City of SACRAMENTO
Community Development

300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Help Line: 916-264-5011
CityofSacramento.org/cdd

DIRECTOR REPORT

STAFF RECOMMENDATION

Staff recommends the Design Director approve Site Plan and Design Review and Tree Permit for the project known as **DR24-139 (10th and R Mixed Use Development)**. Draft Conditions of Approval and Findings of Fact for the project are included below.

REQUESTED ENTITLEMENTS

1. **Site Plan and Design Review** for the demolition of an on-site building and construction of a four-story, mixed-use development with approximately 5,450 square feet of ground floor commercial and 30-multi-unit dwellings in the Residential Mixed-Use (RMX-SPD) Zone and Central City Special Planning District (SPD) with deviations to setback standards.

2. **Tree Permit** for the removal of two City trees.

PROJECT INFORMATION

Location:	1801 & 1811 10th Street
Parcel Number:	009-0073-003-0000; -002-0000
Council District:	4
Property Owner/Applicant:	Cordano Capital Co. (James Cordano III) 1024 R Street Sacramento, CA 95811
Project Planner:	Zach Dahla, Associate Planner
Hearing Date:	September 18, 2025

Land Use Information

General Plan:	Residential Mixed-Use
Housing Element Site	Yes -- 20 Lower Income Units
Community Plan Area:	Central City
Specific Plan:	Central City
Zoning:	Residential Mixed Use (RMX-SPD)
Special Planning District:	Central City
Planned Unit Development:	n/a
Design Review Area:	R Street Corridor
Parking District:	Urban
Open Space District:	Urban
Historic Landmark:	No

Historic District:	n/a	

Surrounding Land Use and Zoning

North:	RMX-SPD	Restaurant; Retail; Winery
South:	RMX-SPD	Bar / Restaurant
East:	RMX-SPD	USPS Office; Residential
West:	RMX-SPD	Office

Site Characteristics

Existing Property Area:	± 19,600 square feet / ±0.45 acres
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Existing Land Use:	Surface Parking Lot and Residential

Other Information

Concurrent Files:	None
Previous Files:	IR24-009

ATTACHMENTS

Attachment A: Project Plans
Attachment B: Arborist Report
Attachment C: Central City Specific Plan Figure 4.2-2 (Transit Priority Areas)
Attachment D: Resolution 2018-00129 Certifying the CCSP EIR & MMP
Attachment E: SACOG Concurrence Letter

PROPOSED PROJECT AND ANALYSIS

SITE CONTEXT

The ±0.45-acre project site includes two parcels located southeast of the intersection of 10th and R Streets in the RMX-SPD zone and the Central City SPD. The site and surrounding areas to the west, east, and south are within the R Street Corridor portion of the Central City Specific Plan, which contains a mix of residential, commercial, and light industrial uses. Land uses adjacent to the project site include a restaurant (Fox & Goose), winery (Lucid Winery), and retail stores to the north across R Street; the United States Postal Service (USPS) office and multi-unit residences bordering the site to the east; a bar / restaurant (Elixir Bar & Grill) to the south; and Architectural Nexus offices to the west across 10th Street. The site is developed with a surface parking lot and a residential structure that was converted into offices. The site is served by existing public infrastructure including streets, sidewalks, and wet and dry utility connections 10th and R Streets.

PROJECT DETAILS

The applicant is requesting the required entitlements to demolish the existing building and construct a four-story, mixed-use development with approximately 5,450 square feet of ground floor commercial, 30 multi-unit dwellings, and 25 parking stalls. The infill development will contain a cumulative total of 45,955 square feet of gross building area and will be approximately 48.9 feet

tall (55 feet tall at the tallest point). The project proposes a total of 30 multi-unit dwellings, including 3 studio units, 21 one-bedroom units, and 6 two-bedroom units distributed across the second, third, and fourth floors of the building. Vehicular access to the internal parking structure is provided via a gated driveway off 10th Street containing 25 parking stalls and an area for 28 long-term bicycle parking spaces. To accommodate the site redevelopment, the applicant is also requesting the removal of trees, including two (2) City street trees per Sacramento City Code (SCC) section 12.56.020.

The project requires Design Director approval of Site Plan and Design Review for the demolition of the existing building and construction of new building and site improvements with a deviation to setback standards and a Tree Permit for the removal of City trees.

Figure 1: Project Rendering – Corner of 10th and R Streets

Site Plan and Design Review

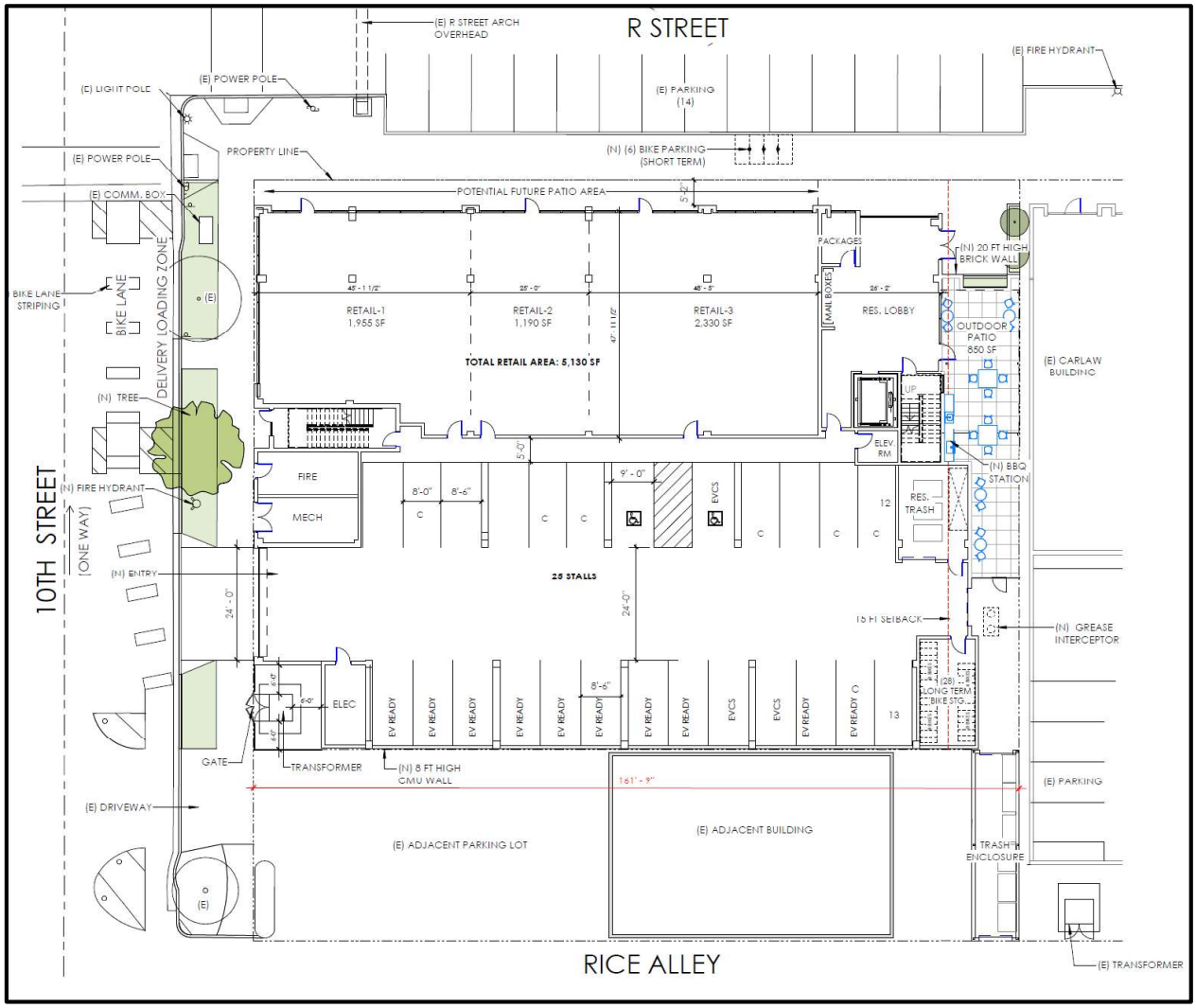
The purpose and intent of the Site Plan and Design Review entitlement is to ensure the project proposal complies with the relevant development standards of the underlying zone, the RMX-SPD zone and Central City SPD, in addition to making sure the horizontal and vertical design of the development is compatible and complementary to surrounding development and consistent with applicable design guidelines.

Site and Building Design

Figure 2 shows the site plan and the proposed building layout as it relates to the parcels and adjacent streets. The proposed site plan maximizes the building footprint with the main building walls set at the minimum required setback and storefronts along the 10th and R Street frontages that extend into the minimum setback area. The building layout anchors the ground floor

commercial at the corner of 10th and R Streets, which continues along the R Street frontage. The commercial spaces along R Street provide expansive glass storefronts that wrap the corner and continue along a portion of the R Street frontage to provide a prominent entrance and lobby/lounge for the residential tenants. The layout provides a bold presence at the corner of 10th and S Streets as well as along the R Street frontage that responds to the urban context of the area and high pedestrian traffic volumes.

Figure 2: Site Plan



The ground level parking will occupy the southern portion of the ground floor, which will also have a secured long-term bicycle parking room and utility rooms for fire, mechanical, and trash/recycling/organic waste storage. The ground level parking area will also provide tenants with access to the main lobby/lounge as well as an 850 square foot communal outdoor patio amenity adjacent to the eastern property line. The second-, third-, and fourth-floor levels will each contain 10 residential units and feature a central hallway that runs east to west in the middle of the floor that provides access to the residential units. At the second level, the building will be setback an additional 10 to 13 feet along R Street and 5 to 10 feet along 10th Street to articulate

the expansive glass and reduce the bulkiness and visibility of the building height. These step backs allow for private patio space for units located above the storefronts and along the 10th Street corridor.

The four-story building holds the street edge and maintain the urban fabric of R street. Each building is the size of an urban block, maintaining consistency with the current neighborhood scale. The ground floors of each building proposed main entrances with leasing offices and ground floor commercial along R Street. Each corner of the building is architecturally distinct and includes a level of height variation from the mid-block portions of the building, helping to break down the massing of the project. The building design recalls materials from the historic warehouses along the R Street Corridor, such as the brick base to the building, in a modern expression. The project proposes to continue the brick at the second – fourth floors in a different color that is broken up by metal paneling with plaster applications in a cubic form providing push/pull elements to further break up the façade and increase visual interest. The windows are placed in symmetrical fashion for each unit both vertically and horizontally which compliments the horizontal cement board reveals and reflects the fenestration of the R Street Corridor. The building provides a parapet roof with slight height variations to maintain a strong horizontal roof form. The varying use of materials coupled with push and pull elements at material changes and varied parapet heights results in a well-articulated building with a modern aesthetic that references the simple, utilitarian design aesthetic of the industrial R Street corridor.

R Street Corridor Design Guidelines

The site is located within the R Street Corridor Design Guidelines, which contains a significant concentration of historic brick warehouse buildings and industrial uses. The goal of the R Street Corridor Design Guidelines is to transition the existing warehouse and light industrial uses into a new residential mixed use neighborhood served by light rail transit service. The R Street Corridor Design Guidelines encourages improved access to public transit through more efficient use of land and through the creation of lively focal points for neighborhood activity for projects within 660 feet of a light rail station. The proposed project meets the purpose and intent of the R Street Corridor Design Guidelines, in that the project proposes a compact, high density mixed-use residential development within a quarter mile of the 13th Street Light Rail Station that features an enhanced pedestrian realm with active ground floor uses and a building with massing and articulation that breaks up building façades. The building engages the street, provides a contextual architectural design, and has clearly defined entries and enhanced pedestrian connections. The project is designed to carefully address reducing the scale of the building by articulating the massing in conjunction with the varied materials, the proportion, and the rhythm of the façade. The use of vertical and horizontal fenestration patterns offset by material transitions provides a sleek appearance that allows the building to appear less imposing from the ground. Consistent with the Design Guidelines, the project also provides mid-block texturing along R Street with second floor residential patios that allow for deep building setbacks that break up the façade and increase the availability of pedestrian and tenant amenities in close proximity to an existing light rail station (13th Street).

Development Standards

The RMX-SPD zone and Central City SPD contain prescriptive development standards applicable to the proposed mixed-use 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 shown in Table 1, the proposed development complies with applicable development standards except for setback regulations. The rationale for the deviation request is discussed below.

Table 1: Development Standards

		Required	Project Site	
			Proposed	Deviation
Setbacks (ft)	**Front Yard* (10th Street)**	10 – 25*	0 (Floor 1) 5–10 (Floors 2-4)	**Yes**
	Street Side Yard* (R Street)	10 – 25*	5 (Floor 1) 15 to 18 (Floor 2 – 4)	**Yes**
	Interior Side-Yard (South)	0	0	No
	Rear Yard (East)	15	8.75 – 15	**Yes**
Height (ft)		90 max	48.9	No
Open Space (sq ft)		750	5,517	No
Density (du/ac)		33 – 100	67	No
Floor Area Ratio		0.3 – 8	2.3	No
Parking	**Vehicle**	0	25	No
	Bicycle – Long-Term	28	28	No
	Bicycle – Short-Term	6	6	No

** storefronts, decks, and patios may extend into front-yard setback (SCC section 17.212.140.A.3)*

The proposed project results in 30 dwelling units on 0.45 net acres for an overall density of approximately 67 dwelling units per acre (du/ac), consistent with the General Plan minimum density standards (Maps LUP-6) and the RMX-SPD zone and Central City SPD. Additionally, the 45,955 square foot mixed-use building on 0.45 net acres results in a Floor Area Ratio (FAR) of 2.3, consistent with the General Plan building intensity standards (Maps LUP -7 and -8) and the RMX-SPD zone and Central City SPD.

The site is located within the Urban parking district and is located within 0.25 miles of an existing light rail station (23rd Street station). Pursuant to AB 2097, no off-street vehicular parking is required. However, the project proposes 24 parking stalls to account for market demand as well as limit the amount of on-street parking associated with the development. Bicycle parking is required for the residential and commercial uses. The project is providing the required 28 long-term parking spaces and 6 short-term parking spaces consistent with the requirements in Sacramento City Code (SCC) section 17.608.030. The long-term parking spaces are in a secure

room accessible in the parking garage. The short-term bicycle racks spaces are located along R street.

The project site is located within the Urban open space district and pursuant to SCC section 17.444.050.B.3, 25 square feet of private and/or common open space per multi-unit dwelling is required. The project would provide 4,667 square feet of private balcony space for residential units and 850 square feet of courtyard space. In total, this provides 5,517 square feet of open space, exceeding the minimum requirement of 13,450 square feet.

Storefront Setback Deviation

The proposed project is requesting a deviation to the minimum front- and street side-yard setback requirement. Per SCC section 17.212.140.A.3, storefronts, patios, and decks may extend into the front-yard and street side-yard setback area up to a maximum height of 15 feet. As proposed, the proposed two-story storefronts along 10th Street and R Street encroach into the front-yard and street side-yard setback areas at a height of approximately 16.5 feet when a maximum height of 15 is allowed.

The deviations to allow the two-story storefronts to encroach into the minimum front-yard and street side-yard setback areas allow for differentiated building massing and could be supported by allowing flexibility in the development standards. The purpose and intent of the maximum height requirements for storefronts that extend into the minimum front- and street side-yard setback is to ensure that proposed storefronts do not overwhelm the pedestrian realm or interfere with existing street tree canopies. Staff find that these deviations provide a bold presence at the corner of 10th and R Streets as well as along the 10th and R Street frontages responds to the urban context of the area and high pedestrian traffic volumes. The expansive glass storefronts along 10th and R Streets are further articulated by deep stepbacks at the second-floor level, which reduces the bulkiness and visibility of the building height while bringing the building into conformance with the minimum front-yard and street side-yard setback requirements along R Street. It is noted that along 10th Street, the building would only be setback 5 to 10 feet resulting in a portion of the building extending to a height of 48.9 feet exceeding the 15-foot height limit for storefronts. Staff find this setback deviation along 10th Street is appropriate as the building does not overwhelm the pedestrian realm proposed storefronts and would not interfere or require non-standard pruning to the existing street tree canopies along 10th Street. As such, staff find that the deviations meet the purpose and intent of these standards.

Rear-Yard Setback Deviation

The proposed project is also requesting a deviation to the minimum rear-yard setback requirement. Per SCC section 17.212.140.B, a minimum 15 foot rear-yard setback is required for buildings. As proposed, the project would provide a 8.7 – 15 foot setback at the rear-yard, and a deviation is requested.

The purpose and intent of rear-yard setbacks include a desire to provide open space, separation for privacy, and to allow for access to light and air between structures. Staff supports the proposed deviation as the rear yard lot line abuts an adjacent mixed-use building along the eastern property line. Given the urban context of the R Street Corridor, this rear-yard area appears more like an

interior side-yard, which does not have a minimum setback requirement in the RMX-SPD zone and Central City SPD. As such, this leads staff to believe that setting the eastern façade of the building 10 – 15 foot meets the purpose and intent of the standard since the development would not disturb neighbor privacy or hamper access to light and air and would be an appropriate design solution to accommodate a high-density mixed-use building near public transit.

Demolition Review

SCC section 17.108.090 defines "demolition" of any structure 50 years older or older as either the complete demolition of the structures or the partial demolition of the structure that would remove an aggregate of 50 or more linear feet of exterior wall or more than 50% of the building's footprint. As proposed, the project would require the complete demolition of an existing residential office building constructed circa 1969. The 56-year-old office building is not currently listed on the California Register of Historic Places (CRHR) or as a landmark on the Sacramento Register of Historic and Cultural Resources (Sacramento Register). The demolition of this building was reviewed by the Preservation Director who determined that the building is not a historical resource for the purposes of CEQA and ineligible for listing on the Sacramento Register. As such, the Preservation Director does not oppose demolition of the structure on historical or environmental grounds.

Tree Permit

Pursuant to SCC chapter 12.56, the removal of City trees and private protected trees requires a tree removal permit. This project proposes to remove two City trees including:

1) Tree 58439 – 13-inch DSH Southern Magnolia
2) Tree 240890 – 1-inch DSH Freeman Maple

The applicant has provided a replacement plan that is consistent with the requirements described in the SCC 12.56.060. For the removal of 14 inches of DSH of City trees, the replacement plan proposes the planting equivalent of 2 inches DSH in the form of new City street trees. The remaining replacement requirement of 12 inches shall be met with the payment of in-lieu fees totaling $3,900.00 to be deposited to the Tree Planting and Replacement Fund. In-lieu fees are billed at the time that the entitlements are approved and the fees are due upon receipt of the invoice.

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 and Friends of Fremont Park, R Street Partnership (PBID), Southside Park Neighborhood Association, and Preservation Sacramento. All property owners, residents, and neighborhood associations within 500 feet of the subject site were mailed a public hearing notice and a notice was posted at the project site. At the time of the writing of this report, Staff has no public comments and there is no known opposition.

ENVIRONMENTAL CONSIDERATIONS

The proposed 10th and R Mixed Use Development (DR24-138) development located at 1801 and 1811 10th Streets 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.

Staff has determined that the Sacramento Bee Apartments 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.
>
> (4) 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.*

- The project must be a residential, employment center or mixed-use development project. *The 10th and R Mixed Use Development Project proposes a residential mixed-use development on a 0.45 acre located at 1801 and 1811 Street, in the Residential Mixed Use (RMX-SPD) zone of the City of Sacramento. The 10th and R Mixed Use Development Project proposes to construct a four-story mixed-use building with approximately 5,450 square feet of ground floor commercial, 30 multi-unit dwellings, and 25 parking stalls. "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.***

- 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 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 RT's existing light rail stations and one-half mile from high quality transit corridors with service intervals of 15 minutes or less (CCSP EIR Figure 4.12-13). The project site is located in the area identified as a transit priority area. More specifically, the 10th and R Mixed Use Development Project site is approximately ¼"mile to Sacramento Regional Transit's (Sac RT) Gold and Blue Lines (light rail transit or LRT) at the 13th Street LRT station. ***The proposed project is located in a transit priority area.***

- 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.***

- 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 F****.* ***The proposed project is consistent with the MTP/SCS.***

- 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 April 19, 2018. 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. None of those circumstances have occurred, and 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 2024 Adequate Progress Annual Report accepted by City Council Resolution No. 2024-0311 on October 22, 2024."

FINDINGS OF FACT

Environmental

1. The Urban Design Director finds:

    a. 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 mixed-use 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, 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.

    b. Upon approval of the Sacramento Bee Apartments Project (DR23-128), the Planning Director shall file or cause to be filed a Notice of Exemption with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

c. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which Staff has based its decision, including the previously-certified EIR, are located in and may be obtained from, the Community Development Department at 300 Richards Boulevard, Third Floor, Sacramento, California 95811.

Site Plan & Design Review

1. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan, which designates the site as Residential Mixed Use (RMU), and the Central City Specific Plan as it supports the plan's emphasis for mixed-use and high intensity development near transit along commercial corridors. The proposed development supports the existing framework of R Street Corridor as a vibrant entertainment corridor consisting of walkable streets, community-serving retail and entertainment uses, and restaurants. The massing and design language mark the building as contemporary while referencing the R Street Corridor's surrounding historical context and industrial characteristics.

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. The proposed development includes a deviation to setback standards. As discussed above, this deviation is consistent with the goals and policies of the Residential Mixed Use (RMX-SPD) zone, Central City SPD, and the RMU General Plan designation. Further, these setback deviations provide a bold presence along 10th and R Streets that responds to the urban context of the area and high pedestrian traffic volumes.

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 as conditioned are visually and functionally compatible with the surrounding neighborhood.

5. The design, layout, and physical characteristics of the proposed development as conditioned minimizes energy consumption and encourages. The Project will comply with all applicable provisions of the California Building Code governing energy efficiency, including minimum energy efficiency requirements for air-conditioning, heating, windows, roofs, and insulation. The balconies throughout the design will also offer shading to further reduce the reliance on mechanical systems.

6. The design, layout, and physical characteristics of the proposed development as conditioned 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.

Tree Permit

1. The Tree Permit for the removal of two (2) City street trees are approved based on the following Findings of Fact:

    a. The trees are proposed for removal because they conflict with the most reasonable placement of proposed driveway and conflict with access to necessary utility equipment

    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

1. 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 *2024 Adequate Progress Annual Report* accepted by the City Council on October 22, 2024 (Resolution No. 2024-0311).

No Net Loss Findings (Gov. Code, § 65863)

1. This project is located on a (consolidated [include if a consolidated site]) site listed in the 2021-2029 RHNA Housing Element Sites Inventory, which anticipates 20 total units of lower income housing. This project proposes 30 units of moderate income housing. As of April 18, 2025, the lower income capacity on remaining sites identified in the Housing Element is 15,888, which is adequate to meet the jurisdictions remaining low income RHNA of 13,406 for the 2021-2029 planning period. As the remaining sites identified in the Housing Element are adequate to meet the requirements of Section 65583.2 of the California Government Code and to accommodate the City's share of the regional housing need pursuant to Section 65584, this project is consistent with the Housing Element.

CONDITIONS OF APPROVAL

Site Plan and Design Review

Planning

A1. This approval is for the demolition of an on-site building and construction of a four-story, mixed-use development with approximately 5,450 square feet of ground floor commercial and 30-multi-unit dwellings. The proposed project shall be constructed per the final approved plans and/or exhibits and these conditions of approval.

A2. Deviations to the following development standards are approved as follows:

a. Storefronts, decks, and patios may extend into the minimum front- and street side-yard setbacks area above a height of 15 feet, as shown in the final approved plans

b. Portions of the main building may extend into the minimum front- and rear-yard setback areas, as shown in the final approved plans.

A3. The site layout, building orientations and placements shall be as shown on the final approved plans.

A4. The proposed trash enclosure shall have a roof as shown in the final approved plans.

A5. The applicant shall provide a minimum of 6 short-term bicycle parking spaces for the project and 29 long-term bicycle parking spaces. Racks shall be designed to comply with the City's Bicycle Rack Design and Placement Manual.

A6. Building setbacks shall be provided as shown on the final approved plans.

A7. The applicant shall provide open space areas as shown on the final approved plans. Any modifications to private and common open space areas shall be reviewed by Planning staff to ensure the minimum open space requirement of 750 square feet is maintained.

A8. Landscaping improvements including planters, trees, shrubs, and groundcover shall be constructed as indicated on the final approved plans. Any changes to the proposed landscaping plans shall be reviewed by Planning/Urban Forestry for approval.

A9. Any additional changes, additions, or modifications to the approved plans with respect to architectural design, layout, materials, setback, etc. shall require additional review and approval from Planning staff.

A10. Building massing, plane breaks, setbacks, and building heights shall be as shown on the final approved plans.

A11. Building materials and finishes shall be provided in accordance with the materials and colors shown on the plans. The building shall be constructed with the following materials where provided in the approved plans:

a. Thin Brick

b. Corrugated Metal

c. Cement Plaster – Stucco Fine Texture

d. Aluminum Window / Door – Black Anodized

e. Aluminum Storefront – Black Anodized

A12. The building elevations shall have a consistency of detail, material quality, and articulation as indicated on the final approved plans.

A13. The building shall be painted with the color theme as shown on the final approved plans. Any significant changes in applied paint colors shall be reviewed and approved by Planning staff during building permit plan check.

A14. Provide glazing and fenestration as shown on the final approved plans.

A15. A photometric plan shall be provided for all outdoor lighting in and around the site at the time of plan check. 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.

A16. Walls and Fences shall:

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

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

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

A17. It is in the City's interest to prevent blight by maintaining existing development on a site until such time as new construction is undertaken as evidenced by issuance of building permits for new development. Therefore, the applicant shall not commence demolition until a building permit is ready to be issued for the new structure.

A18. 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.

A19. The owner or operator shall maintain landscaping and irrigation in a healthy and serviceable condition.

A20. The operator shall comply with the maintenance, repair, and operation standards for multi-unit dwellings pursuant to SCC section 17.228.117.

A21. The project shall comply with the vertical chase requirement and construction standards for mixed-use developments pursuant to SCC section 17.600.150.

A22. 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.

A23. Signage has not been reviewed as a part of this project approval. The applicant shall establish a master (comprehensive) sign program prior to any sign permit application submittal.

A24. This project shall provide a vertical chase per 17.600.150 Architectural design for vertical mixed-use development. A Pollution Control Unit (PCU) may be provided as an alternate to the vertical chase requirement for ground level tenants when they require access to a grease interceptor.

A25. All newly installed ground-mounted and roof-mounted mechanical equipment must be completely concealed from all adjacent and approaching right-of-way views. At a minimum, the screening shall be as high as the mechanical equipment being installed. Construction documents shall clearly illustrate compliance. Placement of all exterior mechanical equipment, along with any necessary screening and details, must be shown on site plans, roof plans, and exterior elevations. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. Louvered material shall be positioned so spacing does not align with line of sight views. All material shall be painted to match elements of building exterior finish.

A26. All newly installed exterior wall-mounted and ground-mounted electrical service equipment, excluding transformers, must be completely concealed from all adjacent and approaching right-of-way views. At a minimum, the screening shall be as high as the equipment being installed. Construction documents shall clearly illustrate compliance. Placement of all exterior electrical equipment, along with any necessary screening and details, must be shown on site plans, floor plans, and exterior elevations, while maintaining all service clearance requirements. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. All material shall be painted to match elements of building exterior finish.

A27. 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.

A28. 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 19 Bldg-Frame. An 89 Planning Final shall be called for prior to 29 Building Final. Please coordinate with your assigned Planning Inspection Team reviewer.

A29. 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.

A30. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans approved by Urban Design staff shall be subject to review and approval prior to any changes

A31. This approval is valid for three years and subject to SCC section 17.808.400.

Environmental

A32. 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

A33. 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 10th Street and R Street per City standards to the satisfaction of the Department of Public Works.

A34. The applicant shall repair or replace/reconstruct (in concrete) any deteriorated portion of the alley adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

A35. 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.

A36. The applicant shall merge the existing parcels that cover the project site which creates the parcel boundary shown on the proposed site plan prior to obtaining any Building Permits.

A37. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The applicant shall remove any existing

driveways not proposed for use with the approved project and reconstruct the frontage improvements matching existing per City standards and to the satisfaction of the Department of Public Works.

A38. The applicant shall apply for a revocable encroachment permit to allow the proposed bike racks in the sidewalk area. The final design and location of the proposed bike racks shall be determined at plan check and shall be to the satisfaction of the Department of Public Works.

A39. 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 at the south-east corner of the 10th and R Street intersection per City standards and to the satisfaction of the Department of Public Works.

A40. The site plan shall conform to the parking standards set forth in City Code 17.608.040.

A41. The applicant shall provide all potential users of the parking area with remote access key fobs to remotely open the vehicular gate to the satisfaction of the Department of Public Works.

A42. 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 applicant shall restripe the existing bike lanes as a result of shifting the driveway to the south per City standards and to the satisfaction of the Department of Public Works.

A43. 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.

SMUD

A44. SMUD has existing overhead 21kV and low voltage/secondary facilities along the north side of the property (south side of R Street) that will need to remain. SMUD also has existing overhead 21 kV and low voltage/secondary facilities along the south side of the property (south side of Rice Alley) 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

A45. SMUD has existing underground 21kV facilities along the north side of the property (south side of R Street) that will need to remain. SMUD also has underground 21 kV facilities at the southeast corner of the property (north side of Rice Alley) 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

A46. 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

A47. 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.

A48. 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

A49. 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

A50. 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.).

A51. 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.

A52. 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.

A53. SMUD owns and operates a high priority underground electric transmission line in proximity to the subject project. Any excavations near this high priority line shall obey the requirements of SMUD technical procedure TP0601. https://www.smud.org/-/media/Documents/Corporate/Working-with-SMUD/Land-Use/Requirements-for-Excavations.ashx

A54. The shown transformer location and space on the plans will have to be validated by SMUD to ensure it meets all location, spacing and design criteria. The size of this space will depend on the requested service size and additional space for a switch may be required depending on the overall service requirements. Please contact SMUD Line Design for additional information.

A55. The PUE area shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's vegetation

management practices including but not limited to tree pruning, removal, a height limit of fifteen feet tall at full maturity and weed abatement. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval.

SacSewer

A56. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact the Regional San 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)

A57. Applicant shall participate in the Central City Impact Fee Finance Plan and pay all required fees.

A58. 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. (Note: City records show there is an existing 1.5-inch domestic water service from the alley serving 1811 10th Street.)

A59. Prior to or concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any water related requirements. Failure to submit the water study may delay review and approval.

A60. 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 a 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.

A61. 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.

A62. Prior to or concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. Per the current DOU Onsite Design Manual, either a static or dynamic analysis for mitigating sizing and drainage system design may be used. Using the static analysis and per the DOU onsite project storage method, an estimated 6,500 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to an estimated 0.22 cfs/acre. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: The project will be required to connect to the separated drainage system in 10th Street. A maintenance agreement may be required for detention and Low Impact Development (LID) features.)

A63. The onsite water, sewer and storm drain systems shall be private systems maintained by the owner or other approved entity.

A64. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual. (Note: This project is located within Drainage Basin 52. There is an existing 12-inch City drainage main in 10th Street that can be used for onsite storm drain connections.)

A65. Finished floor elevations shall be a minimum of 6-inches above the 100-year HGL or 1-foot above the overland flow release elevation, whichever is higher or as approved by the DOU.

A66. 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. All on-site systems shall be designed to the standard specified in the DOU onsite manual.

A67. 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.

A68. 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.

A69. 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 less than one-acre of new or modified impervious area, therefore, only certified full capture trash control devices 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.

A70. A maintenance agreement will be required for full capture control devices. Contact DOU for a list of accepted proprietary devices considered for 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.

Parks

A71. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (*Contact Infrastructure Finance, Doreen Chia, (916)808-5447, dchia@cityofsacramento.org).*

Police

A72. 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.

A73. Light poles, if applicable, shall be no higher than 16'.

A74. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

A75. 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.

A76. 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.

A77. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

A78. 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.

A79. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.

A80. 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.

A81. 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.

A82. Fencing, if applicable, shall be of decorative tubular steel, no climb type and a minimum of 6’ in height. (fencing depicted in the plans is acceptable)

A83. A Video Assessment and Surveillance System (VASS) shall be installed at the site and maintained by a property management company, security company, or designee.

A84. Manager with access to VASS storage shall be able to respond to any activation within two hours.

A85. 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.

A86. Each driveway entrance and each building entrance shall be covered by a camera set at 100 pixels per foot or higher.

A87. 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.

A88. VASS shall be capable of storing no less than 30 days’ worth of activity.

A89. VASS shall provide comprehensive coverage of:

a. areas of ingress and egress

b. parking lots

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

d. adjacent public rights of way

e. main entrance to EACH building

f. common areas

g. hallways

h. elevators

i. bike storage

A90. 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.

A91. All dumpsters shall be kept locked or in locked enclosures.

A92. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.

A93. 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.

A94. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).

A95. Property management shall be responsible for the daily removal of all litter from the site.

A96. Applicant shall install a ***law enforcement*** "Knox Box" for police access to common areas on the premises, including, but not limited to the main entrance for EACH building, main entrance gate, etc. If elevators can only be operated via electronic access card, management shall ensure a card is placed in the exterior knox box.

A97. Applicant shall employ uniformed security to respond to on-site disturbances 24/7. 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.

A98. 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

A99. Project must meet the requirements outlined in City Code Chapter 13.10, 13.24, and 17.616.

A100. The trash rooms must each have sufficient space to accommodate bins for trash, recycling, and organics. Smaller containers may be used with an increase in collection frequency. Service level minimums for recycling and organics can be found in Chapter 13.24.600.

A101. 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

A102. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the containers safely.

A103. 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

A104. 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.A1. **DOU.** The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

ADV.A2. **DOU.** 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.A3. **Fire.** 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

ADV.A4. **Fire.** Upon submitting improvement plans for review, 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.

ADV.A5. **Fire.** Upon submitting improvement plans for review, provide appropriate Knox access for site. California Fire Code Section 506

ADV.A6. **Fire.** Upon submitting improvement plans for review, provide standpipe hose valves at the intermediate landing levels of stairways as required by the Sacramento Fire Official.

ADV.A7. **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.A8. **Fire.** Upon submitting improvement plans for review, 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.A9. **Parks.** As per City Code, the applicant will be responsible to meet his/her obligations regarding:

a. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at $102,475. This project proposes a total of 30 multifamily unit dwellings and 5,130 square feet of Commercial Retail/Services development. The Park Development Impact Fee due for this project is based on the Central City Incentive Zone Rate of $2.20 per square

foot for residential projects, with a minimum rate of $1,634 for units under 750 square feet and a maximum of $4,360 for units over 2,000 square feet, and a rate of $0.20 per square foot for retail and commercial services projects. The applicant would likely receive credit for the demolition of the existing structures. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

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

ADV.A10. **Regional San.** The City of Sacramento (City) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional San is responsible for the conveyance of wastewater from the City collection system to the EchoWater Resource Recovery Facility (EWRRF).

ADV.A11. **Police**. City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

ADV.A12. **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.A13. **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

B1. The Tree Permit for the removal of two City street trees is approved with the following conditions:

a. The applicant shall provide for the planting and irrigation of 2 inches DSH in the form of street trees according to the landscape plan and to the satisfaction of the City Urban Forester.

b. The applicant shall satisfy the remaining 12 inches of replacement requirement for City trees with the payment of in-lieu fees in the amount of $325/inch of diameter removed, totaling $3,900.00 to be deposited to the Tree Planting and Replacement Fund.

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

Respectfully Submitted:

Zach Dahla
Associate Planner

Recommendation Approved:

Matthew Sites (Sep 12, 2025 09:52:03 PDT)

Matthew Sites, AIA
Senior Architect

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 Director hearing. If an appeal is not filed, the actions of the Design Director are final.

Note: A discretionary permit expires and is thereafter void if the use or development project for which the discretionary permit has been granted is not established within the applicable time period. The applicable time period is either three years from the effective date of approval of the discretionary permit; or the time specified by the decision-maker, if so stated in a condition of approval of the discretionary permit. A use or development project that requires a building permit is established when the building permit is secured for the entire development project and construction is physically commenced.

Attachment A
Project Plans

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1

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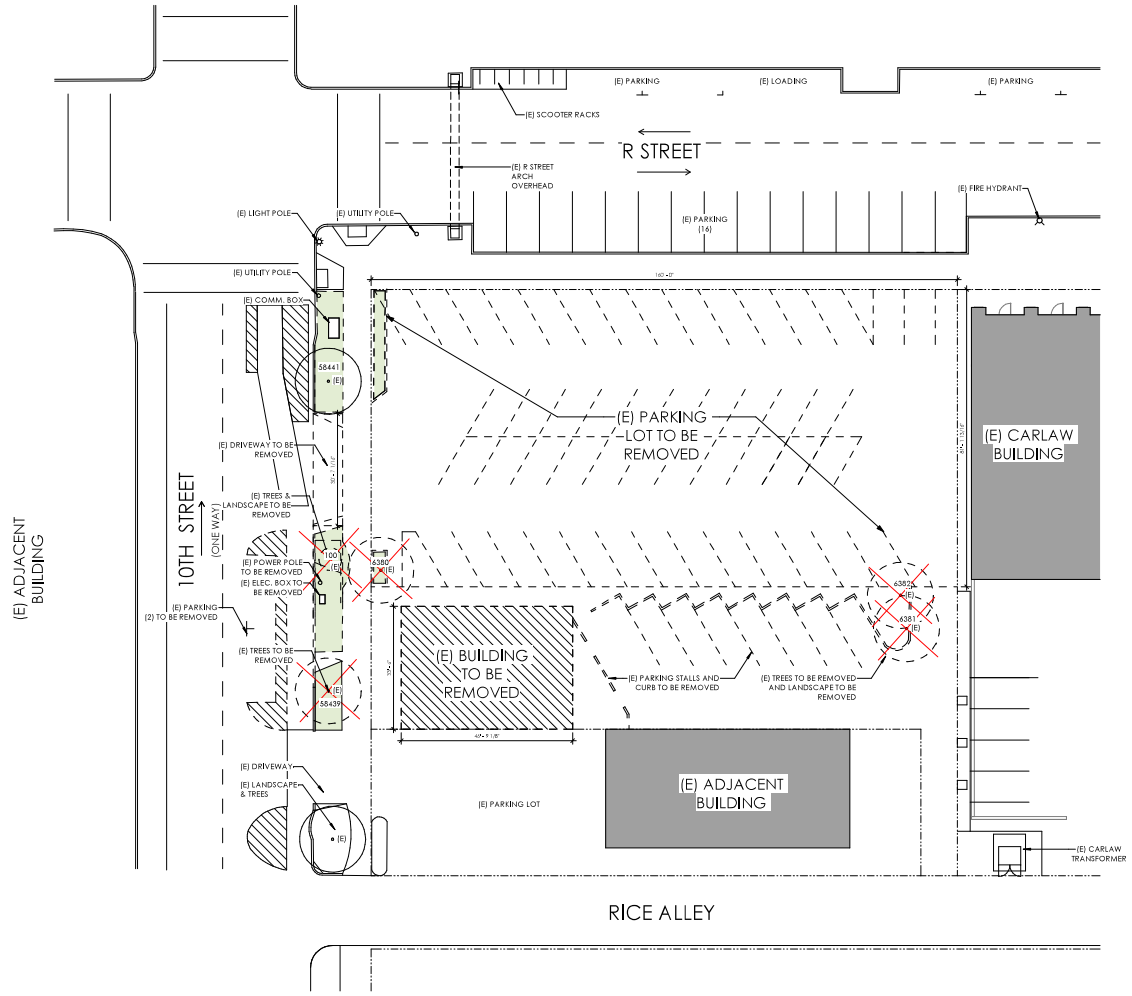

(E) SITE PLAN/DEMO PLAN 1/16" = 1'-0" 1

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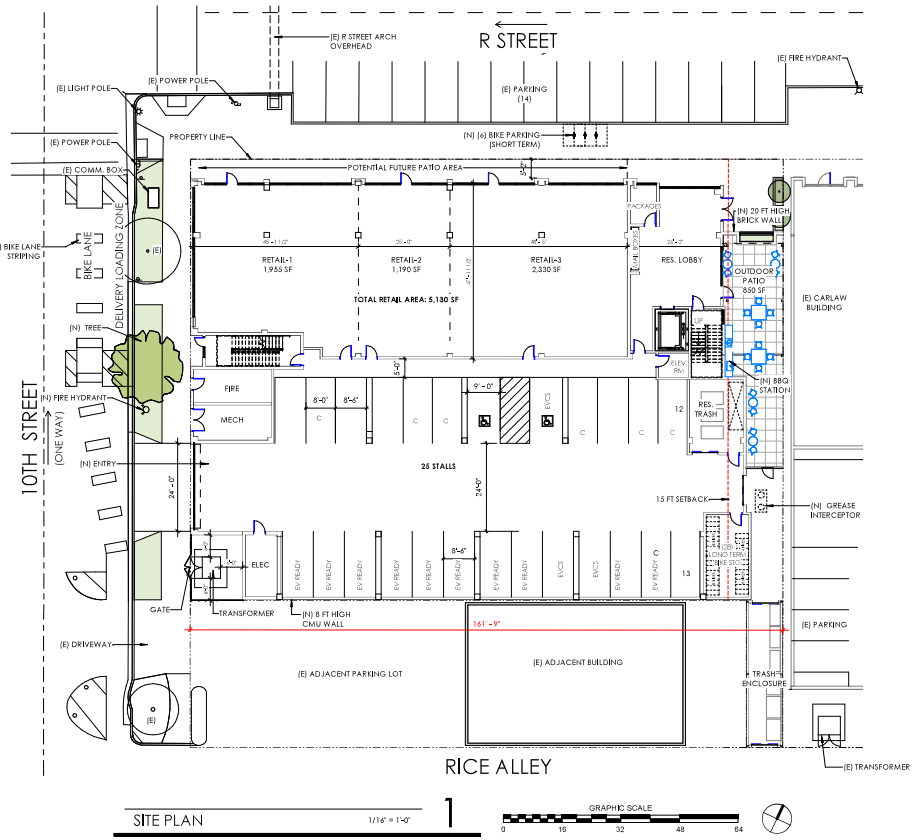

SITE PLAN 1/16" = 1'-0" 1

GRAPHIC SCALE 0 16 32 48 64

PROJECT NAME:	10TH & R ST APTS
PROJECT LOCATION:	1801 AND 1811 10TH STREET, SACRAMENTO, CA 95811
ASSESSORS PARCEL #:	009-0073-003 & 009-0073-002
LOT SIZE:	0.16 (6,800 SF) + 0.29 (12,800 SF) = 0.45 ACRES (19,600 SF)
ZONING:	RMX-SPD (RESIDENTIAL MIXED-USE, SPD: CENTRAL CITY R STREET)
GENERAL PLAN:	RESIDENTIAL MIXED USE
OCCUPANCY / USE:	R-2 (MULTI-FAMILY RESIDENTIAL) & B (RETAIL)
PARKING DIMENSIONS: (City of Sacramento)	90 DEGREE STANDARD: Space Width: 8.5 FT, Space Depth: 18 FT; 90 DEGREE COMPACT*: Space Width: 8 FT, Space Depth: 15 FT
	Two-Way Maneuvering Width: 24 FT
	*Compact car spaces. Up to 50 %.
PARKING LOT SHADING:	50%
SITE LIGHTING POLE HEIGHT:	16 FT
PARKING FOOT-CANDLES:	MIN. 1½ FOOT-CANDLES PER SQUARE FOOT OF PARKING AREA
PEDESTRIAN WALKWAY FOOT-CANDLES:	MIN. ¼ FOOT CANDLES PER SQUARE FOOT OF SURFACE AREA
SITE LIGHTING SHIELDING REQUIREMENTS:	ALL EXTERIOR LIGHTING SHOULD BE SHIELDED AND VANDAL RESISTANT
FEMA FLOOD ZONE:	A99, X

	ZONING REQUIREMENT:	PROVIDED:	MEETING CODE
BUILDING HEIGHT:	90FT	51'-2"	YES
FRONT SETBACK:	MIN. 10 FT MAX. 25 FT *UP TO 15FT HEIGHT, THE STRUCTURE CAN BE WITHIN THE FRONT SETBACK	LEVEL 1: 0'-0" UPPER LEVELS: 5'-0"	NO
STREET SIDE:	MIN. 10 FT MAX. 25 FT *UP TO 15FT HEIGHT, THE STRUCTURE CAN BE WITHIN THE STREET SETBACK	LEVEL 1: 5'-2" UPPER LEVELS: 15'-1"	NO
INTERIOR SIDE SETBACK:	NO REQUIREMENT	0'-0"	YES
REAR SETBACK:	15 FT	0'-0"	NO
FAR:	MIN. 0.4 - MAX 8.0	2.3	YES
DENSITY:	MIN. 33 U/A	67 U/A	YES
OPEN SPACE:	25 SF PER UNIT = 30 X 25SF = 750 SF	5,517 SF	YES
PARKING REQUIREMENT:	URBAN DISTRICT: 0.5 PER UNIT - NO REQUIREMENT WITHIN 1/4* OF A LIGHT RAIL STATION	25	YES
RESIDENTIAL BIKE PARKING:	LONG TERM: 1 SPACE PER 2 DWELLING UNITS (15 REQUIRED)	26	YES
	SHORT TERM: 1 SPACE PER 10 DWELLING UNITS (3 REQUIRED)	3	YES
RETAIL BIKE PARKING:	LONG TERM: 1 SPACE PER 10,000 SF - MIN 2 (2 REQUIRED)	2	YES
	SHORT TERM: 1 SPACE PER 2,000 SF - MIN 2 (3 REQUIRED)	3	YES

ZONING INFORMATION

BUILDING SUMMARY:

LEVEL	GROSS AREA	NUMBER OF UNIT TYPES			TOTAL UNITS
		STUDIO	ONE BED	TWO BED	
LEVEL 1	14,275 SF	-	-	-	-
LEVEL 2	10,560 SF	1	7	2	10
LEVEL 3	10,560 SF	1	7	2	10
LEVEL 4	10,560 SF	1	7	2	10
TOTAL	45,955 SF	3	21	6	30

UNIT SUMMARY:

UNIT TYPE	SIZE	NUMBER OF UNITS	PERCENTAGE
STUDIO	690 SF	3	10%
ONE BED	945 SF	21	70%
TWO BED	1,260 SF	6	20%
TOTAL	-	30	100 %

PARKING SUMMARY:

PROGRAM	PROVIDED NUMBER OF STALLS	RATIO TO UNITS
RESIDENTIAL	25	25/30 = 83%

ACCESSIBLE PARKING:

PROGRAM	CODE REQUIREMENT	REQUIRED	PROVIDED	
			VAN	STANDARD
STANDARD	CBC 11A 1109A.2.1 - 2% PARKING SPACES	1	1	-
EV	CBC 11A 4.106.4.2.2 - 1 IN 25 EVCS SPACES	1	1	-

EV PARKING REQUIREMENTS:

PROGRAM	TYPE	CODE REQUIREMENT	REQUIRED	PROVIDED
RESIDENTIAL	EV READY	CAL GREEN 4.106.4.2.2 - 40% OF TOTAL SPACES	10	10
	EV CHARGERS (EVCS)	CAL GREEN 4.106.4.2.2 - 10% OF TOTAL SPACES	3	3

NOTE:
- EV READY: TOTAL NUMBER OF PARKING SPACES SHALL BE EQUIPPED WITH LOW POWER LEVEL 2 EV CHARGING RECEPTACLES
- EV CHARGERS: TOTAL NUMBER OF PARKING SPACES SHALL BE EQUIPPED WITH LEVEL 2 EV CHARGERS. AT LEAST 50% OF THE REQUIRED EV CHARGERS SHALL BE EQUIPPED WITH J1772 CONNECTORS

RESIDENTIAL PROGRAM DATA

VICINITY MAP

REQUIRED TREE PRESERVATION MEASURES FOR CITY AND PRIVATE PROTECTED TREES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TREE PRESERVATION MEASURES

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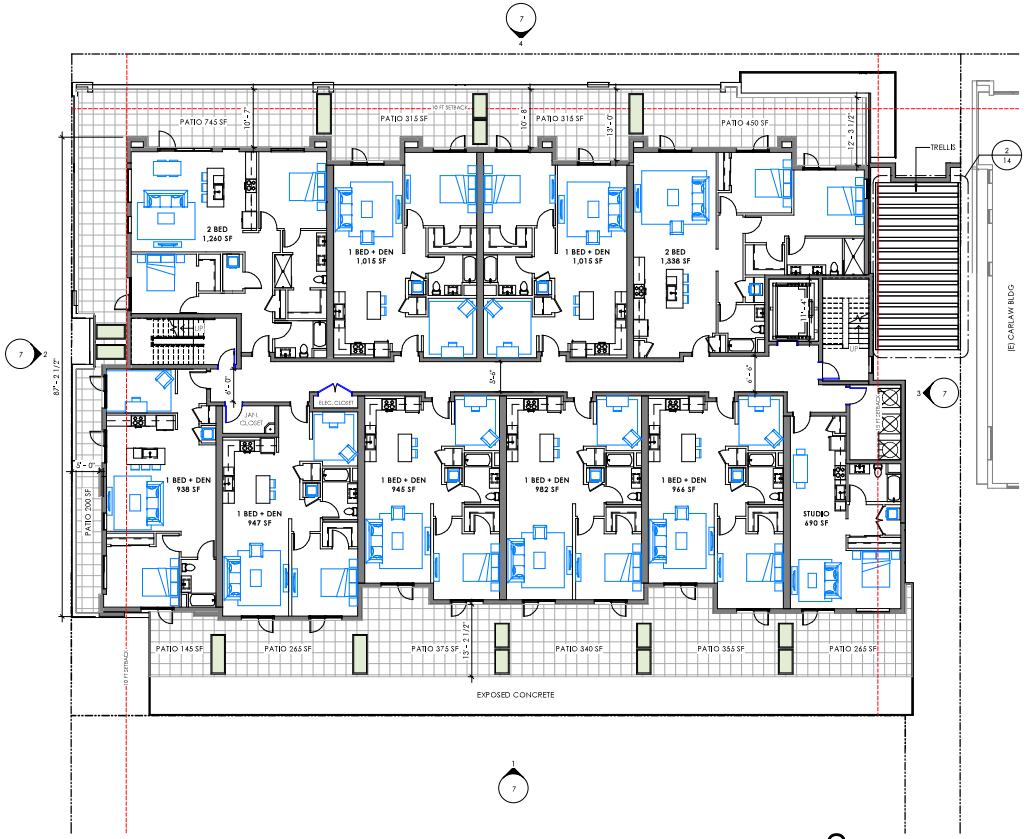
3



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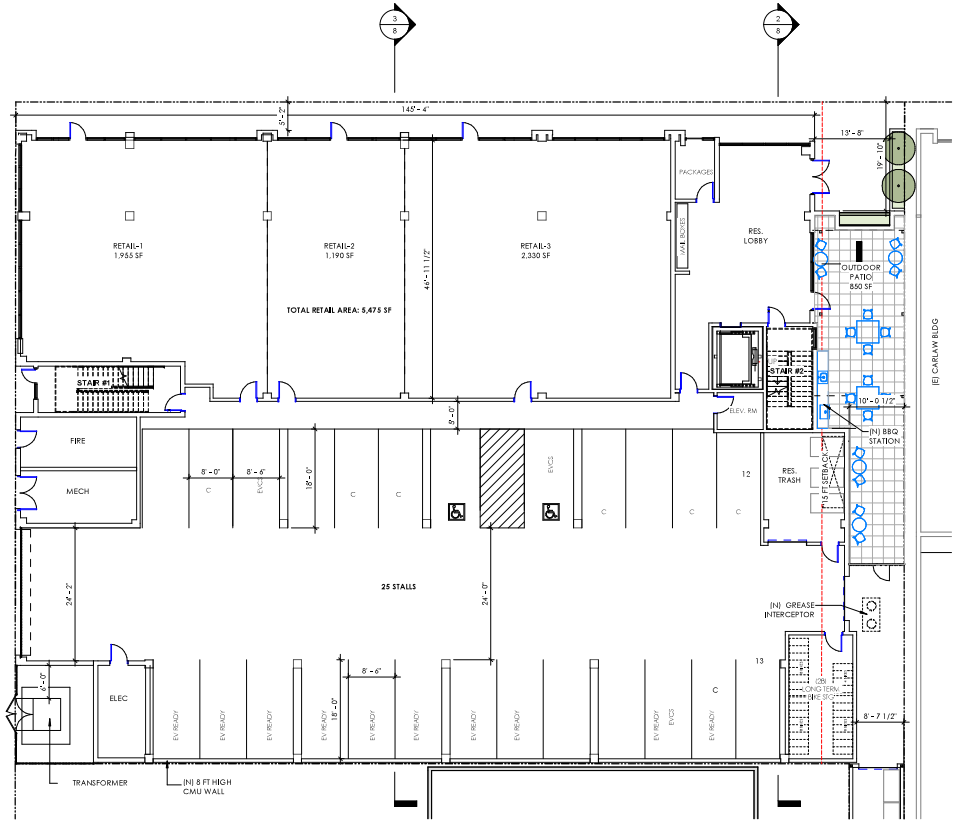

LEVEL 1 3/32" = 1'-0" 1

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LEVEL 4 3/32" = 1'-0" 2

LEVEL 3 3/32" = 1'-0" 1

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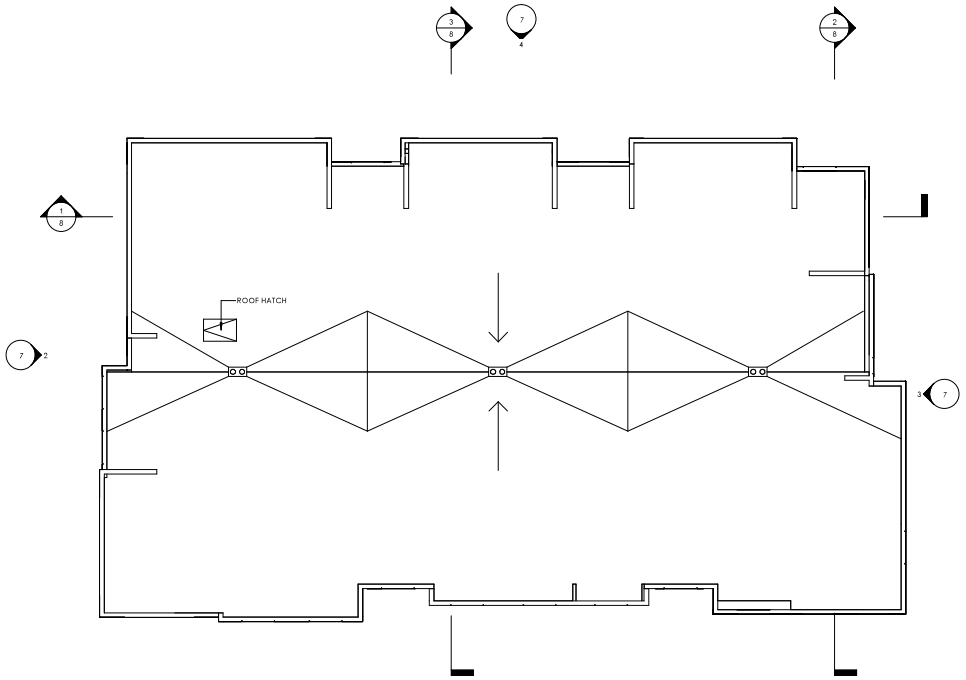

T.O. ROOF 3/32" = 1'-0" 1

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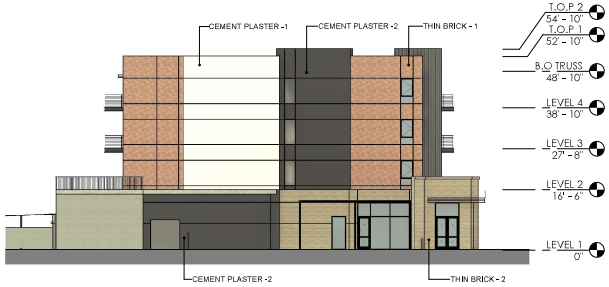
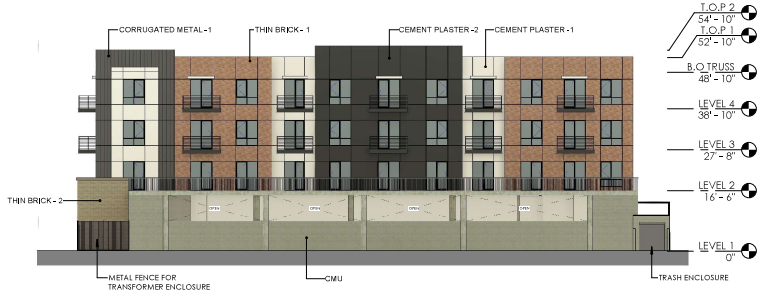
6

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

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



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



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

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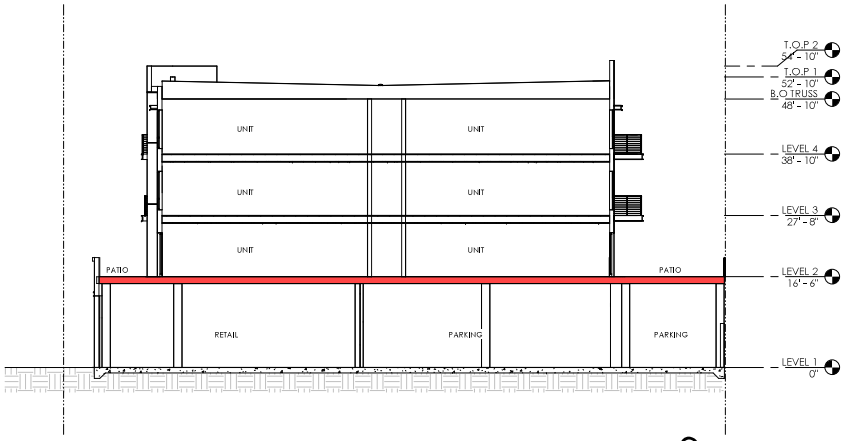
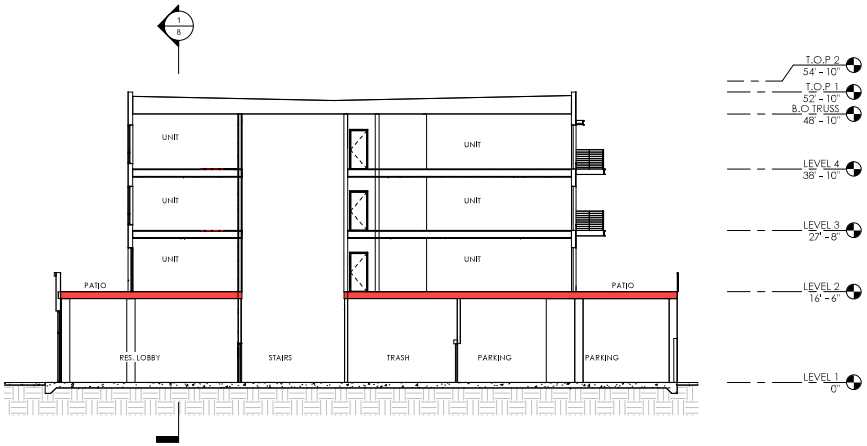


N/S SECTION 3/32" = 1'-0" 3



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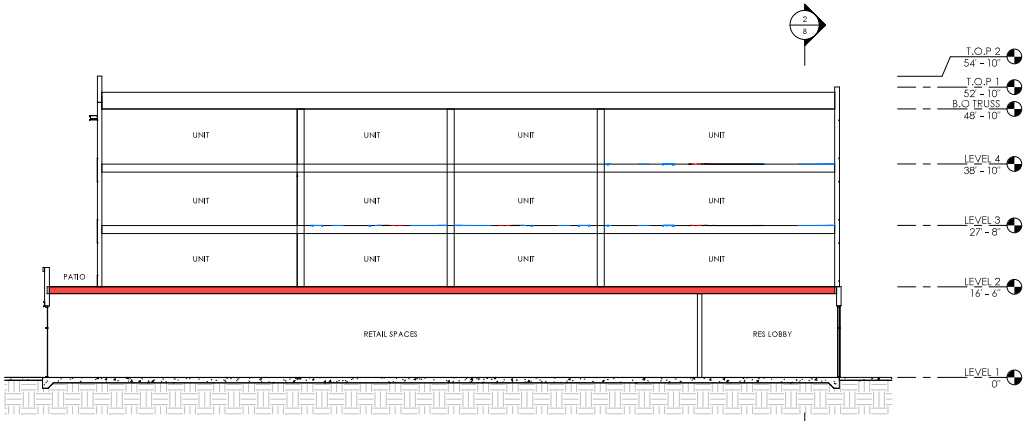

SECTION 1 3/32" = 1'-0" 1

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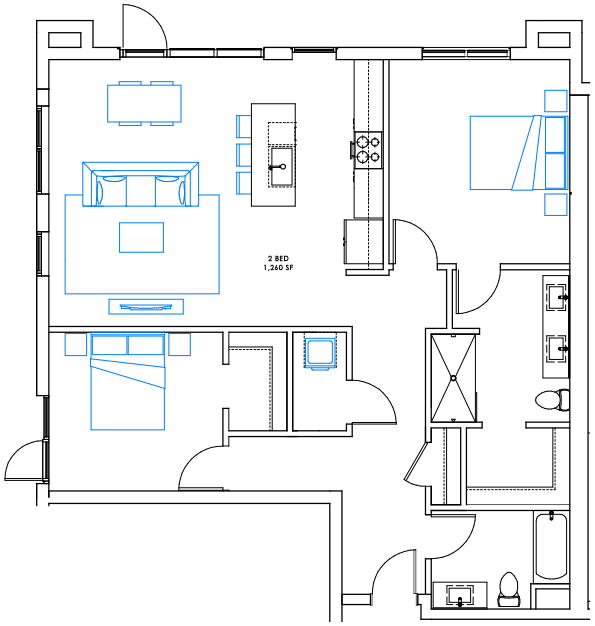
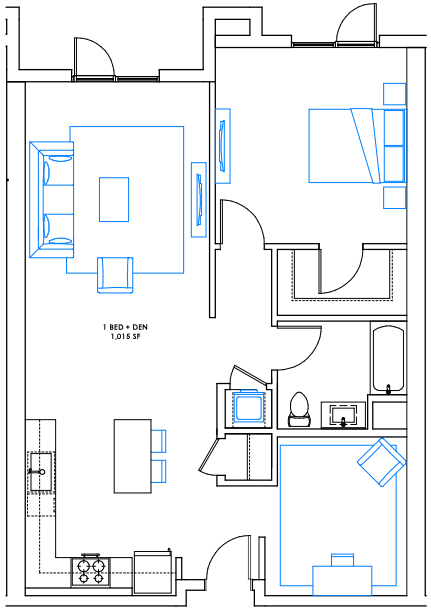
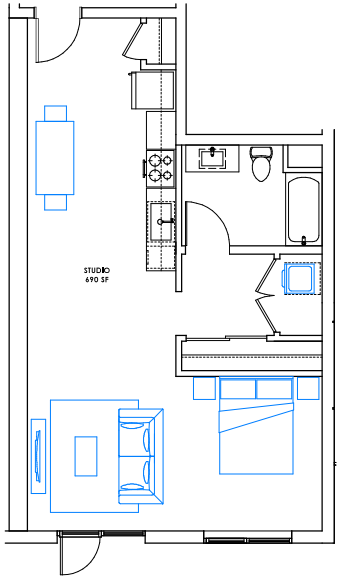


2 BED 1/4" = 1'-0" 3



1 BED + DEN 1/4" = 1'-0" 2



STUDIO 1/4" = 1'-0" 1

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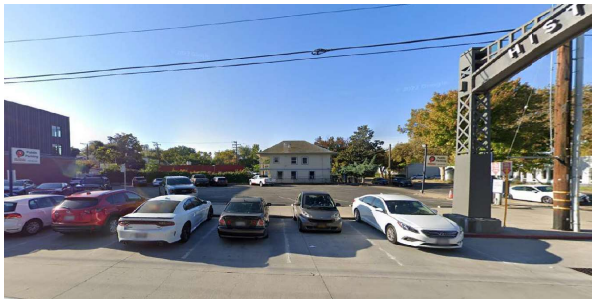
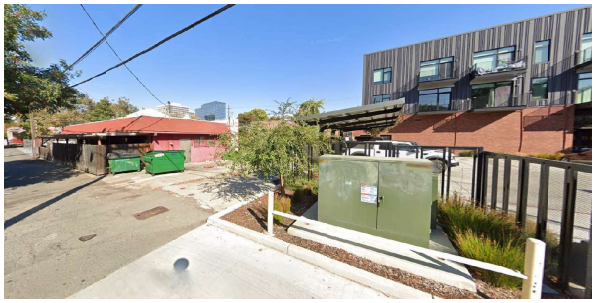
SITE CONTEXT

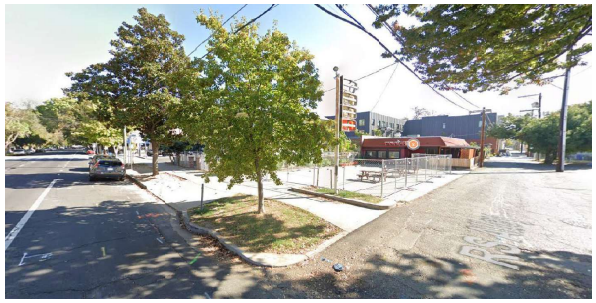
1 - CORNER OF 10TH & R STREET



2 - NORTH VIEW FROM R STREET

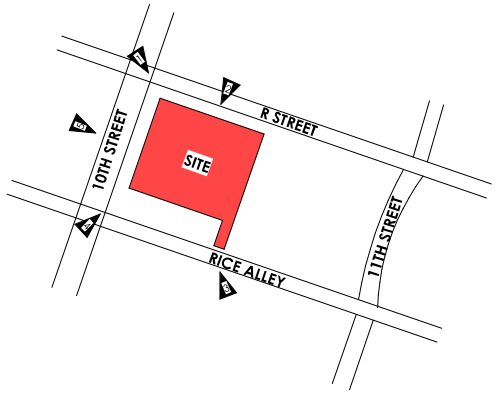


3 - SOUTH VIEW FROM RS ALLEY



4 - CORNER VIEW FROM RS ALLEY & 10TH STREET

5 - WEST VIEW FROM 10TH STREET



CONTEXT GUIDE

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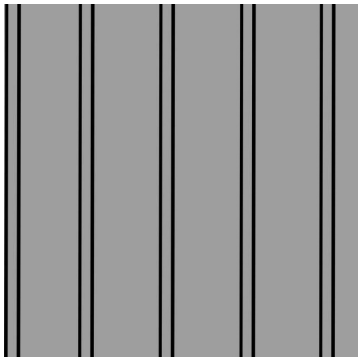
10

MATERIAL BOARD

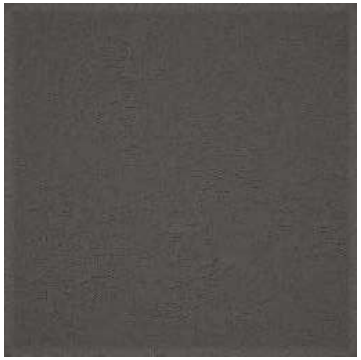


CORRUGATED METAL -1 (GRAY)

THIN BRICK -2 (BROWN)

THIN BRICK -1 (RED)

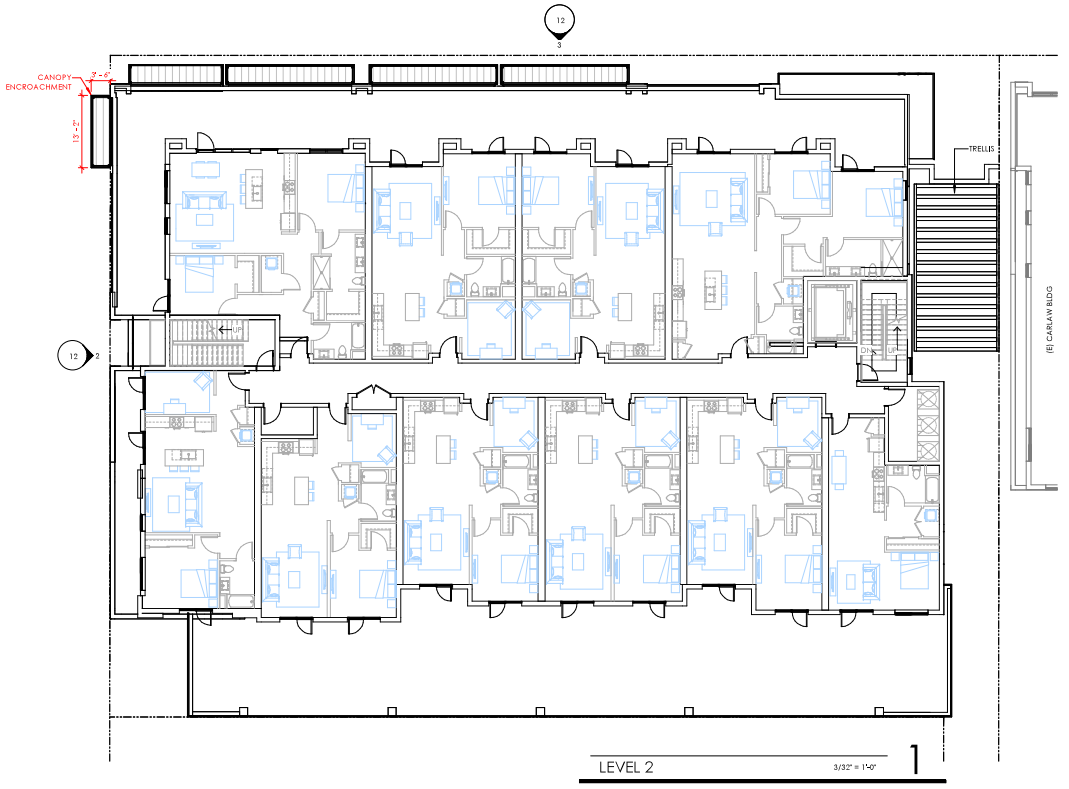
CEMENT PLASTER -1 (OFF WHITE)



CEMENT PLASTER - 2 (GRAY)

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

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



LEVEL 2 3/32" = 1'-0" 1

ENCROACHMENT EXHIBIT

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12

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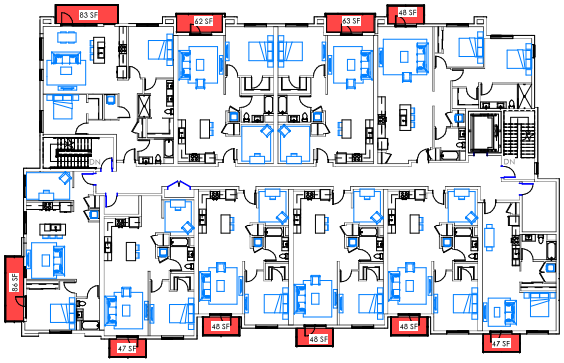
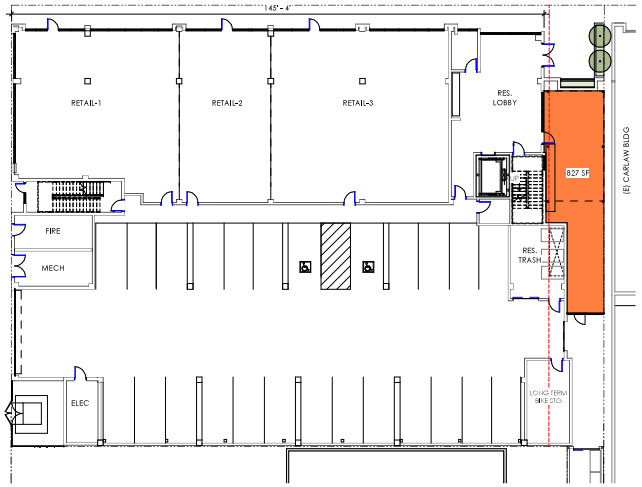
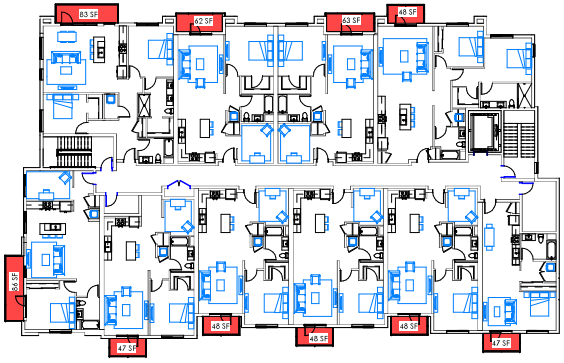


LEVEL 3 1/16" = 1'-0" 3



LEVEL 1 1/16" = 1'-0" 1



LEVEL 4 1/16" = 1'-0" 4

LEVEL 2 1/16" = 1'-0" 2

OPEN SPACE SUMMARY:

LEVEL	REQUIRED OPEN SPACE SF	PROVIDED OPEN SPACE SF
LEVEL 1	25 SF/ PER UNIT 25 SF X 30 UNITS = 750 SF	827 SF
LEVEL 2		3,530 SF
LEVEL 3		580 SF
LEVEL 4		580 SF
TOTAL	750 SF	5,517 SF

LEGEND:

COMMON SPACE AREA

PRIVATE SPACE AREA

OPEN SPACE EXHIBIT

04/29/2025 21029

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10TH & R ST APTS

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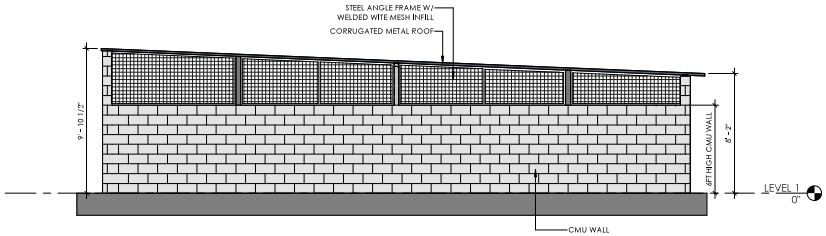
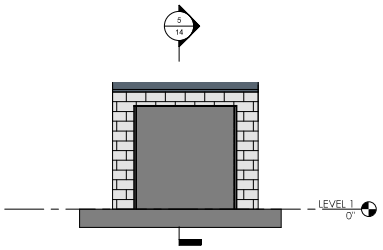
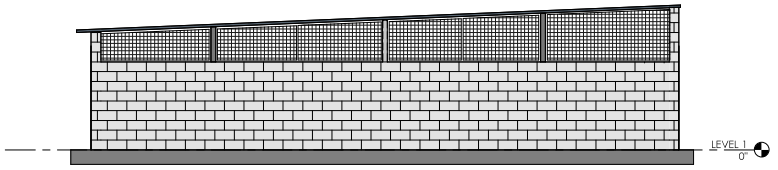
13



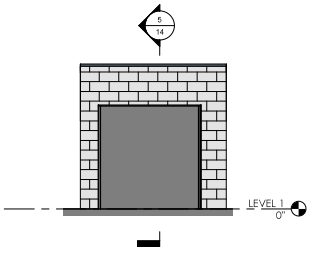
TRASH ENCLOSURE - ELEV. D 1/4" = 1'-0" 7



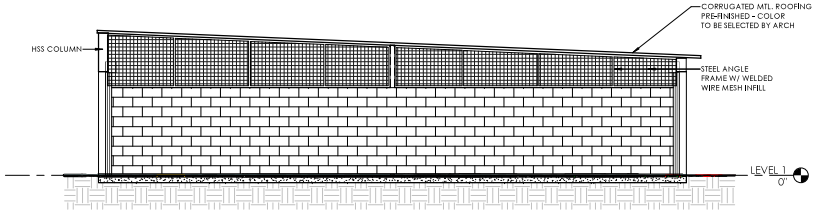
TRASH ENCLOSURE - ELEV. C 1/4" = 1'-0" 4



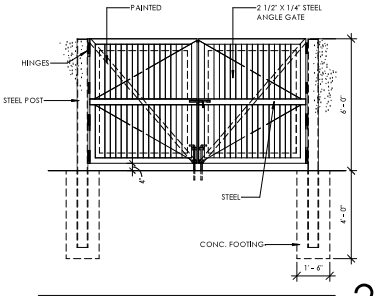
TRASH ENCLOSURE - ELEV. B 1/4" = 1'-0" 6



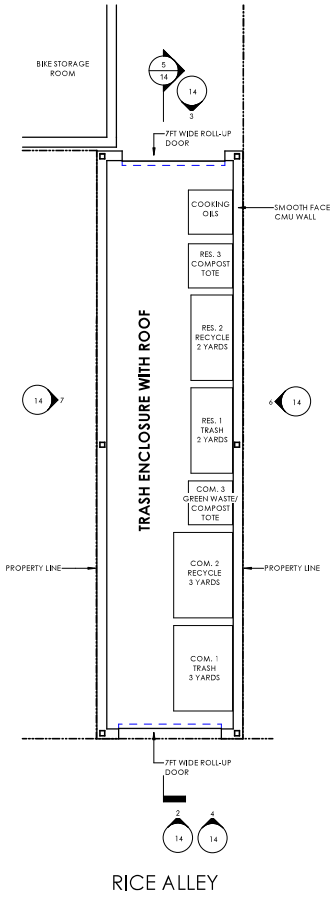
TRASH ENCLOSURE - ELEV. A 1/4" = 1'-0" 3



TRASH ENCLOSURE SECTION 1/4" = 1'-0" 5



TRASH GATE ELEVATION 3/8" = 1'-0" 2



RICE ALLEY

TRASH ENCLOSURE PLAN 1/4" = 1'-0" 1

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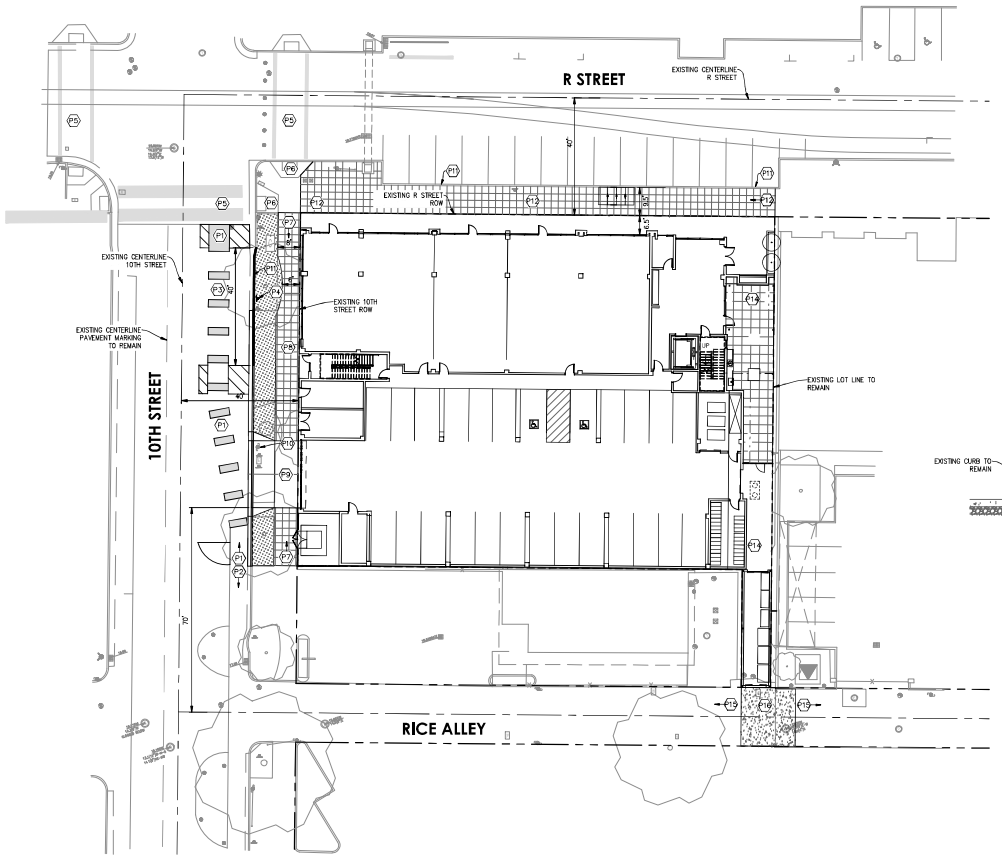
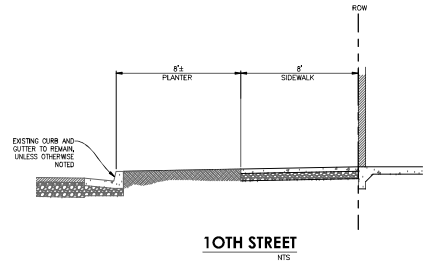
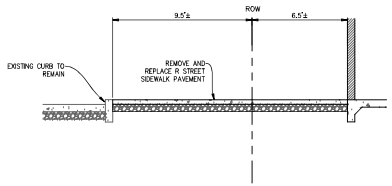
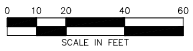




10TH STREET
NTS



R STREET
NTS



PAVING KEYNOTES

- (P1) REMOVE EXISTING BIKE LANE PAVEMENT MARKINGS AND BOLLARDS. RE-STRIPE BIKE LANE AS SHOWN. EXISTING PAVEMENT MARKINGS NOT SHOWN FOR CLARITY.
- (P2) EXISTING BIKE LANE PAVEMENT MARKINGS AND BOLLARDS TO REMAIN.
- (P3) PROVIDE YELLOW CURB MARKINGS FOR LOADING ZONE AREA PER CITY OF SACRAMENTO STANDARD DWG. NO. T-160.
- (P4) INSTALL MUTCD R25A (CA) (LOADING ONLY) SIGN – MODIFIED TO OMIT TIME AND "EXCEPT SUNDAY".
- (P5) EXISTING CROSS WALK PAVEMENT MARKINGS TO REMAIN.
- (P6) EXISTING CURB RAMP TO REMAIN.
- (P7) SAWCUT AND REMOVE EXISTING SIDEWALK PAVEMENT AT NEAREST SCORE LINE. REPLACE TO CITY OF SACRAMENTO STANDARDS.
- (P8) SAWCUT AND REMOVE EXISTING DRIVEWAY, CURB AND GUTTER. REPLACE WITH NEW CITY SIDEWALK & CURB AND GUTTER TYPE 2 PER CITY OF SACRAMENTO STANDARDS.
- (P9) SAWCUT AND REMOVE EXISTING SIDEWALK, CURB AND GUTTER. INSTALL NEW PLANTER STRIP DRIVEWAY PER CITY OF SACRAMENTO STANDARD DWG. NO. T-22.
- (P10) EXISTING JOINT POLE TO BE REMOVED.
- (P11) EXISTING CURB TO REMAIN.
- (P12) SAWCUT AND REMOVE EXISTING R STREET SIDEWALK PAVEMENT AT NEAREST SCORE LINE. REPLACE TO CITY OF SACRAMENTO STANDARDS FOR R STREET PAVEMENT DESIGN.
- (P13) KEYNOTE NOT USED.
- (P14) INSTALL NEW FLATWORK AREA – SEE LANDSCAPE PLANS.
- (P15) EXISTING ALLEY PAVEMENT TO REMAIN.
- (P16) SAWCUT AND REMOVE EXISTING NON-CONFORMING ALLEY PAVEMENT AND REPLACE WITH NEW CONCRETE PAVEMENT PER CITY OF SACRAMENTO STANDARDS.

NOTES

1. THIS PRELIMINARY PAVING PLAN WAS PREPARED TO DEPICT PROPOSED PAVING CONCEPTS AS REQUIRED FOR THE ENTITLEMENT PROCESS. ACTUAL FINAL DESIGN MAY VARY FROM THAT SHOWN HERON AS THE DESIGN PROCESS PROGRESSES.
2. THIS EXHIBIT IS BASED ON THE PRELIMINARY 10TH & R ST APTS SITE PLAN PREPARED BY HRGA DATED APRIL 2025.
3. BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY MORROW SURVEYING DATED MAY 2024.
4. SEE LANDSCAPE PLANS FOR TREE REMOVALS.

TREE PRESERVATION MEASURES FOR CITY AND PRIVATE TREES

1. THIS PROJECT SHALL CONTRACT WITH A PROJECT ARBORIST EXPERIENCED WITH TREE PROTECTION AND CONSTRUCTION THAT IS REQUIRED TO:
   a. ATTEND THE PRECONSTRUCTION MEETINGS TO APPROVE OF AND INFORM CONTRACTORS OF ALL TREE PROTECTION MEASURES.
   b. VISIT THE SITE BEFORE AND AFTER DEMOLITION, GRADING AND LANDSCAPING AS WELL AS AT LEAST TWICE EACH MONTH DURING CONSTRUCTION TO ENSURE THAT TREE PROTECTION MEASURES ARE IMPLEMENTED AND MAINTAINED.
   c. BE RESPONSIBLE FOR CORRECTING ANY SITE CONDITIONS THAT MAY NEGATIVELY IMPACT THE TREES AND REVISIT THE SITE TO ENSURE THAT CORRECTIVE ACTION WAS PROPERLY IMPLEMENTED.
   d. THE PROJECT ARBORIST SHALL REPORT IN WRITING TO URBAN FORESTRY ALL VIOLATIONS AND TREE PROTECTION FAILURES ALONG WITH CORRECTIVE ACTION TAKEN AND EXPECTED OUTCOMES.
2. ALL CONCRETE SIDEWALKS AND DRIVEWAYS SHALL BE RETAINED THROUGHOUT CONSTRUCTION TO PROTECT THE ROOTS AND SOIL FROM THE IMPACTS OF CONSTRUCTION ACTIVITIES.
   a. EXISTING DRIVEWAYS SHALL BE USED AS THE SOLE ACCESS TO THE SITE. WHERE THERE ARE NO EXISTING DRIVEWAYS, ACCESS SHALL BE LIMITED TO A ONE OR TWO LOCATIONS OUTSIDE THE DRIPLINE OF PROTECTED TREES THAT HAVE PROTECTION FROM SOIL COMPACTION WITH THE USE OF ONE OR MORE OF THE FOLLOWING: A 6-INCH LAYER OF HARDWOOD CHIPS COVERED BY ¾-INCH PLYWOOD OR TRENCH PLATES, GEOTEXTILE FABRIC COVERED BY A 6-INCH LAYER OF HARDWOOD CHIPS OR AN ALTERNATIVE THAT IS APPROVED BY THE CITY ARBORIST.
3. RIGHT-OF-WAY PLANTERS AND CITY TREES SHALL BE SEPARATED FROM THE CONSTRUCTION SITE WITH A SIX- FOOT HIGH CHAIN LINK FENCE THAT SHALL REMAIN THROUGHOUT THE DURATION OF THE PROJECT TO PROTECT TREES AND TO PREVENT CONSTRUCTION TRAFFIC FROM COMPACTING THE SOIL IN THE PLANTERS.
4. CONSTRUCTION TRAILERS AND PORT-A-POTTIES SHALL BE PLACED ON EXISTING HARDSCAPE OR BRIDGED OVER THE TREE PROTECTION ZONE OR PLANTER SO AS NOT TO COMPACT SOIL.
5. ANY REGULATED WORK WITHIN THE DRIPLINE OR TREE PROTECTION ZONE OF A PROTECTED TREE SHALL BE SEPARATELY PERMITTED PRIOR TO THE START OF CONSTRUCTION AND SUPERVISED BY A QUALIFIED ARBORIST. SUBMIT A TREE PERMIT APPLICATION AND A TREE PROTECTION PLAN CREATED BY A QUALIFIED ARBORIST TO URBANFORESTRY@CITYOFSACRAMENTO.ORG AND REFER TO THE PLANNING PROJECT NUMBER OR OFF-SITE PROJECT NUMBER.
6. ALL EXCAVATION, GRADING OR TRENCHING WITHIN THE DRIPLINE OF A PROTECTED TREE FOR THE PURPOSE OF UTILITY INSTALLATION, CONSTRUCTING FOUNDATIONS, FOOTINGS, SIDEWALKS, CURBS, GUTTERS, OR ANY OTHER REASON SHALL EMPLOY ONE OF THE FOLLOWING METHODS: HYDRO-EXCAVATION, PNEUMATIC EXCAVATION OR HAND DIGGING AND SHALL BE DIRECTLY SUPERVISED BY A QUALIFIED ARBORIST.
7. THERE SHALL BE NO EXCAVATION DEEPER THAN THE EXISTING EXCAVATION FOR SIDEWALKS WITHIN THE DRIPLINE OF PROTECTED TREES.
8. THERE SHALL BE NO GRADE CHANGES WITHIN THE DRIPLINE OF PROTECTED TREES. ALL GRADE CHANGES SHALL BE ACCOMMODATED ONSITE.
9. THERE SHALL BE NO SOIL COMPACTION WITHIN THE DRIPLINE OF PROTECTED TREES.
10. THERE SHALL BE NO NON-NATIVE SOIL, NON-ORGANIC MATTER OR STRUCTURAL SOIL ADDED TO THE RIGHT-OF-WAY PLANTER.
11. THE FOLLOWING IS A LIST OF ACTIVITIES THAT REQUIRE A TREE PERMIT IF THEY ARE TO OCCUR OR BE USED WITHIN THE RIGHT-OF-WAY PLANTER AND/OR WITHIN THE TREE PROTECTION ZONE OF PROTECTED TREES: ANY REGULATED WORK AS DEFINED IN SCC 12.56, EXCAVATION, GRADE CHANGES, TRENCHES, ROOT OR CANOPY PRUNING OR BORING.
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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.

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Project Planning ■ Civil Engineering ■ Landscape Architecture
Sacramento Office ■
2120 20th Street, Suite Three
Sacramento, CA 95818
(916) 455-2026
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SURFACE IMPROVEMENT EXHIBIT
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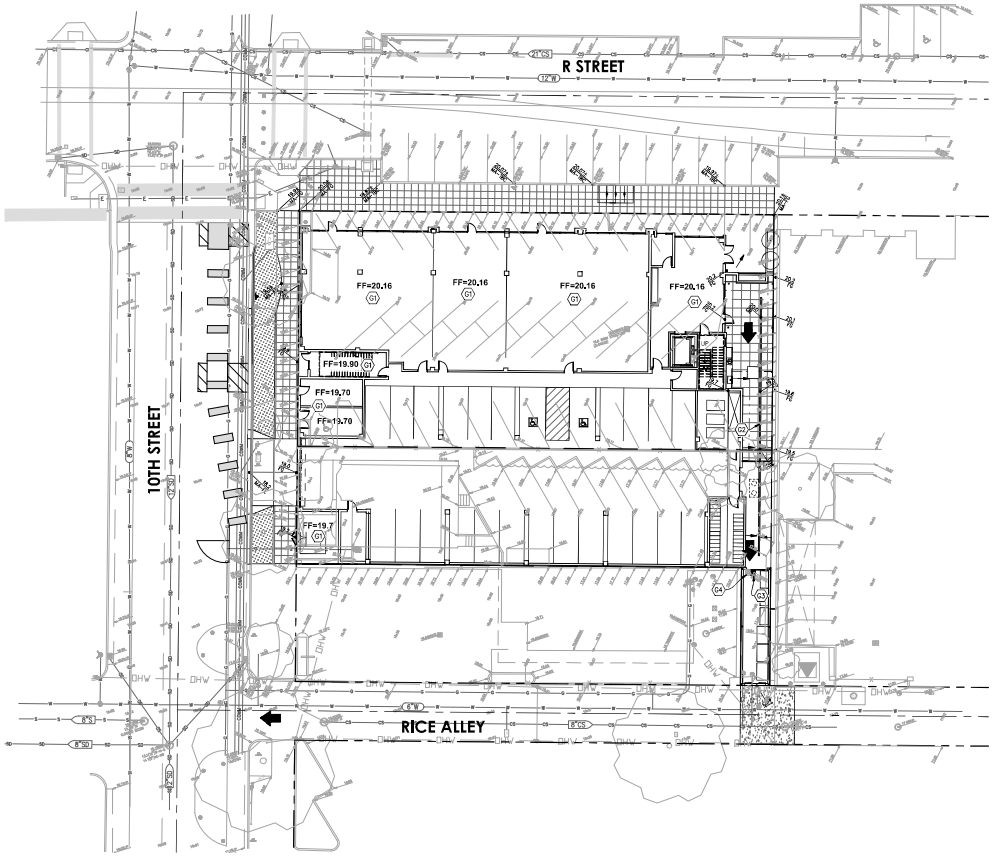

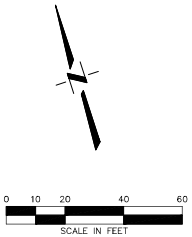

GRADING KEYNOTES

- (G1) PROPOSED BUILDING FINISH FLOOR ELEVATION.
- (G2) INSTALL TRENCH DRAIN.
- (G3) INSTALL NEW DRAIN INLET.
- (G4) REMOVE EXISTING DRAIN INLET.

LEGEND

- PROPOSED TRENCH DRAIN
- PROPOSED DRAIN INLET
- EXISTING DRAIN INLET
- EXISTING DEDICATED PUBLIC STORM DRAIN MAIN
- EXISTING PUBLIC COMBINED STORM–SEWER MAIN
- EXISTING PUBLIC WATER MAIN
- EXISTING PUBLIC GAS MAIN
- EXISTING PUBLIC COMMUNICATION LINE

NOTES

1. THIS PRELIMINARY GRADING PLAN WAS PREPARED TO DEPICT PROPOSED GRADING CONCEPTS AS REQUIRED FOR THE ENTITLEMENT PROCESS. ACTUAL FINAL DESIGN MAY VARY FROM THAT SHOWN HERON AS THE DESIGN PROCESS PROGRESSES.
2. THIS EXHIBIT IS BASED ON THE PRELIMINARY 10TH & R ST APTS SITE PLAN PREPARED BY HRGA DATED MAY 2024.
3. BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY MORROW SURVEYING DATED MAY 2024.
4. PROPOSED ELEVATIONS SHOWN ARE ESTIMATES ONLY. ACTUAL ELEVATIONS MAY CHANGE DURING FINAL DESIGN.
5. EXISTING UTILITY IMPROVEMENTS ARE BASED ON AVAILABLE CITY BASE UTILITY MAPS AND RECORD DRAWINGS. ACTUAL SIZES, TYPES AND LOCATIONS MAY VARY FROM INFORMATION SHOWN HEREON.
6. NO EXISTING ONSITE DRAINAGE COURSES, ETC.

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Sacramento Office ■
2120 20th Street, Suite Three
Sacramento, CA 95818
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GRADING EXHIBIT
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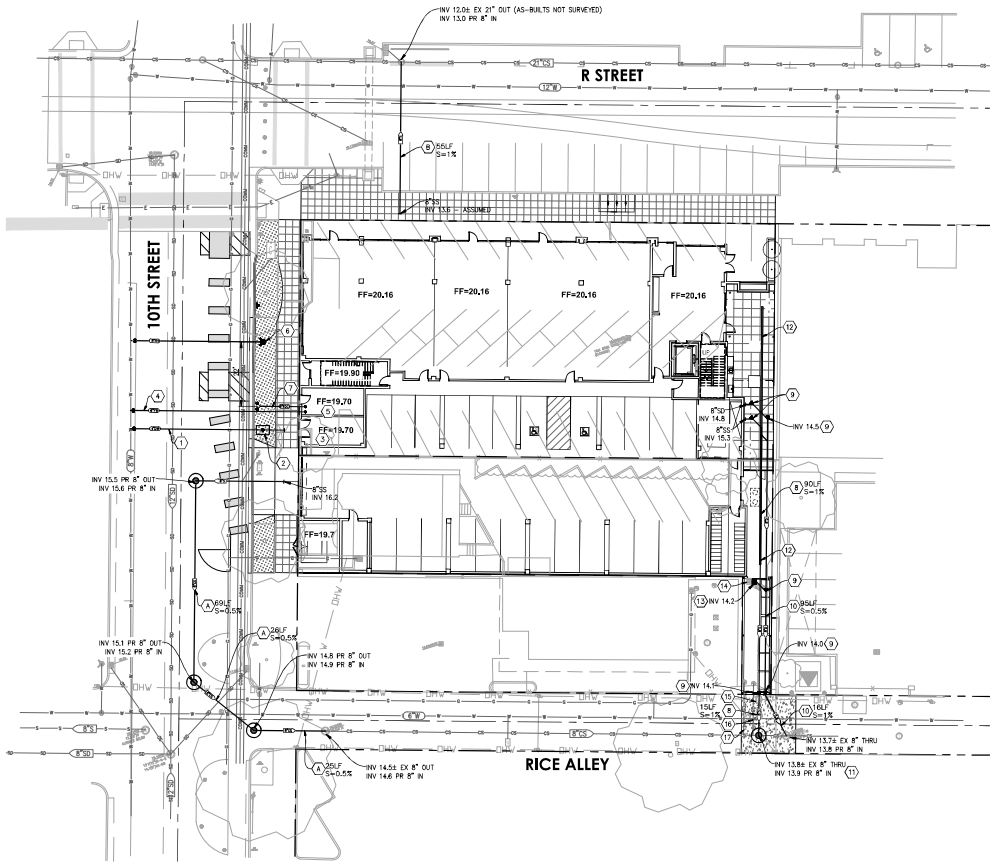

UTILITY KEYNOTES

1. PROPOSED DOMESTIC WATER SERVICE.
2. PROPOSED DOMESTIC WATER METER.
3. INSTALL DOMESTIC WATER BACKFLOW ASSEMBLY INSIDE BUILDING.
4. PROPOSED FIRE WATER SERVICE.
5. INSTALL FIRE WATER DOUBLE CHECK VALVE ASSEMBLY INSIDE BUILDING.
6. PROPOSED PUBLIC FIRE HYDRANT
7. PROPOSED FIRE DEPARTMENT CONNECTION.
8. PROPOSED PRIVATE SANITARY SEWER LINE.
9. PROPOSED CLEANOUT.
10. PROPOSED PRIVATE STORM DRAIN LINE.
11. PROPOSED PUBLIC SANITARY MANHOLE.
12. PROPOSED TRENCH DRAIN.
13. PROPOSED NEW DRAIN INLET.
14. REMOVE EXISTING DRAIN INLET.
15. ABANDON EXISTING WATER SERVICE AND PIPING.
16. ABANDON EXISTING SEWER SERVICE AND PIPING.
17. ABANDON EXISTING STORM DRAIN SERVICE AND PIPING.

ALTERNATIVE SEWER DESIGN

A. INSTALL NEW PUBLIC COMBINED SEWER MAIN WITH BUILDING SERVICES.

B. INSTALL NEW BUILDING SEWER SERVICE WITH CONNECTION TO THE EXISTING R STREET COMBINED SEWER MAIN.

NOTES

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2. THIS EXHIBIT IS BASED ON THE PRELIMINARY 10TH & R ST APTS SITE PLAN PREPARED BY HRGA DATED APRIL 2025.
3. BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY MORROW SURVEYING DATED MAY 2024.
4. PROPOSED UTILITY SIZES AND LOCATIONS SHOWN ARE ESTIMATES ONLY. ACTUAL ELEVATIONS MAY CHANGE DURING FINAL DESIGN.
5. EXISTING UTILITY IMPROVEMENTS ARE BASED ON AVAILABLE CITY BASE UTILITY MAPS AND RECORD DRAWINGS. ACTUAL SIZES, TYPES AND LOCATIONS MAY VARY FROM INFORMATION SHOWN HEREON.

LEGEND

- PROPOSED DOMESTIC WATER SERVICE WITH GATE VALVE AND METER
- PROPOSED FIRE WATER SERVICE WITH VALVE
- PROPOSED FIRE DEPARTMENT CONNECTION AND SERVICE
- PROPOSED FIRE HYDRANT WITH VALVE
- PROPOSED PRIVATE SANITARY SEWER LINE
- PROPOSED CLEANOUT
- PROPOSED PRIVATE STORM DRAIN LINE
- PROPOSED MANHOLE
- PROPOSED TRENCH DRAIN
- PROPOSED DRAIN INLET
- EXISTING DRAIN INLET
- EXISTING DEDICATED PUBLIC STORM DRAIN MAIN
- EXISTING PUBLIC COMBINED STORM-SEWER MAIN
- EXISTING PUBLIC WATER MAIN
- EXISTING PUBLIC GAS MAIN
- EXISTING PUBLIC COMMUNICATION LINE
- EXISTING FIRE HYDRANT

0 10 20 40 60
SCALE IN FEET

TREE PRESERVATION MEASURES FOR CITY AND PRIVATE TREES

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

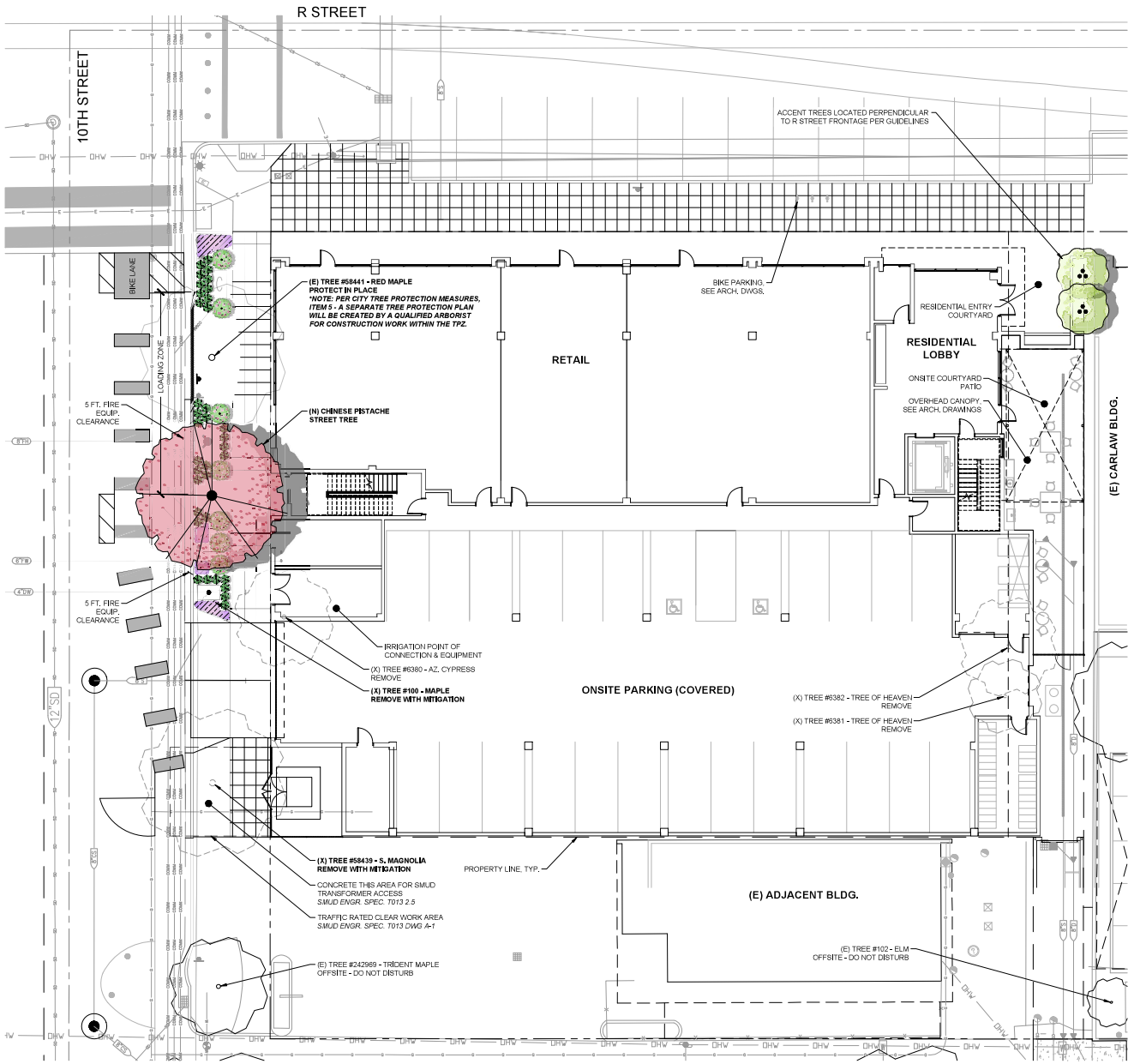
HRGA
2277 Fair Oaks Boulevard, Studio 220
Sacramento, California 95825
916 993-4800 | www.hrgarchitects.com

CUNNINGHAM ENGINEERING
CECWEST.COM
Project Planning ■ Civil Engineering ■ Landscape Architecture
Sacramento Office ■
2120 20th Street, Suite Three
Sacramento, CA 95818
(916) 455-2026
Davis Office ■
2940 Spafford Street, Suite 200
Davis, CA 95618
(530) 758-2026

UTILITY EXHIBIT
10TH & R ST APTS
1801 10TH STREET, SACRAMENTO, CA 95811

05/01/2025
21029

C-3



1 PRELIMINARY LANDSCAPE PLAN - GROUND LEVEL
1" = 10'-0"

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	REMARKS
TREES			
	ACER PALMATUM 'SANGO KAKU' / CORAL BARK JAPANESE MAPLE	15 GAL	M (WUCOLS)
	PISTACIA CHINENSIS 'KEITH DAVEY' / KEITH DAVEY CHINESE PISTACHE	24"BOX	L (WUCOLS)

SYMBOL	BOTANICAL / COMMON NAME	SIZE	REMARKS
SHRUBS			
	FESTUCA MAIREI / ATLAS FESCUE	1 GAL	L (WUCOLS)
	SALVIA 'HOT LIPS' / HOT LIPS SAGE	1 GAL	M (WUCOLS)

SYMBOL	BOTANICAL / COMMON NAME	CONT	SPACING	REMARKS
GROUND COVERS				
	TEUCRIUM CHAMAEDRYS 'PROSTRATUM' / TRAILING GERMANDER	1 GAL	24" o.c.	L (WUCOLS)

PRELIMINARY LANDSCAPE NOTES

1. THE PRELIMINARY LANDSCAPE PLAN HAS BEEN DESIGNED TO DEMONSTRATE GENERAL COMPLIANCE WITH CITY OF SACRAMENTO CODES AND GUIDELINES FOR THE SUBJECT PROPERTY WITH RESPECT TO LANDSCAPE IMPROVEMENTS.
2. ALL PLANTING, SITE FURNISHINGS, ETC. SHOWN ON THE PLAN(S) HAVE BEEN PROVIDED TO INDICATE THE OVERALL DESIGN INTENT ONLY. FURTHER REFINEMENT OF SPECIFIC LANDSCAPE IMPROVEMENTS IS EXPECTED DURING DEVELOPMENT OF LANDSCAPE IMPROVEMENT PLANS FOR PERMIT APPROVAL.
3. REFER TO THE **ARBORIST REPORT & TREE INVENTORY** BY CALIFORNIA TREE AND LANDSCAPE CONSULTING, INC. FOR INFORMATION ON THE EXISTING TREES ON AND AROUND THE PROPERTY.
4. REFER TO PLAN FOR INDICATIONS OF TREE PROTECTIONS AND REMOVALS. TREE ID NUMBERS ARE AS INDICATED IN THE ARBORIST REPORT NOTED ABOVE. A TREE PERMIT WILL BE REQUIRED FOR ALL WORK IMPACTING PROTECTED TREES PER SCC CHAPTER 12.56 AND THE CITY STANDARD TREE PROTECTION NOTES, THIS SHEET.
5. THE PRELIMINARY LANDSCAPE PLAN HAS BEEN DESIGNED TO CONFORM TO THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE, SCC CHAPTER 15.92. PLANTS SELECTED FOR THE DESIGN INCLUDE A MIX OF LOW TO MODERATE WATER USE SPECIES. SELECTED PLANTS HAVE BEEN PLACED WITH RESPECT TO THE LOCALIZED MICROCLIMATE CONDITIONS AT EACH PLANTING AREA, AND GROUPED BASED ON SIMILAR WATER NEEDS. IRRIGATION WITHIN PLANTING AREAS WILL PRIMARILY BE BY DRIP OR BUBBLERS, AS APPROPRIATE.
6. THE IRRIGATION POINT OF CONNECTION (P.O.C.) FOR THE PROJECT IS ANTICIPATED TO BE STUBBED OFF OF THE PRESSURIZED DOMESTIC SUPPLY FOR THE BUILDING, AND TO BE LOCATED IN THE MECHANICAL ROOM IMMEDIATELY NORTH OF THE DRIVEWAY ENTRANCE TO THE COVERED PARKING AREA. A MANUAL SHUT-OFF VALVE, RP BACKFLOW DEVICE, AND IRRIGATION SUB-METER WILL BE PROVIDED AT THE IRRIGATION P.O.C.
7. ALL IRRIGATION DISTRIBUTION PIPING WITHIN THE BUILDING, ***INCLUDING IN THE COVERED PARKING AREA***, SHALL BE COPPER, CPVC, PEX, OR OTHER MATERIAL MEETING THE REQUIREMENTS OF TABLE 604.1 (CPC 2022). NOTE, PVC MAY BE USED ON THE PODIUM EXTERIOR DECKS AS AN EXTERIOR COLD-WATER APPLICATION.

CITY OF SACRAMENTO TREE PRESERVATION MEASURES FOR CITY AND PRIVATE PROTECTED TREES

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ADDITIONAL INFORMATION
- PODIUM LEVEL LANDSCAPING - SHEET L2
- TREE REPLACEMENT & FEE CALCS - SHEET L2

LOFTGARDENS LANDSCAPE ARCHITECTURE
3810 BROADWAY
SACRAMENTO
CALIFORNIA, 95817
LOFTGARDENS.COM
P 916.505.1442
CRLA 5397

10TH & R ST APTS
PRELIMINARY LANDSCAPE PLAN
1801 10TH STREET, SACRAMENTO, CALIFORNIA 95811

JUN. 11, 2025
1" = 10'-0"
L1
COR24-0106

1 PRELIMINARY LANDSCAPE PLAN - PODIUM LEVEL
1" = 10'-0"

0' 5' 10' 20'

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	REMARKS
TREES			
	ACER PALMATUM 'FIREGLOW / FIREGLOW JAPANESE MAPLE	15 GAL	M (WUCOLS)
	OLEA EUROPEA 'SKYLARK' / SKYLARK DWARF OLIVE	15 GAL	VL (WUCOLS)
SYMBOL	BOTANICAL / COMMON NAME	SIZE	REMARKS
SHRUBS			
	LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH	1 GAL	M (WUCOLS)

PRELIMINARY LANDSCAPE NOTES - PODIUM

1. REFER TO THE PRELIMINARY LANDSCAPE NOTES, SHEET L1
2. ALL PLANTING, SITE FURNISHINGS, ETC. SHOWN ON THE PLAN(S) HAVE BEEN PROVIDED TO INDICATE THE OVERALL DESIGN INTENT ONLY. FURTHER REFINEMENT OF SPECIFIC LANDSCAPE IMPROVEMENTS IS EXPECTED DURING DEVELOPMENT OF LANDSCAPE IMPROVEMENT PLANS FOR PERMIT APPROVAL.
3. PRIVACY SCREENING BETWEEN OUTDOOR PATIOS ON THE PODIUM LEVEL IS ACCOMPLISHED BY A COMBINATION OF RAISED PLANTERS, PLANTING, AND WOOD OR METAL SCREEN PANELS.
4. ALL IRRIGATION DISTRIBUTION PIPING WITHIN THE BUILDING SHALL BE COPPER, CPVC, PEX, OR OTHER MATERIAL MEETING THE REQUIREMENTS OF TABLE 604.1 (CPC 2022). NOTE, PVC MAY BE USED ON THE PODIUM EXTERIOR DECKS AS AN EXTERIOR COLD-WATER APPLICATION.

CITY TREE PROTECTIONS, REMOVALS, REPLACEMENTS

REFER TO THE CITY TREE PROTECTION NOTES ON SHEET L1 AND SCC CH. 12.56 FOR TREE PROTECTION REQUIREMENTS DURING CONSTRUCTION AND FOR TREE PERMIT REQUIREMENTS FOR ANY CURRENT OR FUTURE WORK ON OR AROUND PROTECTED TREES.

SEE SHEET L1 FOR LOCATIONS OF TREE PROTECTIONS AND REMOVALS.

REFER TO ARBORIST REPORT & TREE INVENTORY BY CAL TLC FOR LOCATION, ID, AND ADDITIONAL INFORMATION ON ALL EXISTING TREES FOR THIS PROJECT.

EXISTING CITY TREES TO BE PROTECTED

TR#	SCIENTIFIC NAME	COMMON NAME	DSH (IN)	CNPY RAD. (FT)
#58441	*ACER RUBRUM*	*RED MAPLE*	*12*	*17*

EXISTING CITY TREES TO BE REMOVED

TR#	SCIENTIFIC NAME	COMMON NAME	DSH (IN)	CNPY RAD. (FT)
#100	*ACER SP.*	*MAPLE*	*1.5*	*3*
#58439	*MAGNOLIA GRANDIFLORA*	*SOUTHERN MAGNOLIA*	*13*	*21*

TREE REPLACEMENT & MITIGATION FEE CALCULATIONS

GROSS CITY TREE INCHES DSH TO BE REMOVED:	**14**
REPLACEMENT TREES PROPOSED: (1) *ACER RUBRUM - RED MAPLE*, 24" BOX SIZE	2 INCH DSH CREDIT
NET CITY TREE INCHES DSH TO BE REMOVED:	12
TREE PLANTING AND REPLACEMENT FUND FEES:	12 INCHES X $325 / INCH = **$3,900.00**

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10TH & R ST APTS
PRELIMINARY LANDSCAPE PLAN
1801 10TH STREET, SACRAMENTO, CALIFORNIA 95811

JUN. 11, 2025
1" = 10'-0"
L2
COR24-0106

Attachment B
Arborist Report

California Tree and Landscape Consulting, Inc.
359 Nevada Street, #201, Auburn, CA 95603 (530) 745-4086

May6, 2024

HRGA
Attn: Mary Woltering
2277 Fair Oaks Blvd, Suite 220
Sacramento, CA 95825
Via Phone: (916) 569-8103 direct, (916) 521-3412 mobile
Via Email: mwoltering@hrgarchitects.com

Arborist Report & Tree Inventory

RE: 1801 10th Street, APN 009-0073-003-0000; City of Sacramento Jurisdiction

Executive Summary:
Mary Woltering of HRGA, on behalf of the property owner, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the trees on the site or within 25' of development for purposes of evaluating the impacts to the trees from the proposed development plans, 'R Street Apts' dated 12/12/2022. The property 1801 10th Street and is within the jurisdiction of the City of Sacramento. See Supporting Information Appendix A –Tree Location Map.

Tyler Thomson, ISA Certified Arborist #WE-12751A, was on site April 11, 2024. A total of 4 trees were evaluated on this property, 2 trees south of the property in Rice Alley, and 5 street trees were noted. There is 1 tree on the property considered 'Private-Protected' by the City of Sacramento Tree Preservation code chapter 12.56 and the 5 street trees are also protected.

TABLE 1 - Tree Inventory Summary

Tree Species	Trees Inventoried	Trees located on the Parcel[1]	Protected by Sacramento City Tree Preservation Code	City Street Tree	Proposed for Removal	Trees impacted by the proposed development and requiring special protection measures
Arizona cypress, *Hesperocyparis arizonica*	1	1	0	0	1	-
Chinese elm, *Ulmus parvifolia*	2	0	1	1	-	-
Chinese pistache, *Pistacia chinensis*	1	0	1	0	-	-
Maple, *Acer sp.*	1	0	1	1	1	-
Red maple, *Acer rubrum*	1	0	1	1	-	-

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

Tree Species	Trees Inventoried	Trees located on the Parcel[1]	Protected by Sacramento City Tree Preservation Code	City Street Tree	Proposed for Removal	Trees impacted by the proposed development and requiring special protection measures
Southern magnolia, *Magnolia grandiflora*	1	0	1	1	1	-
Tree-of-Heaven, *Ailanthus altissima*	3	3	0	0	2	-
Trident maple, *Acer buergerianum*	1	0	1	1	-	-
Total	**11**	**4**	**6**	**5**	**5**	**-**

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

Methods

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

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

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

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

Terms

Field Tag # — The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree.

City Tag # — The number listed on the City of Sacramento tree inventory in the ARC GIS system found online at: saccity.maps.arcgis.com

Species — The species of a tree is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.

DBH — Diameter at breast height is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted in the next column "measured at"

DSH	"Diameter at standard height" is the same as DBH except as follows (according to the City of Sacramento requirements): (1) For a tree that branches at or below 4.5 feet, DSH means the diameter at the narrowest point between the grade and the branching point; and (2) For a tree with a common root system that branches at the ground, DSH means the sum of the diameter of the largest trunk plus one-half the cumulative diameter of the remaining trunks at 4.5 feet above natural grade.
Measured at	Height above average ground level where the measurement of DBH was taken
Canopy radius and Protection Zone Area	The farthest extent of the crown composed of leaves and small twigs. Most trees are not evenly balanced. This measurement represents the longest extension from the trunk to the outer canopy. The dripline measurement is from the center point of the tree and is shown on the Tree Location Map as a circle. This measurement further defines the radius of the protection zone to be specified on any development plans unless otherwise indicated in the arborist recommendations, Appendix 2.
Critical Root Zone	The radius of the critical root zone is a circle equal to the trunk diameter inches converted to feet and factored by tree age, condition and health pursuant to the industry standard. Best Management Practices: Managing Trees During Construction, the companion publication to the Approved American National Standard, provides guidance regarding minimum tree root protection zones for long term survival. In instances where a tree is multi-stemmed the protected root zone is equal to the extrapolated diameter (sum of the area of each stem converted to a single stem) factored by tree age, condition and health.
Arborist Rating	Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection.

Arborist Ratings

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

Rating #0: This indicates a tree that has no significant sign of life.
Rating #1: The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.
Rating #2: The tree has major problems. If the option is taken to preserve the tree, its condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching,

fertilization, etc. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.

Rating #3: The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.

Rating #4: The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.

Rating #5: No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect characteristics for the species. Highly rated trees are not common in natural or developed landscapes. No tree is ever perfect especially with the unpredictability of nature, but with this highest rating, the condition should be considered excellent.

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

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

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

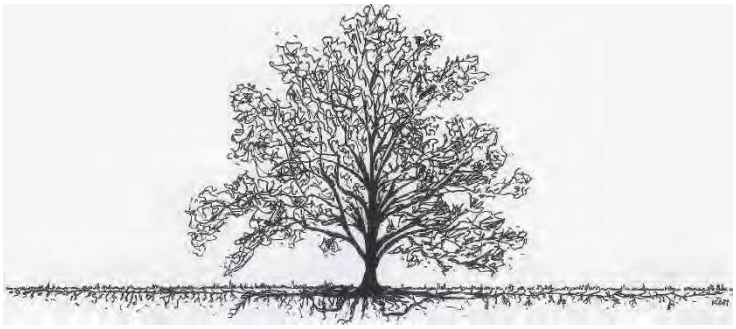
Impact Term:	Long Term Result of Impact:
Negligible	Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone are less than 5%.
Minor	Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected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

Discussion

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

Root Structure

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



The reality of where roots are generally located

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

Arborist Classifications

There are different types of Arborists:

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

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

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

Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and tested to have specialized knowledge of trees and trained and tested to provide high quality reports

and documentation. You can look up registered consulting arborists at the American Society of Consulting Arborists website: asca-consultants.org

RECOMMENTATIONS: Summary of Tree Protection Measures for Site Planning

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

- **The stumps of the trees to be removed that are within the root zone of the City trees shall be removed using a backhoe or other piece of grading equipment only with supervision by the project arborist.** Roots from the other nearby trees may have intertwined and will be required to be severed and cut clean during the removal process. Pulling on the stumps with equipment will likely result in the lifting of the asphalt in the parking areas on the adjacent parcels.
- Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site or in the access path. The Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist.
- Clearly designate an area on the site outside the drip line of all trees on the adjacent parcels where construction materials may be stored and parking can take place. No materials or parking shall take place within the root zones of trees to be retained.
- Sewer line installation and trenching inside the root protection zone of trees to remain on the site shall be directly supervised by the project arborist. A hydraulic or air spade may be required for digging and placement of pipes underneath the roots, or boring of deeper trenches underneath the roots.
- Follow all of the General Development Guidelines, Appendix 3, for all trees not identified as requiring special preservation measures in the summary and in Appendix 2.

Report Prepared by:

Caroline Nicholas
Arborist Assistant

Project Arborist:

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

Appendix 1 – Tree Location Map/Development Site Plan
Appendix 2 – Tree Data and Tree Specific Recommendations
Appendix 3 – General Development Guidelines
Appendix 4 – Site Photographs
Appendix 5 – Site Plans

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Tree Care Industry Association. (2017). *Tree, Shrub, and Other Woody Plant Management - Standard Practices (Pruning).* Londonderry: Tree Care Industry Association.

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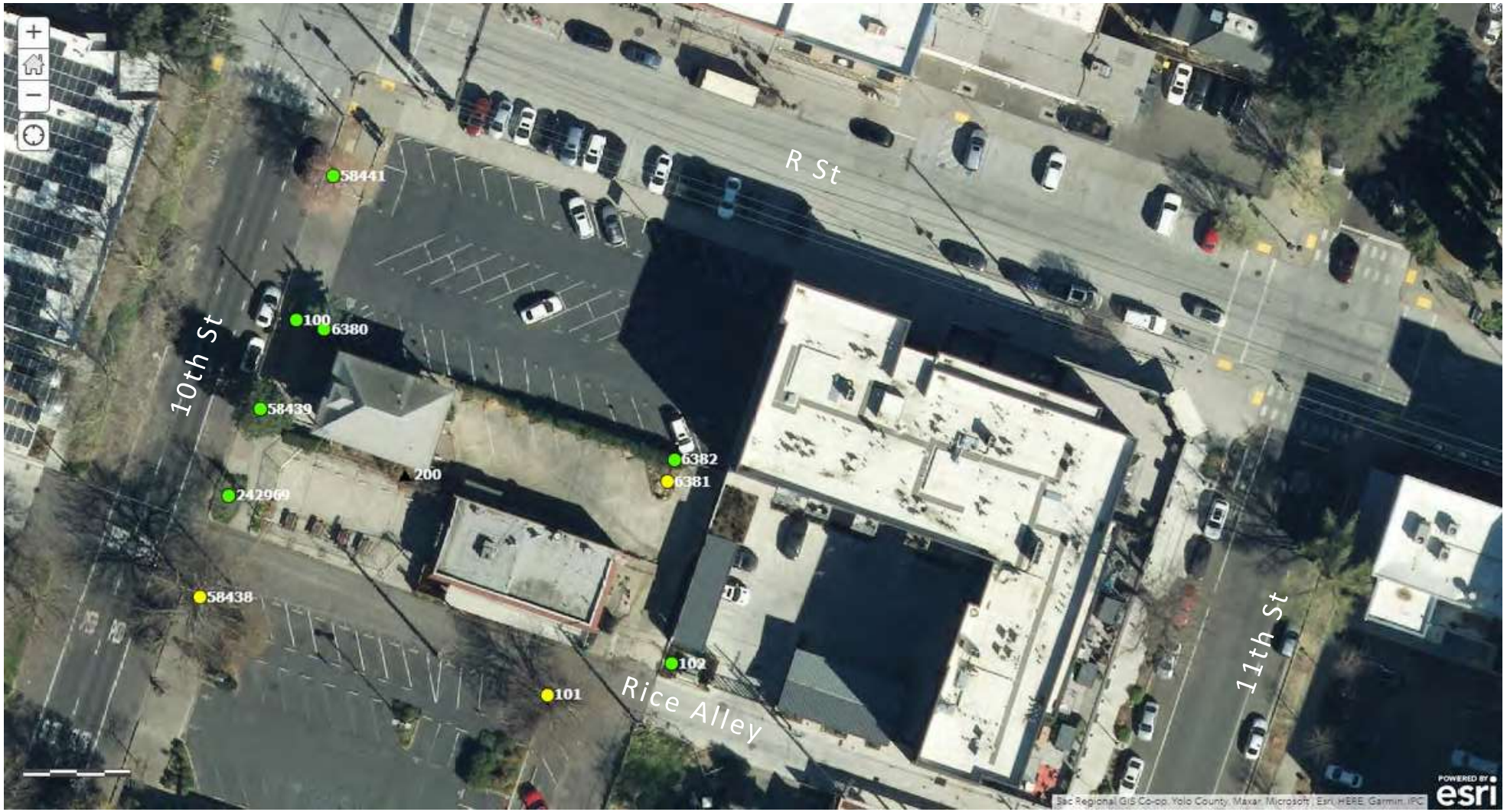
1801 10th Street, Sacramento, CA

Map of Property Showing Approximate Tree Locations



Prepared by CalTLC
4/16/2024

Appendix 2 – Tree Data

Tag #	Old Tag #	Protected By Code	City Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status
100		Yes	Yes	Yes	Maple	*Acer sp.*	1.5		54	3	3-Minor Problems	small diameter street tree. no number provided.	To be removed
101		Yes	No	Yes	Chinese pistache	*Pistacia chinensis*	24		6		2-Major Structure or health problems	offsite, south of Rice alley. dbh approximate. codominant at 1 foot. multiple sunken zones and bark defects throughout base and lower stems. grafted south stems grown through metal fence. low broad crown. fair bud development. branches north get close to property line but no overlap.	
102		No	No	Yes	Chinese elm	*Ulmus parvifolia*	4		54	8	3-Minor Problems	base offsite by 4 feet. branches overlap by 2 feet. low branches. fair balance. good density.	
200		No	No	No	Tree-of-Heaven	*Ailanthus altissima*			54		666-Unprotected	small stand of small diameter ailanthus trees.	
6380		No	No	No	Arizona cypress	*Hesperocyparis arizonica*	12.3	7, 4, 3.5, 3	54	15	3-Minor Problems	multi-stem at grade. short tree, low crown. healthy foliage. fair crown density. 3 by 9 foot growing strip.	To be removed
6381		No	No	No	Tree-of-Heaven	*Ailanthus altissima*	6		54	8	2-Major Structure or health problems	unbalanced base with 90 degree turn growing against concrete curb. fair crown balance. low crown density.	To be removed
6382		No	No	No	Tree-of-Heaven	*Ailanthus altissima*	6		54	10	3-Minor Problems	tag placed on east small branch with green flagging. dbh approximate, tree growing through dense bush. fair crown balance and density.	To be removed

Tag #	Old Tag #	Protected By Code	City Street Tree	Offsite	Species Common Name	Species Botanical Name	DSH (in.)	DSH Multi-Stem (in.)	Measured At (in.)	Canopy Radius (ft.)	Arborist Rating	Notes	Development Status
58438		Yes	Yes	Yes	Chinese elm	*Ulmus parvifolia*	25.5		54	42	2-Major Structure or health problems	base in in 7 by 10 growing space, south of Rice alley offsite. north crown extends to property line, no overlap. high amount of dead branches, up to 4 inches. good crown balance. fair/poor crown density, possibly late bud break.	
58439		Yes	Yes	Yes	Southern magnolia	*Magnolia grandiflora*	13		54	21	3-Minor Problems	street tree, 7 by 16 foot growing strip. good crown balance and density. good vigor.	To be removed
58441		Yes	Yes	Yes	Red maple	*Acer rubrum*	12.1		36	17	3-Minor Problems	street tree. slightly swollen base. multi-stem at 4.5 feet. moderate swollen inclusions below unions. good crown balance, low small branches north. fair crown balance.	
242969		Yes	Yes	Yes	Trident maple	*Acer buergerianum*	6		54	12	3-Minor Problems	street tree, 10 by 20 foot growing space. small low branches. fair crown balance and density.	

Appendix 3 – General Practices for Tree Protection

Definitions

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

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

Methods Used in Tree Protection:

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

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

Irrigate, Fertilize, Mulch: Prior to grading on the site near any tree, the area within the Tree Protection fence should be fertilized with 4 pounds of nitrogen per 1000 square feet, and the fertilizer irrigated in. The irrigation should percolate at least 24 inches into the soil. This should be done no less than 2 weeks prior to grading or other root disturbing activities. After irrigating, cover the RPZ with at least 12" of leaf and twig mulch. Such mulch can be obtained from chipping or grinding the limbs of any trees removed on the site. Acceptable mulches can be obtained from nurseries or other commercial sources. Fibrous or shredded redwood or cedar bark mulch shall not be used anywhere on site.

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

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

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

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

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

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

Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.[2]

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

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

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

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

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

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

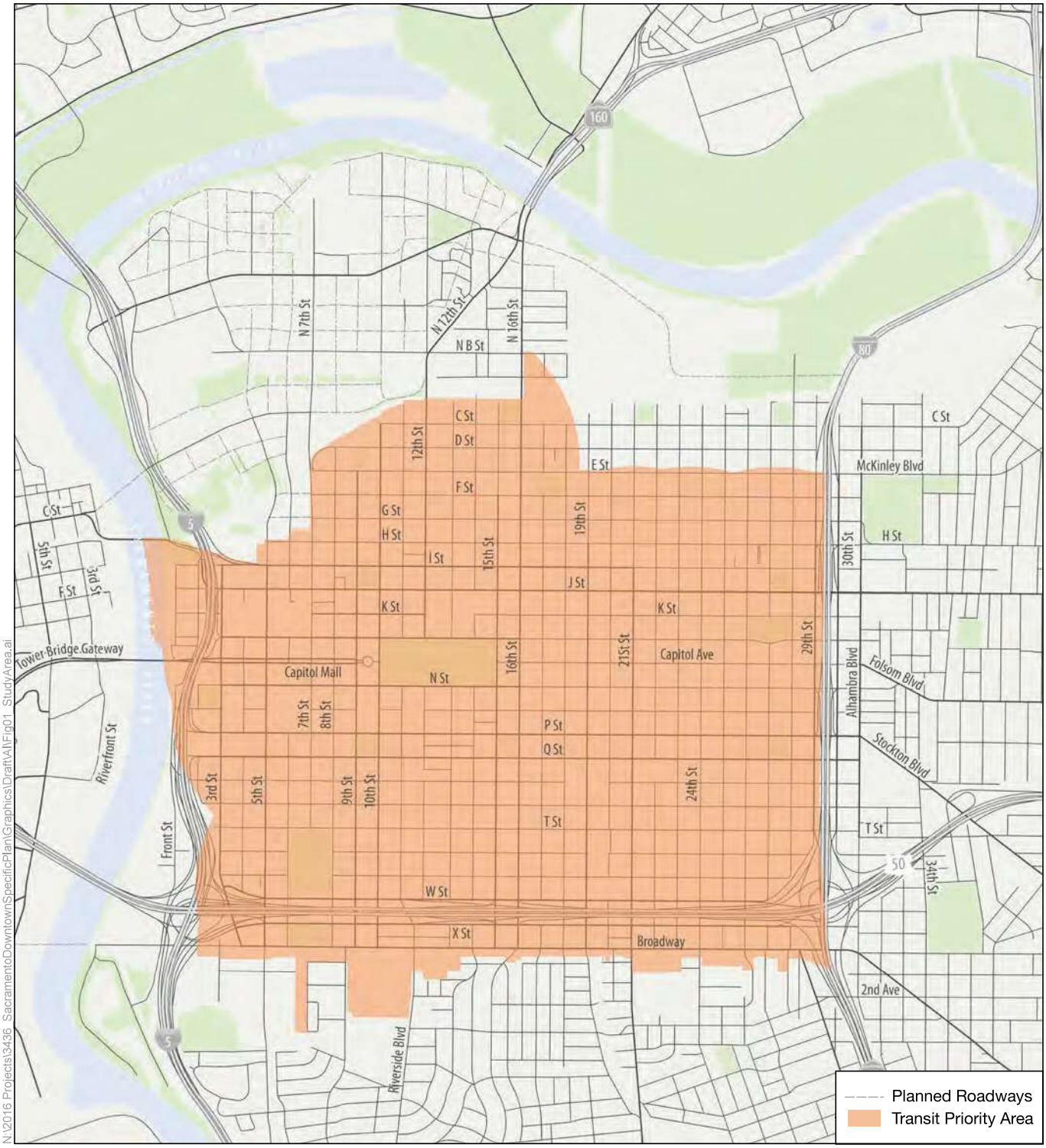
Appendix 4 – Site Photographs by Tyler Thomson, April 11, 2024

Photo #1, Shows City Street Tree #58441

Photo #2, Shows City Street Trees #242969 & #58439, from left to right

Attachment C

Central City Specific Plan Figure 4.2-2 (Transit Priority Areas)



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Not to scale

SOURCE: Fehr & Peers, 2017

City of Sacramento Downtown Specific Plan EIR

Figure 4.12-13
Transit Priority Area

ESA

Attachment D

Resolution 2018—00129 Certifying the CCSP EIR & MMP

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:

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.

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)

<u>Biological Resources</u>

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.

4

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:

4.2-7

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

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.

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:

4.3-14

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. 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.

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

share for improvements to upsize or upgrade the CSS infrastructure. A separate cost sharing agreement may be executed between applicants and the City for this option.

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.

Air Quality

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*

Air Quality or Sacramento Metropolitan Air Quality Management District Landscaping Guidance for Improving Air Quality near Roadways may be incorporated.

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

[1] Bay Area Economics, Sacramento Downtown Specific Plan Draft Housing Market Analysis, Phase I and Phase II, November 2016.

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;

- Capitol Mall – No lane reduction between 5th Street and 9th Street;
- 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
- 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:

- 10th Street – No on-street bicycle lanes between L Street and N Street;
- 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;
- I Street – No on-street bicycle lanes between 12th Street and 21st Street;
- J Street – No on-street bicycle lanes between 19th Street and 30th Street;
- N Street – No on-street bicycle lanes between 10th Street and 15th Street;
- S Street – No on-street bicycle lanes between 13th Street and 21st Street; and
- 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:

- 7th Street – No bus stop enhancements between I Street and P Street;

- 8th Street – No dedicated transit lane between G 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, no dedicated transit lane between 5th Street and 9th 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 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 6-1
ALLOWABLE DEVELOPMENT HEIGHTS BY ALTERNATIVE

Zone	Existing Maximum Height (Alternative 1)	Maximum Height Under Alternative 2 (Same as Existing)	Maximum Height Under CCSP
C-2	65 feet	65 feet	85 feet
RMX	45 feet	45 feet	65 feet
OB	35 feet	35 feet	65 feet

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 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 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.2 Air Quality					
4.2-2: Construction of development under the proposed CCSP could result in short-term emissions of NOx, PM10 and PM2.5.	**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.*	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.	Project applicant	Prior to issuance of demolition or grading permit	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
	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:* • *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.* • *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.*	Include construction equipment specifications listed in Mitigation Measure 4.2-2(b) on Grading and Construction Plans.	Project applicant	Prior to issuance of demolition permit or grading permit	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	• *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.*				
4.2-5: Implementation of the proposed CCSP could result in short-term and long-term exposure to Toxic Air Contaminants.	**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 Air Quality or Sacramento Metropolitan Air Quality Management District Landscaping Guidance for Improving Air Quality near Roadways may be incorporated.*	Implement the criteria described in Mitigation Measure 4.2-5.	Project applicant	Prior to issuance of a building permit	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
4.2-7: Implementation of the proposed CCSP could contribute to cumulative increases in short-term (construction) emissions.	**4.2-7** *Implement Mitigation Measure 4.2-2(a) and (b).*	See Mitigation Measures 4.2-2(a) through 4.2-2(b).	See Mitigation Measures 4.2-2(a) through 4.2-2(b).	See Mitigation Measures 4.2-2(a) through 4.2-2(b).	See Mitigation Measures 4.2-2(a) through 4.2-2(b).
4.2-10: Implementation of the proposed CCSP could contribute to cumulative increases in short- and long-term exposures to Toxic Air Contaminants.	**4.2-10** *Implement Mitigation Measure 4.2-5.*	See Mitigation Measures 4.2-5	See Mitigation Measures 4.2-5	See Mitigation Measures 4.2-5	See Mitigation Measures 4.2-5

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
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.	**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) 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.*	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	Project applicant	Between February 1 and August 31, conduct surveys no more than 48-hours before tree removal	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
	4) applicant shall maintain a 100-ft buffer around each active purple martin nest. No construction activities are permitted within this buffer.	Establish 100-buffer around active raptor nests.	Project applicant	Establish buffer no more than 48-hours before tree removal; leave buffer in place through construction of each applicable development project	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
	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.	Monitor nesting activity within the 100-foot buffer	Project applicant	Monitor active nests through construction of each applicable development project	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)

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	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.*	Determine presence/absence of the burrowing owl 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.*	Retain a qualified biologist who shall conduct preconstruction surveys for elderberry shrubs.	Project applicant	Prior to ground disturbance such as grading and excavation activities	City of Sacramento Community Development Department
	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.*	Protect shrubs within 100 feet of construction activities; compensate for removed shrubs.	Project applicant	Prior to issuance of building permit	City of Sacramento Community Development Department and USFWS
	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."*	Protect shrubs within 100 feet of construction activities; compensate for removed shrubs.	Project applicant	Prior to issuance of building permit	City of Sacramento Community Development Department and USFWS
4.3-6: Projects developed under the proposed CCSP could result in impacts to special-status bat species.	**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.*	Retain a qualified biologist to conduct preconstruction surveys and prepare a report; provide the report to the City of Sacramento Community Development Department. Provide buffer around bat maternity roosts, if applicable.	Project applicant	Prior to issuance of grading permit or tree removal permit; provide buffer through completion of construction or abandonment of the roosts	City of Sacramento Community Development Department

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	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.*				
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.*	Prepare a wetland and riparian mitigation plan.	Project applicant	Concurrent with 404 permit process and Streambed Alteration Agreement process	City of Sacramento Community Development Department, USACE, and CDFW
	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.*	Install protective fencing.	Project applicant	Prior to and during construction on individual applicable development sites	City of Sacramento Community Development Department, USACE, and CDFW
	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.*	Implement erosion control measures including adding measures to construction plans.	Project applicant	During construction activities in-water and adjacent to the Sacramento River	City of Sacramento Community Development Department, USACE, and CDFW
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 permit application for the removal of protected trees and comply with all conditions of any issued permit.*	Conduct tree removal activities in accordance with City tree protection ordinance.	Project applicant	During site plan and design review and in compliance with tree protection ordinance requirements	City of Sacramento Community Development Department
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).*	See Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-2(c).	See Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-2(c).	See Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-2(c).	See Mitigation Measures 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 for the Valley Elderberry Longhorn Beetle.	**4.3-13** *Implement Mitigation Measure 4.3-2(a), 4.3-2(b), and 4.3-2(c).*	See Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-2(c).	See Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-2(c).	See Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-2(c).	See Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-2(c).
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.	**4.3-14** *Implement Mitigation Measure 4.3-6*	See Mitigation Measure 4.3-6.	See Mitigation Measure 4.3-6	See Mitigation Measure 4.3-6	See Mitigation Measure 4.3-6

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
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.	**4.3-15** *Implement Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).*	See Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).	See Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).	See Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).	Implement Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).
4.3-16: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to the cumulative loss of locally protected trees.	**4.3-16** *Implement Mitigation Measure 4.3-8*	See Mitigation Measure 4.3-8.	See Mitigation Measure 4.3-8	See Mitigation Measure 4.3-8	See Mitigation Measure 4.3-8
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 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:*	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.				

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	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) 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.	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
	3) 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]).	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.	Project applicant	During ground-disturbing activities for individual applicable development projects	City of Sacramento Community Development Department
	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.*	Retain a qualified archaeologist to prepare and implement an Archaeological Monitoring Plan for the area within the footprint of the northern levee embankment.	Project applicant	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	City of Sacramento Community Development Department
	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).*	Cease work if a discovery is made. Conduct field investigation. Recover data and record resources on appropriate DPR forms, as appropriate. If find is Native American in origin, follow actions outlined in Mitigation Measure 4.4-1(a).	Project applicant	During ground-disturbing activities for individual applicable development projects	City of Sacramento Community Development Department

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	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.				
4.4-2: New construction in the CCSP area could cause a substantial adverse change in the significance of a tribal cultural resource.	**4.4-2(a)** *Implement Mitigation Measure 4.4-1(a) through (c).*	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).*	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.*	Implement a site specific Phase I Environmental Site Assessment during the entitlement process prior to construction.	Project applicant	During the entitlement process, prior to ground-disturbing activities (grading or excavation)	City of Sacramento Community Development Department.

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	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.				
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.	**4.8-7** *Implement Mitigation Measure 4.8-1.*	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.
4.10 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.	**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.*	Implement the requirement for manufacturer-installed mufflers to be on all to all heavy equipment or stationary noise sources.	Project applicant	Prior to issuance of demolition or grading permit; include measures on construction drawings	City of Sacramento Community Development Department
	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.	Implement auger displacement or sonic pile driver requirements.	Project applicant	Include measures on construction drawings	City of Sacramento Community Development Department
4.10-2: Operations of development allowed under the proposed CCSP could result in a substantial permanent increase in ambient exterior noise levels.	**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:*	Submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks.	Project applicant	Prior to issuance of building permits	City of Sacramento Community Development Department
	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.*	Enclose or shield noise-generating equipment.	Project applicant	Prior to issuance of demolition or grading permit; include measures on construction drawings	City of Sacramento Community Development Department
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.	**4.10-4(a)** *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.

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	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:*	Prepare and submit a Vibration Reduction Plan. Implement vibration avoidance, minimization, and monitoring requirements within the Vibration Reduction Plan.	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	1) Inclusion of buffers and selection of equipment to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.	Limit vibration during construction.	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	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.*	Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. Project applicant shall provide City with regular reporting.	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	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.*	Monitor crack gauges during construction.	Project applicant	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department
	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.	Collect and report vibration data to City Chief Building Official.	Project applicant	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department
	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.	Provide additional protection or stabilization of historic structures, as needed.	Project applicant	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	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.*	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 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.	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.	**4.10-5** *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.	**4.10-6** *Implement Mitigation Measure 4.10-2.*	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.	**4.10-8** *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).	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.	**4.11-8** *Projects within the CCSP area shall comply with the City's Quimby and Park Impact Fees (PIF) ordinances.*	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

TABLE 4-1
SACRAMENTO CENTRAL CITY SPECIFIC PLAN, MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
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.	**4.11-9** *Implement Mitigation Measure 4.11-8.*	See Mitigation Measure 4.11-8.	See Mitigation Measure 4.11-8.	See Mitigation Measure 4.11-8.	See Mitigation Measure 4.11-8.
4.12 Transportation					
4.12-3: The proposed CCSP could worsen freeway operations.	**4.12-3** **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 §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 impact from cars and light-duty truck trips generated by the project 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.	**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 upsize or upgrade the CSS infrastructure. A separate cost sharing agreement may be executed between applicants and the City for this option.*	*Pay the established CSS mitigation fee and pay share for improvements to upsize 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
4.13-3: Implementation of the proposed CCSP, in combination with other cumulative development, would contribute to cumulative increases in demand for wastewater and stormwater facilities.	**4.13-3** *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.	**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*	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

Attachment E
SACOG Concurrence Letter

SACOG
Sacramento Area Council of Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

916.321.9000
sacog.org

July 2, 2024

Ron Bess, Associate Planner
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

Re: MTP/SCS Consistency for the 10th and R Mixed Use Project

Dear Mr. Bess:

You requested SACOG's confirmation that the proposed the 10th and R Mixed Use Project is consistent with the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and is located within a Transit Priority Area (TPA), pursuant to PRC § 21155.4. 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 10th and R Mixed Use Project is consistent with the MTP/SCS and is located within a TPA. 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 10th and R Mixed Use Project is a four-story, mixed-use development of approximately 40,000 square feet with 5,110 square feet of ground floor commercia and 27 multifamily housing units within the Central City Specific Plan of the City of Sacramento. 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 1/4 mile from the Sacramento Regional Transit's (Sac RT) Blue, Green, and Gold lines along Quill Alley, which satisfies the definition of a transit priority area.

The 10th and R Mixed Use 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 10th and R Mixed Use 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[i]

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.

Project Title	10th & R Mixed-Use Project (DR24-139)	
Proposed Project is Located In (city/county name)	City of Sacramento, Sacramento County	
Applicable Community Type Proposed Project is Located in The MTP/SCS land use forecast is illustrated using Community Types. In order to determine the general use designation, density and intensity of the Project area within the MTP/SCS, the Project must be located within a Community Type designated in the MTP/SCS. Use the map on page 4 of Appendix C of the MTP/SCS to identify the Community Type for the Project.	☑	Center and Corridor Community
	☐	Established Community
	☐	Developing Community (list the specific name of the Developing Community as identified in Appendix C of the MTP/SCS beginning on page 5):
	☐	Rural Residential Community

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:

Consistency Option	Criteria
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.[ii]
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.[iii] 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:

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of October 16, 2020

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 10th & R Mixed-Use Project (P24-009) proposes to construct a four-story, mixed-use development of approximately 40,000 square feet with 5,110 square feet of ground floor commercial, 27 multi-unit dwellings, and 23 parking stalls in the Residential Mixed-Use (RMX-SPD) zone and Central City Special Planning District (SPD). 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 dwellings units per acre. The Project site is located at 1801 & 1811 10th 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 1/4" mile from the Sacramento Regional Transit's (Sac RT) Blue Line, Green and Gold (light rail transit or LRT), along Quill Alley. Additionally, Sac RT has a several bus stops within a few blocks of the project site including stops 13rd Street & Q Street, 5th Street & R Street, Q Street & Q Street and 16th Street, and 16th Street & S Street.

[i] This document may be updated as users provide feedback on its utility.

[ii] 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.

[iii] 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.