Company landmark building on a 1.3-acre parcel into a mixed-use development consisting of 131 multi-unit dwellings, 3,997 square feet of office space, 6,696 square feet of restaurant/café space, and 24,886 square feet of subterranean mini-storage. The project is located within a Transit Priority Area, pursuant to PRC § 21155.4. Transit Priority Areas are areas of the region within one-half mile of a major transit stop existing or planned (if the planned stop is scheduled to be completed within the planning horizon included in a Regional Transportation Plan adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations). The Project site is less than 1/2” mile from the Sacramento Regional Transit’s (Sac RT) Blue Line (light rail transit or LRT), along O Street. Additionally, Sac RT has a several bus stops within a few blocks of the project site including stops 3rd Street & Q Street, 5th Street & R Street, Q Street & 5th Street, P Street & 4th Street, 5th Street & P Street.

The DIGGS Project is an infill project within the Center/Corridor Community designation of the MTP/SCS for the City of Sacramento. Within the Center/Corridor Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses (MTP/SCS Appendix D). The project’s land uses fall within this range of general uses, densities, and building intensities. With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies. The MTP/SCS housing forecast for the Center/Corridor Communities was based not only on the City’s land use plans and policies, but also on the following: an assessment of past building activity, current project entitlement activity, and
consideration of changing demographic and housing market demand. Infill development and redevelopment is a strategy essential to the success of the Blueprint Preferred Scenario and the MTP/SCS. The Blueprint Preferred Scenario and the 2020 MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects such as this one. The proposed project is consistent with MTP/SCS growth forecast assumptions.

Thank you for inviting SACOG’s input as to the consistency of the DIGGS Project with the MTP/SCS. Our confirmation of the project’s consistency with the MTP/SCS is not intended to express any opinion on the site design or the appropriate conditions of approval of the project. If you have further questions or need further assistance, please don’t hesitate to contact me at (916) 340-6246.

If you have additional questions, please feel free to contact me.

Sincerely,

Clint Holtzen
Planning Manager
DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of October 27, 2020

Background: Pursuant to SB 375 and SB 743, streamlined CEQA review and analysis is available to certain land use projects that are consistent with the Sustainable Communities Strategy (SCS). The SCS was adopted by the Sacramento Area Council of Governments (SACOG) Board as part of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) on November 18, 2019. The California Air Resources Board (CARB) provided an Acceptance of GHG Quantification Determination for the SACOG SCS in October 2020.

Purpose: The purpose of this worksheet is to provide lead agencies with guidance to determine whether a project is consistent with the general land use designation, density, intensity, and applicable policies of the 2020 MTP/SCS adopted by SACOG.

The lead agency has responsibility to make the final determination on these matters and to determine the applicable and appropriate CEQA streamlining, if any.

Directions: This worksheet should be completed by the lead agency, relying on the project description of the proposed project and Appendix C and D of the MTP/SCS. Regardless of whether this optional worksheet is used to assist in determining consistency with the MTP/SCS, a project can only be consistent with the MTP/SCS if it is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the adopted MTP/SCS. This worksheet only applies to the 2020 MTP/SCS (adopted November 18, 2019); subsequent MTP/SCS adoptions may require updates to this form.

Lead agencies are welcome to contact SACOG for assistance in completing this worksheet. For assistance, contact Dov Kadin at dkadin@sacog.org.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>The DIGGS Project (P24-009)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Project is Located In (city/county name)</td>
<td>City of Sacramento, Sacramento County</td>
</tr>
<tr>
<td>Applicable Community Type Proposed Project is Located in</td>
<td>Center and Corridor Community</td>
</tr>
<tr>
<td></td>
<td>Established Community</td>
</tr>
<tr>
<td></td>
<td>Developing Community (list the specific name of the Developing Community as identified in Appendix C of the MTP/SCS beginning on page 5):</td>
</tr>
<tr>
<td></td>
<td>Rural Residential Community</td>
</tr>
</tbody>
</table>

The DIGGS Project (P24-009)
City of Sacramento, Sacramento County

[Applying Community Types]

- Center and Corridor Community
- Established Community
- Developing Community (list specific name)
- Rural Residential Community

[Map and Community Type Identification]
Use the map on page 4 of Appendix C of the MTP/SCS to identify the Community Type for the Project.
**DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET**

*As of October 16, 2020*

Required Consistency with the SCS: General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies (PRC § 21155(a) and PRC § 21159.28(a))

**General Use Designation, Density and Building Intensity.** The foundation of the land use designations for the MTP/SCS is adopted and proposed local general plans, community plans, specific plans and other local policies and regulations. A project is consistent with the MTP/SCS if its uses are identified in the applicable MTP/SCS Community Type and its uses meet the general density and building intensity assumptions for the Community Type. The proposed project does not have to include all allowed uses in the MTP/SCS.

**Applicable MTP/SCS Policies.** For the purposes of determining SCS consistency, the policies of the MTP/SCS are embedded in the metrics and growth forecast assumptions of the MTP/SCS. Projects consistent with the growth forecast assumptions of the MTP/SCS, as determined by the criteria below, are consistent with the MTP/SCS and its policies.

Determine consistency of the Project using one of the four methods below:

<table>
<thead>
<tr>
<th>Consistency Option</th>
<th>Criteria</th>
</tr>
</thead>
</table>
| **Option A** ☐     | The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses are consistent with the allowed uses of the applicable adopted local land use plan as it existed in 2019 and are at least 80 percent of the maximum allowed density or intensity of the allowed uses of the applicable local land use plans. Therefore, the Project is consistent with the MTP/SCS.
| **Option B** ✔     | The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses have been reviewed in the context of, and are found to be consistent with, the general land use, density, and intensity information provided for this Community Type in Appendix D of the MTP/SCS (beginning on page 30). Therefore, the Project is consistent with the MTP/SCS.
| **Option C** ☐     | The Project is located in a **Rural Residential Community** and the Project residential density does not exceed the maximum density of one unit per acre as specified in the MTP/SCS, and employment development in the Project is at least 80 percent of the maximum allowed density or intensity of the applicable local land use plans. Therefore, the Project is consistent with the MTP/SCS.
| **Option D** ☐     | The Project is located in a **Developing Community** and the Project’s average net density meets or exceed the average net density described for this specific Developing Community (as referenced by name of applicable specific plan, master plan, or special plan in Appendix D of the MTP/SCS) and employment development in the Project is consistent with the general employment land uses described for this specific Developing Community. In addition, development from the project when added to other entitled projects will not exceed the MTP/SCS build out assumptions for the area within this Community Type, which are: New Housing Units: New Employees: |
## Conclusion

**The proposed project is consistent with the General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies for the following reasons**

*(summarize findings on use designation, density and intensity for the Project evaluation completed above)*:

- The Diggs Project (P24-009) proposes the reuse of the existing Thomas Diggs building located on a 1.3-acre parcel into a mixed-use development consisting of 131 multi-unit dwelling units, 3,997 square feet of office space, 6,696 square feet of restaurant/café space, and 24,886 square feet of subterranean mini-storage within the site is zoned General Commercial (C-2-SPD) and the Central City Special Planning District (SPD). The General Commercial (C-2) zoning allows for the office restaurant/café and subterranean mini-storage use.
- The general plan designation is UCORHIGH (Urban Corridor High) which has a minimum density of 33 dwelling units per acre and a maximum of 150 dwelling units per acre.
- The project site is located at 1800 3rd Street in the City of Sacramento. The Project is located within the Central City Specific Plan area of the City of Sacramento, which has been determined to be almost entirely within a transit priority area. The project location qualifies as a transit priority area.
- The Project site is less than 1/2 mile from the Sacramento Regional Transit’s (Sac RT) Blue Line (light rail transit or LRT), with a line along O Street. Additionally, Sac RT has several bus stops within a few blocks of the project site including stops 3rd Street & Q Street, 5th Street & R Street, Q Street & 5th Street, P Street & 4th Street, 5th Street & P Street.

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1. This document may be updated as users provide feedback on its utility.
2. The MTP/SCS general land use, density and intensity in Center and Corridor Communities and Established Communities is based on 80 percent of the maximum allowed density or intensity of the land use designations in applicable local land use plans as they existed in 2016, unless otherwise noted in Appendix C and D.
3. The MTP/SCS land use forecast in Developing Communities was modeled according to adopted and proposed specific plans, master plans, and special plans as they existed in 2016, and is based on the housing and employment totals and the average net density of these plans, as outlined in Appendix C and D.
May 13th, 2024

May 7th, 2024, I conducted a limited basic visual inspection of several trees at 1800 3rd St. Sacramento CA 95811. The tree assessment was on behalf of the management pertaining to building plans The DIGGS (P24-009) project. The assessment was to determine the health and safety of the trees during the project.

- Trees assessed for removal per construction plans include (3) 14” DBH Chinese Elm, (3) White Birch, 5”, 12”, 12” DBH, (1) 14” DBH, Pear. See Map for tree locations.

- The 3 elm trees in the parking lot (Figures 1-2), do not meet the criteria for private protected tree per City of Sacramento Ordinance for a permit to remove the trees as the trees are measured under the 24” DBH requirement. The trees are over weighted in the canopy and have caused damage to hardscape from root lifting due to insufficient planter space.

- The 3 White birch trees (Figures 3-4), on the north side of the building along R St. are in the landscape area next to the building. These trees appear to be showing signs of water stress due to the thinning canopy, dull leaf color and some dieback on branch tips throughout the canopy. This species of tree is sensitive to arid climate and has a high-water value. In addition, the trees are surrounded by an aggressive ground cover. The encroachment of the ground cover to the trunk of the trees and in the tree root zone creates competition for the trees over water resources. The trees appear to be stunted and in decline due to environmental conditions. I expect these trees to continue a pattern of decline and eventually die as they are not suitable for the climate and landscape conditions. I recommend removal of the trees due to tree decline and current condition of the trees.

- The 1 Pear tree (Figures 5-6) on the north side of the building along R St. in the turf area next to R St. The tree has a sparse canopy and appears stressed. This stress can be associated with the mistletoe throughout the tree’s canopy. Mistletoe is a systemic parasite that lives off the tree and will continue to take over the tree canopy until the tree dies. There is no curative solution available for the management of mistletoe through chemical treatments. I would estimate the mistletoe currently is in 15% of the total canopy. In addition, the tree has a major inclusion between the main branches. This is a common failure point in trees with this feature. Pear trees as a species are susceptible to limb failure as they age. Due to the tree’s current condition, there is no mitigation available to manage the defects present in the canopy. I recommend removing this tree.
Sincerely,

Paul Dubois
The Grove Total Tree Care
ISA Board Certified Master Arborist WE-9034BUM
Qualified Tree Risk Assessor
Figure 1

Elm Trees 1 & 2. Heavy low canopy DBH 14” on both trees.
Figure 2

Elm Tree #3, 14” DBH. In small landscape planter.
Figure 5

Mistletoe in canopy.
Inclusion between main branching. Common failure point in these trees.
THOMSON-DIGGS COMPANY BUILDING
NPS HPCA PART 1-EVALUATION OF SIGNIFICANCE
SACRAMENTO, CA
[23333]

PREPARED FOR HELLER PACIFIC, INC.
May 22, 2024

SUBMITTAL
Thomson-Diggs Company Building, undated. Source: Center for Sacramento History
May 16, 2024

Mr. Mark Huck
Office of Historic Preservation
Department of Parks and Recreation
1416 9th Street, Room 1442-7
Sacramento, CA 95814

Mr. Antonio Aguilar
Technical Preservation Services
National Park Service
1849 C Street, NW, Mailstop 7243
Washington, DC 20240

Re: Thomson-Diggs Company Building, 1800 3rd Street, Sacramento, CA
Historic Preservation Certification Application - Owner Permission

Dear Mr. Huck and Mr. Aguilar:

This letter is to advise you that the undersigned, 1800 3rd Street (Sacramento) Owner, LLC (“Current Owner”), understands that Heller Pacific, Inc. (“Heller”), is applying for historic preservation tax credits for the rehabilitation of the Thomson-Diggs Company Building located at 1800 3rd Street in Sacramento (the “Property”), as contract purchaser of the Property (the “Application”).

Please be advised that Current Owner, as the owner of the Property, grants permission for Heller to make the Application on the condition that: (i) the Application is limited to Part 1 approval to confirm a preliminary determination of eligibility for individual listing in the National Register of Historic Places (the “National Register”) by the National Park Service for purposes of the federal historic tax credit program; (ii) neither submitting the Application nor the Part 1 review process of the Application will obligate Current Owner to formally nominate the Property to the National Register if the sale of the Property by Current Owner to Heller does not occur; (iii) a Part 1 approval confirming a preliminary determination of eligibility for individual listing in the National Register by the National Park Service for the purpose of the federal historic credit program shall not change the current Built Environment Resource Directory (“BERD”) status of the Property but may add an additional status code to the Property’s BERD entry; and (iv) if Current Owner does not sell the Property to Heller, there is no obligation for the Current Owner to formally list the Property in the National Register, nor shall there be any added preservation requirements with respect to the Property that do not already exist.

signature continues on next page
Sincerely,

1800 3rd Street (Sacramento) Owner, LLC
By: Sacramento Venture, LLC
By: Hines West LLC, as authorized agent for Owner

Dusty Harris
Senior Managing Director

Cc: Carolyn Kiernat, Principal, Page & Turnbull
HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE

Instructions: This page must bear the applicant’s original signature and must be dated. The National Park Service certification decision is based on the descriptions in this application form. In the event of any discrepancy between the application form and other, supplementary material submitted with it (such as architectural plans, drawings and specifications), the application form takes precedence. A copy of this form will be provided to the Internal Revenue Service.

1. Historic Property Name  Thomson-Diggs Company Building
   Street  1800 3rd Street
   City  Sacramento  County  Sacramento  State  CA  Zip  95811-6942
   Name of Historic District or National Register property
   ☐ National Register district  ☐ certified state or local district  ☐ potential district  ☐ National Register property

2. Nature of Request (check only one box)
   ☐ certification that the building contributes to the significance of the above-named historic district or National Register property for rehabilitation purposes.
   ☐ certification that the building contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.
   ☐ preliminary determination for individual listing in the National Register.
   ☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.
   ☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project Contact  (if different from applicant)
   Name  Clare Flynn
   Company  Page & Turnbull
   Street  1007 7th Street, #404
   City  Sacramento  State  CA  Zip  95814  Telephone  (916) 930-9903  Email Address  flynn@page-turnbull.com

4. Applicant
   I hereby attest that the information I have provided is, to the best of my knowledge, correct. I further attest that [check one or both boxes, as applicable]:
   ☐ I am the owner of the above-described property within the meaning of "owner" set forth in 36 CFR § 67.2 (2011), and/or
   ☒ if I am not the fee simple owner of the above described property, the fee simple owner is aware of the action I am taking relative to this application and has no objection, as noted in a written statement from the owner, a copy of which (i) either is attached to this application form and incorporated herein, or has been previously submitted, and (ii) meets the requirements of 36 CFR § 67.3(a)(1) (2011).

   For purposes of this attestation, the singular shall include the plural wherever appropriate. I understand that knowing and willful falsification of factual representations in this application may subject me to fines and imprisonment under 18 U.S.C. § 1001, which, under certain circumstances, provides for imprisonment of up to 8 years.

   Name  Michael J Heller
   Signature  Michael J. Heller
   SSN  91-1832811
   or TIN
   Date  05/20/2024
   Applicant Entity  Heller Pacific, Inc.
   Street  1715 R Street, Suite 210
   City  Sacramento  State  CA  Zip  95811  Telephone  (916) 638-2400  Email Address  alichtig@hellerpacific.com

NPS Official Use Only
The National Park Service has reviewed the Historic Preservation Certification Application – Part 1 for the above-named property and has determined that the property:
   ☐ contributes to the significance of the above-named district or National Register property and is a "certified historic structure" for rehabilitation purposes.
   ☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes.
   ☐ does not contribute to the significance of the above-named district or National Register property.

Preliminary Determinations:
   ☐ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
   ☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
   ☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
   ☐ appears to contribute to the significance of a registered historic district if the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS is expanded by the State Historic Preservation Officer.
   ☐ does not appear to qualify as a certified historic structure.

Date

NPS Comments Attached

National Park Service Authorized Signature
HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE

Historic Property Name  Thomson-Diggs Company Building
Property Address  1800 3rd Street, Sacramento, CA

5. Description of Physical Appearance
Summary

The Thomson-Diggs Company Building is a three-to-four story, approximately 200,000 square-foot industrial warehouse located at 1800 3rd Street in downtown Sacramento. The building occupies the northern half of the block bounded by 3rd Street to the east, 2nd Street to the west, R Street to the north, and S Street to south. Purpose-built in 1911 for use by the Thomson-Diggs Company, a major wholesale hardware distributor of the city, the building evidences the R Street Industrial Corridor that became the center of Sacramento industry in the early 20th century because of the direct access to the railroad.

Constructed of reinforced concrete, the Thomson-Diggs Company Building features a rectangular footprint with a flat roof and is comprised of two main volumes: an original portion constructed in 1911 that fronts 3rd Street to the east and a rear (or west) historic addition built in two stages. A one-story rear addition was constructed initially in 1936, expanding the building to 2nd Street and thus, nearly doubling the original footprint. This addition subsequently received a two-story rooftop addition in 1947, resulting in the form, scale and massing that remains evident today.

See Continuation Sheets, attached.

Date(s) of building(s)  1911, 1936/1948  Date(s) of alteration(s)  1980s–2000s
Has building been moved? ☒ No ☐ Yes, specify date

6. Statement of Significance
Summary

The Thomson-Diggs Company building at 1800 3rd Street is historically significant at the local level under National Register Criterion A (Events) in the area of Industry for its role in Sacramento’s early 20th-century industrial development and specifically for its association with the R Street Industrial Corridor, which became Sacramento’s center of industrial activity and commercial distribution during that time. The building is further significant for association with its namesake, Thomson-Diggs Company, a notable wholesale hardware distributor of Sacramento. Established in 1900, the company soon outgrew its original location on J Street and relocated to the initially undeveloped, but transportation-accessible R Street Industrial Corridor. At the new location, over the course of the ensuring decades, the firm not only helped grow the R Street Industrial Corridor, but also became a regional leader in the hardware industry, ultimately becoming the sole wholesale hardware distributor in the city by mid-century. In addition, the building at 1800 3rd Street is all that remains of the firm’s larger multiple-building complex that spanned a couple of blocks. Under Criterion A, the property has a period of significance extending from 1911, when the original portion of the building was constructed, until 1958 when the R Street Industrial Corridor neighborhood had declined to the point that the value of the building’s parcel was tied to land only and not its improvements.

See Continuation Sheets, attached.

7. Photographs and Maps. Send photographs and map with application.
5. Description of Physical Appearance (continued from cover page):

The building is three stories tall at its north side and rises to four stories in height at its south side due to the site's sloping grade. The entire building is clad in a contemporary brick veneer that features paired, black tile string courses. The black tiled bands separate an expanse of regularly spaced, large window openings on each floor at all four façades. Fenestration typically consists of narrow, vertical window openings at the ends that frame wider horizontal window openings in the middle of the façades. Window openings at the second floor (first floor at the north façade) are roughly square in shape and contrast with the rectangular-shaped window openings at the top two floors. All window openings contain fixed, non-historic multi-lite aluminum windows. The brick veneer and aluminum windows date to 1987-88 when the building was converted from industrial to commercial office use.

Site
The site slopes gently downward from north to the south and is surrounded by paved concrete public sidewalks at the north, east, and west sides. The R-S Alley (now functioning effectively as a drive) and an adjacent paved surface parking lot are situated to the building's south. The building is slightly set back from the sidewalk at the north side. The setback is filled with a maintained lawn featuring a border of ivy and small trees and small regularly spaced concrete-paved patios with concrete picnic tables or benches. A contemporary concrete monument sign, clad in brick and stucco is installed at the northeast corner of the property. (See Photos 1-6.)

Exterior
The east or primary façade faces 3rd Street and features nine bays of windows. The façade contains the original main entrance to the 1911 portion of the building, which is located slightly to the right (north) of the façade's center. The entrance contains paired non-historic wood doors with integrated glazing and metal handrails that are set inside a recessed opening. The entrance surround features a low-pitched architrave that contains a band of black tiles at its center. Two non-historic rectilinear metal light sconces are installed at each side of the entrance surround. (See Photos 7-9.)

The south façade faces a paved surface parking lot and includes ten bays of windows at both the original 1911 portion of the building and the later addition. The first-floor features six recessed openings that were originally part of a series of loading bays for trucks, but which were converted into the current main entrance to the building in the 1980s. A series of steps with a connected accessible ramp with metal pipe handrails lead up to the entrance, which is located at the west side of the westernmost opening. The entry has tiled paving and wall cladding and a stucco-clad ceiling with recessed can lights. An angled storefront window faces the entrance to the east. To the east, a recessed band of glazed storefront windows is located behind the rest of the former loading dock openings. (See Photos 10-16.)

The west façade faces 2nd Street and contains nine bays of windows. A secondary entrance is located at the north end of the façade exiting from the elevator tower. The entrance contains short concrete steps that lead up to a pair of
metal-clad paneled doors. A flat metal awning shades the entrance. A sloped paved walkway from this entry stoop extends southward four bays until the grade levels; a metal pipe handrail with curving ends eliciting Moderne design delineates the sloped walkway. This façade also contains metal service doors in a recessed rectangular opening near the center of the façade. *(See Photos 17-20.)*

The north façade faces R Street, where the railroad tracks of the Western Pacific Railroad historically ran and have since been removed. The façade includes 10 bays of windows at the original 1911 portion of the building and nine bays of windows at the later addition. Large square-shaped windows at the first floor of the 1911 portion of the building were historically loading bays that were infilled during renovations in the 1980s. A brass plaque is installed at the east end of the façade.¹ A stucco-clad elevator penthouse is visible on the roof above the fifth bay of windows from the east. *(See Photos 21-23.)*

**Interior**

The interior of the building is roughly divided between the original 1911 portion of the building and 1936/1947 addition. The main entrance at the south façade of the building and primary circulation core are located at the center of the 1911 portion of the building. *(See Photos 24-25.)*

The interior of the building was renovated in the late 1980s to convert the building from industrial to office use. More recent tenant improvements have since taken place in various locations throughout the building, resulting in a wide variety of non-historic floor configurations and non-historic finishes, albeit reversible in most instances. Despite these alterations, the original industrial character of the building, including the demising wall and industrial design differences between the original 1911 portion and the 1936/1947 addition remain apparent. A continuous grid of regularly spaced structural concrete columns, as shown in historic photographs of the interior of the building and indicated on Sanborn fire insurance maps, is evident throughout the building. Columns in the 1911 side of the building are square in plan, while those in the addition are mushroom-capped, conveying the different ages of the two portions. In addition, evidence of historic vertical circulation also remains in the 1936/1 addition. A large freight elevator is located near its southeast corner, directly adjacent to the demising wall that connects the addition to the original 1911 building. This elevator retains its original cab, sliding latticed wood gates, and metal screen fencing. A smaller service elevator is located at the northwest corner of the addition and retains its metal accordion doors. Contemporary wall and floor finishes and dropped ceilings have also been removed, or partially removed in many areas of the building, revealing the extant historic industrial character of the warehouse, such as its exposed concrete floors, board formed concrete perimeter walls, and exposed concrete ceilings and both square and mushroom-capped columns. *(See Photos 26-38.)*

¹ The plaque notes that the building is on the site of California Historical Landmark No. 526, which recognizes the founding of “California’s First Passenger Railroad,” the Sacramento Valley Railroad, on the site in 1855.
Original Construction

Historic photographs from the early 1910s and a fire insurance map published by the Sanborn Map Company in 1915 illustrate the Thomson-Diggs Company’s appearance shortly after its completion in 1911. Original architectural drawings have not been located. The 1915 Sanborn Map Company map shows that the building consisted of a reinforced concrete building with a roughly square footprint, flat roof, and wired glass windows located at the corner of R and 3rd streets. The building was three stories tall over a basement at its north end and four stories tall at its south end. A recessed shipping bay for truck loading and unloading was located along the first floor of the south façade. The north façade of the building faced both the main tracks of the Western Pacific Railroad and Southern Pacific Railroad which ran along R Street, and spur tracks which ran directly to the building. The building’s facades were clad with smooth concrete with decorative raised bands running between each floor of windows. According to an article published by the Sacramento Bee in 1915, the building had a “handsome marble entrance” at the center of its east façade, facing 3rd Street, which was considered rare for an industrial warehouse at the time. A photograph of employees standing in front of the main entrance shows that the marble finishes were limited to facing on the front steps. The interior featured two elevator shafts and a staircase to the upper floors. A second entrance was located at the north end of the east façade.

In 1915, the fire insurance map indicates the surrounding neighborhood contained a mix of residential and industrial development. Adjacent parcels to the west of the subject building contained tanks for the Sacramento Gas Company and a wood-framed residence. Other developments in the area included a freight house for the Western Pacific Railroad directly to the north; warehouses for the Western Pacific Railroad, International Revenue Bonded, and Wood-Curtis Company to the west on the Sacramento River waterfront; the Capitol Box Factory on the full block between Front, P, Q, and 2nd streets; the Central California Canneries complex on the half block between Front, Q, 2nd, and R streets; and several smaller planing mills, warehouses, carriage works, and one- to two-story single-family residences.

Alterations

The building has expanded and undergone alterations, interior and exterior since its initial construction in 1911. Before 1915, Thomson-Diggs Company constructed a separate heavy hardware warehouse with rows of gabled roofs and corrugated metal cladding on the east side of 3rd Street, directly across from the subject building, resulting in a small complex of company company-owned buildings at the intersection of R and 3rd streets. Only the subject building remains. Between August 1919 and March 1925, contractors M.F. McKenzie and C. Van Hall were hired to make various alterations to the interior of the subject building, including the addition of shelving, office remodels, and the installation of a platform.2 It’s unclear which floor level these original and likely limited offices were located, however, a ca. 1915 photograph shows the office space at that time was partially finished and featured wood wainscoting on some walls and extended to partial height on columns. Contractor William Keating was hired to “build concrete walls

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2 City of Sacramento, Building Division, Permit No. 4739, 04 August 1919. City of Sacramento, Building Division, Permit No. 5398, 08 January 1920; and City of Sacramento, Building Division, Permit No. 7488, 20 April 1921. City of Sacramento, Building Division, Permit No. 6432, 11 March 1925.
and fence, valued at $800, in May 1934. In July 1936, Keating returned to the site to expand the relatively square-shaped building westward for construction of a low basement and ground-level warehouse addition, which more than doubled the original footprint. The steel-framed addition featured reinforced concrete walls, floors, and columns. At that time, it was clad with exposed smooth concrete. In May 1945, the Thomson-Diggs Company erected a shed for parking cars on the property, valued at $300 (since removed). Then, in 1947 Campbell Construction Company added two stories to the roof of the 1936 warehouse addition; this rooftop addition was designed by architect Harry Devine and clad with corrugated metal. The building was re-roofed in 1956.

Since then, the most significant changes to the building occurred in the early 1980s, when the Thomson-Diggs Company ownership and use of the warehouse came to an end in ca. 1985. At that time, the company moved to new facilities in Natomas, California. Shortly thereafter, the property was purchased by the Watkins Company which completed an extensive renovation in 1987-1988 that converted the former warehouse into use as a State office building. The alterations made during that conversion are evident in its appearance today. Exterior alterations were implemented. The projecting cornice around the original portion of the building was removed and all façades, including those of the addition were clad in brick veneer with black ceramic tile bands. The marble finishes at the primary 3rd Street entrance were removed, and its doors, transom, and light fixtures were replaced. A secondary entrance facing 3rd Street was also infilled to accommodate new window openings. Loading bay openings along the north façade, facing R Street, were reduced in size and infilled with window units. A flat awning over the recessed truck loading bays at the rear (south) façade was removed and a new storefront window system was installed behind the modified openings. At the north and west façades of the addition, window openings at the first floor were expanded to align with the altered configuration of window openings of the original building volume, and new bands of windows were installed on the second and third floors. A loading dock at the north façade was also removed. Metal-clad wood paneled doors and a flat awning at the on the west façade were retained, but the glass-block transom over the entrance was replaced with an anodized aluminum window. All windows were replaced with the extant multi-lite anodized aluminum-frame windows. The interior was also renovated. It was subdivided from a generally open plan warehouse space into a combination of open plan and irregular smaller offices. Interior finishes such as floor finishes and dropped ceilings were installed and have since in some instances been removed, partially removed, or replaced as tenant changes dictated.

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3 City of Sacramento, Building Division, Permit No. B-3171, 31 May 1934.
4 City of Sacramento, Building Division, Permit No. A-4604, 24 July 1936.
6 City of Sacramento, Building Division, Permit No. B-13380, 22 May 1945.
Integrity

Despite the alterations detailed above, the Thomson-Diggs Company Building retains sufficient integrity to qualify for individual listing on the National Register. Although the integrity of setting has been lost, the building retains integrity of location, design, feeling and association and to a lesser extent, integrity of materials and workmanship.

The building remains situated at its original location at 1800 3rd Street, occupying the northern half of the block as it has since completion of the west addition, and thus retains integrity of location. The R Street Industrial Corridor and the broader surrounding neighborhood were industrial in nature at the time of the building's original construction in 1911 and through construction of its rear addition(s). This industrial backdrop has, however, since changed. Interstate 5 now follows the historic railroad corridor (since removed) which ran adjacent to and along the north side of the Thomson-Diggs Company Building. Construction of the interstate highway in the 1960s resulted in the demolition of the car sheds to the west of the subject building and eliminated both the rail corridor, as well as access to the Sacramento River waterfront transportation corridor. The neighborhood in which the Thomson-Diggs Company Building stands is also no longer dominated by industrial warehouses, but rather low- and mid-rise commercial complexes and associated surface parking lots or parking garages, which generally date to ca. 1980s-2000s. These have changed the overall industrial character of the neighborhood. Removal of an adjacent historically, functionally related, one-story “Thomson-Diggs Company Plant No. 2” between 1984 and 1993 further altered the property's immediate industrial setting within its own block. Yet, as a result, the Thomson-Diggs Company Building in fact stands as a reminder, if not the only reminder of the immediate area's historic industrial past.

Although some integrity of the building's historic design has been diminished through exterior alterations (i.e. brick cladding) or replacements (i.e. windows), the Thomson-Diggs Company Building's overall massing, form and scale maintains its strong horizontal presence across the parcel bounded by 2nd Street, R Street, 3rd Street, and the R-S Alley. Additionally, the following essential physical or character-defining features help further convey the building's historic integrity of early 20th-century warehouse design: the regular rectilinear form with flat roof; a fenestration pattern of regularly spaced, large multilight window openings; its recessed loading dock openings (albeit infilled) at the south façade; the building's original main entrance on 3rd Street featuring a projecting Moderne-style surround and flanking light fixtures (albeit replacement); and the secondary entrance at the northwest corner of the addition, exhibiting Moderne-style metal railings and likely original metal paneled doors. Inside, too, the delineation between the original 1911 portion and the historic addition components remains evident through the concrete masonry unit demising wall between the two, and although interior spaces have been further subdivided with non-historic partitions, such installations are reversible. Some areas of the building's prior typical open floor plates do remain as does evidence of historic vertical circulation via the freight elevator, for example, located in the addition. The building's industrial warehouse design and use is also reflected in the extant regular grid of concrete columns, both the square columns in the 1911 portion and mushroom capped columns in the addition, as well as through areas of exposed concrete walls and concrete ceiling structure. Due to the building's non-historic exterior cladding, the building's integrity of exterior materials and workmanship have been diminished although as noted, the interior continues to feature the...
historic concrete materials and workmanship evidenced through certain areas of exposed walls, ceiling, and structural columns.

Overall, the Thomson-Diggs Company Building retains sufficient historic integrity because its form, massing, scale, and general design including configuration of openings has not been significantly altered, particularly at the interior, which retains the regular grid of exposed concrete columns and board formed concrete walls and ceiling structure. Although the exterior materials have been obscured by cladding or replaced, these alterations (being of brick veneer and multi-lite metal windows) are generally compatible with the building’s industrial design, such that the building is still recognizable and continues to convey the feeling and association of an imposing early 20th century industrial warehouse.
6. Statement of Significance (continued from cover page):

The Thomson-Diggs Company building is also significant under Criterion B (Persons) at the local level for its association with Marshall Diggs, a former state senator, and prominent early 20th-century Sacramento businessman and city and regional booster. The Thomson-Diggs Company Building remains the only intact and recognizable property in Sacramento associated with Senator Diggs who was instrumental in the Sacramento Valley Development Association which promoted the agricultural industry and related needs of the valley area, but also in the development of North Sacramento. The period of significance of under Criterion B is 1911, the date the initial portion of the building was constructed, to Diggs’ death in 1925.

Criterion A (Significant Events)

Land Acknowledgement

Native Americans have lived in the land that later became known as California for at least 13,000 years, and perhaps for much longer. It is conservatively estimated that approximately 300,000 indigenous people, who spoke roughly 78 different languages, lived in California just prior to the arrival of the first European explorers in the 16th century, though these numbers may have been significantly higher. The land now called Sacramento is the traditional homeland of the Nisenan, Southern Maidu, Valley and Plains Miwok, and Patwin Wintun peoples, and the Wilton Rancheria tribe.

Early European Settlement of Sacramento

Like other California cities, the earliest recorded European exploration of the area was by Spanish explorers and missionaries. In 1808, Gabriel Moraga became the first recorded European to visit the Sacramento Valley while searching for suitable sites for a future mission. Moraga named the valley and river Sacramento, after the Spanish word for the Holy Sacrament, and opened new possibilities for discovery. For the next two decades, various travelers explored the Sacramento River and its surroundings but did not establish any permanent settlements. Finally in 1839, John Sutter established a fort on the land he named New Helvetia, which was given to him as part of an agreement with the Mexican government. Sutter’s Fort served defensive as well as commercial purposes due to the ever-increasing number of immigrants arriving in the area. In addition to raising herds of horses and cattle, Sutter introduced the first horticultural enterprises to the area by planting fields of grain and corn.

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13 Severson, Sacramento, An Illustrated History, 36.
his valley empire, Sutter erected a sawmill at Coloma, which led to the accidental discovery of gold in the area in 1848. The subsequent Gold Rush brought a massive influx of miners and other immigrants. This event quickly overturned the ranch economy and led to Sacramento's rapid growth into a city.\textsuperscript{14} The proximity to the mouth of the American River made Sacramento an ideal port for goods coming upriver from San Francisco en route to the gold fields.\textsuperscript{15}

By 1848, Sutter had amassed substantial debts and was at risk of losing his rancho. His son, John August Sutter, Jr., commissioned the U.S. Army Corps of Topographical Engineers to survey and plat the land between the embarcadero and the fort into lots that he could sell off to repay his father's debts. The plan worked and established Sacramento's gridiron plan.\textsuperscript{16} Eighty-foot-wide streets traveling east to west were named for the letters of the alphabet, while those traveling north to south were numbered from one to 31.

The lots sold quickly, and the city's population rose rapidly from 150 in 1849 to 9,087 in the following year. In 1850, California was admitted to the Union, and for the first several years of statehood, the state government moved from city to city as various municipalities – including San Jose, Vallejo, Benicia, and Sacramento – vied to become the new state's capital. Sacramento emerged as the logical choice because of its rising population and potential as an economic and transportation hub; it was chosen as the permanent capital city of California in 1854.\textsuperscript{17} But while the city's location offered many advantages, it also brought with it a host of problems that threatened the city's success and position as the state capital. Between 1850 and 1893, ten major floods devastated Sacramento.\textsuperscript{18} Fires were a constant worry as well. The most devastating fire occurred in 1852 when 55 blocks of the city's business district, approximately 70 percent of the city's building stock, went up in smoke. Another fire in 1854 destroyed 12 city blocks. These conflagrations led to the reconstruction of much of the city using fireproof brick or stone.\textsuperscript{19}

As a result of such disasters, early development centered around flood and fire protection. The city raised the street levels of the business district after back-to-back floods in 1852 and 1853 and again after particularly devastating floods in the winter of 1861-1862, the worst in the state's history. These efforts ultimately raised the city's grade to approximately 10 to 12 feet above the natural topography. First stories became basements, and “hollow sidewalks” were created in the process of filling and rebuilding streets up to the new grade.\textsuperscript{20} From 1864 to 1868, the city undertook the even more impressive feat of rerouting the American River to a location approximately one mile north

\textsuperscript{14} Hurtado, 26.  
\textsuperscript{17} Hallam, 68-69.  
\textsuperscript{19} Owens, 50; Special Collections of the Sacramento Public Library, \textit{Sacramento's Alkali Flat} (Charleston, SC: Arcadia Publishing, 2010), 7.  
\textsuperscript{20} Hallam, 66-68, 75.
Development of the Waterfront Industrial Corridor

Before the arrival of the railroad, steamboats traveling on the Sacramento River and wagon trains from the east were the primary means of transporting goods and people to and from Sacramento. The city's first steam railroad and common carrier railroad west of the Mississippi River was the Sacramento Valley Railroad, which was completed in 1856 (discussed in more detail below). Its tracks ran from a ticket counter on the waterfront, south along the river, and then east along R Street for 22 miles to Folsom. Competing companies soon emerged. The Central Pacific Railroad, owned by four businessmen who became known as “the Big Four,” surpassed them all when it was chosen in 1862 to construct the western portion of the transcontinental railroad with its western terminus located in Sacramento.

The completion of the transcontinental railroad and competition between the railroad companies was one of the most important factors in the development of Sacramento. The city's proximity to the state's rich producing regions, rivers that could provide an unlimited supply of water, transportation options, and a rapidly growing population quickly transformed Sacramento into a commercial and manufacturing hub, particularly for California's agricultural industry. Goods and products were shipped between Sacramento and San Francisco and the wider region by steamboats that plied the Sacramento River daily, and, with the completion of the first transcontinental railroad in 1869, transported by train from Sacramento to markets across the United States. Manufacturers quickly took advantage of the city's location. The waterfront along the Sacramento River on Front Street developed into the commercial, manufacturing, and industrial heart of Sacramento. Canneries, dairies, flour mills, breweries, and packaging manufacturers were constructed along the street from the Southern Pacific Railroad shops on the north end of the city to the Friend & Terry lumber mill on Front and V streets. The stretch of Front Street from I Street to V Street contained was lined with warehouses and wharves. Industrial development also occurred along the waterfront of the American River at the northern edge of the city. Rail lines proliferated along these riverfront industrial corridors and traversed the city to make the packing and shipping of produce as efficient as possible.

Development of the R Street Industrial Corridor

In the mid-19th century, an industrial corridor began to develop along R Street. In 1855, the City of Sacramento granted a right-of-way on R Street to the Sacramento Valley Railroad, the first common carrier and first steam carrier railroad

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21 Ibid., 72.
23 City of Sacramento, General Plan Technical Background Report, Appendix B, 6.3-59-60.
24 “City of Sacramento, General Plan Technical Background Report, Appendix B, 6.3-4-5.
west of the Mississippi. Railroad companies were required to construct and maintain levees along their rights-of-way to assist the young city's efforts to protect itself from periodic flooding. In accordance, the Sacramento Valley Railroad constructed a levee along R Street prior to laying its tracks along the corridor. However, the levee did not have the intended effect and, in fact, exacerbated the effects of flooding in Sacramento. During particularly devastating floods in the winter of 1861-1862, the levee trapped floodwaters within the downtown area for months, and parts of it had to be removed to allow the waters to drain from the city.  

Construction began at 3rd and R streets (the site of the future Thomson-Diggs Company Building), where a passenger terminal was constructed. When it opened in 1856, the Sacramento Valley Railroad's route was the first rail line in California. The 22-mile route stretched from the Sacramento Valley Railroad depot on the waterfront at Front Street, south along the Sacramento River, and then east along R Street to Folsom (then known as Granite City). The route was surveyed by Theodore Judah, who later helped complete the first transcontinental railroad as chief engineer of the Central Pacific Railroad. The Central Pacific Railroad purchased the Sacramento Valley Railroad in 1865, and later sold it to the Southern Pacific Railroad in 1884. The Sacramento Valley Railroad continued to operate a rail line on R Street. 

By the turn of the century, the City had completed the construction of a new system of levees and flood improvements, and the levee on R Street was no longer necessary. In 1903, the levee was removed and the Southern Pacific Railroad's tracks were rebuilt at grade. Three years later, in 1907, a competing railroad company, the Western Pacific Railroad, opened a separate, parallel line on the Q/R Alley (Quill Alley), half a block north of the Southern Pacific's tracks. The concentration of rail lines on and around R Street transformed it into a center of industrial activity so that by 1914, it was recognized as the industrial hub of Sacramento. Ranging from one to six stories in height, warehouses for commercial distribution centers and light industrial businesses, such as the Thomson-Diggs Company, sprang up along the R Street corridor to take advantage of the unparalleled availability of shipping and transportation opportunities there. These buildings were typically clad in brick or concrete blocks and featured open, rectilinear plans that reflected their utilitarian use. Many were served by spurs of the neighboring railroad tracks: buildings on the south of R Street used the tracks of the Southern Pacific, while those on the north used the tracks of the Western Pacific. Industrial development continued along R Street through the end of the nineteenth century and

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28 The site has been designated California State Historical Landmark No. 526 and is recognized by a bronze plaque at the northeast corner of the Thomson-Diggs Company Building. California Office of Historic Preservation, California Historical Landmarks by County, “Sacramento,” accessed March 6, 2024, Sacramento (ca.gov).
30 Page & Turnbull, 8.4.
into the early twentieth century in response to the growth of domestic shipping, increase in local manufacturing and commercial development, and demands of World War I.  

R Street remained Sacramento’s center for freight shipping through World War II. After the War, commercial transportation began to shift away from the railroads toward truck-based shipping as an increasing number of state highways were completed. Industrial facilities along R Street reoriented themselves to accommodate this new type of transportation. While earlier buildings were oriented toward the railroad tracks and had loading docks on R Street, buildings constructed in the mid- to late twentieth century featured loading docks that fronted the surface streets to give trucks easier access. This reorientation allowed R Street to remain an active shipping and distribution center until the 1960s.

However, Sacramento’s rapid growth through the 1950s – combined with the completion of interstate highways through the city, the shift of commercial and industrial uses outside city limits, and redlining practices – contributed to an overall decline of industrial activity along the Sacramento River waterfront and R Street corridor and deteriorating physical conditions of the surrounding neighborhood by the early 1960s. A 1958 appraisal for the Thomson-Diggs Company Building limited its value to $97,400, the estimated value of the land on which it was situated.  

Post-1958

In 1963, a deep-water seaport opened at the Port of Sacramento in West Sacramento. Its completion redirected shipping activity from its historic centers at Front and R streets to West Sacramento.  

In 1963, a deep-water seaport opened at the Port of Sacramento in West Sacramento. Its completion redirected shipping activity from its historic centers at Front and R streets to West Sacramento. By the end of the decade, many of the businesses that had operated on R Street for decades had closed, including Carlaw Granite and Marble Works, which had been in business on the corridor since 1879. Rail passenger service had also declined since the end of the war, and in 1971, the Western Pacific and Southern Pacific railroad companies discontinued their passenger service and transferred it to Amtrak.

Freight traffic continued on R Street for a few more years, but the end was near. In 1974, the Southern Pacific railroad began to retire its tracks on the R Street corridor from 5th to 21st streets. The Western Pacific’s freight line, running north-south between 19th and 20th streets was acquired by the Union Pacific railroad in 1982. Although freight activity had ended, tracks were again in service along the corridor in 1987 when the former Western Pacific tracks on

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31 Page & Turnbull, 8.5-8.6.
the Q/R Alley were converted into a section of the Sacramento Regional Transit's light rail line. Remaining industrial buildings that were located along R Street from the late 19th to mid-20th centuries not previously impacted by the freeway development in the 1960s were demolished by the end of the 20th century. Much of the west end of the R Street corridor was redeveloped and filled with State office buildings and parking lots. As a result, the Thomson-Diggs Company Building is the only industrial building that survives at the west end of the corridor. Scattered industrial buildings from the early 20th century exist further to the east, starting with the former Sacramento Bag Manufacturing Company building at 6th and Q streets. The highest concentration of buildings exists in the locally designated R Street Historic District between 10th and 13th streets.

Precursors to the Thomson-Diggs Company

The Thomson-Diggs Company was formed in 1900 by a merger of two existing local hardware companies: Stanton, Thomson & Company (founded in 1885) and the Diggs Vehicle and Implement Company (founded circa 1898).

Brothers Frederick F. (1846 – 1914) and Herbert R. (1849 – 1934) Thomson left Vermont and arrived in California in the 1880s. They partnered with Perrin A.D. Stanton, a Massachusetts native who came to California in the 1850s, to form Stanton, Thomson & Company in 1885. The wholesale hardware and agricultural implements company operated from a three-story masonry building at 308-312 J Street in Sacramento from at least 1893 until 1912. Stanton retired by the turn of the 19th century, and the Thomson brothers bought his share of the company.

The Diggs Vehicle and Implementation Company was founded by Missouri-native Marshall Diggs (1854 – 1925) around 1875. By 1898, the company operated from a building at 1008-1010 2nd Street in Sacramento. The company specialized in the distribution and sale of buggies and other agricultural equipment.

Thomson-Diggs Company, 1900-1911

In 1900, Marshall Diggs and the Thomson brothers partnered to form the Thomson-Diggs Company, the first corporation in the state of California to be chartered in the 20th century. The newly formed hardware wholesaler originally operated from the Stanton, Thomson & Company building at 308-312 J Street, before relocating to a new purpose-built warehouse facility on 3rd and R streets (the subject property) in 1912. Because it was founded through a merger of two long-standing and reliable companies, the Thomson-Diggs Company covered a broad trade area and successfully continued its distribution of a wide array of raw materials, hardware, and household products to retail outlets across the state of California and beyond. Its new location at 1800 3rd Street would soon allow for convenient

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34 Page & Turnbull, 8.7.
36 From 1900 to 1912, the newly created Thomson-Diggs Company operated from the old Stanton, Thomson & Co. facility at 308-312 J Street.
38 Research uncovered a variety of incorporation dates regarding the Thomson-Diggs Company, some as early as the 1880s. However, it is Page & Turnbull's determination that these are likely associated with the establishment of the earlier iterations of hardware companies that would eventually merge to formally become the Thomson-Diggs Company in 1900.
shipping of its goods via railroad (both Southern Pacific and Western Pacific served the adjacent tracks) as well as river steamers.

**Thomson-Diggs Company Building, 1911-1958**

In February 1911, the Thomson-Diggs Company announced it would “shortly commence the erection of a building at Front and R Streets to cost $110,000. The structure will be of class A, equipped with all modern devices for the handling of the hardware business and be in easy communication with the Southern Pacific and Western Pacific railroads and the Sacramento River. Cuff & Diggs are the architects who are preparing plans for the structure.”

The building was designed to include “two large [Wells & Spencer Company] freight elevators and spiral chutes for the transfer of goods from one floor to another. A good deal of attention will be paid in making provisions for fire protection. The building will be supplied with metal doors and sprinkling fire system on all floors.”

The site of the new Thomson-Diggs building was strategically located at the intersection of two of Sacramento’s primary industrial and transportation corridors. As of 1866, the particular parcel selected by Thomson-Diggs at 1800 3rd Street was owned by German-immigrant Peter Kunz, where he operated Empire Nursery and Flower Garden. His three-story, wood-framed residence was the only building on the property’s southwest corner near the intersection of 3rd Street and R Street at the time. Following his death in 1905, the Kunz family remained in the house until 1911, after which the property was sold to the Thomson-Diggs Company.

By selecting the Kunz-family parcel, Thomson-Diggs was one of the earliest firms to capitalize on and represent the merging of the city’s earlier industrial corridor along the Sacramento River with a new rail-focused industrial development emerging along R Street. Front Street along the Sacramento River waterfront was just two blocks west of the site, providing convenient proximity to shipments via steamboats. The Southern Pacific and Central Pacific rail lines that ran along R Street also provided immediate access to rail shipping. The Thomson-Diggs Company was able to further leverage this rail convenience in July 1911, when the company reached an agreement with the Southern Pacific Railroad to gain spur franchise rights that allowed them to extend the tracks from R Street, between 2nd and 3rd streets and thus alongside their new warehouse. Also by July 1911, drawings and specifications of the new warehouse facility were final and the Thomson-Diggs Company placed notices in The Sacramento Bee requesting bids from contractors.

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39 “New Building,” *The Sacramento Bee*, 4 February 1911: 13. Clarence C. Cuff and Maurice I. Diggs (nephew of co-owner Marshall Diggs) were noted Sacramento-based architectural partners responsible for the design of the Merrium Apartments (1913), the El Dorado County Courthouse (1914), and various other commercial buildings.


That same year, even before construction was completed, real estate agencies used the forthcoming of Thomson-Diggs Company's new home to entice further development in the area. From an ad in the *Sacramento Bee*: “‘R’ Street is fast becoming the wholesale street. Thomson-Diggs Company’s new $100,000 office and store building is to be erected on Third and R. Other large firms will do likewise. *Moral: Buy R Street property now and get the benefit of the increased values.* [emphasis added]”\(^{44}\)

By July 1912, the Thomson-Diggs Company was fully operational within its new facility. The new facility also propelled the company to hone its services. That same year, the firm sold its agricultural implement business to the Pacific Implement Company of San Francisco to fully devote its efforts strictly to hardware thereafter.\(^{45}\)

The arrival and construction of the Thomson-Diggs operations to 3rd and R streets was significant to the development of the R Street Industrial Corridor. In 1912, the Thomson-Diggs Company Building was the first of three buildings described by the *Sacramento Bee* as “a new type and class of industrial buildings” [that were] “rapidly replacing the shacks of a former day on the Sacramento waterfront. Improvements permanent in character have, within the last two years, greatly improved the appearance of the district that borders the east bank of the Sacramento in this city.”\(^{46}\) Other contemporaneous buildings described in the *Sacramento Bee* article included a one-story warehouse for the wholesale hardware firm Waterhouse & Lester Company at Front and M streets (demolished) and an auxiliary power station for the Pacific Gas & Electric Company (PG&E) on the Sacramento River waterfront north of the Southern Pacific Railroad railyards (now the SMUD Museum of Science and Curiosity/MOSAC). By 1915, Sanborn Map Company fire insurance maps show approximately 20 industrial facilities and freight warehouses along the Sacramento River waterfront and 35 industrial facilities along R Street between the Sacramento River and 19th Street. In addition to the Thomson-Diggs Company headquarters, only three of these buildings – 1725 11th Street, 1100 R Street, Lawrence Warehouse at 1112 R Street, and the Perfection Bakery at 1407 R Street – survive.

By 1915, the Thomson-Diggs Company was not only praised for furthering the R Street Industrial Corridor development, but also receiving accolades for the extent of operations it had in the hardware industry. As described in an article in the *Sacramento Star*, Thomson-Diggs by 1915 was the regional “leader” in the hardware industry and had operations extending as far as Tehachapi, Oregon, and the Pacific Ocean in the west and to Utah in the east. The article continues “…For more than a generation, it [Thomson-Diggs Company] has been a silent potent power in extending the empire of man over two hundred thousand or more square miles of virgin territory” [and] “The vastness of operation is indicated by one of its recent shipments via the Panama Canal [which opened earlier that year], the total weight of which was 1,000,000 pounds.”\(^{47}\)

\(^{44}\) Advertisement, “‘R’ Street Corner,” *Sacramento Bee*, 30 August 1911: 12.


\(^{47}\) “Hardware is Man’s Great Ally in Winning Supreme Dominion Over Earth, Sea and Air,” *Sacramento Star*, 2 October 1915: 12.
The Thomson-Diggs Company continued to be a regional leader in the hardware distribution industry for the ensuing decades. In 1932, the company acquired the Schaw-Batcher Company, another long-standing wholesale hardware supplier based in Sacramento. By this time, Thomson-Diggs Company distributed, “miscellaneous hardware, iron, steel articles, mining supplies, cutlery, electrical appliances, sporting goods, household wares and electrical supplies” across a service area that spanned as far south as Bakersfield, as far north as Roseburg and Chiloquin, Oregon, east to Elko, Nevada, and west to the Pacific coast.\(^{48}\)

It is not surprising that Thomson-Diggs Company was able to survive the economic issues of the 1930s. From its initial inception in 1900, Thomson-Diggs Company had been a continuously imposing presence on the wholesale hardware industry in Sacramento. In 1900, according to city directories, there were six (6) wholesale hardware companies in Sacramento: Baker & Hamilton, Holbrook, Merrill & Stetson; Sacramento Implement Company; Schaw, Ingram, Batcher & Company; Waterhouse & Lester; and Thomson-Diggs Company. By 1912, four (4) of these wholesale hardware companies remained, including Thomson-Diggs. During the 1920s and until 1932, this number had decreased to two – Thomson-Diggs and Schaw-Batcher Company – which Thomson-Diggs later acquired. Thomson-Diggs would subsequently continue to be the sole wholesale hardware distributor in Sacramento through the ca. 1952.

Although the firm continued operations through the 1940s and 1950s the economic challenges during that time of the surrounding neighborhood ultimately negatively impacted Thomson-Diggs. The 1950s and 1960s would see the West End of Sacramento, particularly the city's minority communities, including Japantown and Chinatown, as well as industrial corridors along the waterfront and railroad slated for urban renewal efforts by the city. By the end of the 1950s, most of the industrial buildings that were built along the Sacramento River waterfront during the 19th to the mid-20th centuries were gone due to the city's actions and because of the construction of the Interstate 5 highway through downtown Sacramento. Over two decades, the area experienced a fifty percent decline in its tax revenue.\(^{49}\)

These deteriorated conditions resulted in a 1958 appraisal for the Thomson-Diggs Company Building that limited its value to $97,400, the estimated value of the land on which it was situated, essentially indicating the improvements [the building] worthless.\(^{50}\)

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Thomson-Diggs Company and Building, post-1958

Despite the intensive physical changes within the R Street Industrial Corridor that occurred during the 1960s and the negative impact to the property value, the Thomson-Diggs Company did continue to operate from their warehouse facility at 1800 3rd Street until the end of the period of significance until 1985, when the firm relocated headquarters to Natomas, California. As of 1991, the Thomson-Diggs Company was the second to last independent wholesale hardware company in the state of California. It dropped its hardware wholesale distribution division around this time and shifted to focus on commercial real estate development. The Thomson-Diggs Company went out of business in 1997.51

The Thomson-Diggs Company Building was subsequently sold to the Watkins Company and underwent renovations (previously described) for conversion into office use. Today, the property is in good condition and current contract purchasers intend to rehabilitate the property to the Secretary of the Interior's Standards for Rehabilitation using federal historic tax incentives to help address the city's housing shortage by accommodating residential apartments.

Criterion B (Significant Persons)

William Marshall Diggs (1853 – 1925)

Marshall Diggs was born to a farming family in Montgomery County, Missouri in 1853. He arrived in Woodland, California (now known as a suburb of Sacramento) in 1874 and began his focus on the hardware business at that time. One of his first documented jobs here was as a clerk at Freeman's Hardware store through at least 1880, where he eventually became partner.52 While residing in Woodland, Diggs constructed or modified a commercial building at 514-516 Main Street around 1890 and operated a hardware store from there. The 1895 Sanborn map labeled the building as “Diggs Block” and described the store as selling hardware, stoves, paints and oils, and buggies and harnesses. In 1892, Diggs married Georgia B. Jackson (1872 – 1941). Together, the couple had five children and round the turn of the century, the Diggs family moved to a house on N Street in Sacramento.

An 1897 article in the Woodland Daily Democrat states that by 1900, Diggs had “already established a warehouse and depot [in Sacramento] which will henceforth be [his] point of general distribution. The office is 1008 Second Street.”53 The reason for this relocation was to save on local freight costs from Sacramento to Woodland, though Diggs' headquarters remained in Woodland. Although Diggs resided in Sacramento, he also maintained commercial property in Woodland as well as a 3,000-acre farm in Yuba County just north of Marysville, known as Hall Ranch.54 The ranch produced grain, hay, and lumber, and Diggs also raised horses and cattle there.

54 Marysville Daily Democrat, 8 September 1902: 2.
With multiple agricultural-related business and land operations (as well as family) in Sacramento, Woodland and across Yuba County, Diggs soon became influential. Expressing the ideals of early 20th-century “city [and regional] boosterism,” Diggs helped Sacramento and the surrounding agricultural area in its efforts to attract and grow businesses. He did so through a combination of activities. In 1902 he ran for and was elected to serve as California state senator. At the time, he already served as director of the California Grain Growers’ Association and vice president of the Yolo Sugar Beet Association and thus was well known in the agricultural community. Diggs served as state senator from 1903 to 1905, representing the sixth senatorial district of Butte, Sutter, Yolo, and Yuba counties. While serving as senator he continued his involvement in the agricultural business and related organizations. Thus, his bills often supported the farming and fruit-raising industries as well as education in agricultural trades.

For example, Diggs status as a state senator in conjunction with his serving as president of the Sacramento Valley Development Association (SVDA) (see below) led to his sponsorship of State Farm Bill of 1905. This bill selected Davisville (now Davis) as the site for the University of California’s (now UC Davis) new State Farmers’ Institute, an adjunct to the university’s College of Agriculture.

In 1905, while still serving as senator, he was elected president of the SVDA and continued as such until 1922. The Sacramento Valley Development Association was a quasi-public entity of land developers founded in 1900 to advance the area’s political and commercial interests as well as market its agricultural products. Under Diggs’ helm, the association “took actions to negotiate the subdivision of a large ranch in Glenn County, secure reports on irrigation possibilities from the Department of Agriculture and induce the Geological Survey to send experts to map sites for storage reservoirs (the first study of water storage problems in the valley).” The SVDA published articles, advertisements, pamphlets and booster periodicals to promote the association’s endeavors and to attract consumers to the area.

In 1910, Diggs entered another promotional endeavor focused specifically on Sacramento with partner Morris Brooke when they formed the North Sacramento Land Company. The area that is now known as North Sacramento (which from 1924 until it merged with Sacramento in 1964 was the City of North Sacramento) was part of the southern portion of the Rancho Del Paso land grant. In 1910, North Sacramento Land Company, a speculative development company began purchasing the land from horse breeder James Ben Ali Haggin. The company would soon establish

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North Sacramento's first power, water, and rail services by 1913. In 1914, a new school district followed to serve the local children and further stimulate population growth in North Sacramento. The North Sacramento Land Company subdivided its landholdings into ten-acre parcels, widened Del Paso Boulevard, and installed these public services to boost the livability and affordable middle-class lifestyle of this agriculturally rich and profitable place.

In 1910, Diggs helped organize the California State Life Insurance Company which established its headquarters in Sacramento and elected Diggs as its first president. By 1931 this company would purchase Western States Life becoming California-Western States Life (later Cal-Western), holding over $3 billion in policies by the 1960s.

It was at this same time that Diggs employed Thomson-Diggs Company warehouse architect Clarence Cuff to design a two-story, Spanish Revival residence for his family at 3201 Del Paso Boulevard in North Sacramento. The house, known as “Chilham” was completed in 1912.

For about another decade, Diggs continued to maintain ownership and a leadership role in his wholesale hardware industry business, Thomson-Diggs Company, while constantly diversifying his business pursuits. He was known as a hardworking businessman and community-serving individual with a keen interest in agricultural pursuits. He died in 1925. According to his obituary, over the course of his life, Diggs had also served as a City Trustee, a member of the Board of Education, and a member of the Order of the Eastern Star. He had also previously been elected the first Mayor of Woodland. At the time of his death, Diggs was president of the Thomson-Diggs Company, president of the California State Life Insurance Company, and vice president of the Farmers & Mechanics Savings Bank.

Physical evidence of Diggs's significance is limited. A stately home, Chilham, was later altered substantially for commercial use and more recently significantly damaged by fire in the early 2020s. Diggs' initial hardware store at 514-516 Main Street in Woodland is extant and features a sign “Diggs Building, circa 1890” above the main entrance; however, the building has otherwise been significantly altered and, as a result, is a non-contributor to the National Register-listed Downtown Woodland Historic District. The Thomson-Diggs Company Building at 1800 3rd Street remains today the only known intact and recognizable property associated with Diggs in Sacramento.
Sources

Books


Periodicals and Newspapers

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Historic Preservation Certification Application

Part 1 – Evaluation of Significance

Historic Property Name Thomson-Diggs Company Building

Property Address 1800 3rd Street, Sacramento, CA 95811

Marysville Daily Democrat

The Sutter County Farmer

Public Records


Building Permit Applications. Center for Sacramento History.


Google Maps. 2024.

Google Street View. 2024.


Sacramento County Assessor’s Office

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Sanborn-Perris Map Company. Sacramento, California, 1895.


Internet Sources


7. Photographs and Maps


Maps:

Figure 1. Locational Map showing Thomson-Diggs Company Building at 1800 3rd Street, Sacramento. Source: Google Earth, 2024.

Figure 2. Thomson-Diggs Company Building, Sanborn Map Company, 1915.

Figure 3. Thomson-Diggs Company Building, Sanborn Map Company, 1950.

Historic Images:

Figure 4. Architectural rendering published in December 1911, announcing construction of the building, Source: Sacramento Bee.

Figure 5. Etching of Thomson-Diggs Company complex on R Street, ca. 1930. Source: Center for Sacramento History.

Figure 6. Historic photograph of the west facade, view east (undated). Source: Center for Sacramento History.

Figure 7. Historic photograph of workers outside main entrance, 3rd Street, November 16, 1914. Source: Center for Sacramento History.

Figure 8. Historic photograph of the recessed truck loading bays at the south façade, ca. 1946. Source: Center for Sacramento History.

Figure 9. Historic photograph of view southwest towards east and north façades, ca. 1940s, prior to construction of the two additional stories on the west addition. Source: Sacramento Public Library.

Figure 10. Historic photograph of view southeast towards north façade, ca. 1940s, prior to construction of the two additional stories on the west addition. Source: Center for Sacramento History.

Figure 11. Historic photograph view southeast towards north (left) and west (right) facades (undated). Source: Center for Sacramento History.

Figure 1. Historic photograph showing detail of entrance at west façade of 1934 addition, ca. 1957. Source: City of Sacramento's redevelopment area plan (Block Number 456), Center for Sacramento History.
HISTORIC PRESERVATION CERTIFICATION APPLICATION
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Figure 2. Historic photograph showing detail of loading bays at north façade, ca. 1957. Source: City of Sacramento’s redevelopment area plan (Block Number 456), Center for Sacramento History.

Figure 3. Historic photograph showing interior of the original 1911 portion of the building, undated. Source: Center for Sacramento History.

Figure 4. Historic photograph showing stock room in the Addition, ca. 1950. Source: Center for Sacramento History.

Figure 5: Historic illustration showing headshot of Marshall Diggs, 1925. Source: Woodland Daily Democrat.
Figure 6 Locational Map showing Thomson-Diggs Company Building at 1800 3rd Street, Sacramento. The building is outlined in dashed white line.

Source: Google Earth, 2024. Edited by Page & Turnbull.
Historic Property Name: Thomson-Diggs Company Building
Property Address: 1800 3rd Street, Sacramento, CA 95811

Figure 7. Thomson-Diggs Company, 1915.
The Thomson-Diggs Company Building at 1800 3rd Street, outlined in red.
Source: Sanborn Map Company.
Edited by Page & Turnbull.
Figure 8. Thomson-Diggs Company, 1950. The Thomson-Diggs Company Building at 1800 3rd Street indicated in red. Source: Sanborn Map Company. Edited by Page & Turnbull.
Figure 9: Architectural rendering published in December 1911, announcing construction of the building. Source: Sacramento Bee.
Figure 10. Etching of Thomson-Diggs Company complex on R Street, ca. 1930. Source: Center for Sacramento History.

Figure 11. The west facade, view east, undated. Source: Center for Sacramento History.
Figure 12: Workers outside main entrance, 3rd Street, November 16, 1914.
Source: Center for Sacramento History.

Figure 13. Recessed truck loading bays at the south façade, ca. 1946. Source: Center for Sacramento History.
Figure 14. View southwest towards east and north façades, ca. 1940s, prior to construction of the two additional stories on the west addition. Source: Sacramento Public Library.

Figure 15: View southeast towards north façade, ca. 1940s, prior to construction of the two additional stories on the west addition. Source: Center for Sacramento History.
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Figure 16: View southeast towards north (left) and west (right) facades, undated.
Source: Center for Sacramento History.

Figure 17. Detail of entrance at west façade of 1934 addition, ca. 1957.
Source: City of Sacramento’s redevelopment area plan (Block Number 456), Center for Sacramento History.
Figure 18. Detail of loading bays at north façade, ca. 1957. Source: City of Sacramento's redevelopment area plan (Block Number 456), Center for Sacramento History.

Figure 19. Interior of the original 1911 portion of the building, undated. Source: Center for Sacramento History.
Figure 20. Stock room in the Addition, ca. 1950. Source: Center for Sacramento History.
Figure 21: Headshot of Marshall Diggs, 1925.
Source: Woodland Daily Democrat.
Photo 1: SURROUNDING CONTEXT: Looking northeast from the intersection of RS Alley and 3rd Street.

Photo 2: SURROUNDING CONTEXT: Looking southwest from the intersection of RS Alley and 3rd Street towards the Bernice Apartments at 1900 3rd Street.
Photo 3: SURROUNDING CONTEXT: Surface parking south of subject property (right), view west from 3rd Street.

Photo 4: SURROUNDING CONTEXT: Looking southwest towards Interstate 5 (background) from the intersection of R Street and 2nd Street.
Photo 5: SURROUNDING CONTEXT: Adjacent commercial building at 1722 3rd Street, view northwest from intersection of R Street and 2nd Street.

Photo 6: SURROUNDING CONTEXT: Looking west along north facade of Thomson-Diggs Company Building and monument sig; R Street at right.
Photo 7: East (primary) (left) and north facades (right) of Thomson-Diggs Company Building, view southwest.

Photo 8: East facade, view west from surface lot on opposite side of 3rd Street.
Photo 9: East facade, historic main entrance at center of facade; view west.

Photo 10: South facade (left) and east facade (right), view northwest.
Photo 11: South facade, view northwest from 3rd Street and RS Alley towards former loading bays.

Photo 12: South facade, east end (Original building), view west to former loading bays.
Photo 13: South facade, view northeast from RS Alley.

Photo 14: South facade, view northwest from RS Alley to west end.
Photo 15: South facade, current main entrance, view northwest from RS Alley.

Photo 16: South facade, east end, view northeast from RS Alley.
Photo 17: West facade (left) and south facade (right), view northwest.

Photo 18: West facade (right) and north facade (left), view southeast.
Photo 19: West facade, historic entrance into West Addition with paneled metal doors and curved metal pipe railings, view south.

Photo 20: Northwest corner, oblique view of elevator shaft/penthouse, view southeast from intersection of R Street and 2nd Street.
Photo 21: North facade, west end, view southwest from R Street.

Photo 22: North facade, center portion, showing joint between Original Building (left) and West Addition (right), view south.
Photo 23: North facade, view southwest towards monument signage.

Photo 24: Original building, entry lobby at east side; steps leading to/from ground floor and 3rd Street
Photo 25: Original building, ground floor, contemporary entry lobby area at south side, view north.

Photo 26: Original building, ground floor, typical view, showing partially removed contemporary office finishes.
Photo 27: West Addition, ground floor, typical view, showing partially removed contemporary office finishes.

Photo 28: West Addition, ground floor, detail of mushroom column capital above contemporary suspended ceiling, typical.
Photo 29: Ground floor, demising wall between original building (through doorway) and West Addition (foreground) with historic freight elevator shaft at right

Photo 30: West Addition, ground floor, historic freight elevator at southeast corner
Photo 31: Original building, second floor, typical view, showing partially removed contemporary office finishes.

Photo 32: West Addition, second floor, typical view, showing contemporary office finishes.
Photo 33: Original building, third floor, typical view, showing contemporary office finishes.

Photo 34: West Addition, third floor, typical view, showing contemporary office finishes.
Photo 35: Original building, fourth floor, typical view, showing contemporary office finishes.

Photo 36: West Addition, fourth floor, typical view, showing contemporary office finishes.
Photo 37: West Addition, fourth floor, historic passenger elevator at northwest corner.

Photo 38: West Addition, fourth floor, historic passenger elevator at northwest corner.
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