



ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Project Name and Number: 24R Theater Project (DR22-028)

The City of Sacramento, Community Development Department, has reviewed the proposed changes to the prior approved project and on the basis of the whole record before it, has determined that there is substantial evidence to support the determination that there have been no substantial changes in the project which will require major revisions of the Central City Specific Plan EIR environmental impact report; no changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; and no new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

A subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Public Resources Code sections 21000, et seq. California). (Pub. Resources Code, section 21166; CEQA Guidelines, sections 15162, 15164.)

This Addendum to the certified EIR has been prepared pursuant to Title 14, sections 15162-15164 of the California Code of Regulations, and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Third Floor, Sacramento, California 95811 and on the City’s web site for environmental documents at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

Staff contact: Questions regarding this Addendum may be addressed to: Scott Johnson, Senior Planner at (916) 808-5842 or email at srjohnson@cityofsacramento.org.

Environmental Services Manager, City of Sacramento,
California, a municipal corporation

By: *Ron Bess*

Date: August 9, 2022

24R Theater Project (DR22-028)
Addendum to a Certified Environmental Impact Report
(State Clearinghouse Number 2017022048)

File Number/Project Name: DR22-028 / 24R Theater Project

Prior Project and EIR: Central City Specific Plan (LR16-006). The EIR for the CCSP was certified by the City Council on April 19, 2018 (Resolution No. 2018-00129). The EIR and other materials relating to the environmental review for the CCSP are located online at <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

Project Overview: The proposed project would demolish the existing building on the site, and replace it with a new building with approximately 43,000 square feet on two floors. The primary use of the proposed project is as an entertainment venue for bands, and assembly for special events such as speeches, weddings, and other gatherings. The new building includes auditorium space, as well as space for concessions, offices, and restrooms. A complete project description is set forth below.

Project Location: The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe.

The project site is located within the Central City Specific Plan (CCSP) area. The CCSP area is the core of the City of Sacramento and the Sacramento region, and includes State government buildings, corporate offices and businesses, high-rise condominiums, historic neighborhoods, parks and recreational areas, after-hours entertainment venues, restaurants and shops, schools, and industrial and manufacturing complexes all within a tree-lined street grid.

Figure 1 and **Figure 2** show the location of the project site in the Sacramento region and the project vicinity. The SacRT light rail line runs adjacent to the project site to the north; the land uses along R Street to the east include office and commercial buildings, industrial yards such as the AT&T Fleet Operations Facility, as well as multi-family residences; south of the project site are neighborhood bars and stores and older single-family residential neighborhoods; north of the project site are older single-family neighborhoods and parks. The SacRT line 19th Street overpass to the west of the site requires pedestrians traveling west to divert to either the north or south into nearby neighborhoods. 19th Street supports a Safeway grocery store, shops, and access further west to the R Street corridor that is a site for shops, restaurants, and housing.

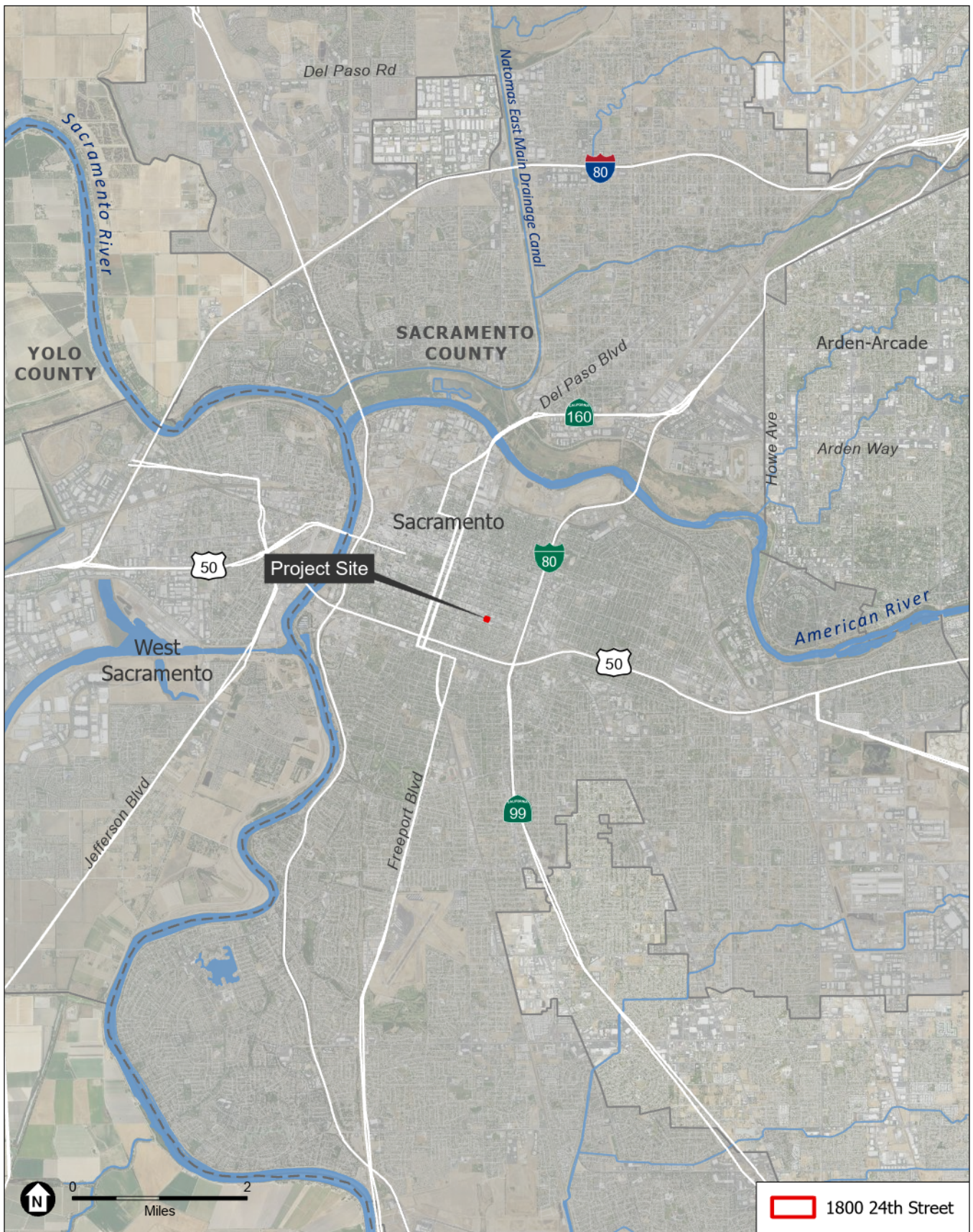
The project site is in Midtown Sacramento, California. The approximately 0.59-acre site is located at 1800 24th Street, Sacramento, CA 95816 (Assessor's Parcel Number 010-0035-002-0000). **Figure 3** illustrates the proposed project location.



SOURCE: NAIP, 2020; Esri, 2022; ESA, 2022

24R Theater Development Project Addendum

Figure 1
Regional Location Map



SOURCE: NAIP 2020; Esri, 2022; ESA, 2022

24R Theater Development Project Addendum

Figure 2
Project Vicinity Map





SOURCE: NAIP, 2020; Esri, 2022; ESA, 2022

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Figure 3
Existing Project Site

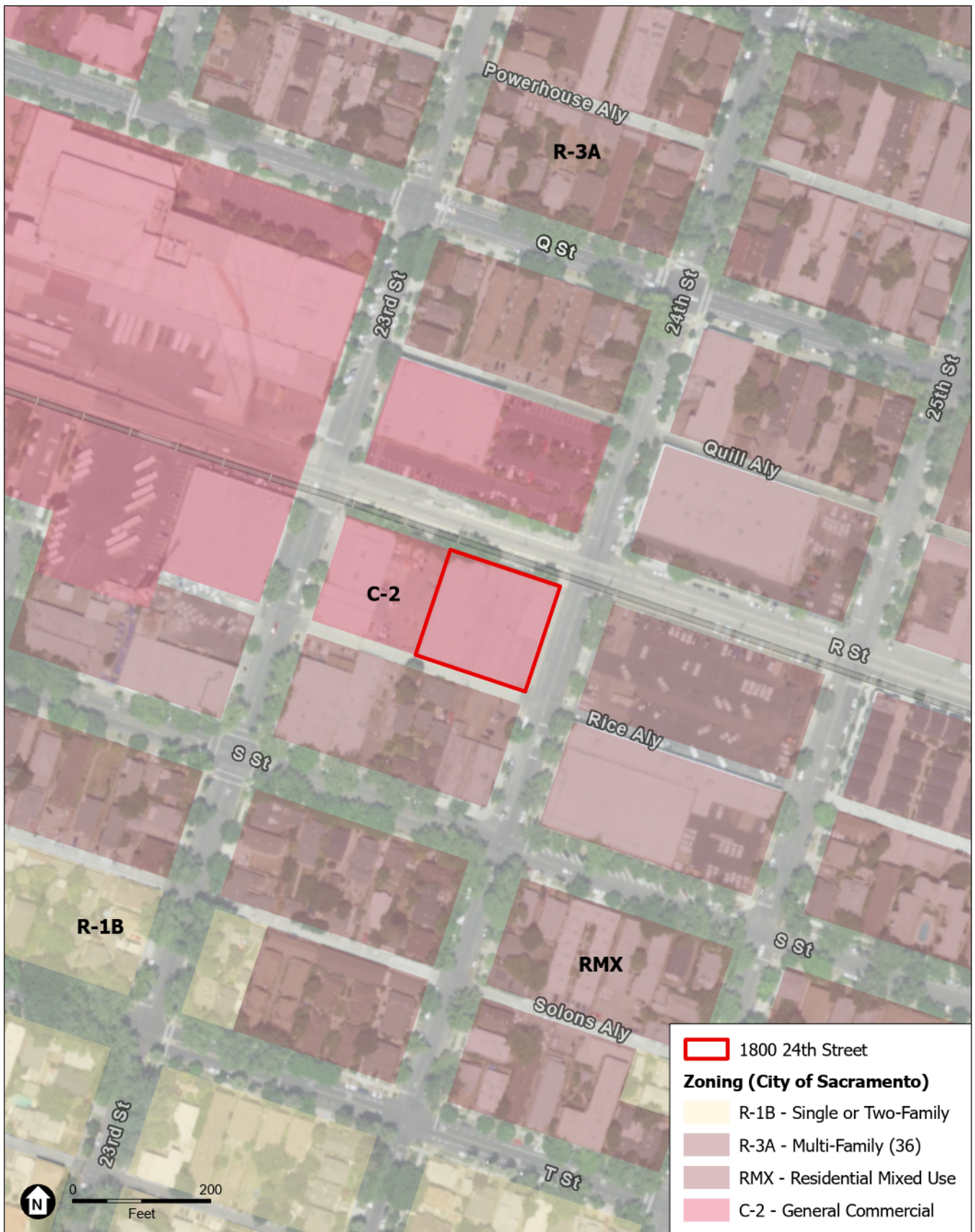


The project site is located within the Central City Specific Plan (CCSP) area. The CCSP geographic boundaries are generally Broadway to the south, Business 80 to the east, the Sacramento River to the west, and several planning areas to the north, including the River District Specific Plan area, Railyards Specific Plan area, and the American River. In certifying the EIR for the specific plan in 2018, the City Council characterized the specific plan area as follows:

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.*

Existing Plan Designations and Zoning: The project site is zoned C-2-SPD (General Commercial/Special Planning District) and is located in the Central City Special Planning District (CCSPD). **Figure 4** shows the zoning designations for the project site and nearby uses. The C-2-SPD zone within the CCSPD allows for the same uses allowed within the C-2 SPD zone outside of the CCSPD; however, the following uses are not permitted within the CCSPD: stand-alone surface parking lots; auto sales, storage or rental that includes inventory that is displayed outdoors; drive-through restaurants; equipment rental or sales yards; gas stations; mini-storage; towing service or vehicle storage yards; or accessory drive-through facilities. Theaters are allowable uses within the C-2 zone, including within the CCSPD. The CCSPD applies height limitations including limitations for structures along the R Street Corridor. The project site is subject to a maximum height limit of 45 feet unless a deviation has been approved, subject to director-level review. A deviation may not exceed 30 feet, for a total maximum building height of 75 feet. Under the zoning designation, the site is subject to a minimum floor-area-ratio (FAR) of 0.4. The zone also applies a limitation regarding maximum allowable parking. The proposed project does not propose onsite parking, so this provision of the zoning designation does not apply.



SOURCE: NAIP, 2020; City of Sacramento, 2022; Sacramento County, 2022; Esri, 2022; ESA, 2022

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Figure 4
Project Area Zoning

The parcel falls under the City of Sacramento 2035 General Plan land use designation of Urban Corridor Low Rise. **Figure 5** shows the general plan land use designations for the project site and surrounding uses. The Urban Corridor Low Rise designation provides for a mix of horizontal and vertical mixed-use development and single use commercial and residential development that includes retail, service, office, residential, or gathering places. The land use designation allows for development densities between 20 and 110 residential units per net acre and an FAR ranging from 0.3 to 3.0. The proposed project would have an FAR of 1.65, within the allowable range.

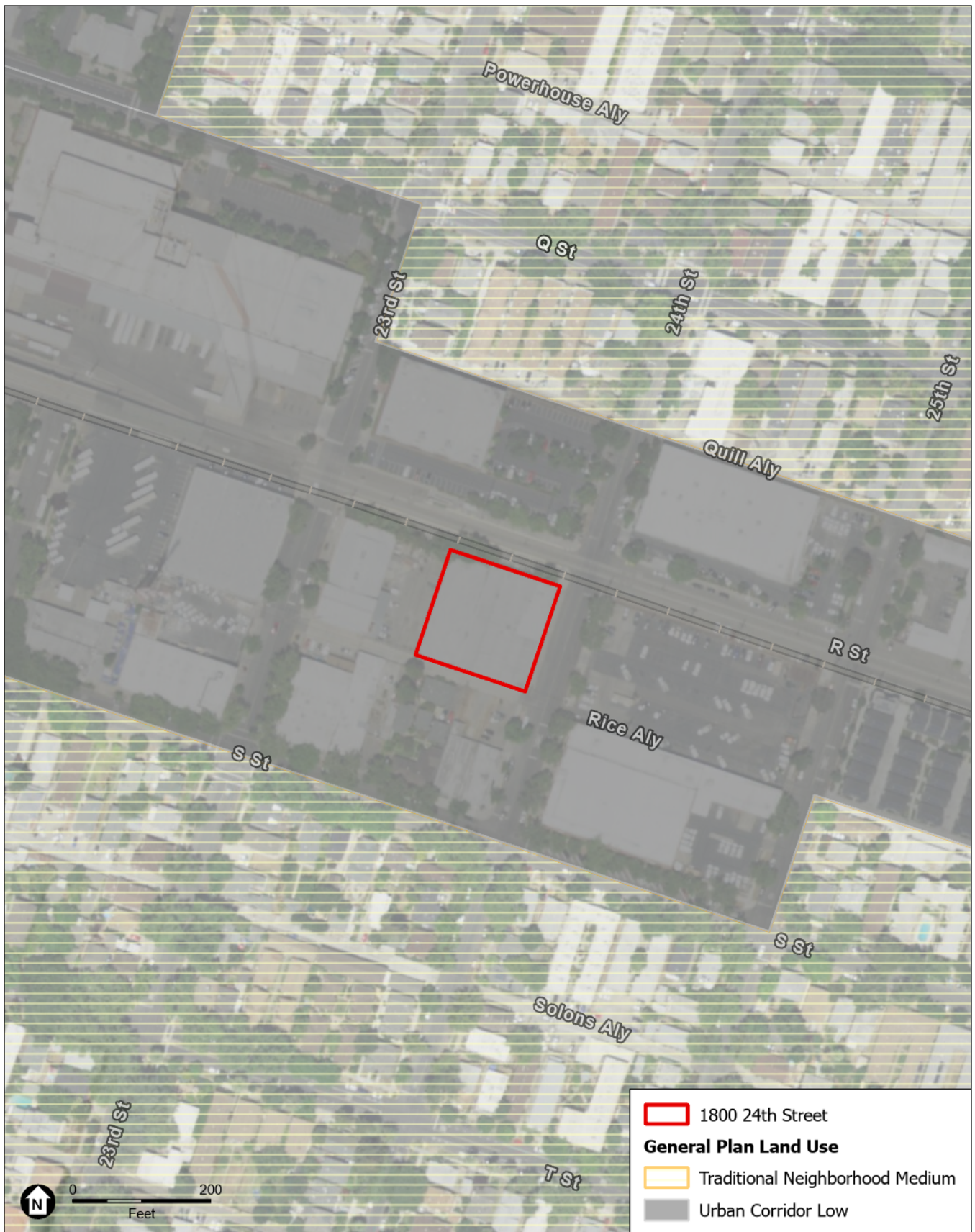
Project Background

The CCSP builds on the Downtown Housing Initiative that was launched in 2015 to bring 10,000 new places to live to Downtown Sacramento within 10 years, an initial push that is a key element to achieving the City's general plan housing goal of adding nearly 23,000 total units within the Central City by 2035. The 2035 General Plan's buildout assumptions and population projections, as well as the transportation assumptions, are based largely on information provided by the Sacramento Area Council of Governments (SACOG) for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The CCSP is one of a number of specific plans developed and adopted by the City. The preparation of the CCSP was accompanied by a substantial public outreach effort. The CCSP effort included planning for housing, infrastructure and financing, and an effort to provide amenities that would attract residents interested in the urban environment. Adoption of the CCSP was intended to help generate needed vitality and activity in Downtown, support a strong retail and entertainment core, provide housing for a larger portion of the local workforce, stimulate walking and transit-oriented development, improve mobility and the effectiveness of non-auto modes of transportation, boost livability and inclusiveness, and enhance the economy of Downtown and the City's revenue base.

The online links to the specific plan process and the City's various specific plans is at <http://www.cityofsacramento.org/Community-Development/Planning/Long-Range/Specific-Plans>.

Employment in the Central City is generated primarily by office uses, to a lesser extent by retail and customer-oriented establishments throughout the CCSP area, and by the limited numbers of industrial uses that remain in the CCSP area. Office uses are concentrated in the Central Business District (CBD), which includes major concentrations of local, State, and federal government employees, particularly in the Capitol area, Civic Center, and Capitol Mall portions of the CBD. Office buildings range from high rises in the CBD to low-rise mixed-use buildings in Midtown and along the Broadway corridor. Commercial, retail, and food-and-drink-serving uses are distributed throughout the city grid with, a concentration of local, small-scale, pedestrian-oriented retail and commercial uses on J and K streets, as well as in Old Sacramento.



SOURCE: NAIP, 2020; City of Sacramento, 2022; Esri, 2022; ESA, 2022

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Figure 5
Project Area General Plan Land Use Designations

Development of the non-residential uses in the CCSP area such as the proposed theater project 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. Such non-residential development is consistent with the CCSP's objective to solidify the City's role as the regional destination for the arts, culture, and entertainment.

The CCSP area comprises several neighborhoods and corridors, including the CBD, Midtown/Winn Park/Capitol Avenue, Old Sacramento, Alkali Flat, Mansion Flats, New Era Park, Boulevard Park, Marshall School, Southside Park, Richmond Grove, and Newton Booth. Major corridors within the CCSP area include sections of J Street, K Street, R Street, 12th Street, 16th Street, 19th Street, 21st Street, Capitol Mall, Capitol Avenue, and Broadway. The proposed project will be located in Midtown, in the R Street Corridor.

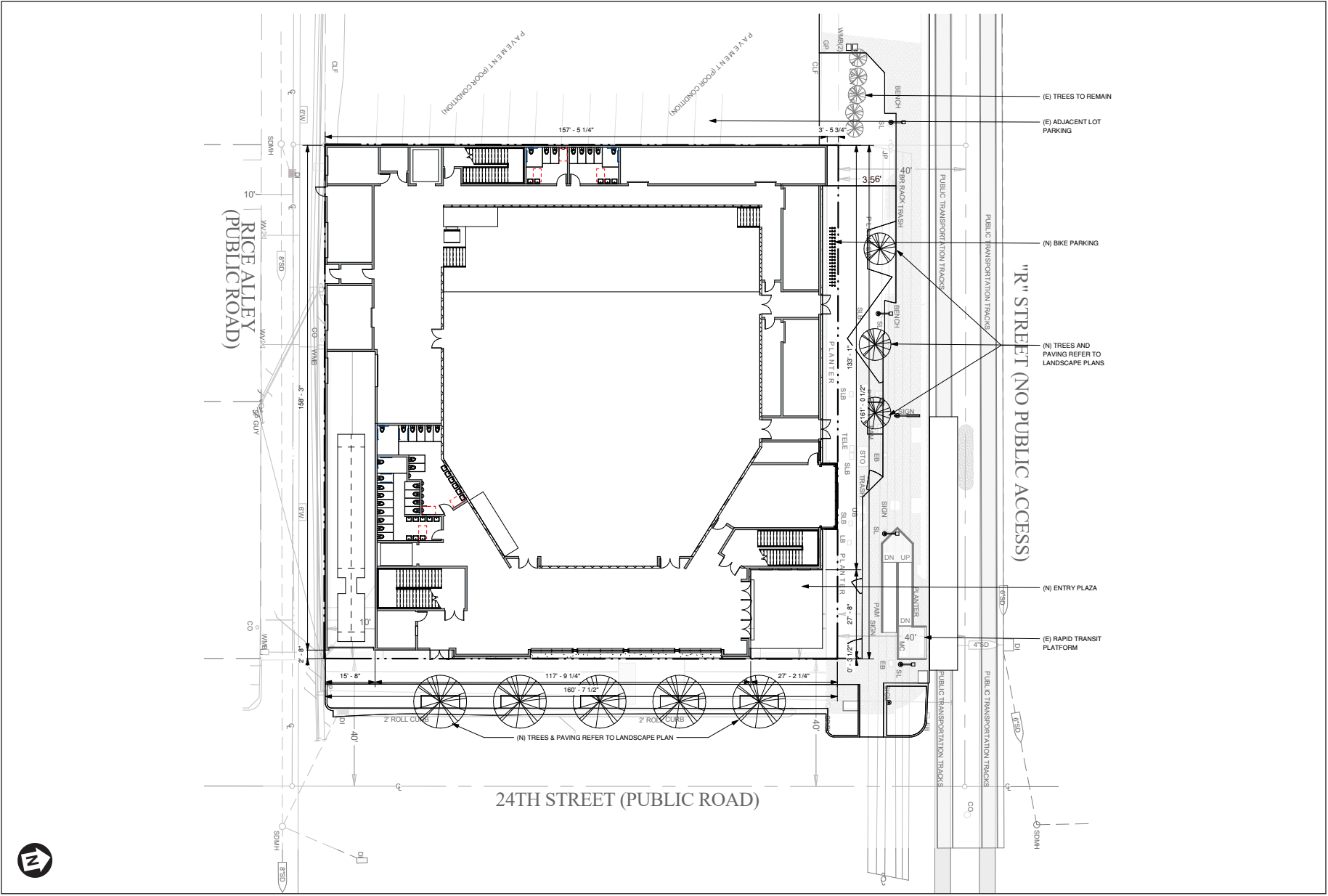
The neighborhoods which comprise the CCSP area encompass several general plan land use designations. Properties within the CCSP area are currently designated as Traditional Neighborhood Low, Traditional Neighborhood Medium, Traditional Neighborhood High, Urban Neighborhood Low, Urban Neighborhood Medium, Urban Neighborhood High, Traditional Center, Urban Center Low, Urban Center High, Central Business District, Urban Corridor Low, Urban Corridor High, Employment Center Low Rise, Public, and Parks. As stated previously, the proposed project falls under the Urban Corridor Low Rise designation.

A primary objective of the CCSP is to encourage future growth in the City in 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 that foster increased walking and reduced automobile use. The proposed theater project would support this objective through its designation as entertainment use and through its facilitation of reduced automobile use. The project would facilitate lively entertainment in the Midtown neighborhood as well as encourage utilization of the existing light rail station which would provide direct access to the front entrance of the theater.

Project Description

The proposed theater would replace the existing vacant, two-story industrial/commercial building containing warehouse and office spaces. The existing 25,371-square-foot (sf) building would be demolished to make way for the construction of a new approximately 42,787-sf theater building. **Figure 6** shows the proposed site plan for the 24R Theater. The building would have an approximate FAR of 1.65 and would include approximately 14,434 sf of theater area, 6,494 sf of assembly area, 1,144 sf of office area, 3,608 sf feet of storage area, 342 sf of medical office area, and 9,013 sf for unoccupied spaces such as restrooms, circulation, and concessions. The ground floor would contain the entry plaza, auditorium, lower lobby, concession, back of house, offices, and loading bay uses. The second floor would contain auditorium, upper lobby, concession, back of house, dressing rooms, and smoking balcony uses. **Figures 7, 8, and 9** show the proposed layouts for the first floor, second floor, and roof plan, respectively. The proposed structure would cover approximately 94 percent of the project parcel.

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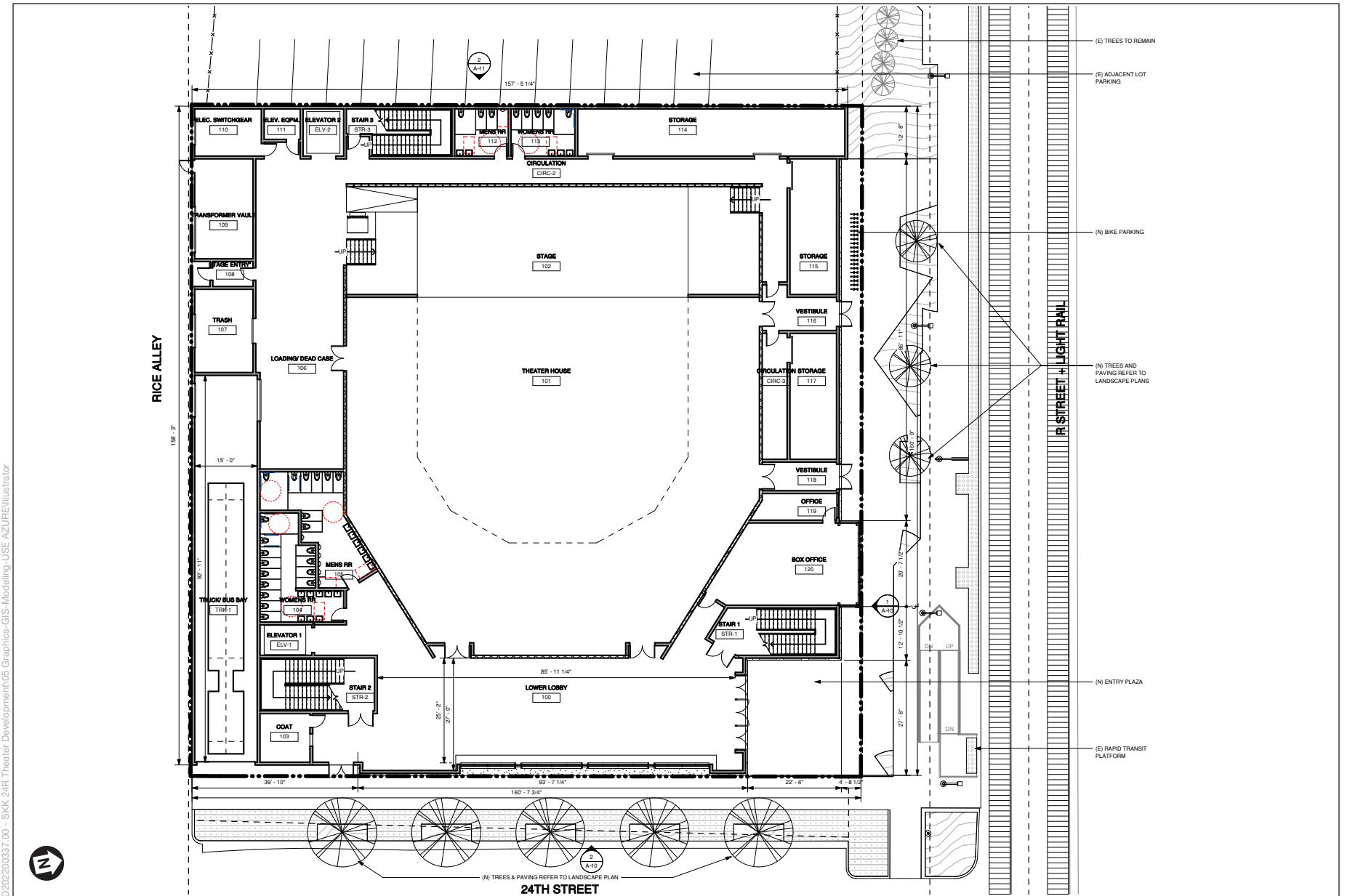


SOURCE: CAW Architects, 2022

24R Theater Development

Figure 6
24R Theater Site Plan





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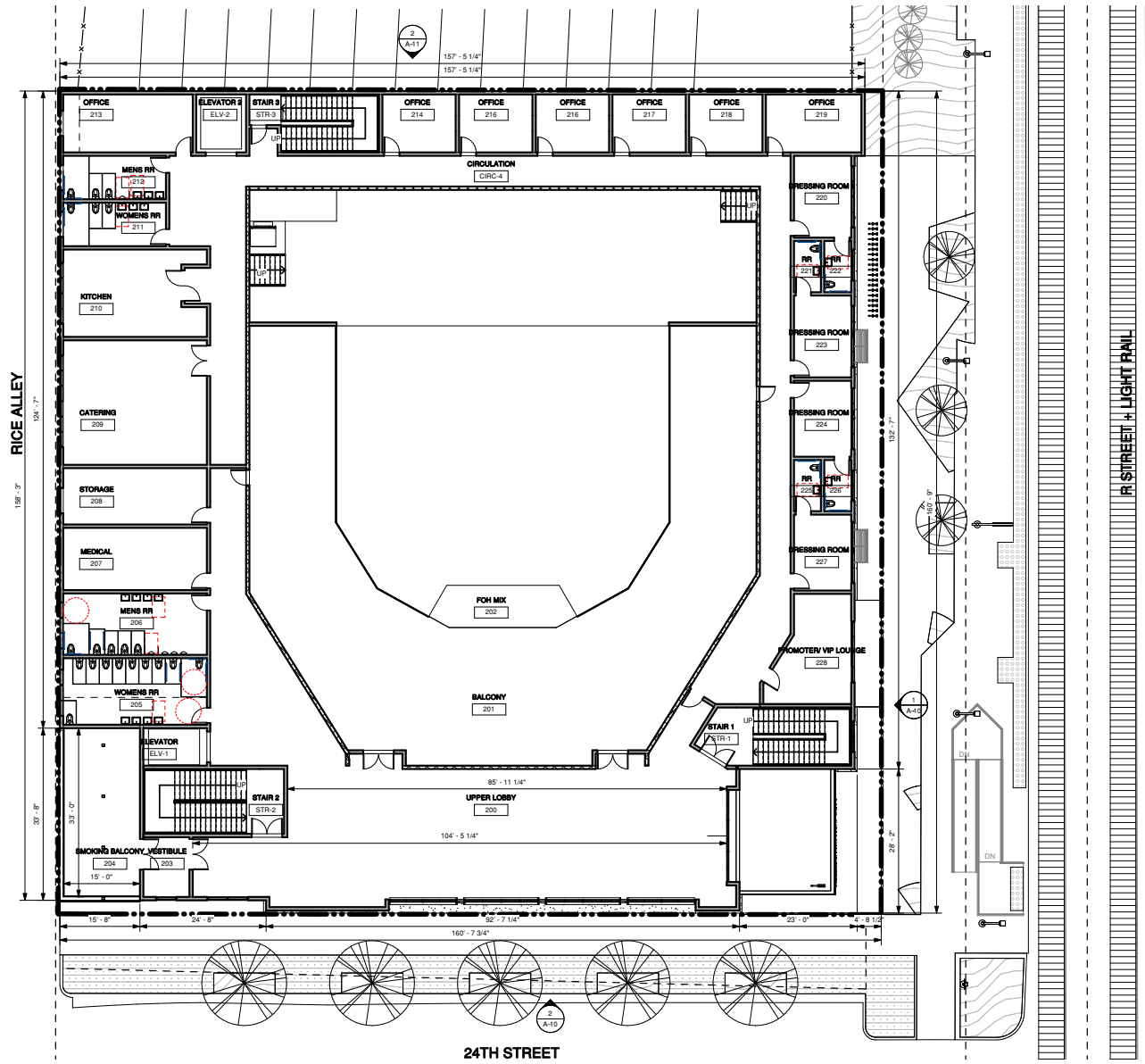
SOURCE: CAW Architects, 2022

24R Theater Development

Figure 7
First Floor Plan



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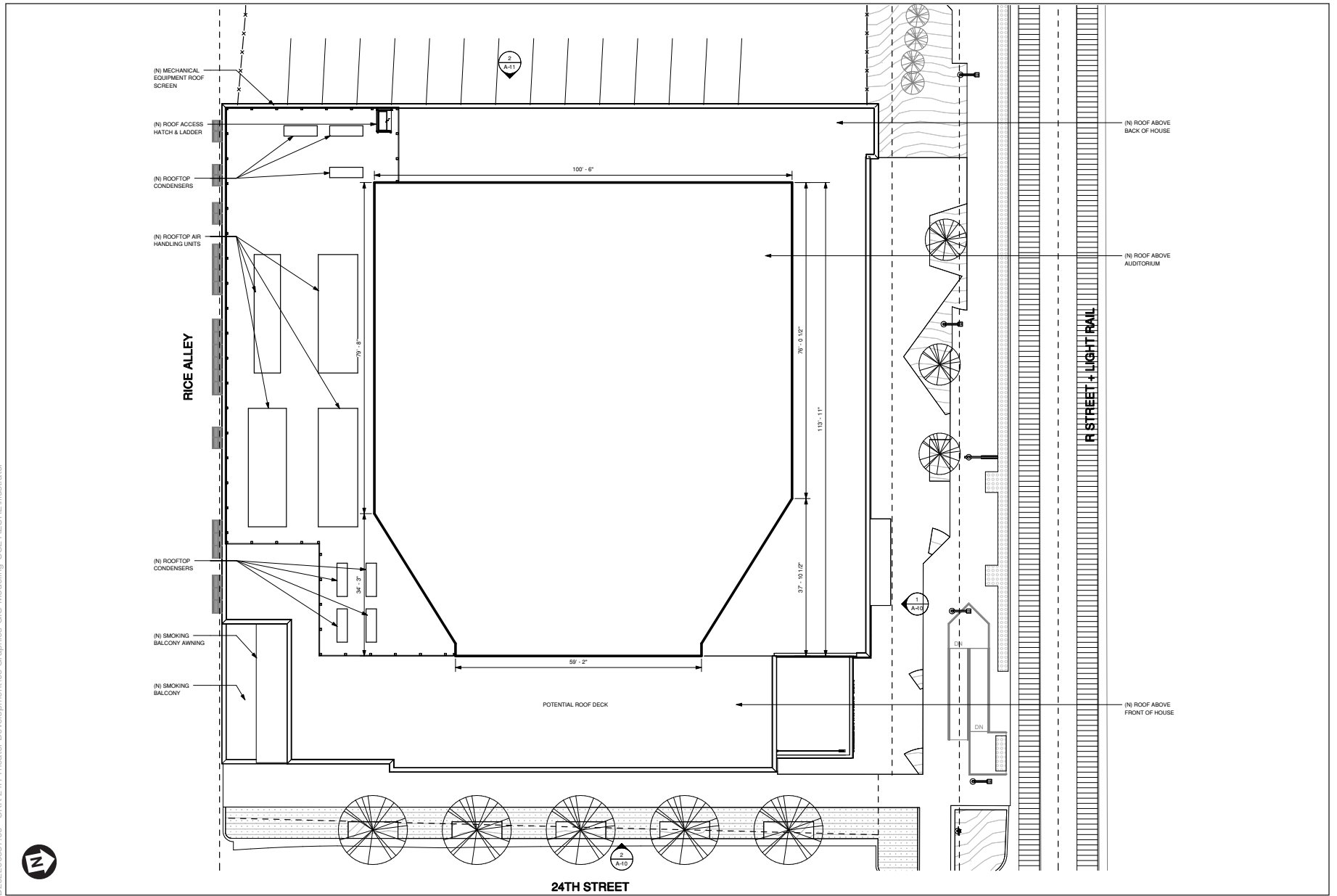
SOURCE: CAW Architects, 2022

24R Theater Development

Figure 8
Second Floor Plan



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SOURCE: CAW Architects, 2022

24R Theater Development

Figure 9
Roof Plan



The primary façade material is proposed to be a corrugated metal with a rusted effect while the windows are to be black metal with smaller windowpanes, reflecting the industrial aesthetic of the surrounding area. The eastern façade on 24th Street would have a recessed curtain wall with large spans of glass, to allow a visual connection between the streetscape and the interior activity. A glass-wrapped box office on the north façade would welcome patrons and provide an opportunity for natural surveillance of R Street. The south cement plaster wall along Rice Alley would provide an opportunity for a local artist to provide mural art such as that on the existing building. **Figure 10 and Figure 11** provide exterior elevations of the proposed building.

At its core, the proposed new building's stage and house are a 45-foot-tall windowless volume whose height allows for the nearly 100-foot clear spans and required rigging positions. This larger windowless volume at the center of the site would be surrounded by two-story construction for back-of-house and front-of-house uses, with windows that welcome natural light. Building height would be reduced to 30 feet along R Street, 24th Street, and Rice Alley, and adjacent to the property to the west.

An entry plaza articulated and marked by a large signage canopy would denote the primary building entry facing R Street but also addresses 24th Street, which would provide primary access to the building. A recessed entry would replace the existing, half-block length treeless industrial driveway; this design feature would facilitate safe ingress and egress.

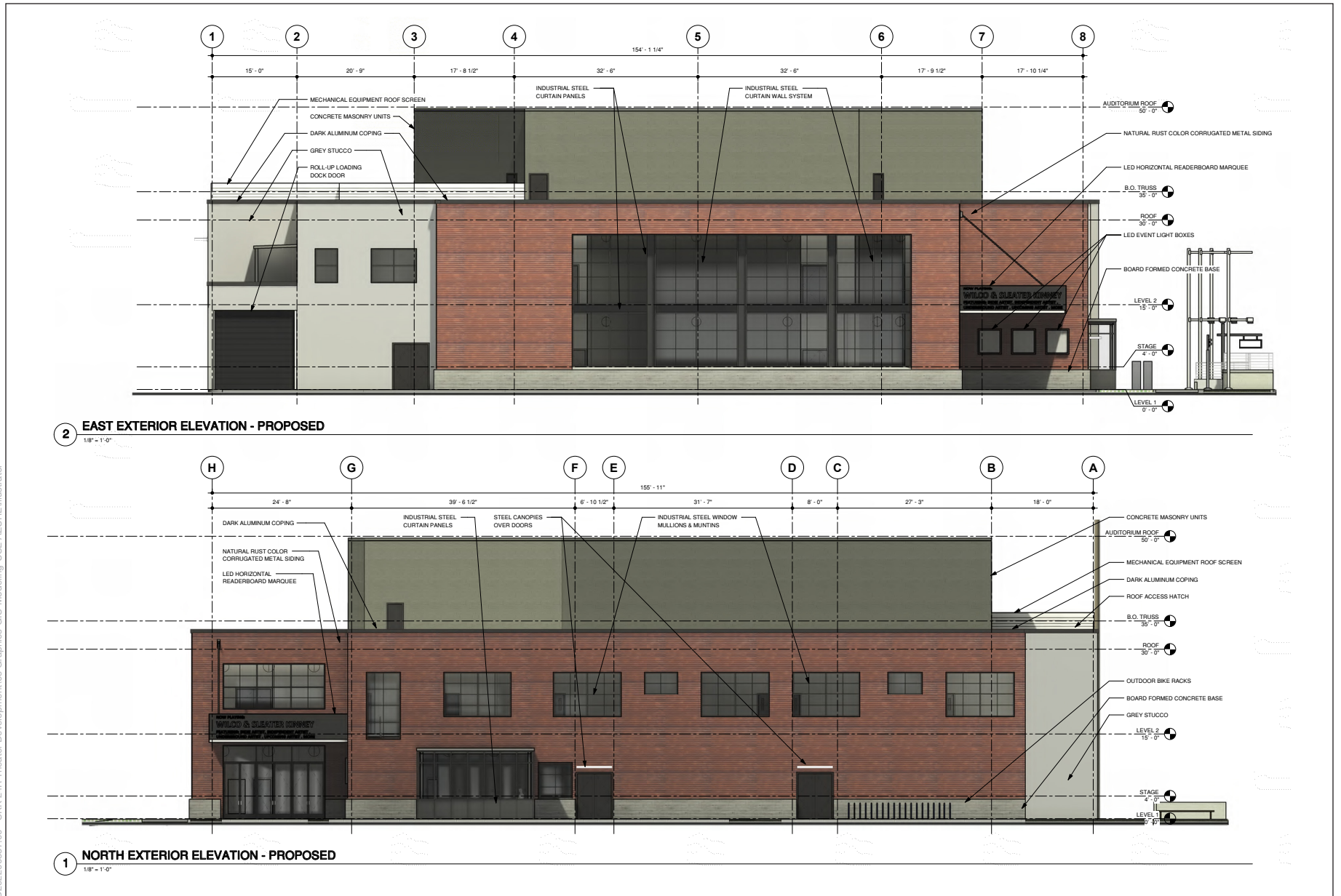
Noise Reducing Design Features

The proposed project will be designed to minimize disturbance from indoor amplified sound and crowd noise during events. Project-specific design features which would supplement the building code requirements for noise attenuation have been included in project design as identified by AEC Acoustical Engineering Consultants in (**Attachment 2**) and are described below.

Exterior Wall Construction

The exterior wall construction for the performance space would include minimum 8-inch thick, fully grouted and sealed, concrete masonry units (CMU). This substantial structural CMU depth would improve performance related to noise attenuation compared to standard building construction techniques. Concrete utilized for exterior wall construction would have a weight per wall area of at least 50 pounds per square foot.

To maximize low-frequency-noise attenuation, the design proposes a large furring channel and heavy added leaf to retain the noise attenuation performance of raw CMU at low frequencies.

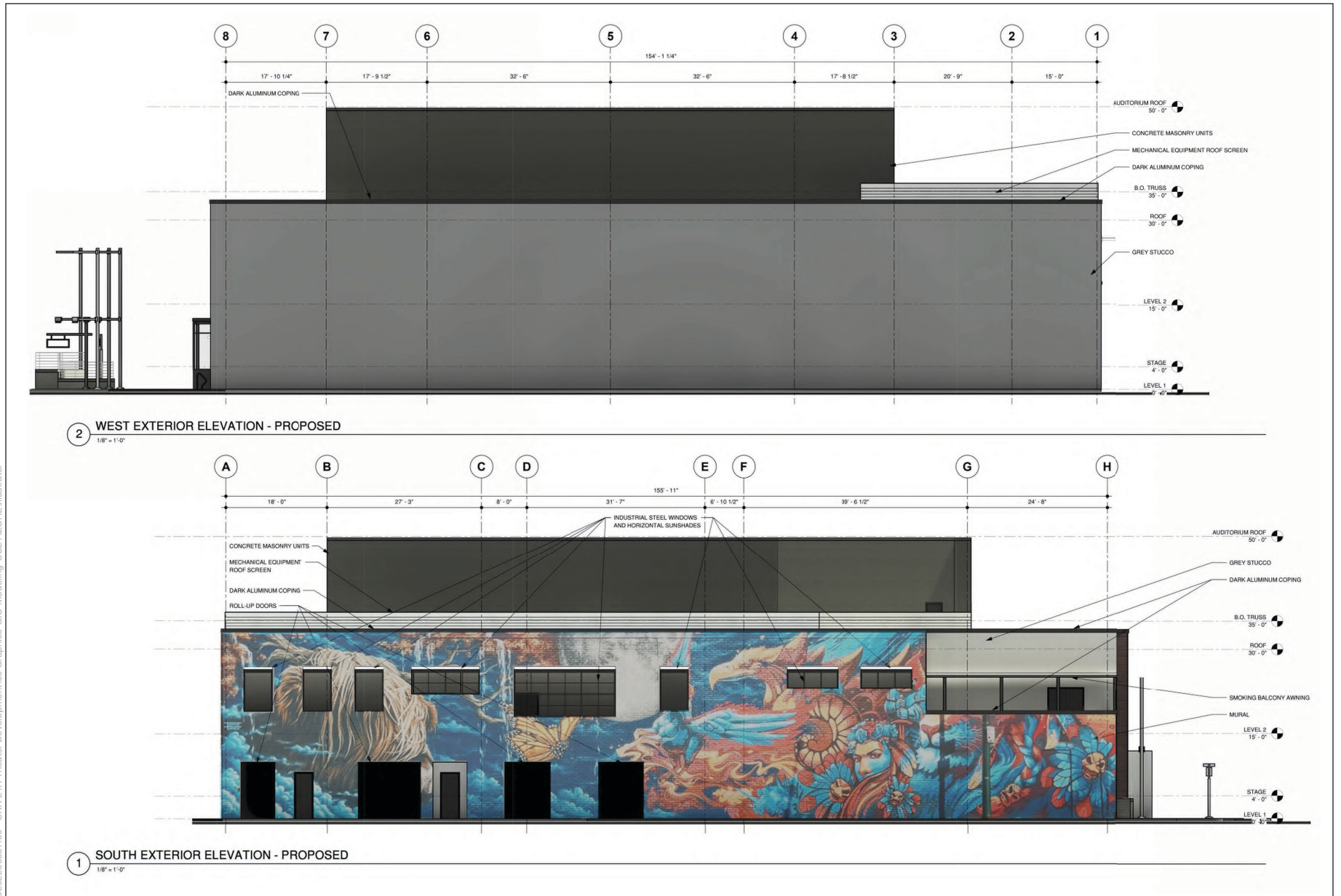


SOURCE: CAW Architects, 2022

24R Theater Development

Figure 10
East and North Exterior Elevations





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SOURCE: CAW Architects, 2022

24R Theater Development

Figure 11
West and South Exterior Elevations



If furred wallboard is utilized on the interior side or a finish other than CMU or stucco is used on the exterior side of a wall, either direct attachment or utilization of a large airspace with a heavy leaf would be used. Direct attachment would involve the attachment of layers of gypsum wall board (GWB) or other desired material until there is no airgap or furring channel between the material and the CMU. Utilization of a large airspace with a heavy leaf would involve using the following construction after the CMU:

- a minimum of a one-inch airgap, a minimum of a 5.5-inch or six-inch studs spaced a minimum of 16-inch on center with area between the studs completely filled with unfaced fiberglass batt insulation, and
- a minimum of three layers of 5/8-inch GWB, or any other combination of wallboard or exterior finish material such that the total weight of leaf is at least six pounds per square foot.

The two construction measures described would be used on either or both sides of the assembly.

Interior Wall Construction

The interior wall construction for the performance space, like the exterior wall construction, would include a minimum 8-inch thick, fully grouted and sealed CMU. This increased final structural CMU depth would result in improved noise-attenuation performance. Concrete utilized for exterior wall construction would have a weight per wall area of at least 50 pounds per square foot.

As is the case with the proposed exterior wall construction, the low-frequency noise attenuation performance of the proposed concrete walls would be severely diminished with the addition of a small airgap and light leaf layer. Therefore, the same criteria for furring channel and added leaf proposed for exterior wall construction apply to interior wall construction, and direct attachment or utilization of a large airspace with a heavy leaf would be utilized for the potential addition of furred wallboard. Direct attachment would involve the attachment of layers of GWB or other desired material until there is no airgap or furring channel between the material and the CMU. Utilization of a large airspace with a heavy leaf would involve a minimum of one-inch airgap after the CMU, a minimum of 3.5-inch studs spaced a minimum of 16-inch on-center with area between the studs completely filled with unfaced fiberglass batt insulation, and a minimum of two layers of 5/8-inch GWB, or any other combination of wallboard or exterior finish material such that the total weight of leaf is at least four pounds per square foot. The two construction measures described would be used on either or both sides of the assembly as desired.

Roof Construction

Roof construction of the proposed performance space would include a minimum of four-inch, normal-weight, 145 pound per cubic foot, concrete topping over a two-inch-deep-minimum metal deck. The greater the final concrete depth of the roof structure, the better the noise-attenuation performance. Variations to deck design depth and profile will

provide sufficient attenuation as long as total weight per area of concrete is a minimum of 60 pounds per square foot.

Additional requirements for roof construction would include a minimum four-inch, closed-cell insulation, a minimum of two layers of half-inch (or thicker) DensDeck roofboard (or equivalent), and single-ply topping.

As with the proposed CMU walls, a small furring channel and light leaf on the underside of the roof deck will diminish deck noise-attenuation performance as would a continuous ceiling, such as a furred-out gypsum ceiling. Ceiling-mounted devices and clouds may be part of the design as long as they do not form a sealed air cavity below the exposed metal deck.

Interior, Exterior Wall, and Roof Details

Construction details of the interior wall, exterior wall, and roof, will include the following specifications:

- All joints in exterior and interior walls must be sealed airtight with a combination of back rod and resilient, non-hardening, acoustical sealant at the wall perimeter and at major seams and corners.
- All gypsum board used would be a minimum of 5/8-inch thick, be fire rated, and have a minimum weight of 2.2 pounds per square foot.
- All DensDeck, or equivalent, roof board used would be a minimum of one half-inch thick and have a minimum weight of two pounds per square foot.

Installation of the 5/8-inch gypsum board would be based on the technical specifications described below:

- For the construction of walls, using gypsum board would not touch the underside of the deck, gypsum board ceiling, or perpendicular wall by maintaining a minimum 1/8-inch gap and a maximum 3/8-inch gap at the perimeter. For walls which meet the corrugated metal deck and run perpendicular to deck flutes, wallboard would be “castle cut” such that no gaps between the wallboard and metal deck exceed 3/8-inch. In cases where this is not possible, larger gaps would be filled with mineral wool. The perimeter of the wall would be sealed with a combination of back rod and resilient, non-hardening, acoustical sealant including the gap at the ceiling or underside of the deck. This process would occur before inside taping is completed. Furthermore, where multiple layers of gypsum board would be used, the seams would be staggered between layers so that no seams overlap. All joints and screw heads would be taped and sealed per GA 216.
- When constructing the interior and exterior wall assemblies, the number of penetrations would be minimized. Any gaps around an object which would penetrate the assembly would be sealed on both faces of the assembly to be airtight with a resilient, non-hardening caulking or putty. Larger gaps, such as what occurs at the top of a wall where it would meet a metal deck perpendicular to the flutes, would be sealed

by filling all voids with mineral wool or fiberglass insulation, and sealing them airtight with an elastomeric fire stop spray or putty, similar to a fire-rated assembly. A non-fire rated product can be used where a fire rating is not necessary, such as SpecSeal Smoke 'N' Sound Spray, as long as it does not shrink and maintains resiliency/flexibility over its lifetime. Furthermore, a minimum 1/8-inch gap and maximum 3/8-inch gap would be left around pipes, conduit, or ducts penetrating the assembly. This gap would be filled loosely with insulation or foam backer rod. The perimeter would then be sealed airtight on both faces of the assembly with a resilient, non-hardening caulking or elastomeric fire stop spray or putty. A non-fire rated product may be used as previously described.

Other guidelines that inform project design would include the prohibiting of back boxes such as back-to-back electrical or low voltage boxes. Boxes would be separated by a minimum center-to-center spacing of 24 inches. A putty or fire pad would be placed on the back and all sides of the box, and all wall boxes would be sealed around the perimeter with a resilient, non-hardening caulking. Junction boxes larger than 4-gang would require a five-sided gypsum board enclosure. Lastly, unfaced fiberglass batt insulation in sound rated assemblies would fully fill the stud cavities without voids.

Loading Bay

The exterior loading bay wall for the proposed structure would be contiguous along its length and width with absolutely no gaps in its construction, including at the ground. The wall would also have a total surface weight of at least three to four pounds per square foot with a solid back facing. The side facing the sound source would be sound-absorptive, if possible. Any louvers or openings in the loading bay wall would be avoided, if possible. If necessary, louvers would be Kinetics Noise Control KCAC or equivalent, and would be as small in wall area as allowable. The project's operations plan would also be implemented to control noise related to loading activities, as discussed in the Project Operation section of the project description.

Acoustical Barrier System

Guidelines that would be implemented in project design for the installation and products of the acoustical barrier system are described below.

The acoustical barrier would be continuous along its length and width, with no gaps in its construction, including at the ground. Any penetration of the acoustical barrier would be avoided. Penetrations which occur would be sealed with flexible acoustic sealant. Additionally, installation of acoustical barrier products would follow manufacturer guidelines.

Regarding acoustical barrier products, the acoustical barrier would have a surface weight of at least 3 to 4 pounds per square foot, with a solid back facing. The side proposed to be facing the sound source would be sound-absorptive, if possible. There are two options for acoustical barrier products: a parapet constructed of material which meets the described surface weight requirements would be used, or an acoustical barrier product such as a Noise Barriers QuietLine V-Stack Steel Barrier Wall or a Koch Acoustical Noise

Barrier System would be used. It should also be noted that the top of the acoustical barrier would be a minimum of six feet and six inches from the rooftop patio floor. The barrier would extend around the entirety of the second-floor roof, on or as close to the edge of the roof as possible.

Location of Mechanical Equipment

Mechanical equipment systems would be located on the rooftop, more than 30 feet away from the southwest corner of the roof.

Doors and Windows

All interior doors with access to the proposed performance space and all exterior doors accessing the venue would be a minimum sound transmission class (STC) of STC-45. Doors that would face the southwest side of the proposed performance space and exit to a corridor would include a vestibule. Both sets of doors to the vestibule would be a minimum of STC-45. Additionally, the overhead doors at the loading dock and at the alley would be a minimum of STC-30. Furthermore, there should be no need to open doors to provide ventilation at any occupancy level, and no windows would exist in any corridors or rooms which share walls with both the performance space and the exterior of the building.

Sound-rated doors would have a minimum STC rating as specified when tested as a system, including the complete set of perimeter seals and frame.

Access and Circulation

Vehicular Circulation

Vehicular access to the project site would be provided by the existing midtown grid roadways and would primarily be accessed by vehicle from 24th Street. Rice Alley also provides direct access to the southern side of the project site, ending just after its intersection with 23rd Street.

There is no on-site parking proposed for the project. Parking would be made available in various surface and structured parking lots and along existing roadways and roadway shoulders in areas where parking is currently permitted in City right-of-way in accordance with an Event Transportation Management Plan, which would be prepared in consultation with and subject to approval by the City Department of Public Works. Off street parking locations identified by the project applicant to be utilized include 474 offsite parking spaces at The Cannery at Alhambra Boulevard and R Street in close proximity to the 29th Street Light Rail Station, 198 spaces at the CoOp parking garage at 28th and S streets, and 96 spaces at 1725 23rd Street, directly across the street from the proposed theater site. From The Cannery site and other park and ride lots on the light rail line, event attendees could travel on the light rail to the 23rd Street Light Rail Station in front of the project site.

Pedestrian and Bicycle Facilities

Both 24th Street and Rice Alley provide direct pedestrian access to the project site. Public sidewalks provide an accessible means of travel from every direction surrounding the site.

The project would include outdoor bicycle racks on the north side of the building adjacent to the light rail stop, in the planter across 24th Street, across R Street to the north, and across Rice Alley to the south. A total of 116 short-term bicycle parking spaces would be provided in these locations. According to the City of Sacramento 2016 Bicycle Master Plan, a Class III bikeway, known as a Bike Route, exists along 24th Street, providing direct access for cyclists to the proposed project site. This is the only designated bike path providing direct access to the site. Class II Bike Lanes, or on-street bikeways, exist on Q Street, T Street, and 21st Street nearby. The proposed theater project does not propose changes to bicycle infrastructure around the project site.

Transit

The project has been designed to take advantage of the development potential of the R Street Corridor and Sacramento's transit system. There is an existing SacRT light rail station (Gold Line) directly adjacent to the front entrance of the proposed theater on the northeast side of the proposed building. In addition there are additional existing stations five blocks to the east (Gold Line) and seven blocks to the west (Gold/Blue/Green Lines).

The project site would be accessible via existing SacRT bus stops along Q Street and P Street, which serve routes 10, 11, 12, 13, 14, 15, 16, 17, and 18. The nearest SacRT bus stop to the project site is approximately 0.2 miles to the northwest.

Delivery and Loading

Deliveries and loading would take place in a truck and bus bay located on the southern edge of the building's 24th Street frontage, as shown in Figure 6. The design allows for a truck or bus to park inside the building. The truck bay would be configured at a 90-degree angle from 24th Street and would be controlled with a rolling door located at the back of walk. Inbound trucks would reverse into the truck bay. Based on information provided by the venue operator, event load-ins would typically occur around 10:00 a.m. and load-outs would typically be completed by 1:00 a.m. Loading/truck activities would be limited to supplies for operations and equipment for performances, and could cause some disruption to traffic and pedestrian activities on 24th Street. The loading/truck activities would be intermittent and limited in scope to normal business purposes, and would not result in a substantial interference with the 24th Street transportation activities. Further, operators of the proposed project would implement specific practices related to the minimization of noise from delivery and loading. Within any given hour, noise created by engine revving or exhaust associated with the loading bay would be limited to no more than 15 minutes during nighttime hours (between 10:00 p.m. and 7:00 a.m.) and no more than 30 minutes during daytime hours (between 7:00 a.m. and 10:00 p.m.). Also, within any given hour, noise created by backup alarms or other tonal noise would be limited to no more than five minutes during nighttime hours (between 10:00 p.m. and 7:00 a.m.) and 15 minutes during daytime hours (between 7:00 a.m. and 10:00 p.m.).

Landscaping

The project includes modifications to existing site paving and landscaping along the north and east facades of the project site. **Figure 12** shows the proposed landscaping plan for the project. There are existing ornamental trees on the project site along the north side of the existing structure. Three of the ornamental trees would remain along R Street, at the northwest corner of the project site, three would be removed at the northeast corner of the site, to make way for new construction, and three trees would be planted. Additionally, landscape plans for the proposed project include the planting of five street trees in the landscaped median along 24th Street on the ground level. Proposed street trees include Golden Rain Tree and Vanessa Persian Parrotia, and existing trees to remain include crape myrtle, sweet gum, and common pear.

The project proposes a vertical curb with a continuous band of porous paving and trees to soften the 24th Street edge, provide shade, and extend the robust street tree canopy that exists north and south. In addition to the 8-foot-wide sidewalk on 24th Street, permeable pavers and aggregate mulch at tree openings are proposed to allow more width for patron queuing before shows.

The design approach to the streetscape is to establish this distinct portion of R Street that is authentic to the eclectic industry of the site. A line of custom planters that reference the innovative horn antenna designed by Pac Bell (a nod to the site's communication infrastructure) would separate rail passengers from patron queuing. This line of planters can be connected using a simple stanchion and rope edge to provide a clear edge to the rail line while allowing for open site lines and flexibility.

Utilities

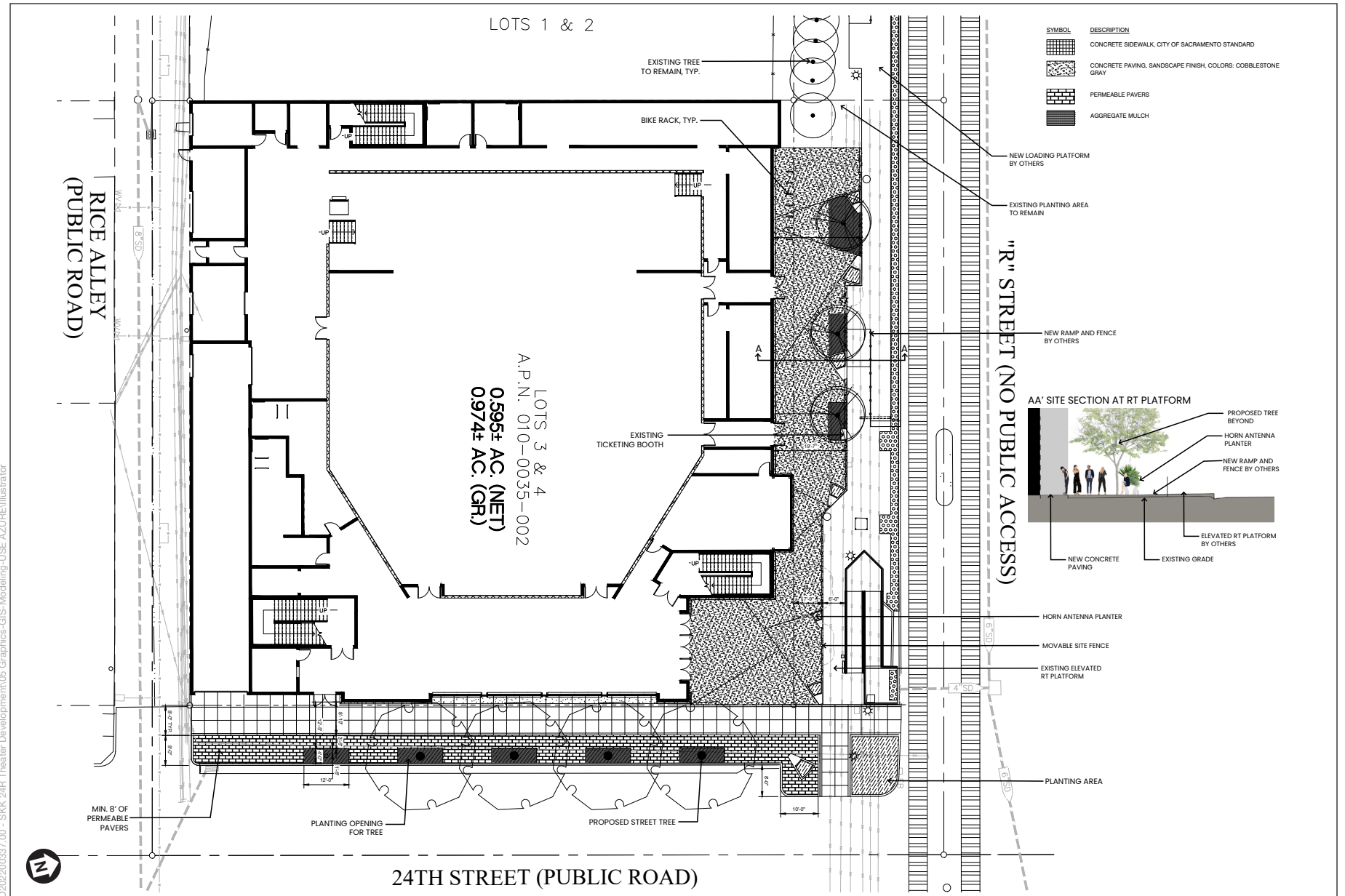
Utility and service facilities for the proposed theater project would be located along the south side of the building, including the truck and bus bay, trash enclosure, transformer vault, electrical switchgear, with the kitchen and catering area located on the south side of the building on the second floor. Figure 12 shows the locations of service lines around the project site and anticipated access points for service connections.

Wastewater and Drainage

The project site is within the section of the City served by a combined sewer system (CSS), which conveys wastewater and drainage through a single system. The proposed project would establish a link to the CSS via a connection to the 4-inch CSS line near the corner of 24th Street and R Street.

Water Supply

Water service would be provided to the project site by the City of Sacramento. Existing water utilities would be used to serve the project via a service connection to the water main in Rice Alley.



D:\2022\00337.00 - SKK 24R Theater Development\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: CAW Architects, 2022

24R Theater Development

Figure 12
Conceptual Landscape Design Plan



Energy

The project area is served by Sacramento Municipal Utility District (SMUD) overhead electrical lines, which run east-west along R Street and Rice Alley. The project would underground electrical lines near the project site to provide electrical service to the site.

Telecommunications

Telecommunications service is provided to the project site by overhead service lines maintained by AT&T in the project area which would be undergrounded to provide service to the site. The project would connect to existing service infrastructure in the project vicinity.

Exterior Lighting

Exterior street lighting for the proposed project would line the east façade of the building, and the building-mounted marquee sign also provide lighting which would enhance the project aesthetic as well as be consistent with the character of the surrounding area.

Signs

Project plans include the addition of a building-mounted LED horizontal readerboard marquee sign, which would have an east- and north-facing illuminated face located at the northeast corner of the building above the main entrance.

Employment

During demolition and construction activities, the project site would have approximately 30 construction workers onsite per day. These activities are temporary in nature, and typically employ persons already residing in the area, though some workers may relocate to the area, just as some workers relocate elsewhere. Demolition and construction would not result in any substantial effects on population that were not evaluated in the CCSP EIR.

It is likely that the 1,144 square feet of office space included in the proposed building would accommodate a site manager, up to five additional staff, and room for general management activities. Staff would be employed as needed for specific functions, including security, ticket sales and admission, and management of the required sound systems. The concert acts contracted for appearance would arrive and supply their own sound and mixing personnel.

Total local employment in operations would be approximately 100 employees. These employees would be present onsite immediately before, during, and after performances. This new employment in the region would not result in any substantial increase, or alter the population and employment discussion in the CCSP EIR.

I. Project Construction

Timing

Project construction would begin in Q1 of 2023 and take approximately 10 months, with construction occurring in a single phase.

Demolition

The existing vacant 25,371-sf building would be demolished to make way for the proposed project. Sidewalk and driveway pavement would be demolished for construction of new project driveways, pedestrian walkways, and landscape elements.

Site Preparation

Site preparation following demolition of the existing structure would include excavation for the establishment of subgrade utility elements and the building foundation. Cut and fill would be anticipated to be balanced onsite and import or export of fill is not anticipated to be required.

The Phase I Environmental Site Assessment performed for the proposed project identified a former leaking underground storage tank (LUST) at the site, which was removed along with some surrounding impacted soil. Sacramento County Environmental Management Department (SCEMD) has confirmed that residual fuel-impacted soil was fully removed and the SCEMD subsequently closed the LUST case in March 1996 and no further investigation of the location of the former UST would be required.¹

Construction

The proposed building would be Type II A construction, which would include exterior building materials such as concrete, metal, and plaster that would correspond with standards provided by the applicable building codes.

Construction Circulation

Project Staging

Construction staging would be anticipated to take place onsite or along the west roadway shoulder along the 24th Street frontage of the project site. The undeveloped lot located across Rice Alley from the project site may serve as a suitable project staging location, subject to the establishment of a temporary staging agreement between the property owner and the project applicant.

Road Closures

Construction of the project may require the closure of the west roadway shoulder along the 24th Street frontage of the project site.

II. Project Operation

The proposed project would operate as a ticketed general admission, indoor live performance theater. The theater would have a maximum capacity of 2,300, and would

¹ Sacramento County Environmental Management Department, 1996. *Underground Storage Tank (UST) Case Closure, Mr. Alan Brodovsky, Mr. Louis Brodovsky, Ms. Carol Ann Pinto, Responsible Parties, Local Remediation Program (LRP) Site No. A346, Consolidated Electric, 1800 24th Street, Sacramento, CA 95816. March 25, 1996.* Available in: Geocon Consultants, Inc., July 2018. *Phase I Environmental Site Assessment Report, 1800 24th Street, Sacramento, California.*

host live music, comedy shows, podcasts, lectures, and corporate events. The box office on R Street is anticipated to have a modest amount of patron queuing before shows. During non-event periods, project operations would be limited to venue staff, contractors, support crews, and performers during regular business hours. Activities that would take place on non-event days would be anticipated to include administrative, box office, delivery, maintenance, staging, and rehearsal activities.

Project operations would include loading activities in the proposed loading bay. To minimize impacts to surrounding uses, the project would limit loading activities to specified times and durations. Within any given hour, noise created by engine revving or exhaust near the loading bay would be limited to a maximum of 15 minutes during nighttime hours (between 10:00 p.m. and 7:00 a.m.) and 30 minutes during daytime hours (between 7:00 a.m. and 10:00 p.m.). Also, within any given hour, noise created by backup alarms or other tonal noise would be limited to a maximum of five minutes during nighttime hours (between 10:00 p.m. and 7:00 a.m.) and 15 minutes during daytime hours (between 7:00 a.m. and 10:00 p.m.).

To enhance the interaction of project operations with the surrounding R Street Corridor and Midtown community, the project operator has proposed a good neighbor policy, which would include the following measures, or similar measures to the following, developed based on City and community feedback. Some, or none, of these undertakings may be included as project conditions of approval, subject to review by City planning staff and the decision-making body.

The applicant has indicated the good neighbor policy would include the following:

1. *While hosting entertainment, the operator will always have a staff member on site who is able to provide proof of the entertainment permit, is trained in every aspect of venue operation, and is aware of all entertainment permit conditions.*
2. *The operator will implement plans and measures to enhance the safety and security of venue patrons and the surrounding neighborhood. A security plan will be followed, the sidewalk will be secured by the operator for a 100-foot radius in all directions around the premises to prevent injury to persons and/or damage to property. Security staff will be placed at all entrances and exits during the period from 10:00 p.m. to such time past closing that all patrons have left the vicinity.*
3. *Easily visible signs will be posted outside each entrance and exit instructing patrons to:*
 - a. *Respect the neighborhood by keeping voices low,*
 - b. *Follow City of Sacramento smoking regulations, and*

- c. Obey City of Sacramento antiloitering regulations. All signs and walkways will be well lit. Sidewalks will be kept clear for pedestrians. Cars will not be allowed to double park.*
- 4. A phone number will be available to all interested neighbors for immediate contact with a staff member on site who has direct authority over the premises, knowledge of all entertainment permit conditions, and who will respond in a timely manner to address concerns.*
- 5. The operator will maintain, and be prepared to verify, records at the premises of current Department of Alcoholic Beverage Control offered training (L.E.A.D.) certification for all persons working at the premises.*
- 6. The operator will maintain all entrances and exits to the building and all sidewalks within 100 feet of the premises in a clean and sanitary condition. At some point between 30 minutes after closing and 8:00 a.m., the operator will walk the area within 100 feet of the property and dispose of any litter that may have been left by patrons.*

Project Actions

The proposed project would require the following planning approval from the City of Sacramento:

- Approval of a Site Plan and Design Review of the proposed theater project.

The project would be subject to the mitigation measures identified in the CCSP EIR and implemented in the Mitigation Monitoring Plan (MMP). The CCSP EIR MMP is included as **Attachment 1**.

Discussion

In the case of a project proposal requiring discretionary approval by the City concerning changes to a project for which the City has previously certified an EIR for the overall project, as here, the City must determine whether, in light of the proposed changes to the project, the environmental analysis in the original EIR remains relevant because it retains some informational value and, if so, whether further environmental review is required under the California Environmental Quality Act (CEQA). (Pub. Resources Code, section 21166.) The proposed project is consistent with the development assumptions of the CCSP EIR, which anticipated development of underutilized sites along transit corridors within the Central City and will remain within the same original parcel configuration and will not include features that are inconsistent with the City's design and land use policies, rendering the previously adopted EIR highly relevant to the environmental analysis of the project now proposed. The CCSP EIR is relevant, and the discussion below examines the issue of whether new impacts are present.

As described in CEQA Guidelines section 15164, a lead agency shall prepare an addendum to a previously certified environmental impact report (EIR) if some changes or additions are necessary but none of the conditions identified in CEQA Guidelines section 15162 calling for the preparation of further environmental review have occurred. The standards for subsequent or supplemental environmental review are set forth in CEQA Guidelines section 15162, which provides that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the MND was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or MND;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on the analysis in this Addendum, the City has determined that the proposed project changes would not result in any new significant adverse impacts, nor an increase in the severity of significant adverse impacts previously identified in the EIR prepared for the Central City Specific Plan (CCSP). The proposed project would not require the adoption of any new or considerably different mitigation measures or alternatives. Lastly, although there have been some changes in the circumstances since the EIR was approved, the changes are considered minor and the analysis in this Addendum

demonstrates that there would be no new or more severe impacts due to these changes than previously evaluated and disclosed in the EIR. Therefore, this Addendum is the appropriate form of environmental review required under CEQA. This Addendum has been prepared to satisfy the requirements of CEQA Guidelines sections 15164 and 15162.

Differences in the potential impacts associated with the proposed project relative to those previously described in the CCSP EIR are discussed below.

III. Land Use, Population and Housing, Agricultural Resources, and Energy

Land Use

Project Site

The 0.59-acre project site is within the CCSP area. Since certification of the CCSP EIR, the project site has remained vacant, and the physical conditions of the project site and surrounding areas have remained substantially similar to those analyzed in the CCSP EIR. The project site still contains the existing vacant, two-story industrial/commercial building containing warehouse and office spaces. Land uses immediately surrounding the project site include commercial, light industrial, multi-family residential, and parking, none of which have changed since the completion of the CCSP EIR. Single-family residential residences are located in nearby neighborhoods, and multi-family residential (condos and apartments) have been constructed in recent years.

The 2035 General Plan land use designations for surrounding properties include Traditional Neighborhood Mid Rise to the north and south, and Urban Corridor Low Rise to the east and west of the project site.

Land Use and Zoning Designations

Existing General Plan Land Use

The project site was originally utilized for light industrial and commercial uses but will now be utilized for more commercial purposes under its zoning designation as General Commercial (C-2-SPD).

In 2015, the City adopted the Sacramento 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR (Master EIR), which maintained the Urban Corridor Low Rise land use designation for the project site. The proposed project would develop approximately 42,787 sf of entertainment space on the project site. This commercial use would be compatible with the Urban Corridor Low Rise general plan land use designation, in place at the time the CCSP EIR was prepared. Thus, the project is consistent with its designation in the 2035 General Plan.

The Urban Corridor Low Rise general plan land use designation provides for predominantly retail, service, office, and residential uses. This designation also includes gathering places such as plazas, courtyards or parks, compatible public, quasi-public, and special uses. The

general plan provides that large-scale development should include a mix of nonresidential and residential uses with more intense development near major intersections.

Development standards within the Urban Corridor Low Rise land use designation are as follows:

- Minimum Density: 20.0 Units/Net Acre
- Maximum Density: 110.0 Units/Net Acre
- Minimum FAR: 0.30 FAR (floor-to-area ratio—this indicates the amount of building square footage allowed based on the square footage of the project parcel)
- Maximum FAR: 3.00 FAR

The proposed project would have a FAR of 1.65, which is consistent with the land use designation standards.

Existing Zoning

The project site is zoned C-2-SPD (General Commercial/Special Planning District) and is located in the Central City Special Planning District (CCSPD). The purpose of the C-2 zone is to provide for the sale of goods; the performance of services, including repair facilities; office uses; dwellings; small wholesale stores or distributors; and limited processing and packaging. Theaters are allowed uses within C-2 zones and are not prohibited uses in zones within the CCSPD.

Land Use Evaluation

This land use section evaluates the proposed project for compatibility with existing and planned adjacent land uses and for consistency with adopted plans, policies, and zoning designations. Physical environmental impacts resulting from implementation of the proposed project are discussed in the applicable environmental resource sections in this Addendum.

Two issues are relevant to the land use analysis: is the project consistent with applicable plans the City or other agencies have adopted (because inconsistency could result in unplanned growth or development); and is the proposed project compatible with the existing and planned development (because conflicts could result in environmental effects that should be analyzed).

The proposed project is consistent with applicable plans. It is consistent with the general plan, zoning code, and CCSP. The project requires no amendments to any of these plans. The proposed project would conform to the permitted uses specified in the zoning code, which allows for the performance of services, including theater uses, as a use within the C-2 zone.

The proposed project is consistent with the allowable land uses and development intensities identified in the 2035 General Plan, zoning code, and development guidelines

for the project site. The proposed project does not conflict with surrounding commercial, industrial, and residential land uses. Incompatibilities are typically identified when uses such as residences, parks, churches, and schools are located adjacent to more disruptive uses such as heavy industrial uses, major transportation corridors, and regional commercial centers where traffic levels and attendant noise may be high. The identification of incompatible uses occurs if a proposed land use may likely be disruptive of the existing or planned use of an adjacent property.

The proposed project would change the nature of the activities on the project site. The previous use was light industrial, and the proposed use would be focused on activities that attract and entertain people, such as concerts, lectures, and other events. While the proposed activities are different, they are not unplanned, and they are not unreasonably disruptive. The Draft EIR for the CCSP stated it this way:

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 project would generate noise in the form of amplified sound, crowd noise, and loading and service work. As discussed in the Noise section (Section XI), noise impacts would not result in significant impacts to nearby receptors that would make the project incompatible with surrounding land uses. As discussed in Transportation and Circulation (Section XIV), the site would be served by public transit, and would not result in significant effects for transportation.

The proposed project would not have significant land use effects that were not discussed in the CCSP EIR, nor would it increase the severity of land use impacts discussed in the EIR. The proposed project would not make feasible mitigation measures that were found to be infeasible in the CCSP EIR. Further, there are no mitigation measures that were not considered in the CCSP EIR that would more substantially reduce the potential effects of the proposed project related to land use.

For these reasons, impacts related to land use from the proposed project would not require further environmental review.

Population and Housing

The proposed project does not include any residential development.

It is anticipated that up to 3,820,394 sf of new non-residential uses would be built in the CCSP area. In addition, there would also be up to 3,352,650 sf of new backfill non-residential development that would occur within existing buildings. Together, the CCSP would allow for a total development potential of 7,173,044 sf of non-residential uses in the CCSP area. Development of the non-residential uses in the CCSP area would create and estimated 22,751 jobs in a variety of employment sectors, including food service, government, office, retail, services, entertainment, and medical. The proposed project would be included in such non-residential development that would create new employment opportunities within the CCSP area. The increase in the employment created by the project itself would not affect population and housing in the area and would not directly result in physical environmental effects related to the development or elimination of housing.

The proposed project would not have any significant effects related to population and housing that were not discussed in the CCSP EIR or increase the severity of significant impacts discussed therein. For these reasons, impacts to population and housing from the proposed project would not require further environmental review.

Agricultural Resources

The proposed project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the project site was anticipated in the 2035 General Plan Master EIR, which concluded that development impacts assumed under the 2035 General Plan on agricultural resources within the City would be less than significant. The proposed project would not result in impacts to farmland or important agricultural resources.

Energy

The structures built as part of the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes Policy U 6.1.15 to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers and recruiting businesses that research and promote energy conservation and efficiency.

General Plan Policy U 6.1.10 calls for the City to work closely with utility providers and industries to promote new energy conservation technologies. General Plan Policy U 6.1.6 focuses on promoting the use of renewable resources, which would reduce cumulative impacts associated with the use of non-renewable energy sources. General Plan Policy

U 6.1.5 encourages reduced energy consumption per capita, which would also reduce impacts associated with non-renewable energy sources.

Implementation of these policies would result in a net decrease in cumulative energy consumption in the City. The CCSP EIR evaluated the potential impacts on energy use associated with buildout and densification of the City and concluded that the effects would be less than significant (see CCSP EIR Impact 4.5-2, pages 4.5-12 through 4.5-14, and Impact 4.5-3, pages 4.5-14 through 4.5-15). The proposed project would be designed and operated to minimize the use of electrical, natural gas, and transportation fuel energy to the extent feasible. Energy savings for non-residential development from buildout of the CCSP, such as the proposed project, would ensure that such development would not result in wasteful, inefficient, or unnecessary use of energy. Additionally, any impacts on energy production and transmission facilities which could result from the proposed project would not result in a cumulatively considerable environmental impact.

As described above, the proposed project would be within the envelope of development considerations for the project site, as analyzed in the previous EIR. Therefore, energy impacts from construction and operation of the proposed project were identified and analyzed in the EIR and determined to be less than significant. For these reasons, impacts to energy from the proposed project would not require further environmental review.

IV. Aesthetics

The Aesthetics section of the CCSP EIR described existing visual and aesthetic resources in the Central City, which includes the project site, and the region and evaluated potential impacts of the plan with respect to buildout of the Central City pursuant to the CCSP.

The CCSP EIR analyzed the aesthetic impacts from development pursuant to the CCSP. The City determined that gradual physical changes within the CCSP area would occur, including increased building heights above existing conditions and an overall increase and intensification of physical development. These physical changes could result in changes to important scenic resources as seen from visually sensitive locations, including views of the Sacramento and American rivers, the State Capitol, other historic buildings and structures that serve as important scenic resources, and urban open spaces, including parks, trails, pathways, nature centers. In addition, by allowing for more intense development and increased building heights, implementation of the CCSP could result in changes to views of the City skyline including an increased concentration of taller buildings than presently viewed from within and outside the CCSP area.

Although the CCSP allows for increased building heights and other physical development, it is anticipated that the actual amount of development that would occur over the next 20 years under the CCSP would be generally consistent with what is assumed to occur under the 2035 Sacramento General Plan, which includes policies that are designed to protect scenic resources. The Central City Urban Design Guidelines guide design of public and private spaces, lighting, and orientation of design features. The CCSP EIR determined that new physical development that would occur under the CCSP would be required to

comply with applicable plans, policies, and guidelines that are designed to protect views of important scenic resources from visually sensitive areas, protect the existing visual character and quality of the CCSP area, and limit new sources of light and glare. Consequently, the effects of the CCSP on scenic resources would be a less-than-significant impact.

Scenic Vistas

Impact 4.1-1 in the CCSP EIR identified scenic resources that exist within or in the vicinity of the CCSP area, that would be potentially affected by implementation of the CCSP. The project site would not be constructed in an area that provides access to any of those scenic resources or is considered part of a scenic resource. Therefore, as was concluded in the CCSP EIR, the proposed project would have a less-than-significant impact related to scenic vistas.

Visual Character

The proposed project would construct a theater that would conform to the applicable land use, zoning, and design guideline standards for the project location along the R Street Corridor. The project would also upgrade the form of the existing pedestrian facilities along the side of 24th Street, adding street lighting, trees that would mature to provide shade, and would activate a currently developed but vacant parcel along a key corridor within the Central City. The project would add street and pedestrian lighting to areas designated in the CCSP as locations of future street lighting projects, fulfilling the City's intent to improve access to transit and pedestrian facilities in the area surrounding the project site through implementation of the CCSP.

The project would include demolition of the existing structure, which would eliminate a painted mural on the south side of the building. However, the proposed project would allot the south exterior wall of the proposed structure for a future painted mural. Through conformance to design, height, and land use standards, the project would not be anticipated to substantially degrade the existing visual character of the project site or its surroundings.

As with the project analyzed in the CCSP EIR, the proposed project would develop urban uses in an area designated in the Sacramento General Plan for urban uses. As with the project analyzed in the CCSP EIR, the proposed project would be subject to City site plan and design review to ensure that the proposed project complies with applicable design guidelines and is compatible with surrounding uses.

Pursuant to Chapter 17.808 of the City Code, with specific and limited exemptions, none of which is applicable to the proposed project, development in the City is subject to Site Plan and Design Review. The intent of this process is to (1) ensure that the development is consistent with applicable plans and design guidelines; (2) is high quality and compatible with surrounding development; (3) is supported by adequate circulation, utility, and related infrastructure; (4) is water and energy efficient; and (5) avoids environmental

effects to the extent feasible. The aspects of design considered in the site plan and design review process include architectural design, site design, adequacy of streets and access ways for all modes of travel, energy consumption, protection of environmentally sensitive features, safety, noise, and other relevant considerations.

As with the project analyzed in the CCSP EIR, compliance with the City's Site Plan and Design Review process would ensure that the proposed project is consistent with applicable plans and design guidelines, is of high quality, and is compatible with surrounding development, thus avoiding adverse impacts to visual character within the context of an urban setting. Therefore, this impact would be less than significant.

Scenic Resources

The proposed project would replace an underutilized industrial structure with an updated use that would be consistent with the City's design standards. The project would require the removal of three trees along the north side of the property, but also proposes to plant a number of street trees and trees along the south side of the light rail stop along the north side of the project site. Thus, the project would not be anticipated to substantially damage scenic resources.

New Sources of Light and Glare

As described above, the CCSP EIR analyzed impacts from improvements to facilities along the R Street Corridor, including the addition of lighting where existing lighting can be improved to foster greater pedestrian and bicycle usage. The proposed onsite lighting would be angled downward to illuminate pedestrian travel paths and to enhance the safety of the project site. Proposed structures would include reflective surfaces, including windows and doors. However, exterior building materials would not be dominated by reflective surfaces and reflectivity of glass surfaces would be subject to the requirements of California Building Efficiency (Title 24) standards, which encourage the use of low-reflectivity glass surfaces for energy-efficiency purposes.

The proposed project would include new sources of light and glare that would not be a substantial feature of the proposed structure and would not be anticipated to result in substantial adverse effects related to light and glare. Furthermore, the proposed project would be a consistent use with the land use requirements for the project site, resulting in the generation of nighttime light and daytime glare that would not be out of character for development consistent with applicable land use designations for the project site. For these reasons, the proposed project would be anticipated to result in a less-than-significant impact related to the creation of new sources of light and glare.

Consequently, the proposed project would not have any significant effects that were not discussed in the CCSP EIR or increase the severity of impacts discussed therein. The proposed project would not make feasible mitigation measures that were found to be infeasible in the CCSP EIR. Further, there are no mitigation measures that were not considered in the CCSP EIR, that would more substantially reduce the potential effects

of the proposed project on aesthetics, light, and glare. For these reasons, impacts related to aesthetics, light, and glare from the proposed project would not require further environmental review.

V. Air Quality

As analyzed in the CCSP EIR, emissions of criteria air pollutants generated by construction and operation of the CCSP were compared to the Sacramento Metropolitan Air Quality Management District's (SMAQMD) thresholds of significance for project-related construction and operational emissions to assess whether implementation of the plan would result in a significant impact.

The CCSP EIR concluded that the specific plan development would result in PM₁₀, PM_{2.5}, and NO_x construction emissions that would result in a significant impact. Mitigation Measures 4.2-2(a) and 4.2-2(b), which include all feasible Best Available Control Technologies/Best Management Practices (BACTs/BMPs) and a requirement for the applicant to estimate emissions of NO_x and pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x that exceed SMAQMD's daily emission threshold, would reduce or offset PM₁₀, PM_{2.5}, and NO_x emissions to a less-than-significant impact.

The CCSP EIR determined that over the long-term, the specific plan would increase operational emissions primarily by generating motor vehicle trips. Operational emissions at full buildout were calculated for the CCSP EIR using CalEEMod. The operational emissions analysis was based on the vehicle-miles traveled data provided in the Transportation section of the CCSP EIR, which included consideration of up to 7,187,000 square feet of residential, retail, restaurant, and other commercial uses. Based on this buildout and traffic, the CCSP EIR reported that the CCSP emissions would exceed SMAQMD thresholds of significance for ROG, NO_x, PM₁₀ or PM_{2.5}. Therefore, the CCSP EIR concluded that operational emissions from the project would have a significant and unavoidable impact.

The CCSP EIR evaluated the potential for the project to contribute to CO hotspots at affected intersections, based on the traffic analysis. The analysis identified that project traffic would not contribute substantially to CO hotspots. In addition, the CCSP EIR determined that cumulative traffic conditions at affected intersections would be well below those necessary to exceed the SMAQMD threshold of significance for CO hotspots, based on traffic volumes during the peak hour.

The CCSP EIR analyzed project construction and operations for potential to result in potentially significant toxic air contaminant (TAC) emissions. The analysis concluded that due to the intermittent nature of construction activities, the relatively short-term construction period in any one location, and the varying distances to sensitive receptors as construction proceeds, the project would not result in significant construction-related health risks. The analysis determined that the project would not include any new sources of TAC or locate the project near a high traffic volume roadway. For those reasons, the

project was considered to have a less than significant operational impact related to health hazards from TAC emissions.

The CCSP EIR determined that the project would not be a new source of objectionable odor and would have a less-than-significant impact related to odor.

Short-Term Emissions

The proposed project's construction activities would involve demolition of an existing building. It is assumed that only minor site preparation would be involved, since the property is already developed. After demolition, construction would include placement of building foundations followed by erection of the proposed structure. Following construction of the proposed structure, construction activities would include completion of other site features including sidewalks and landscaped areas as well as the interior of the buildings. A parking area is not included in this project. In addition, it is not expected that any of the construction activities would require cut and fill operations or require a considerable amount of haul truck trips. The proposed project would meet all of the SMAQMD construction screening level criteria and would be required to implement CCSP Mitigation Measures 4.2-2(a) and 4.2-2(b), including all feasible Basic Construction Emission Control Practices (also known as Best Management Practices (BMPs)) recommended by the SMAQMD. To meet the SMAQMD construction screening level criteria, the project must be less than 35 acres and not include: buildings more than four stories tall, demolition or major trenching activities, compact construction schedule or overlapping of more than two phase, cut-and-fill operations, and import/export of soil materials that require a considerable amount of haul truck activity.

Construction emissions for all development under the CCSP were estimated for the EIR, following the methods contained in the then current SMAQMD's *Guide to Air Quality Assessment in Sacramento County*.²

The proposed project's construction-related emissions of criteria air pollutants, with mitigation, were found not to result in a significant impact. Since the project site was included in the development area analyzed by the CCSP EIR and the proposed project is consistent with anticipated development pursuant to implementation of the CCSP, the proposed project would not result in new significant impacts.

Long-Term Emissions

As with anticipated development analyzed in the CCSP EIR, the proposed project would increase operational emissions primarily by generating motor vehicle trips. Compared to mobile sources, onsite area sources are minor and would result in fewer criteria pollutant emissions. The original project analyzed in the CCSP EIR resulted in operational emissions above the SMAQMD thresholds of significance for ROG, NO_x, PM₁₀, or PM_{2.5}.

² Sacramento Metropolitan Air Quality Management District, 2009. *Guide to Air Quality Assessment*. Adopted December 2009.

The proposed project was part of the overall development analyzed in the CCSP EIR and would not create a new significant impact.

According to the SMAQMD CEQA guidance, project-related operational emissions that exceed zero pounds per day of PM₁₀ and PM_{2.5} would result in a significant impact, unless all feasible BACT/BMPs are implemented. The proposed project would already include BMP measures as part of its final design that are recommended by SMAQMD to reduce operational PM₁₀ and PM_{2.5} emissions. These BMPs include incorporating bicycle and pedestrian infrastructure connectivity. With the consideration of these design features in the proposed project's final design, SMAQMD's mitigated PM₁₀ and PM_{2.5} thresholds would apply. With consideration of the substantially lower mobile source emissions and inclusion of SMAQMD BMPs, the operational emissions of PM₁₀ and PM_{2.5} generated under the proposed project would not exceed the SMAQMD's significance thresholds after all feasible BMPs are applied. Therefore, the impact from long term emissions resulting from the proposed project would be less than significant.

Health Risk Exposure

The CCSP EIR found that construction TAC (DPM) emissions would not lead to a significant impact to health risks, due to the relatively short exposure period of any one project under the specific plan development, which would occur at various locations throughout the area. The construction period for the proposed project similarly would be short in duration, approximately 10 months. During that time, use of heavy diesel equipment that emit DPM would be mainly in the first month of construction activity. Because of this, construction of the proposed project would not expose nearby sensitive receptors to substantial TAC concentrations during project construction.

A residence (sensitive receptor) is located directly across Rice Alley, to the southwest. To further reduce exposure to this sensitive receptor, DPM exhaust emissions from construction equipment would be reduced by 45 percent compared to the state fleet-wide average, as a result of implementation of Mitigation Measure 4.2-2(b) from the CCSP EIR. Therefore, health risks associated with construction of the proposed project would be **less than significant**, and there would be no new impact from that found in the CCSP EIR.

The proposed project's operations would not include any new stationary sources of TAC that could result in health risks to existing sensitive receptors in the project vicinity. Further, the proposed project would not be located in close proximity to substantial sources of TAC. SMAQMD designates high traffic volume roadways, including freeways, urban roadways with greater than 100,000 vehicles/day, or rural roadways with 50,000 vehicles/day), as substantial sources of TAC.³ Sensitive receptors within 500 feet of a substantial source of TAC would be adversely affected, resulting in a potentially significant impact. However, no roadways within 500 feet of the project site meet the SMAQMD definition of a high traffic volume roadway. For this reason, the proposed

³ Sacramento Metropolitan Air Quality Management District, 2020. *Mobile Sources Air Toxics Protocol Guidance Document*. September 2020.

project would meet the SMAQMD and CARB guidance for distance and no further roadway-related air quality evaluations are recommended. Consequently, the proposed project would not result in new significant impacts.

Objectionable Odors

The CCSP EIR addressed exposure to odors from the specific plan development and determined that the impact of odors from construction activities were less than significant based on the limited duration of exposure.

Diesel equipment used to construct the proposed project may emit objectionable odors associated with combustion of diesel fuel. However, these emissions would be temporary and intermittent in nature; thus, odor impacts associated with diesel combustion during construction activities would be less than significant. Consequently, the proposed project would not result in new significant impacts.

Conclusion

The proposed project would not alter the impact conclusions for air quality relative to those discussed in the CCSP EIR. Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, compared to the CCSP EIR, result in a new significant impact. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the CCSP EIR. In addition, there is no new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the CCSP EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to air quality from the proposed project would not require further environmental review.

Global Climate Change

Impacts related to greenhouse gas (GHG) emissions resulting from the proposed project were analyzed in the CCSP EIR under the Global Climate Change impact section. The project was determined to meet each applicable CAP Consistency Review Checklist item, from the 2035 General Plan and determined to have a less-than-significant impact related to GHG emissions.

The City of Sacramento has incorporated global climate change or greenhouse gas emissions as a required topic for environmental analysis and adopted Climate Action Plan (CAP) policies as part of the 2035 General Plan.⁴

The CCSP EIR utilized the City's CAP consistency checklist to determine the consistency of the project with the City's CAP policies. The CCSP EIR determined that the project would meet each applicable CAP consistency checklist item, resulting in a less-than-significant impact.

The proposed project would comply with the City's CAP policies, as included in the Sacramento 2035 General Plan. The proposed project is located within an area under the Urban Corridor Low-Rise designation in the City's General Plan. The Sacramento 2035 General Plan Master EIR evaluated GHG emissions related to development anticipated in the City based on land use designations and anticipated citywide growth.⁵ Because the proposed project would be consistent with the general plan land use designation for the project site as analyzed in the Master EIR (see Land Use discussion above), the GHG emissions for the proposed project would be consistent with the assumptions of the 2035 General Plan and CAP policies therein. The proposed project's development type and intensity is consistent with the development for the project site anticipated under the general plan and the CCSP. The proposed project would be designed in compliance with the 2021 Title 24 Building Energy Efficiency Standards. Since development under the CCSP, including development of the project site, has been analyzed in the CCSP EIR, and GHG emissions have already been considered, the proposed project would not conflict with the implementation of the City's CAP policies.

Additionally, as with the development analyzed in the CCSP EIR, the proposed project would generate operational GHG emissions from motor vehicle trips. However, events at this theater would take place only two to three days per week, with a maximum capacity of 2,300 attendees, resulting in an annual average daily trip rate of approximately 819 trips, which is within that analyzed in the CCSP EIR.

Conclusion

Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the CCSP EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed. Nor is there new information of substantial importance showing that mitigation measures considerably different from those analyzed in the CCSP EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or

⁴ City of Sacramento, 2015. *Sacramento 2035 General Plan*. Adopted March 3, 2015.

⁵ City of Sacramento, 2015. *Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

alternative. For these reasons, impacts from the proposed project that would contribute to global climate change would not require further environmental review.

VI. Biological Resources

The project site along the R Street Corridor is developed as an industrial building, surrounded by roadway, pedestrian, bicycle, transit, and curb and gutter facilities. Land uses surrounding the project site include commercial, light industrial, multi-family residential, and parking, none of which have changed since the completion of the CCSP EIR. The Sacramento River is approximately 1.75 miles west of the project site.

The majority of the project site is developed and consists of paved roads, with the exception of the proposed footprint of the 29th Street extension, which is a combination of paved alley and open area. Ornamental street trees occur within or immediately adjacent to the project site. Ornamental landscape trees include: crape myrtle (*Lagerstroemia indica*), sweet gum (*Liquidambar styraciflua*), and common pear (*Pyrus* sp.).

Three of the ornamental trees will remain along R Street, at the northwest corner of the project site, three will be removed at the northeast corner of the site, to make way for new construction, and three trees will be planted. The three trees to be removed include crape myrtle, sweet gum, and common pear. Additionally, landscape plans for the proposed project include the planting of four street trees in the landscaped median along 24th Street on the ground level. Proposed street trees include valley oak (*Quercus lobata*) and cork oak (*Quercus suber*), small accent trees include pearl acacia and western redbud, and existing trees to remain include crape myrtle and Chinese pistache (*Pistacia chinensis*).

Several species known to occur on or in the vicinity of project site are protected pursuant to federal and/or State endangered species laws, or have been designated as species of special concern by the CDFW. In addition, section 15380(b) of the CEQA Guidelines provides a definition of rare, endangered, or threatened species that are not included in any listing. For example, vascular plants listed as rare or endangered or as List 1 or 2 by the CNPS are considered to meet section 15380(b) requirements. Species recognized under these terms are collectively referred to as “special-status species.”

The CCSP EIR found that portions of the CCSP area may support nesting bird species, migratory fish species, and habitat for certain beetle, turtle, and bat species. Although the CCSP area is a largely urbanized area within the downtown of Sacramento, natural and semi-natural habitats can occur within the CCSP area that provide suitable habitat for special status species. Landscape features within the city, such as trees, shrubs, herbaceous plants, and parklands could serve as temporary habitats or foraging grounds. Undeveloped and vacant areas could contain foraging or nesting habitat.

Construction of new development under the CCSP in both developed and undeveloped areas could result in the removal of mature trees which may serve as perching or nesting sites for special-status species and migratory birds, including raptors. Vegetation removal could result in the loss of potential nest sites. Additionally, human disturbances and noise

from construction activities have the potential to cause nest abandonment and death of young, or loss of reproductive success at active nests located near project activities. There are no expected impacts to special-status birds, raptors and other nesting birds from operations of the development undertaken pursuant to the CCSP. Compliance with regulatory permitting requirements and implementation of mitigation measures would reduce impacts resulting from habitat loss to a **less-than-significant** level. Migratory birds could nest within the ornamental landscape trees within and in the vicinity of the project site during the nesting season. Migratory birds and other birds of prey including the state listed Swainson's hawk (*Buteo swainsoni*), the state fully protected white-tailed kite (*Elanus leucurus*), and the species of special concern purple martin (*Progne subis*) could nest within the mature trees in the vicinity of the project site. The generally accepted nesting season that encompasses the extent of all potentially occurring birds extends from February 15 to September 15. If project construction were to occur during the nesting season, disturbance to nesting birds would be a potentially significant impact. The CCSP EIR provides Mitigation Measure 4.3-2 (a through c), which includes measures for preconstruction surveys and protocols for consultation with the City and CDFW and the establishment of no-disturbance zones, the implementation of which would reduce impacts to nesting birds during project construction to a **less-than-significant** level.

Development pursuant to the CCSP was determined in the CCSP EIR to have potential to result in the removal of habitat for valley elderberry longhorn beetle (VELB), during construction. Elderberry shrubs within riparian habitat associated with the Sacramento and American rivers may provide suitable habitat for VELB. The EIR describes Mitigation Measure 4.3-4 (a through c), which would protect elderberry shrubs and require compensatory mitigation for any shrubs that require removal. The implementation of Mitigation Measure 4.3-4 (a through c) would reduce impacts to VELB from construction pursuant to the CCSP to a less-than-significant level. There are no elderberry shrubs within or in the vicinity of the project site. Therefore, the proposed project would not result in an adverse effect to VELB habitat and this impact is **less than significant**. Mitigation Measure 4.3-4 (a through c) would not be required.

The CCSP EIR considered the potential for development pursuant to the CCSP to remove habitat for western pond turtle. The EIR determined that suitable habitat for western pond turtle within the CCSP area would not be impacted by projects constructed pursuant to the CCSP, resulting in no impact to western pond turtle. There is not suitable habitat for western pond turtle in the project site or in the project vicinity. The project would result in **no impact** to western pond turtle.

The potential for development pursuant to the CCSP to impact special-status bat species was also analyzed in the CCSP EIR. Special-status bat species potentially present in the CCSP area include pallid bat (*Antrozous pallida*), western red bat (*Lasiurus blossevillii*), hoary bat (*Lasiurus cinereus*), and Yuma myotis (*Myotis yumanensis*). As with most urbanized environments, landscape features within the city such as trees with hollows, palm trees, and parklands, could serve as temporary roosting and foraging habitat for special-status bat species.

Bat tree-roosting habitat is present along the Sacramento and American rivers, within mature riparian trees. Although the likelihood is low, it is possible that trees along the rivers could support a maternity colony of tree-roosting bats. Removal, redevelopment, or reconfiguration of buildings and structures in the CCSP area that have previously been abandoned and left in a condition where bats have established roosting colonies could result in removal or construction-related disturbance to cavity-roosting bat species, including the pallid bat. Removal or construction-related disturbance associated with project construction pursuant to the CCSP could result in the loss of a cavity-roosting bat maternity colony. The CCSP EIR referenced goals and policies in the 2035 General Plan, including Policy ER 2.1.10, which requires habitat assessments for maternity roosting bats to be conducted, and, if habitat is present, focused/protocol-level surveys conducted (or assumed presence of species) for any project requiring discretionary approval. With consideration of existing general plan policy, this impact remained potentially significant. The CCSP EIR described Mitigation Measure 4.3-6, requiring surveys and avoidance measures, the implementation of which would reduce the impact to special-status bat species to less than significant. The project site does not include mature riparian trees or structures that would be anticipated to provide suitable maternity roosting areas for special-status bat species. This impact would remain **less than significant**.

The CCSP EIR identified that development pursuant to the CCSP could result in land-disturbing activities such as grading, excavation, and trenching for utility and infrastructure installation. When portions of the CCSP area are excavated or otherwise disturbed by construction activities, the potential for soil erosion and sedimentation to be discharged in runoff from a construction site would substantially increase during a rainstorm. In addition, construction equipment would have the potential to leak polluting materials, including oil and gasoline. Improper use of fuels, oils, and other construction-related hazardous materials such as concrete or pipe sealant may also pose a threat to water quality. Through stormwater runoff, these sediments and contaminants may be transported to the Sacramento and American rivers and their downstream drainages and water bodies.

Although activities associated with construction pursuant to the CCSP would be temporary, on- or offsite soil erosion, siltation, discharges of construction-related hazardous materials could degrade downstream surface waters. Compliance with existing regulations, including development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and best management practices (BMPs) would ensure that construction of projects under the CCSP would not substantially degrade water quality. In addition, compliance with the CWA and Rivers and Harbors Act permits from the U.S. Army Corps of Engineers (USACE) would be required for proposed improvements within the channels of the Sacramento or American rivers. Therefore, the impact on special-status fish species of construction activities pursuant to the CCSP would be less than significant.

The proposed project would be subject to the existing regulations described above, intended to limit the effects of pollution in stormwater runoff on nearby waterways. Construction of projects pursuant to implementation of the CCSP, to which the proposed

project is consistent, are among the activities that were evaluated and analyzed in the CCSP EIR. Construction of the proposed project would be subject to the same water quality and erosion control requirements as were assumed in the CCSP EIR. The proposed project would implement all such measures where applicable, resulting in a **less-than-significant** impact.

The increase in impervious surfaces that would result from implementation of the CCSP was determined in the CCSP EIR to have the potential to generate stormwater that would be discharged to the Sacramento and American rivers. Development within the CCSP area may increase pollutant concentrations and sediment runoff. Extended periods of localized, high suspended sediment concentrations, and increased pollution concentrations could result in decreased water quality, including high suspended sediment concentrations and turbidity. The aforementioned conditions could cause a reduction of feeding opportunities for sight-feeding fish, increased predation opportunities, reduced growth rates, and may cause direct mortality of fish, or their prey. Given that regulatory compliance would prevent the substantial degradation of water quality and associated habitat conditions in the Sacramento and American rivers, operational impacts to special-status fish species from the CCSP would be less than significant. The proposed project is among the types of projects anticipated to occur pursuant to the CCSP that were evaluated and analyzed in the CCSP EIR. Construction of the proposed project would be subject to the same regulations as were assumed in the CCSP EIR. The proposed project would implement all such requirements, where applicable, resulting in a **less-than-significant** impact.

The CCSP EIR determined that suitable habitat for special-status plant species potentially occurring within the CCSP area would not be impacted by projects constructed pursuant to the CCSP, due to the highly urbanized nature of the CCSP plan area, resulting in no impact to special-status plant species. The project site provides no value for special-status plant species since the project site is completely developed by existing structures, impermeable paving, or heavily disturbed areas. The proposed project would also result in **no impact** to special-status plant species.

Potentially jurisdictional wetlands and other waters of the U.S. were identified in the CCSP EIR as occurring within the CCSP area. The CCSP EIR determined that those waters and other sensitive habitat could be reduced as a result of implementation of the CCSP, resulting in a significant impact. The CCSP EIR identified Mitigation Measure 4.3-8, which would require impacts to potentially jurisdictional waters to be avoided or mitigated to the extent feasible. The implementation of Mitigation Measure 4.3-8 would reduce the impacts to potentially jurisdictional waters to less than significant. No potentially jurisdictional wetlands or waters occur within or in the vicinity of the project site. No wetland, riparian, aquatic, or other sensitive natural habitat occurs within the project site. Therefore, the proposed project would result in **no impact** to potentially jurisdictional waters or sensitive natural habitats.

The CCSP EIR concluded that the majority of terrestrial habitats within the CCSP area do not serve as significant wildlife corridors or linkages for special-status species. However, the Sacramento River, American River, and associated riparian habitat serves as wildlife movement corridors, foraging habitat, breeding sites, and cover areas for a variety of terrestrial species. Raptor species such as Cooper's hawk, Swainson's hawk, and white-tailed kite may nest in trees in the riparian areas. However, no changes in land use or other development provisions would be allowed within the river corridors under the CCSP, and the City determined that implementation of the CCSP would result in a less-than-significant impact to the contiguity of existing habitat, movement or migration of fish and wildlife species, or the use of native wildlife nurseries. The proposed project would not be constructed in areas adjacent to aquatic resources or in areas known to provide migratory or movement corridors, or nursery sites for wildlife. The impact of the project on these areas would be **less than significant**.

Development of planned uses and infrastructure pursuant to the CCSP would be anticipated to result in impacts to locally protected trees and street trees. The CCSP EIR determined that implementation of Mitigation Measure 4.3-10, which requires compliance with the City's established requirements for avoidance and mitigation of the loss of protected trees, would reduce this potentially significant impact to a **less-than-significant** level. City street trees are planted within and adjacent to the project site. The proposed project would result in the removal and replacement of ornamental trees along the north side of the project site. However, no street trees or protected private trees are located adjacent to the project site or are proposed for removal pursuant to the project site. The proposed project includes the planting of four street trees along the west side of 24th Street along with the construction of curb and gutter, landscaped median, and sidewalks along the east frontage of the proposed structure. If any City trees are proposed for removal, the City would follow existing City policy for any existing tree resource protected under City Code 12.56 and proposed for removal, consistent with the requirements of Mitigation Measure 4.3-10. With implementation of Mitigation Measure 4.3-10, the proposed project would have a **less-than-significant** impact on protected trees.

Project impacts would not significantly change from the previous analysis in the CCSP EIR. No new or significant resources not previously identified were have been observed at the proposed project site. Thus, relative to the development anticipated to occur pursuant to implementation of the CCSP, the proposed project would not be a substantial change, requiring major revisions to the biological resources analysis in the CCSP EIR. In addition, substantial changes to the circumstances relating to biological resources under which the proposed project would be undertaken, have not occurred. The proposed project would not have any significant effects that were not discussed in the CCSP EIR or increase the severity of impacts discussed therein. The proposed project would not make feasible, mitigation measures that were found to be infeasible in the CCSP EIR. Further, there are no mitigation measures that were not considered in the CCSP EIR, that would more substantially reduce potential effects of the proposed project on biological resources. For these reasons, impacts to biological resources from the proposed project would not require further environmental review.

VII. Cultural Resources

Analysis conducted for the CCSP area, which includes the project site characterized the potential for the presence of archeological resources, historical resources, or tribal cultural resources. Identification efforts included a records search conducted by the staff of the North Central Information Center (NCIC) of the CHRIS, at California State University, Sacramento (File # SAC-18-207); review of historical topographic maps and aerial photographs; consultation with the Native American Heritage Commission (NAHC); informal consultation and outreach to the Native American contacts identified by the NAHC; and a surface survey of the project area, conducted by qualified archaeologist. Background research and study of the project site determined that no previously recorded archaeological resources are located within the project site or within 200 feet of the project site.

The existing building on the project site is estimated to have been constructed around 1950, with two buildings existing on the project site prior to the current structure at least as early as 1915. The project site was evaluated for inclusion in the California Register of Historic Places, in the Cultural Resources Survey and Inventory Report prepared for the CCSP, and determined not to meet the criteria for inclusion in the California Register.⁶ Therefore, while the building is of historic age it is not eligible for consideration as a historic structure.

Based on the distribution of nearby sites, the fact that the project area has been heavily disturbed by historic-era and modern activities, and the limited nature of ground disturbance associated with the proposed project, the overall sensitivity is low for both surficial and buried prehistoric archaeological deposits in the project site. In addition, no historic-era archaeological resources were identified in the project area through background research, the records search, or the field survey. The overall sensitivity is low for both surficial and buried historic-era archaeological deposits in the APE.

As described in Section 4.4, Cultural Resources, of the CCSP EIR, implementation of the CCSP would have potentially significant impacts related to substantial adverse changes in the significance of an archaeological resource, including human remains and tribal cultural resources. Construction pursuant to implementation of the CCSP would include projects throughout the Central City, in varying proximity to known cultural and tribal cultural resources, and areas in which there is a higher anticipated likelihood of encountering previously unknown resources.

Project activities anticipated to occur under the CCSP could include substantial excavation for project features such as subgrade levels, foundational components for tall structures, and substantial modification to subgrade utilities, all of which could result in the unearthing of previously unknown cultural or tribal cultural resources. Mitigation Measure 4.4-1(a) provides an unanticipated discovery protocol for archaeological

⁶ ESA, 2017. *Cultural Resources Survey and Inventory Report for the City of Sacramento Downtown Specific Plan*. June, 2017.

resources and human remains. Mitigation Measure 4.4-1(b) required the City to identify sensitive areas. Mitigation Measure 4.4-1(c) requires worker training and archaeological monitoring of project ground-disturbing activities in sensitive areas. Even with the implementation of these measures, these impacts remain significant and unavoidable because damage could still occur even with all the precautions present in the mitigation.

The proposed project would redevelop an existing developed site, which would include demolition of the existing structure, excavation in previously disturbed substrate for the construction of project foundations, utility connections, and transportation facilities, all of which were anticipated actions in the CCSP EIR. Ground disturbance that would occur as part of construction of the proposed project would not be as substantial as the range of excavation analyzed in the CCSP EIR. Project construction would take place in previously disturbed soils and would not include the construction of subgrade levels, substantial foundational components, or substantial improvements to the existing utilities system that would serve the project site. No known prehistoric archaeological sites exist within the project site, so project construction would not have an adverse impact to any known resources. Therefore, the potential for impacts to previously unknown cultural or tribal cultural resources would be less than what was anticipated to occur in the CCSP EIR. However, project construction would have the potential to unearth previously unknown cultural or tribal cultural resources. The project would implement Mitigation Measure 4.4-1, which would address the inadvertent discovery of cultural or tribal cultural resources. Therefore, the proposed project would be anticipated to have a similar or less severe impact to cultural resources relative to the conclusions in the CCSP EIR, which resulted in a **significant and unavoidable** impact related to archaeological resources.

The CCSP EIR found a less-than-significant impact related to a substantial adverse change in the significance of historical resources because design review processes are currently in place to ensure CCSP-related development is designed in a manner that avoids impacts to historic resources. No mitigation is required. The proposed project would include the demolition of the historic age structure on the project site. However, as described above, the existing structure is not considered to be a historic resource. The proposed project would be consistent with the CCSP, General Plan Land Use designation, zoning, and design standards applicable to the project site, including policies specific to the R Street Corridor. Therefore, the analysis contained within the CCSP EIR would remain valid, and the proposed project would have a **less-than-significant** impact on historic resources.

The proposed project would not alter the impacts to cultural resources and tribal cultural resources, relative to those discussed in the CCSP EIR. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects

shown in the EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the City declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to cultural resources and tribal cultural resources from the proposed project would not require the preparation of a subsequent EIR. No new mitigation measures will be required.

VIII. Geology and Soils

Seismic Hazards

As described in the discussion of seismic and geologic hazards on page 4.6-20 of the CCSP EIR, the City of Sacramento, and thus the proposed project site, is not located within an Alquist-Priolo Earthquake Fault Zone or in the immediate vicinity of an active fault. No evidence exists to suggest that there is a reasonable chance of fault rupture within the CCSP area. Additionally, the proposed project site is not located within a State Designated Seismic Hazard Zone for liquefaction.⁷ Effects of proposed development under the CCSP related to seismic hazards were found to be less than significant.

As stated on page 4.6-20 of the CCSP EIR, the City requires completed reports of soil conditions at the specific construction sites to identify potentially unsuitable soil conditions including potential exposure to potentially damaging seismic vibrations, ground failure, liquefaction, settlement, subsidence, lateral spreading, and collapse as part of the construction permitting process (General Plan Policies EC 1.1.1 and EC 1.1.2). The City requires that these evaluations be conducted by registered soil professionals, and measures to eliminate inappropriate soil conditions must be applied, depending on the soil conditions. Furthermore, the City's policy to reduce exposure to hazardous materials in the event of a seismic hazard (Policy PSH 3.1.8), would further reduce risks in the event of either a geologic or seismic hazard.

The current geologic context of the project site is the same as was considered in the CCSP EIR. The proposed project would develop similar uses to those considered for the project site in the CCSP EIR, which would be subject to the same or more advanced regulatory framework that addresses earthquake safety issues. New circumstances relevant to the introduction of the proposed project would not, as compared to the analysis of anticipated development within the CCSP EIR, result in new significant impacts relating to fault rupture, seismic ground shaking, and liquefaction or new significant impacts that are substantially more severe than those previously disclosed. No new mitigation measures would be required.

⁷ California Geological Survey. Earthquake Zones of Required Investigation. Available online: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

Erosion

Analysis performed under Impact 4.6-3 of the CCSP EIR stated that 2035 General Plan impacts related to erosion or the loss of topsoil in the CCSP area would be managed through required regulations. This includes Chapter 15.88 of the City Code, Policy EC 1.1.2, Geotechnical Investigations, and Policy ER 1.1.7, Construction Site Impacts.

Development proposed to occur pursuant to the CCSP would require excavation and grading that has the potential to result in topsoil loss and soil erosion by exposing bare and loosened soil to wind and rain. Compliance with the City of Sacramento's Grading Ordinance, Chapter 15.88 of the Sacramento City Code, requires that prior to the commencement of grading, an Erosion and Sediment Control Plan be prepared for each project within the City. As the 2035 General Plan addressed, compliance with all state and city requirements would reduce impacts of the CCSP related to substantial soil erosion and loss of topsoil to a less-than-significant level.

The proposed project would include the demolition of the existing structure on the project site and site excavation to construct the project foundation, site improvements, and utility improvements. The project site was anticipated to be developed pursuant to implementation of the CCSP as it was determined to be an underutilized opportunity site. The proposed project would be consistent with land use and design regulations applicable to the project site and would result in construction impacts that are consistent with anticipated construction in the CCSP EIR. The project would be constructed in conformance to City standards intended to limit impacts related to erosion. Therefore, changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the anticipated development analyzed in the CCSP Certified EIR, result in new significant impacts relating to erosion or significant impacts that are substantially more severe than those previously disclosed. Therefore, no new mitigation measures would be required.

IX. Hazards

The CCSP EIR evaluated the potential for proposed development pursuant to the CCSP to result in adverse impacts associated with exposure of humans to hazards and hazardous materials from exposure to contaminated soil, contaminated groundwater, hazardous building materials, or inadvertent or accidental release of hazardous substances. The CCSP EIR also analyzed the potential for development pursuant to the CCSP to interfere with adopted emergency response or emergency evacuation plans.

Exposure to Contaminated Soil During Construction Activities

The City utilized existing land uses; a Phase I environmental site assessment (ESA) overview study, prepared as background for the CCSP; and publicly available environmental database resources; to identify known contaminated soil and/or groundwater sites in the CCSP area. The CCSP identified vacant or under-utilized sites where the City anticipated that development pursuant to the CCSP would be highly likely to occur, identifying them as "opportunity sites", to be included in studies such as the

Phase I ESA overview study. The project site is one of the opportunity sites covered by the Phase I ESA overview study, which surveyed the site to determine where likely development would be anticipated to encounter impacts in soil, soil vapor, or groundwater from a release of hazardous materials. Results of the study were identified in Figure 4.8-1 and Table 4.8-1 of the CCSP EIR (pages 4.8-5 to 4.8-7). The project site was identified as having moderate potential to have a recognized environmental condition (REC) related to soil, soil vapor, and/or groundwater that may be affected from an onsite or nearby offsite release. Nearby properties along the R Street Corridor were identified as having high, moderate, and low potential to have a REC, that might be encountered during construction pursuant to the CCSP. The analysis performed in the CCSP EIR related to potential exposure to contaminated soils concluded that the excavation of contaminated soils during construction and operation of identified hazardous materials properties could expose people to associated health risks. This finding was identified to be a potentially significant impact, with Mitigation Measure 4.8-1 implemented as a result. The measure states that, 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 Process prior to construction and shall comply with the recommendations in the report

A subsequent Phase I Environmental Site Assessment was performed in general conformance with the scope and limitations of ASTM *Designation E 1527-13* of the proposed project site at 1800 24th Street in 2018. The Phase I ESA identified a former leaking UST at the site, which was removed along with surrounding impacted soil. Sacramento County Environmental Management Department (SCEMD) subsequently closed the LUST case in March 1996. SCEMD confirmed that all impacted soils were removed as part of the remediation work conducted prior to closure of the LUST case in March 1996, and no further investigation of the location of the former UST is required.

Based on SCEMD input, construction of the proposed project would not be anticipated to result in the exposure of construction workers and/or the general public to unusual or excessive risks related to contaminated soils. This impact would be less than significant.

Exposure to Asbestos-Containing Materials or Other Hazardous Materials

As stated on page 4.8-19 of the CCSP EIR, exposure to asbestos-containing materials or other hazardous materials in structures would only occur during demolition or renovation of existing structures during construction activities. Once the structures on a property within the CCSP under redevelopment have been removed or renovated, there would be no further exposure during operations.

Various existing regulations require that demolition or renovation activities that may disturb or require the removal of materials that consist of, contain, or are coated with ACM, LBP, PCBs, mercury, and other hazardous materials must be inspected and/or tested for the presence of hazardous materials. The hazardous materials must be managed and disposed of in accordance with existing laws and regulations. In the case

of asbestos-containing materials, the identification, removal, and disposal of such materials are regulated under 8 CCR 1529 and 5208.

Compliance with all applicable laws and regulations at the federal, State, and local levels would prevent the exposure of individuals and the environment to hazards by ensuring that all abatement regulations are carried out prior to and during construction. Compliance with those regulations would render the impact of hazardous materials risks related to construction and operation of the proposed project less than significant. No new mitigation measures would be required.

Contaminated Soil or Groundwater

As stated in the CCSP EIR, in the case of projects constructed within the CCSP area, the depths of construction would have to be approximately 16 feet or further below ground level to encounter groundwater; shallower construction projects would be unlikely to require dewatering. If necessary, construction dewatering activities could extract groundwater that contains elevated levels of contaminants and must be handled according to the City's regulations.

For the proposed project site specifically, the California State Water Resources Control Board GeoTracker website was assessed during the Phase I Environmental Site Assessment for the site. The nearest leaking underground storage tank (LUST) facility was identified to be the former Chrome Craft Facility located approximately 80 feet west-southwest of the site. The Phase I ESA identified a former leaking UST at the site, which was removed along with some surrounding impacted soil.

In addition to the LUST facility identified in the Phase I ESA performed for the proposed project, there are other existing LUST Cleanup Sites which posed or still pose potential hazards to the site. The California SWRCB GeoTracker database displays that the project site itself, 1800 24th Street, was previously utilized as Consolidated Electric. The site, under this usage, was a LUST Cleanup Site which posed potential gasoline contamination to soil. The case was closed in 1996 as mentioned previously, and the site no longer poses risk of contamination. An additional site in the immediate west vicinity of the project at 1821 24th Street is listed as a LUST Cleanup Site. The site posed potential gasoline contamination of groundwater and was closed as of 2015. It is subject to post-closure site requirements and is managed in compliance with Mitigation Measure 4.8-1.

The proposed project is anticipated to require subsurface excavation which may result in the inadvertent discovery of hazardous materials. If such is the case, any potentially significant impacts to soil or groundwater would be accounted for through Mitigation Measure 4.8-1, which would ensure that any hazards discovered in a site-specific Phase I Environmental Site Assessment would be handled in compliance with the recommendations in the report.

The proposed project will be constructed from an existing building, and excavation will likely not require activities occurring 16 feet or deeper in the proposed project site, as no

subgrade levels are proposed and the project would not include piles as foundational elements. As mentioned, shallower projects are unlikely to require dewatering. Furthermore, compliance with all applicable laws and regulations at the federal, State, and local levels would prevent the exposure of individuals and the environment to hazards associated with contaminated groundwater and soils. Changes introduced by the proposed project would not result in new significant impacts relating to contaminated soil or groundwater. No new mitigation measures would be required.

Conclusion

Impacts for the proposed project relating to hazards and hazardous materials are anticipated to be similar to those analyzed in the CCSP EIR and would not be altered significantly from the conclusions of the CCSP EIR analysis. The proposed project would not introduce significant impacts beyond those discussed in the CCSP EIR, and no additional mitigation measures would be required that were not previously introduced. Compliance with the various municipal, federal, and state guidelines pertaining to the regulation of, protection from, and exposure to hazardous materials reduces the impact of these substances resulting from development to less than significant. Therefore, impacts relating to hazards or hazardous materials which result from the proposed project would not require further environmental review.

X. Hydrology and Water Quality

Construction-Related Impacts to Surface Water

The CCSP EIR analyzed impacts to surface waters from development pursuant to the CCSP, which would require grading, excavation, and other construction-related activities that could cause soil erosion at an accelerated rate during storm events. As described in the EIR, anticipated development on the project site would be required to comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP) and to obtain coverage under the NPDES Construction General Permit (CGP). Conformance with the CGP would require the preparation of erosion and sediment control plans to control pollutant discharges through the implementation of best available technology (BAT), that is economically feasible, and best conventional pollutant control technology (BCT) to reduce pollutants. Construction contractors would also be required to prepare and submit a construction SWPPP. In light of the existing combination of developed and undeveloped conditions in the CCSP area, compliance with the Grading, Erosion, and Sediment Control Ordinance, SQIP, NPDES General Construction Permit, and project-specific dewatering permit would prevent the substantial degradation of water quality during project construction. These regulatory instruments are designed to ensure that construction projects result in water quality discharges that are not in violation of the State Water Board's objectives. The CCSP EIR determined that adherence to applicable regulations and standards would reduce water quality impacts to a less-than-significant level.

The proposed project would be subject to and implement all of the stormwater and erosion prevention requirements described in the CCSP EIR. The proposed project would implement present-day best management practices (BMPs) for the prevention of impacts to surface waters from construction activities. For this reason, impacts to surface water from the proposed project would be **less than significant** with no mitigation required.

Operational Water Quality

The Hydrology, Water Quality, and Drainage Section of the CCSP EIR included analysis of potential impacts to water quality from urban runoff from the CCSP area. Development pursuant to the CCSP would increase impervious surfaces within the project site that would alter the types and levels of pollutants that could be present in project site runoff.

As described in the EIR, the City of Sacramento currently implements the SQIP, which is designed to reduce stormwater pollution to the maximum extent practicable and eliminate prohibited non-stormwater discharges through a NPDES municipal stormwater discharge permit. The City of Sacramento also provides direction on post-construction BMPs in the *Stormwater Quality Design Manual for the Sacramento Region*. Development pursuant to the CCSP would be subject to City of Sacramento General Plan stormwater management policies, the City's stormwater ordinances, the SQIP, and the *Stormwater Quality Design Manual for the Sacramento Region*. The CCSP EIR determined that existing federal, state, and local policies and regulations are sufficient to ensure that development pursuant to the CCSP would not result in an impact to water quality, and that the impact would be less than significant. City review procedures would confirm that BMP implementation would comply with all applicable regulations.

The proposed project would develop the project site with impermeable surfaces to levels similar to those anticipated for development analyzed in the EIR. The proposed project would be designed to direct stormwater runoff to existing drainage facilities as well as establish curb and gutter facilities along the Broadway Corridor, to better manage drainage flows in the project area. Drainage flows through and from the project site would be directed into the City's combined sewer system (CSS), similar to existing drainage conditions at the project site. The proposed project would be subject to and implement all of the regulatory requirements described in the EIR, which would minimize potentially adverse impacts from urban runoff. With conformance to City, regional, and statewide stormwater runoff requirements, impacts to surface water from urban runoff originating from the project site would be **less than significant** and would not require mitigation, consistent with the City's conclusions regarding this type of impact in the CCSP EIR.

Risk of Flooding

The CCSP area is located within an area of the City under the Zone X FEMA Flood Zone designation, which applies to areas of minimal flood hazard outside of the 100-year flood hazard zone. Thus, the CCSP EIR concluded that development pursuant to the CCSP would not expose people or property to the risk of loss, injury, damage, or death resulting from exposure to flooding or the placement of structures that could impede or redirect flood

flows during construction. Buildout of the CCSP would not involve activities that would affect levee maintenance or regional flood management planning, nor would ongoing flood planning and maintenance efforts conflict with development pursuant to the CCSP. For these reasons, the CCSP EIR determined that this impact would be less than significant.

The proposed project would include the redevelopment of an underutilized site with a theater use that would be consistent with development assumed in the CCSP EIR, would not affect existing or planned flood management facilities or operations, and would not be constructed within a flood hazard zone. Therefore, the potential for the proposed project to exacerbate flood elevations or to be affected by flood conditions would be minimal, and this impact would be **less than significant**, consistent with the findings of the CCSP EIR.

Conclusion

Impacts for the proposed project relating to hydrology and water quality are anticipated to be similar to those analyzed in the CCSP EIR and would not be altered significantly from the conclusions of the CCSP EIR analysis. The proposed project would not introduce significant impacts beyond those discussed in the CCSP EIR, and no additional mitigation measures would be required that were not previously introduced. Therefore, impacts relating to hydrology and water quality which result from the proposed project would not require further environmental review.

XI. Noise

The CCSP EIR included evaluation of potential noise impacts from construction and operation. See Chapter 4.10.

As analyzed in the CCSP EIR, construction-related noise impacts of the specific plan were identified as potentially significant as a result of the potential need for pile driving as a construction method for high-rise structures. The project would not include pile driving. While the CCSP EIR identified Mitigation Measure 4.10-1 to require construction noise control measures, this impact was determined to be significant and unavoidable.

The CCSP EIR identified significant operational noise impacts associated with both traffic noise as well as stationary source noise from fixed mechanical equipment. While the CCSP EIR identified Mitigation Measure 4.10-2 to prepare acoustical studies sufficient for future development to meet performance standards of the City Noise Ordinance with respect to mechanical equipment, due to the lack of available mitigation to address the increases in traffic noise along multiple roadways, the operational noise impact was determined to be significant and unavoidable.

The CCSP EIR identified a less-than-significant impact with respect to noise exposure of proposed residential uses, as existing state law (Title 24) requirements would ensure that appropriate interior noise levels would be maintained in new development.

The CCSP EIR identified a significant construction-related vibration impact due to adjacent grading and building construction activities at some locations occurring within

40 feet of sensitive land uses, and that impact pile driving occurring within 148 feet of such sensitive land uses; could result in an annoyance to nearby people, and that vibration levels could exceed the building damage thresholds. Mitigation Measures 4.10-4(a) and 4.10-4(b) were identified to reduce these potential impacts to less than significant.

Construction Noise

The proposed 24R Theater project would require standard construction activities and, as a two-story structure, would not require impact pile driving for foundation construction.

Construction activities would be required to comply with Section 4.10.3 of the City Code by restricting construction hours to the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between the hours of 9:00 a.m. and 6:00 p.m. on Sunday. Project noise impacts would be similar to those identified in the CCSP EIR. Therefore, the proposed 24R Theater project would not result in new or more severe significant construction noise impacts.

Operational Noise

The proposed 24R Theater project would result in operation of a new live entertainment venue that would add sound sources to the project area including a sound system interior to the building, an equipment loading station and associated traffic, rooftop mechanical equipment, and patron congregation on the smoking balcony at the southeast corner and outside of the venue at street level. An acoustical evaluation has been prepared to address operational noise associated with the proposed 24R Theater Project (see **Attachment 2**) which was used to assess the operational noise impacts under CEQA.

Section 8.68.060 of the City Code sets standards for cumulative exterior noise levels at residential and agricultural properties, including exterior noise standards of 55 dBA from 7:00 a.m. to 10:00 p.m., and 50 dBA from 10:00 p.m. to 7:00 a.m.

Mitigation Measure 4.10-2 in the CCSP EIR, which would apply to the proposed project, sets forth mitigation specific for noise from loading docks and heating/air conditioning machinery as follows:

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 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.

This measure applies to project-specific noise sources other than those specifically referenced and would be applied in a similar manner here.

The discussion below refers to a noise study that has been conducted by the applicant in connection with design and construction of the proposed building. This analysis is included with this Addendum as **Attachment 2**. This analysis has been used in connection with the evaluation of project impacts in this Addendum, and would be used for the evaluation conducted under Mitigation Measure 4.10-2. Conditions of approval have been included in the project, as set forth in the noise study, including compliance with Mitigation Measure 4.10-2.

Sound System Noise

The acoustical analysis assumed that the interior sound system would operate at a maximum average hourly noise level of 100 dBA within the space, 10 feet away from any loudspeaker or subwoofer and that no third-octave band will exceed 120 dB as averaged across the same time period and as measured at the same position at maximum system levels based on professional experience of the acoustical engineers. The operation of the proposed project would be managed by persons experienced in booking and managing acts, and evaluating the audience. The levels set forth here are relevant for performers playing with amplified instruments, drums, and microphones. They are typical of indoor venues in Sacramento and elsewhere.

Sound would transmit out of the building primarily through the section of wall that extends above the second-floor roof, and through the roof and ceiling assembly above the performance space. Wall and roof construction would include design elements that would comply with the applicable building code as well as provide enhanced noise attenuation relative to building code standards, as detailed in the Project Description.

Sound transmission estimates considered the presence of noise reduction elements such as a parapet around the roofline to ensure that noise ordinance standards are met. Considering the sound system operational noise assumptions above, interior-to-exterior transmission loss provided by the wall and roof assemblies, a propagation distance of about 60 feet horizontally and 40 feet vertically to the nearest residence to the south, and the presence of noise reduction elements such as a parapet, sound levels at the nearest noise sensitive (residential) property line are estimated to be 40 dB(A) or lower, falling below the minimum 45 dB(A) limits for tonal nighttime sources and below the measured ambient hourly L90 levels monitored at the project location.

Loading Bay Noise

The acoustical study analyzed loading bay noise which would consist of engine revving, idling and the required use of backup alarms. The acoustical study predicts a noise level of 60 dBA at the nearest residence without a wall on the southwest side of the loading dock. As described in the project description, the exterior loading bay wall (south wall) for the proposed structure would be contiguous along its length and width with absolutely no gaps in its construction, including at the ground. Additional design enhancements for the attenuation of noise would be incorporated, including utilization of sound-absorptive material on the side of the wall facing the loading bay, the use of louvers designed for the minimization of noise, or similar measures. Through the proposed design components incorporated for the purpose of minimizing noise from loading activities, the project would comply with CCSP EIR Mitigation Measure 4.10-2. With inclusion of the full-height wall that is proposed to be constructed on the south side of the loading bay, noise levels are expected to fall to 55 dBA.

To comply with the duration limits and noise level limits for tonal noise versus other noise within the City's noise ordinance, the project would limit loading activities to specified times and durations, as specified in the description of proposed project operations. Based on proposed project operations, loading bay noise would not exceed the City's duration limits and noise level limits as defined by the City's noise ordinance.

Mechanical Equipment Noise

While mechanical plans have yet to be fully developed for this project, the noise study used sound power level data from representative mechanical equipment for spaces of similar volumes, including the effect of the roof parapet, which is assumed to be at least 3 feet taller than the tallest mechanical equipment, and assuming the mechanical equipment is located further than 30 feet from the southwest edge of the roof. Based on those design components, it is expected noise from mechanical equipment would fall below 50 dB(A) and is not expected to exceed noise ordinance limits.

Patron Noise

Patron noise during events would be generated from a few areas on the exterior of the venue where people could gather on a roof patio on the southwest corner of the building or from people outside at street level entering or exiting the venue. Noise modeling was conducted for patron noise on the roof patio of the building. Assuming twenty people speaking with loud voices and including the effect of the existing building parapet as an acoustical barrier, sound levels are expected to be 44 dB(A) at the nearest residential property. This meets the most stringent speech limits outlined by the noise ordinance during nighttime hours. Measured hourly levels are expected to fall below this due to natural gaps in conversation which would lower the equivalent levels across any time period given in the ordinance.

The addition of a 2,300-person venue will bring groups of people to the area surrounding the venue. The project design seeks to minimize noise exposure of surrounding sensitive

receptors. Entrances to the building and pre-determined areas where controlled queueing would occur are anticipated to be located on the opposite side of the property relative to the nearest residence which would provide substantial shielding of patron noise. Further, the proposed project includes a Good Neighbor Program, which would include measures intended to manage the flow of event attendees and reduce the impacts of patron noise on surrounding sensitive receptors. With consideration of those measures to reduce noise, patron noise impacts would be less than significant. Therefore, proposed 24R Theater project would not result in new or more severe significant operational noise impacts from patrons.

Traffic Noise Impacts

The CCSP EIR identified a significant and unavoidable operational noise impact from increased traffic levels on local roadways. The analysis of the CCSP EIR utilized cumulative traffic volumes that considered buildout of the CCSP as well as other cumulative development. The square footage of development and associated trip generation of the 24R project would be consistent with the development envelope of the CCSP and therefore would not substantially affect the trip generation assumed in the CCSP EIR. Therefore, proposed 24R Theater project would not result in new or more severe significant construction noise impacts.

Construction Vibration

The proposed 24R Theater project would require standard construction activities and, as a two-story structure, would not require impact pile driving for foundation construction. Construction activities would comply with Section 4.10.3 of the City Code by restricting construction hours to within the City's noise exempt hours (between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sunday). Construction activities would comply with the City's construction exempt hours and Mitigation Measure 4.10-4(a) and 4.10-4(b) of the CCSP EIR would apply and construction vibration impacts would be similar to those identified in the CCSP EIR. Therefore, proposed 24R Theater project would not result in new or more severe significant construction vibration impacts.

Conclusion

With implementation of Mitigation Measures 4.10-2 and 4.10-4 of the CCSP EIR, changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to assumed development in the CCSP EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed. Nor is there new information of substantial importance showing that mitigation measures considerably different from those analyzed in the CCSP EIR would substantially reduce one or more significant effects, but the

proponents decline to adopt the mitigation measure or alternative. For these reasons, noise impacts from the proposed project would not require further environmental review.

XII. Public Services

The Public Services section of the CCSP EIR described existing public services for the project site. The CCSP EIR analysis determined that the anticipated development at the project site would result in less-than-significant impacts related the provision of law enforcement or fire protection services. The proposed project would not include residential development and therefore would not require school services.

Police Protection

Police protection services to the CCSP area and therefore the proposed project site are provided by the Sacramento City Police Department (SPD). The project area is serviced by the Richards Police Facility, which serves the majority of the CCSP area and is located about 0.6 miles directly to the northwest of the CCSP area at 300 Richards Boulevard in the River District. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), and the Regional Transit Police Department aid the SPD to provide protection for the City. This remains consistent with the police protection services analyzed in the CCSP EIR.

The Sacramento 2035 General Plan MEIR uses a goal of 2.0 to 2.5 sworn police officers per 1,000 residents and one civilian support staff per two sworn officers. Increases in development such as the proposed project have the potential to create the need for additional staff and/or police facilities. While the mixture of food, retail, office, government, and medical uses outlined in the CCSP may present policing needs that differ from residential uses, the EIR used the above ratio, based on the number of residents, to determine police staffing needs. Under this guideline, the proposed project itself does not require the increase of police protection services within the CCSP area. As the project would not increase residents in the area, impacts to police protection from the proposed project would be **less than significant**.

Fire Protection

The Public Services section of the CCSP Certified EIR described existing fire protection services for the CCSP area and evaluated the plan's potential impacts to fire protection. Fire protection and emergency medical services to the plan, and therefore project, area are provided by the Sacramento Fire Department (SFD). Within the CCSP area, there are three fire stations – Stations 1, 2, and 5 which would be responsible for collectively accommodating response to the additional calls and activities needed to serve the CCSP population and uses. Station 1, located at 624 Q Street, is best positioned to serve the proposed project site approximately 2 miles west.

The proposed project would be served by the same SFD location which is already designated to serve the project site. Construction of the proposed project would not require the construction of new SFD facilities to serve the proposed project. The proposed

project would incorporate California Fire Code standards, including requirements related to fire flow, fire department access, and automatic sprinkler systems, and other applicable requirements into building designs. Furthermore, the project applicant would be required to pay fair share fees for the necessary fire services as a result of project implementation. For this reason, impacts to fire protection services from the proposed project, would remain less than significant, as described in the CCSP EIR.

Schools

The Sacramento City Unified School District (SCUSD) provides primary educational services to the CCSP area. The analysis performed in the CCSP EIR concluded that, pursuant to SB 50, all development within the CCSP area would be required to pay applicable school fees, which are deemed full and complete mitigation for impacts on schools. As a result, the impact of development under the CCSP on school systems would be less than significant. Specifically, the proposed project would not develop any residential uses, and therefore would not cause any impacts to surrounding schools.

The proposed project, relative to the anticipated development of the project area analyzed in the CCSP EIR, would not alter the impacts to public services relative to those discussed in the EIR, as no additional demand for these services would be created. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the EIR, result in new significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the CCSP EIR. Further, there are no mitigation measures that were not considered in the EIR, that would more substantially reduce the potential effects of the proposed project on public services. For these reasons, impacts related to public services from the proposed project would not require further environmental review.

XIII. Recreation

The Parks and Open Space section of the CCSP EIR noted that additional regional parks would need to be constructed to serve the CCSP area. Mitigation Measures 4.11-9 and 4.11-10 would be implemented to 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. With mitigation, impacts to parks and open spaces from CCSP development would be less than significant.

The proposed project itself would not cause the deterioration of existing parks within the CCSP area. It would not 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. The proposed project, as described, does not include any residential development, and therefore would not increase the utilization of parks and

recreation facilities near the project site. The project site will be developed for its intended use under the CCSP, and new circumstances relevant to the proposed project would not, as compared to the CCSP EIR, result in a new significant impact or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the CCSP EIR. Further, there are no mitigation measures that were not considered in the EIR, that would more substantially reduce the potential effects of the proposed project on recreational facilities. For these reasons, impacts related to recreation from the proposed project would not require further environmental review.

XIV. Transportation and Circulation

Transportation System

24th Street

24th Street is a north-south Major Collector roadway bordering the eastern edge of the project site. Along the project frontage, 24th Street has one lane traveling north and one lane traveling south. In addition, sidewalks are provided along the proposed project frontage.

Public Transit System

Sacramento Regional Transit District (SacRT) provides transit service in the greater Sacramento metropolitan area. The nearest transit stop to the proposed project is a Gold Line light rail station located on R Street in the immediate vicinity of the proposed project and would provide direct access to the front entrance of the site. Additionally, there are existing stations five blocks to the east (Gold Line) and seven blocks to the west (Gold/Blue/Green Lines).

Existing/Planned Bicycle and Pedestrian Facilities

Both 24th Street and Rice Alley provide direct pedestrian access to the project site. Public sidewalks provide an accessible means of travel from every direction surrounding the site. The proposed project aims to maintain a sense of shared space between pedestrians, cyclists, cars, and trucks along R Street. It also aims to widen existing sidewalks along streets bordering the project site and to ensure that pedestrian pathways are smooth to ensure a safe experience for all.

According to the City of Sacramento 2016 Bicycle Master Plan, a Class III bikeway, known as a Bike Route, exists along 24th Street, providing direct access for cyclists to the proposed project site. This is the only designated bike path which provides direct access to the site. Class II Bike Lanes, or on-street bikeways, exist on Q Street, T Street, and 21st Street nearby.

Proposed Project

The proposed project would develop an indoor live performance theater on approximately 0.59 acres in Midtown Sacramento. The proposed project would provide vehicle access via surrounding, connected roadways such as 24th Street and R Street.

A Pre-Application Transportation Assessment was prepared to assess select event transportation management elements including parking, ridehailing, transit, and truck access (see **Attachment 3**). The assessment used very conservative assumptions regarding mode splits and other factors, which likely overstate the anticipated impacts of the proposed project. Evaluation of the proposed project in this Addendum also uses these conservative assumptions to ensure that potential project impacts are fully analyzed.

Mode Split

The assessment utilized data from event venues located within a similar land use and transportation system context to the which the 24R Theater would be located within (e.g., urban environment with nearby transit system), develop attendee travel mode split estimates for a maximum capacity show at the Theater. **Table 1** summarizes the attendee travel mode split estimates. As shown in Table 1, using conservative assumptions, the majority of attendees are shown as expected to arrive at the venue via a privately owned vehicle, although use of ridehailing (e.g., Uber and Lyft), walking, biking, and transit is also expected.

**TABLE 1
ESTIMATED MAXIMUM CAPACITY EVENT ATTENDEE TRAVEL MODE SPLIT**

Mode	Mode Split ^{1, 2}
Private Vehicle	75%
Ridesharing Service	15%
SacRT LRT	5%
Walk/Bicycle	5%
NOTES:	
1. Attendee mode split estimates derived from attendee travel surveys and field observations conducted by Fehr & Peers at the Sacramento Kings NBA basketball game at the Golden 1 Center in Downtown Sacramento in February 2017 and a Silversun Pickups concert at the Ace of Spaces concert venue in Midtown Sacramento in September 2021.	
2. The mode split assumptions present assume that coordination will occur between the venue operator and SacRT to ensure that LRT service would be available to event attendees after the event concludes.	
Source: Fehr & Peers, 2022.	

**TABLE 2
PROJECT PEAK HOUR VEHICLE TRIP GENERATION**

Traveler Type		Pre-Event Peak Hour (7:00 p.m. – 8:00 p.m.)			Post-Event Peak Hour (12:00 a.m. – 1:00 a.m.)		
		In	Out	Total	In	Out	Total
Attendees	Private Vehicles	403	0	403	0	608	608
	Ridehailing Vehicles	81	81	162	122	122	244
	Total Vehicles	484	81	565	122	730	852
Employees	Private Vehicles	10	9	19	0	102	102
	Ridehailing Vehicles	1	1	2	5	5	10
	Total Vehicles	11	10	21	5	107	112
Total	Private Vehicles	413	9	422	0	710	710
	Ridehailing Vehicles	82	82	164	127	127	254
	Total Vehicles	495	91	586	127	837	964
NOTES:							
¹ Average vehicle occupancy estimated at 2.3 persons per vehicle for attendees and 1.1 persons per vehicle for employees. Pre-event peak hour attendee vehicle arrivals estimated at 55 percent of total attendee vehicle arrivals. Post-event peak hour attendee vehicle departures estimated at 83 percent of total attendee vehicle departures. Estimates derived from information provided by Live Nation as well as attendee travel surveys and field observations conducted by Fehr & Peers at a Sacramento Kings NBA basketball game at the Golden 1 Center in Downtown Sacramento in February 2017, a Silversun Pickups concert at the Ace of Spades concert venue in Midtown Sacramento in September 2021, and a Fleetwood Mac concert at The LA Forum in Inglewood, CA in December 2018.							
Source: Fehr & Peers, 2022.							

Vehicle Trip Generation

Event attendee vehicle trips would include private and ridehailing vehicles that would travel to and from the venue vicinity for a maximum capacity event (2,300 attendees and 120 employees) during the pre-event (7:00 p.m. to 8:00 p.m.) and post-event (12:00 a.m. to 1:00 a.m.) peak hours. **Table 2** summarizes the estimated project peak hour vehicle trip generation. As shown in Table 2 the venue would generate an estimated 586 and 964 vehicle trips during the pre- and post-event peak hours, respectively. As the venue would not provide on-site parking for event attendees, event related vehicle trips would be geographically distributed throughout the venue vicinity based on attendees' preferred parking locations. Ridehailing trips would primarily travel to/from the immediate venue vicinity due to ridehailing passengers' preference to be picked up or dropped off as close to their trip origin/destination as possible.

Land Use Transportation (VMT) Impacts

The transportation analysis prepared for the CCSP EIR determined that at full buildout, the CCSP would have an average VMT per capita at 66 percent of the regional average, and the average VMT per employee at 81 percent of the regional average and 78 percent of the countywide average. Both of these measurements are below the 85 percent threshold used to identify significant VMT impacts. Since the average VMT per capita and average VMT per employee for the CCSP are below the regional and countywide averages calculated by SACOG, the impact would be less than significant. Implementation of the CCSP, including all consistent land use development and transportation improvements, would have no significant impact on per capita or per employee VMT in the CCSP area, and would not require further project-specific analysis of VMT for the purposes of CEQA compliance. As described in previous sections, the proposed project would be consistent with the development assumptions of the CCSP and would conform to the design, density, and other relevant guidelines as required by the City. The project would be an allowed use under the general plan land use and special planning district zoning designations for the site. Therefore, the project would have a less-than-significant impact on per capita or per employee VMT and would not require further project-specific analysis of VMT.

Intersections and Roadway Segments

Level of service (LOS) is no longer the method used to determine if land use transportation impacts would be significant under CEQA. However, this topic is discussed in the CCSP EIR and is addressed here.

The CCSP EIR determined that implementation of the CCSP would result in most intersections continuing to operate acceptably at LOS C or better during both peak hours, with other intersections operating acceptably at LOS D or LOS E during one or both peak hours. General Plan Policy M 1.2.2 was adopted to allow decreased levels of service (e.g., LOS F) in the urbanized Core Area of the City that supports more transportation alternatives and places residents proximate to employment, entertainment, retail and neighborhood centers and thus reduces overall vehicle miles traveled and results in

environmental benefits (e.g., improved air quality and reduced GHG emissions). Because the project area is within the Core Area as defined in the 2035 General Plan, and because the City determined that LOS F is considered acceptable during peak hours within the Core Area, LOS impacts resulting from the proposed project would be less than significant.

Peak transportation periods for the proposed project would be different than the peak hours analyzed in the CCSP EIR, which coincide with peak commute and school drop off times. Project contributions to congestion at intersections and along roadway segments in the City would occur in periods after the peak evening commute period has concluded. For this reason, the project would not be anticipated to have a substantial impact on intersections and Roadway Segments.

Freeway Mainline, Ramp Junction, and Ramp Queuing

Level of service (LOS) is no longer the method used to determine if land use transportation impacts would be significant under CEQA. However, this topic is discussed in the CCSP EIR and is addressed here.

The CCSP EIR analyzed impacts to the freeway mainline, ramp junctions, and ramp queuing resulting from implementation of the CCSP EIR. The transportation analysis for the CCSP EIR evaluated level of service for freeway segments based on daily volume-to-capacity comparisons. The CCSP EIR concluded that all study freeway segments operate acceptably except for US 50, which operates unacceptably at LOS F under existing conditions and would continue to do so under Existing Plus CCSP conditions. Additionally, implementation of the CCSP would increase traffic volume on a segment of US 50 that operations unacceptably under existing conditions. The CCSP EIR included Mitigation Measure 4.12-3, which required projects developed pursuant to the CCSP that would generate more than 100 vehicular AM or PM peak hour trips, to pay into the Interstate 5 Freeway Subregional Corridor Mitigation Program (SCMP) to mitigate freeway impacts. The CCSP EIR determined that implementation of Mitigation Measure 4.12-3 would reduce freeway impacts to less than significant.

Peak transportation periods for the proposed project would be different than the peak hours analyzed in the CCSP EIR, which coincide with peak commute and school drop off times. Project contributions to vehicle congestion at freeway mainlines, ramp junctions, and ramp queuing would occur in periods after the peak evening commute period has concluded. For this reason, the project would not be anticipated to have a substantial impact on freeway facilities.

Pedestrian Facilities

The CCSP EIR identified that the CCSP does not include any components that will adversely affect existing pedestrian facilities. Implementation of the CCSP would widen existing sidewalks, fill in gaps in existing sidewalks, and enhance the pedestrian environment with streetscape treatments such as pedestrian-scale lighting, landscaping, and street furniture, etc. The project also may include enhancements of uncontrolled crossings at critical intersections. Bus stop enhancements would provide for wider

pedestrian spaces at high activity bus stops. Roadway network projects would either reduce general purpose travel lanes to create dedicated transit lanes or on-street bikeways or would convert one-way roadways to two-way operation; none of these improvements will result in wider roadways for pedestrians to cross. Additionally, reducing the number of travel lanes and converting one-way streets to two-way streets was anticipated to reduce travel speeds and therefore improve pedestrian and bicycle safety. For these reasons, the CCSP EIR determined that implementation of the CCSP would have a less-than-significant impact on pedestrian facilities.

The proposed project would make improvements to pedestrian facilities along the west side of 24th Street consistent with those described and analyzed in the CCSP EIR. Proposed improvements would include construction of a sidewalk with curb and gutter along the west side of 24th Street, which would replace the curbless paved roadway shoulder that currently exists along the project site frontage. Improvements to public right of way would also include the planting of street trees and the addition of street lighting, which would fulfill the goal of the CCSP to add street lighting at the sections of 24th Street and R Street directly adjacent to the project site. During pre-event and post-event periods, the project would add additional vehicle traffic to the roadways around the project site. However, the improvements proposed by the project would improve pedestrian visibility, further separate pedestrian facilities from vehicle traffic, and improve the attractiveness of pedestrian facilities along the building frontage at 24th Street and R Street. Consistent with the findings of the CCSP EIR, the proposed project would result in a **less-than-significant** impact to pedestrian facilities, as project improvements would improve pedestrian access.

Bicycle Facilities

The CCSP did not include any projects that would adversely affect existing bicycle facilities. The CCSP EIR determined that implementation of the CCSP would only enhance existing bicycle facilities by filling in gaps in those facilities or increasing the separation of bicyclists within these facilities from adjacent travel lanes. Additionally, the CCSP's bicycle facilities are consistent with those planned in the City's Bicycle Master Plan. As the improvements to the transportation system included in the CCSP would improve access for bicyclists in the Central City, the City determined that the CCSP would have a less-than-significant impact on bicycle facilities.

The proposed project would not affect or alter bicycle facilities. The project would add vehicle traffic to the local roadway network in the project vicinity during pre-event and post-event peak periods. However, those periods do not coincide with peak commute periods and the addition of traffic to roadways does not in and of itself constitute an adverse effect on bicycle facilities. Therefore, consistent with the findings of the CCSP EIR, the proposed project would have a **less-than-significant** impact on bicycle facilities.

Transit Facilities

The CCSP included a variety of roadway network and transit network projects that are intended to reduce transit vehicle delay resulting from traffic signals and slow-moving

traffic. Specifically, the CCSP included several transit investments that could include transit signal priority or three-lane to two-lane conversions for dedicated transit lanes.

The CCSP EIR focused its analysis of impacts to transit facilities on buses, light rail, and vehicles that share travel lanes with vehicular and bicycle traffic. The CCSP EIR identified that the CCSP includes a variety of roadway network and transit network improvements that are intended to reduce transit vehicle delay resulting from traffic signals and slow-moving traffic. The CCSP EIR also identified the City's ability to monitor and adjust traffic signal timing to respond to conditions and help maintain traffic flow in the Central City. For these reasons, the CCSP determined that implementation of the CCSP would have a less-than-significant impact on transit from roadway congestion.

The CCSP EIR also evaluated the potential for transit delays due to friction with curbside activity. The analysis identifies that likely curbside activity to result in friction commonly occurs in the Central City and is likely to increase as population and employment grows in the future. Lastly, although there are some short segments of Class III bike routes that occur on roadways with transit, the combined effect of these segments being very short, the frequency of buses on these lines and the anticipated number of bicyclists causing friction for these buses will not result in a substantial amount of delay for transit.

Analysis of dwell delay⁸ for transit in the Central City concluded that the CCSP does not include reducing the area of any platforms or sidewalks that would increase dwell delay due to boarding and alighting. The proposed plan does not include any changes to RT's vehicle fleet that would reduce the number and width of doors, so the proposed plan will not increase dwell delay due to boarding and alighting. On buses, increasing the number of passengers using smartcard fare payment reduces dwell time due to fare collection (although passengers without a smartcard will still have the option to pay with cash). RT will continue with their proof of payment system for light rail trains, so no change in dwell time is expected. The CCSP does include expanding existing bus stops to accommodate the increased in transit ridership over time.

The CCSP does not include any changes to RT's existing service and therefore would not affect accessibility relating to the provision of transit service. For these reasons, the City determined that the CCSP would have a less-than-significant impact on transit facilities.

The proposed project would not alter existing transit facilities or hinder the implementation of transit plans. The project would improve the pedestrian connection along the west side of 24th Street to the 23rd Street Light Rail Transit Stop and add street lighting that would improve safety and evening visibility for transit riders using that transit stop by activating the parcel directly adjacent to the transit stop. Consistent with the findings of the CCSP EIR, the proposed project would have a **less-than-significant** impact related to transit facilities.

⁸ Dwell delay is described on page 4.12-63 of the CCSP EIR as passenger stop delay caused by transit vehicles dwelling at a stop to allow time for passengers to board and alight and by transit vehicles dwelling at a stop to allow passengers to pay fares.

Construction-Related Traffic

Construction-related activity may potentially disrupt the existing transportation network in the surrounding project area. Possible temporary lane closures, sidewalk closures, and bikeway closures may impact pedestrian, bicycle, and/or transit accessibility. Heavy vehicles would access the site and may need to be staged for construction. As a result of these activities, existing roadway operation conditions may be temporarily degraded.

City Code Section 12.20.030 requires that a construction traffic control plan is prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan shall ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan shall include the following:

- Time and day of street closures
- Proper advance warning and posted signage regarding street closures
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements
- Safe and efficient access routes for emergency vehicles
- Provisions for pedestrian safety
- Use of manual traffic control when necessary
- Number of anticipated truck trips, and time of day of arrival and departure of trucks
- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network

The plan must be available at the site for inspection by the City representative during all work. With the implementation of the construction traffic control plan, local roadways and freeway facilities will continue to operate at acceptable operating conditions and the impact of the project during construction would be **less than significant**.

The proposed project would not alter the transportation impacts discussed in the CCSP EIR. Changes introduced by the proposed project and/or new circumstances relevant to the project, as compared to the CCSP EIR, would not result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the CCSP EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would

substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous CCSP EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to project area transportation facilities from the proposed project would not require further environmental review.

XV. Utilities and Service Systems

Water Supply

The 2035 General Plan Master EIR found that, with implementation of the City's water conservation requirements, the City could provide adequate potable water to supply the needs within the City's Policy Area (which included CCSP and the project parcels). No mitigation was required.

The CCSP found that there would be a less-than-significant impact related to additional water conveyance and treatment for both the project and cumulative context. The City's policy is to require the developer to construct any infrastructure necessary to support the CCSP without compromising service or water quality to the CCSP area. Reimbursement agreements are available for construction of facilities included in the development impact fee program. No mitigation was required. These requirements would address the potential impacts on a project-by-project basis, including the proposed project. Though the plan would contribute to cumulative increases in demand for water supply in combinations with other cumulative development, the implementation of Mitigation Measure 4.13-7 would maximize water conservation, implement new water diversion and/or treatment infrastructure, and implement additional groundwater pumping in the CCSP area.

The proposed project would create new demand for water supply at the project site. The proposed project site would be provided adequate water service by the City of Sacramento. As described above, the project would be subject to City policies requiring the project developer to construct any infrastructure necessary to serve the project while not compromising service or water quality to the CCSP area. Therefore, as was concluded for implementation of the CCSP EIR, the proposed project would result in a less-than-significant impact related to water supply. No additional mitigation is required.

Wastewater

The CCSP EIR analysis found that construction activities performed as part of development under the CCSP would not discharge additional flows to the City's sewer and drainage systems which could exceed existing infrastructure capacity. However, it was concluded that, in the event that construction period dewatering occurs during a major storm event, existing storm drain capacity could be exceeded resulting in a potentially significant impact. This potentially significant impact can be avoided on a project-specific level, and thus the proposed project would have a less-than-significant effect regarding construction activities discharging excess flows.

In regard to the operation of projects developed pursuant to implementation of the CCSP, it was determined in the CCSP EIR that, during large storm events, the combined stormwater and wastewater discharges from proposed development could exceed system capacity resulting in a potentially significant impact. However, Mitigation Measure 4.13-1 would manage wastewater, drainage and dewatered groundwater flows in a manner that would cause impacts to infrastructure capacity to be less than significant through the completion of improvements to the conveyance capacity of the CSS funded by fair share improvements from development pursuant to implementation of the CCSP.

Additionally, the CCSP is not expected to increase demand for wastewater treatment. Thus, no additional wastewater treatment facilities would need to be constructed to accommodate the growth and development anticipated under the CCSP.

The proposed project is consistent with the development assumptions of CCSP and is subject to established CSS mitigation fees, as implemented by Mitigation Measure 4.13-1, and would further be required to pay fair share fees for required upgrades to the local CSS conveyance system, if such upgrades are necessary to serve the project. For these reasons, the proposed project would not substantially increase demand for wastewater conveyance facilities beyond the amount anticipated in the CCSP EIR or require substantial offsite improvements that would constitute new or more significant impacts.

Stormwater and Drainage

The CCSP EIR determined that there would be a potentially significant impact related to drainage infrastructure capacity for the CCSP and cumulative conditions. Mitigation Measure 4.13-1 requires project applicants to pay the established CSS (Combined Sewer System) mitigation fee and to pay for a project's fair share costs for upgrading infrastructure. With implementation of this mitigation, the impact would be less than significant. This mitigation would be accomplished on a project-by-project basis and would address the potential impact of development in the CCSP, including any potential increases caused by the proposed project. The proposed project would have a similar drainage footprint to the existing structure on the project site as the project would similarly build out the full site with impervious surfaces, with some landscaped areas around building frontages. Thus, the stormwater and drainage profile of the proposed project would be the same as the existing drainage requirements. For this reason, the proposed project would have a **less-than-significant** effect on stormwater drainage. No additional mitigation is required.

Solid Waste

As described in the CCSP EIR, in consideration of the large volume of landfill capacity available to serve the project, sufficient landfill capacity would be available to serve projects constructed pursuant to the proposed CCSP. No adverse physical environmental effects would result due to CCSP-related construction, and, as a result, potential operation period impacts on landfills would be less than significant. Such is also the case for operation of development pursuant to the CCSP. Waste generated by the CCSP would

be collected and transported to local landfills by the City and/or private haulers, and either recycled in accordance with City programs and requirements or landfilled at Kiefer Landfill or transported and landfilled at the Lockwood Landfill in Sparks, Nevada. Because there would be no need to expand or create new landfill or solid waste management facilities, there would be no related physical environmental effects.

Waste generated by the proposed project would fall under the considerations previously discussed for solid waste capacity. Therefore, no new significant impacts would be introduced related to the proposed project that were not anticipated under the CCSP.

Conclusion

As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project, nor have any substantial changes occurred with respect to the circumstances under which the project is undertaken, that would require major revisions to the original CCSP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed project would not include any substantial new information, changes, or impacts that would require major revisions to the CCSP EIR.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Having considered the analysis set forth in this Addendum, the City of Sacramento's Community Development Department has concluded that the analyses conducted, and the conclusions reached in the CCSP EIR remain relevant and valid. Based on the record as a whole, there is no substantial evidence that the proposed project may result in significant environmental impacts not previously studied in the CCSP EIR and, accordingly, the project changes would not result in any conditions identified in CEQA Guidelines section 15162. A subsequent negative declaration or EIR is not required for the changes to the project.

The proposed project would remain subject to applicable previously required mitigation measures from the CCSP EIR, including Mitigation Measures 4.2-2(a), 4.2-2(b), 4.3-2(a), 4.3-2(b), 4.3-2(c), 4.3-10, 4.4-1(a), 4.4-1(b), 4.4-1(c), 4.8-1, 4.10-1, 4.10-2, 4.10-4(a), 4.10-4(b), 4.12-3, 4.13-1, and 4.13-7.

CCSP EIR Mitigation Measures 4.2-5, 4.2-7, 4.2-10, 4.3-4(a), 4.3-4(b), 4.3-4(c), 4.3-6, 4.3-8(a), 4.3-8(b), 4.3-8(c), 4.3-11, 4.3-13, 4.3-14, 4.3-15, 4.4-2, 4.4-4, 4.8-7, 4.10-5, 4.10-6, 4.10-8, 4.11-8, 4.11-9, 4.11-10, and 4.12-10 would not be required under the proposed project.

Based on the above analysis, this Addendum to the previously adopted CCSP EIR for the project has been prepared.

Attachments:

1. Mitigation Monitoring Plan (MMP) for the Central City Specific Plan (CCSP) Environmental Impact Report
2. Noise Impact Study Report
3. Pre-Application Transportation Assessment

Attachment 1

Mitigation Monitoring Plan (MMP) for the Central City Specific Plan (CCSP) Environmental Impact Report

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.	<p>4.2-2(a) <i>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.</i></p>	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)
	<p>4.2-2(b) <i>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.</i></p> <p><i>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.</i></p> <p><i>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:</i></p> <ul style="list-style-type: none"> • <i>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.</i> • <i>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.</i> • <i>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.</i> 	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
	<ul style="list-style-type: none"> 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. <p>The applicant shall include the following SMAQMD Fugitive Dust Control Practices on all grading or improvement plans:</p> <ul style="list-style-type: none"> 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. <p>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.</p>				
4.2-5: Implementation of the proposed CCSP could result in short-term and long-term exposure to Toxic Air Contaminants.	<p>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:</p> <ul style="list-style-type: none"> 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.	<p>4.2-7 Implement Mitigation Measure 4.2-2(a) and (b).</p>	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.	<p>4.2-10 Implement Mitigation Measure 4.2-5.</p>	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.	<p>4.3-2(a) <i>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:</i></p> <ol style="list-style-type: none"> 1) <i>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.</i> 2) <i>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.</i> 3) <i>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.</i> 4) <i>applicant shall maintain a 100-ft buffer around each active purple martin nest. No construction activities are permitted within this buffer.</i> 5) <i>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.</i> 	<p>Conduct nesting surveys prior to tree removal.</p> <p>Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(a).</p> <p>Include tree removal timing and/or tree protection requirements on Grading and Construction Plans</p>	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)
		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)
		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)
		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)
		<p>4.3-2(b) <i>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).</i></p>			

**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) <i>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.</i>	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) <i>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.</i>	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) <i>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.</i>	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) <i>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."</i>	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 <i>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.</i>	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
	<p><i>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.</i></p> <p><i>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.</i></p>				
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>4.3-8(a)</p> <p><i>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.</i></p>	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
	<p>4.3-8 (b)</p> <p><i>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.</i></p>	Install protective fencing.	Project applicant	Prior to and during construction on individual applicable development sites	City of Sacramento Community Development Department, USACE, and CDFW
	<p>4.3-8 (c)</p> <p><i>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.</i></p>	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.	<p>4.3-10</p> <p><i>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.</i></p>	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.	<p>4.3-11</p> <p><i>Implement Mitigation Measure 4.3-2(a), 4.3-2(b), and 4.3-2(c).</i></p>	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.	<p>4.3-13</p> <p><i>Implement Mitigation Measure 4.3-2(a), 4.3-2(b), and 4.3-2(c).</i></p>	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.	<p>4.3-14</p> <p><i>Implement Mitigation Measure 4.3-6</i></p>	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 <i>Implement Mitigation Measure 4.3-8(a), 4.3-8(b), and 4.3-8(c).</i>	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 <i>Implement Mitigation Measure 4.3-8</i>	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 <i>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:</i>	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) <i>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.</i>				

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

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	2) <i>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.</i>	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) <i>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)).</i>	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 <i>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.</i>	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 <i>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:</i> 1. <i>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).</i>	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
	<p><i>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:</i></p> <p>a) <i>Purpose of archaeological monitoring;</i></p> <p>b) <i>Identifying archaeological resources; and</i></p> <p>c) <i>Maintaining proper discovery protocols during construction.</i></p>				
	<p>2. <i>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.</i></p>				
	<p>3. <i>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.</i></p>				
	<p>4. <i>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.</i></p>				
	<p>5. <i>Potential tribal cultural resources discovered during project work shall be treated in consultation with the Native American monitor on site.</i></p>				
	<p>6. <i>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.</i></p>				
<p>4.4-2: New construction in the CCSP area could cause a substantial adverse change in the significance of a tribal cultural resource.</p>	<p>4.4-2(a) <i>Implement Mitigation Measure 4.4-1(a) through (c).</i></p>	<p>Implement Mitigation Measure 4.4-1(a) through (c).</p>	<p>See Mitigation Measure 4.4-1(a) through (c).</p>	<p>See Mitigation Measure 4.4-1(a) through (c).</p>	<p>See Mitigation Measure 4.4-1(a) through (c).</p>
<p>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>	<p>4.4-4 <i>Implement Mitigation Measure 4.4-1(a) through (c).</i></p>	<p>Implement Mitigation Measure 4.4-1(a) through (c).</p>	<p>See Mitigation Measure 4.4-1(a) through (c).</p>	<p>See Mitigation Measure 4.4-1(a) through (c).</p>	<p>See Mitigation Measure 4.4-1(a) through (c).</p>
4.8 Hazards and Hazardous Materials					
<p>4.8-1: Development pursuant to the proposed CCSP could expose people to contaminated soil during construction activities.</p>	<p>4.8-1 <i>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.</i></p>	<p>Implement a site specific Phase I Environmental Site Assessment during the entitlement process prior to construction.</p>	<p>Project applicant</p>	<p>During the entitlement process, prior to ground-disturbing activities (grading or excavation)</p>	<p>City of Sacramento Community Development Department.</p>

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

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<i>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.</i>				
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 <i>Implement Mitigation Measure 4.8-1.</i>	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 <i>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:</i>	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
	a) <i>All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.</i>				
	b) <i>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.</i>	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 <i>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:</i>	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) <i>Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of 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.</i>	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
	b) <i>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.</i>				
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) <i>Implement Mitigation Measure 4.10-1.</i>	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
	<p>4.10-4(b) For all projects in the CCSP area that require the use of graders or impact pile drivers:</p> <p>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:</p>	<p>Prepare and submit a Vibration Reduction Plan. Implement vibration avoidance, minimization, and monitoring requirements within the Vibration Reduction Plan.</p>	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	<p>1) Inclusion of buffers and selection of equipment to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.</p>	Limit vibration during construction.	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	<p>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:</p>				
	<p>i. Prior to start of construction:</p>				
	<p>1. The applicant or construction contractor shall install crack gauges on proximate historic structures.</p>	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
	<p>ii. During building construction:</p>				
	<p>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.</p>	Monitor crack gauges during construction.	Project applicant	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department
	<p>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.</p>	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
	<p>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.</p>	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
	<i>iii. Post-construction</i>				
	<p>1. <i>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.</i></p> <p>2. <i>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.</i></p>	<p>Prepare crack monitoring and vibration monitoring final report to the City. Include post-construction photographs of cracks, as applicable.</p> <p>Make repairs to damages historic and non-historic buildings caused by project construction, as applicable.</p>	<p>Project applicant</p> <p>Project applicant</p>	<p>Upon completion of construction activities within 47 feet of a historic building</p> <p>Upon completion of construction activities within 47 feet of a historic building</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>
4.10-5: Implementation of the proposed CCSP would result in exposure of people to cumulative increases in construction noise levels.	4.10-5 <i>Implement Mitigation Measure 4.10-1.</i>	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 <i>Implement Mitigation Measure 4.10-2.</i>	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 <i>Implement Mitigation Measure 4.10-4(a) and (b).</i>	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 <i>Projects within the CCSP area shall comply with the City's Quimby and Park Impact Fees (PIF) ordinances.</i>	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 <i>Implement Mitigation Measure 4.11-8.</i>	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). <i>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:</i> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Negotiate a mutually acceptable agreement with Caltrans and the City. <i>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).</i>	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 <i>Implement Mitigation Measure 4.12-3.</i>	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 <i>The City shall manage wastewater from the CCSP such that it shall not exceed existing CSS capacity by implementing the following methods:</i> a) <i>Project applicants within the CCSP area shall pay the established CSS mitigation fee.</i> b) <i>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.</i>	<i>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.</i>	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 <i>Implement Mitigation Measure 4.13-1.</i>	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 <i>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:</i> a) <i>Maximize Water Conservation</i> b) <i>Implement New Water Diversion and/or Treatment Infrastructure</i> c) <i>Implement Additional Groundwater Pumping</i>	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 2
Noise Impact Study Report



ACOUSTICAL ENGINEERING CONSULTANTS

Noise Impact Study Report for the Proposed APE Entertainment Venue
Located at 1800 24th Street in Sacramento, California

Prepared for

Dan Serot
Another Planet Entertainment LLC
1800 24th Street
Sacramento, CA, 95816

Prepared by

A handwritten signature in black ink that reads "Brian R. Smith".

Brian R. Smith, Principal
INCE Board Certified

A handwritten signature in black ink that reads "Keenan Hye".

Keenan Hye
Acoustical Engineer

July 26, 2022
21-0114



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Summary

Another Planet Entertainment (APE) is planning construction of a 2,250-person capacity music performance venue in place of an existing building located at the southwest corner of 24th and R Streets in the city of Sacramento, CA. The venue will add new noise sources to the area, including indoor live music between 7:00 PM and 12:00 PM two to three days a week, equipment loading and associated transportation noise, and noise from venue patrons, both outside the venue at ground level and in an outdoor smoking area. The closest existing noise sensitive receivers are a few residential properties to the southwest of the project site, the closest of which is just across an alleyway adjacent to the venue. Remaining properties in the project area are mostly commercial and office buildings, and directly to the north of the venue is the 23rd Street Station stop of the SacRT light rail service.

The new sound sources added to the area were analyzed for their impact on the surrounding properties. Noise reduction measures included in the project design are anticipated to attenuate source levels as predicted at adjacent properties below those set by the City of Sacramento Noise Ordinance and the City of Sacramento General Plan. No mitigation is required to meet these limits if the project adheres to the general project requirements given in the final section of this report.

Noise Regulations

Local noise regulations for the City of Sacramento are found in both the Noise section of the 2035 General Plan (City of Sacramento, 2015) and the Noise Control section, Chapter 8.68, within the City of Sacramento Municipal Code (City of Sacramento, 2021). The Noise Element is used to assess the potential for noise impacts associated with primarily transportation noise sources prior to a project approval while the Municipal Code (Noise Ordinance) address primarily non-transportation noise sources in use.

City of Sacramento 2035 General Plan, Noise Section

Although not explicitly stated, the exterior noise standards in Tables EC1 and EC2 of the City's Noise Element apply to transportation noise sources only. The lack of discussion of non-transportation sources, use of L_{dn} , CNEL, and peak hour L_{eq} metrics, and noise contours of Appendix D that include only transportation sources supports the application of the Noise Element metrics as exclusive to transportation noise sources. However, the City does address operational noise as quoted below:

EC 3.1.8 Operational Noise. The City shall require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded.

It is assumed that the "operational noise thresholds" referenced are the limits given within the municipal code and outlined in the following section.

City of Sacramento Municipal Code (Noise Ordinance)

Non-transportation noise sources, including construction noise, are primarily regulated within the City of Sacramento Noise Control section of the Municipal Code. Chapter 8.68 of the City of Sacramento Code serves as the City's Noise Ordinance. It sets limits based on the time of day, duration of the source, and the character of the sound using different metrics than the City's General Plan. Sound level metrics are based on the duration of the noise source over a given hour and use the L_{50} , L_{25} , $L_{08.3}$, $L_{01.7}$, and L_{MAX} statistics corresponding to durations of 30 minutes, 15 minutes, 5 minutes, 1 minute, and maximum level. Table 1 below provides a summary of exterior noise limits per 8.68.060:



Property Type	Cumulative Duration of Intrusive Sound in Minutes Per Hour	Sound Level Limits (General) [dB(A)]		Sound Level Limits (Speech, Music, Recurring Impulsive, and Tonal) [dB(A)]	
		Daytime	Nighttime	Daytime	Nighttime
		(7 AM to 10 PM)	(10 PM to 7 AM)	(7 AM to 10 PM)	(10 PM to 7 AM)
Residential or Agricultural	30 (L ₅₀)	55	50	50	45
	15 (L ₂₅)	60	55	55	50
	5 (L _{08.3})	65	60	60	55
	1 (L _{01.7})	70	65	65	60
	0 (L _{MAX})	75	70	70	65

Table 1: Exterior Sound Level Limits within Properties of Affected Noise Sensitive Receptors Due to Non-Transportation Noise Sources, from 8.68.060 of City of Sacramento Code

If existing background noise levels exceed those shown in Table 1, the allowable noise limit is increased in 5 dB(A) increments in each category (except L_{MAX}) to encompass the ambient noise level. A 5 dB(A) penalty applies to the noise level descriptors of Table 1 for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises; these lowered values are given in the “Speech, Music, Recurring Impulsive, and Tonal” columns.

The ordinance also gives a general noise regulation in section 8.68.190 which reads:

Notwithstanding any other provisions of this chapter and in addition thereto, it is unlawful for any person to make or continue or cause to be made or continued any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

The ordinance then goes on to give factors which may be considered in determining if a violation exists, including time the noise occurs, duration of the noise and its tonal or musical content, and proximity of the noise to residential sleeping facilities. No objective measures are given for this regulation, so it is at the discretion of the enforcing officer whether a sound is “objectionable”. The following section, 8.68.200, outlines specific unlawful noises. Specific noises relevant to this project include motor noises, horns and signaling devices, yelling and shouting, exhausts, and loading/unloading. Again, no objective measures are given for determining whether a specific source is considered objectionable.

Site & Project Description

The venue will be located at the southwest corner of 24th and R Streets in the city of Sacramento, CA. The venue capacity will be 2,250 and will provide a medium-sized performance space for music and podcasts of all genres, as well as a venue for keynotes, presentations, ceremonies, and other events. The venue will add new noise sources to the area, including amplified live music and audio from the interior sound system, equipment loading and associated transportation noise, and noise from patrons, either outside the venue at ground level or from the rooftop smoking area.

The venue expects regular performances approximately two to three days a week between 7:00 PM to 12:00 PM. Events will occur inside the performance space at the center of the building. An amplified sound system will be used during most performances yielding high interior sound levels within the space. The performance space will have close to a 45-foot-tall ceiling and will be close to 500,000 cubic feet in volume (as the building plans are not yet finalized, this is an estimated volume). On the first and second floors of the building (up to 30 feet above grade), the space will be surrounded by corridors and other rooms, such as offices, dressing rooms, and restrooms. Above the second-floor roof, the performance space roof will extend another 15 feet higher. The walls of the performance space at this height will become exterior walls recessed in

from the surrounding second floor roofline and parapet. The performance space will have no direct exterior doors or windows.

A loading dock on the southwest side of the building will be used for equipment load-in (generally around 10:00 AM) and load-out (generally between the conclusion of the event and 1:00 AM) and will house trucks and busses used for equipment transportation during those times. Event attendees are expected to arrive 30 to 60 minutes prior to doors opening and to depart at the conclusion of the events (potentially as late as 12:00 AM). Given the general schedules above, each sound source is expected to be active during both daytime and nighttime hours.

Figure 1 shows a map of the area surrounding the project site with relevant locations identified. The closest existing noise sensitive receivers are a few residential properties to the southwest of the project site, the closest of which is only about twenty feet away across an alleyway. Additional residential properties exist to the north and east of the more than 300 feet away. Remaining properties in the project area are mostly commercial buildings, office buildings, and parking lots. Directly to the north of the venue is the 23rd Street Station stop of the Gold Line SacRT light rail service. The Gold Line light rail operates from 4 AM to midnight on weekdays stopping at 10:30 PM on weekends, with trains approximately every 15 minutes (30 minutes in the early morning and late evening). Southeast to the project location lies the junction of Interstate 80 Business (I-80 BL, or the Elvas Freeway), located to the east, and US Route 50 (El Dorado Freeway), located to the south. The position of the project site relative to the freeway is shown in Figure 2.

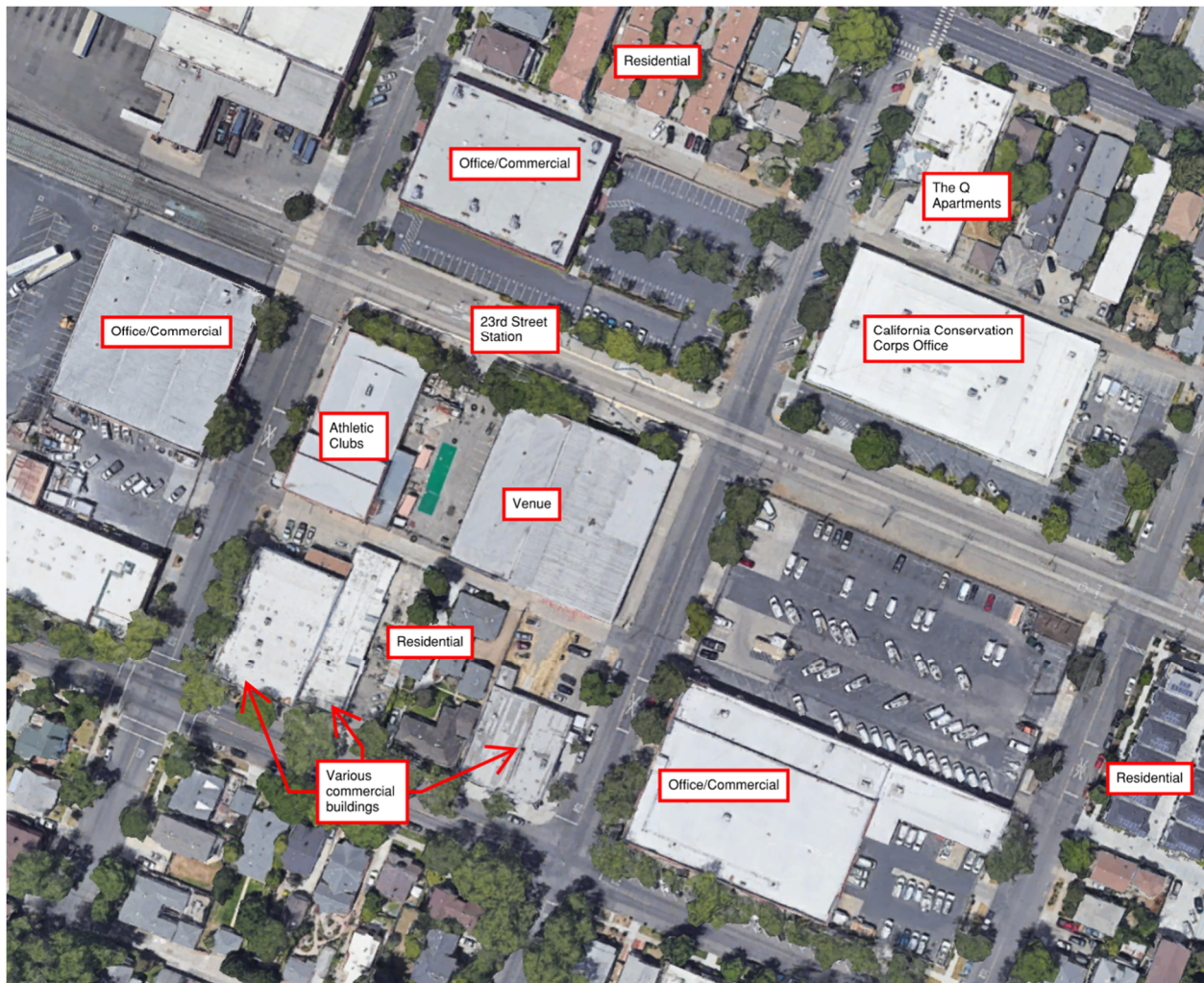


Figure 1: Adjacent Land Uses Surrounding the Proposed Venue Location

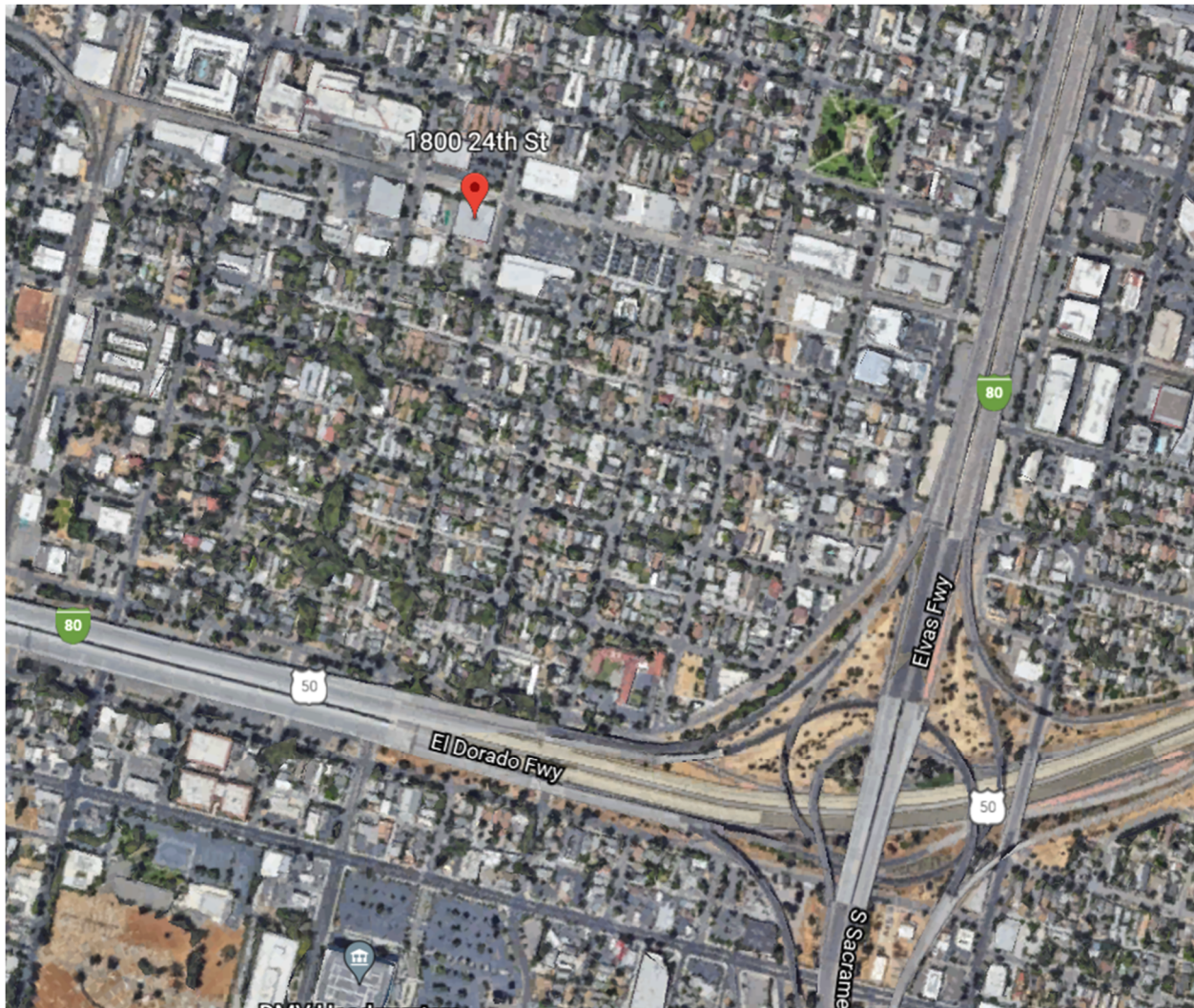


Figure 2: Project Location Relative to the Juncture of I-80 BL (Elvas Fwy) and Route 50 (El Dorado Fwy)

Measurement Equipment & Methods

AEC measured the existing ambient environment at the project site between September 30th and October 4th, 2021. Field sound measurements were made using one Larson Davis 831 (s/n 2325) sound analyzer. The meter employs a 1/2-inch random incidence condenser microphones. A Larson Davis CAL200 calibrator was used to calibrate these meters and the microphones to 114 dB at 1000 Hz before beginning measurements. The meters conform to the requirements of a Type I instrument per American National Standards Institute (ANSI, 1983). A windscreen covered each microphone during all sound measurements. The microphone was positioned to protrude out of a second story window on the southwest side of the building, approximately 15.5 feet above ground level and 4 feet from the existing building façade. The meter was set to measure statistical sound levels over consecutive 1-hour intervals to identify sources and variations in sound with time.

Exterior Acoustic Environment

Existing

Transportation noise is the primary existing sound source in the surrounding area. The SacRT Gold Line is a primary sound source during the day as it enters and exits 23rd Street Station approximately every 15 to 30 minutes between 4 AM and midnight on weekdays, and 10:30 PM on weekends. Other transportation noise sources include local traffic and noise from the nearby junction of Interstate 80 Business (I-80 BL, or Elvas Freeway) and US Route 50 (El Dorado Freeway).

Shown in Figure 3 in Appendix A are hourly background sound level measurements taken in the alleyway near the closest residence to the proposed venue location. Nighttime hours are shown in shaded grey regions. Of note in these measurements is the consistent rise of sound levels during nighttime hours, between about 7 PM and 7 AM on weeknights and 6 PM and 7 AM on weekends. Compression of the L_{max} through L_{90} measurements indicate a steady, continuous sound source causing this behavior during this time period, with an average L_{eq} between 55 dB(A) and 60 dB(A). This is believed to be continuous highway traffic noise from the nearby I-80 BL and Route 50. During nighttime hours, temperatures are cooler, and traffic noise radiating upward from the highway into the atmosphere refracts (bends) back down to ground level due to the air temperature gradient cooling as it approaches the earth. During the day, sound radiating from the highway will refract upwards into the atmosphere, and most direct sound from the highway is shadowed by existing buildings between the project location and highway. Also plotted is temperature in Sacramento, which shows correlation to higher levels of highway noise as temperature drops (Weather Underground, 2021). Further evidence indicating this to be highway noise include the rise in levels during the end of rush hour at night (around 7 PM) and before rush hour in the morning (around 5 AM) when traffic is less congested and freer flowing, which appear in both weeknight measurements (the nights of 9/30 and 10/3). Weekend morning noise around 5 AM is lower than weekday noise by about 5 dB(A), as would be expected with lower traffic volumes during commuting hours on a weekend. Traffic is also freer flowing earlier on the weekends than weekdays, as corroborated by the slight shift of peak levels to earlier times (5 to 6 PM) during weekend nights. With the measurement microphone placed so high (15.5 feet from ground level), it is likely that these levels are lower at the height of any typical observer where they would be shadowed by nearby single-story buildings. This continuous traffic noise during nighttime hours will provide at least some level of ambient sound masking for noise from the venue after project completion.

Other sources of sound include nearby pedestrian noise and window-mounted air conditioning units in residences across the alleyway. The sounds of metal grinding, an exhaust fan, and music playing from the nearby fitness studio were also observed during the time the sound level meter was installed.

Existing Plus Project

The project will add sound sources to the region including a live sound system interior to the building, an equipment loading station and associated traffic, rooftop mechanical equipment, and patron use of the smoking area and congregation outside of the venue at street level.

Sound System Noise

Sound system noise will come from the system to be installed inside of the performance space at the center of the building and will occur during use of the system for concerts and other events utilizing amplified sound. The level of sound system noise at the exterior of the building will depend on interior sound system levels, construction of the walls and roof of the space, and flanking paths through interior and exterior wall assemblies, including doors, mechanical ductwork, and other penetrations.

Though the specific characteristics of the sound system (make, model, quantity of full-range loudspeakers and subwoofers) are at this point undetermined, a few basic assumptions are made for the system to be installed, based on the size of this venue, industry standards, and experience:

- The sound system will reproduce sound energy down to 20 Hz, considered the lowest audible frequency of the average person. Below 20 Hz, any sound reproduced through the system will be considered inaudible.
- The sound system will operate at a maximum level of 100 dB(A) overall as averaged across one hour and as measured within the space, 10 feet away from any loudspeaker or subwoofer. No third-octave band will exceed 120 dB re: 20 μ Pa as averaged across the same time period and as measured at the same position at maximum system levels.

Relative to the sound system noise, audience noise within the performance space is considered negligible, as it will be lower in level with energy concentrated at higher frequencies more easily attenuated by exterior wall and roof construction.

Sound will transmit out of the building primarily through the section of wall that extends above the second-floor roof, and through the roof and ceiling assembly above the performance space. Anticipated wall and roof construction is given in the General Requirements and Mitigation section. The line of site from the exterior walls and roof is also anticipated to be shadowed by an acoustical barrier in the form of a parapet around the entire roof which extends a minimum of 6'6" above the roofline. Considering interior levels as assumed, interior-to-exterior transmission loss provided by the wall and roof assemblies, a propagation distance of about 60 feet horizontally and 40 feet vertically to the nearest residence, and a barrier 6'6" above the roofline, levels at the receiving property line are estimated to be 40 dB(A) or lower, falling below the minimum 45 dB(A) limits for tonal nighttime sources and below the measured ambient hourly L_{90} levels at the project location.

The performance space is positioned in the center of the building and is surrounded by rooms and hallways on both the first and second floors of the building. These rooms and hallways will provide significant attenuation to sound transmitting through the first and second floor walls of the space, in addition to the transmission loss of the interior wall itself (construction given in the General Requirements and Mitigation section). Any sound which transmits through the interior walls must also transmit through a large airspace (a room or corridor), and at least one exterior wall before reaching the outdoors. Since the interior wall will also be a CMU wall, sound which transmits through the interior walls will be much lower in level once it reaches the exterior of the building than sound which transmits through the exterior walls of the performance space and is expected to fall below the 45 dB(A) nighttime limit as well.

However, for this to be true, flanking paths through the adjacent rooms must be adequately addressed for minimal sound transmission through these areas. Examples of flanking paths include doors, shared HVAC system, and other penetrations to the walls of the performance space. There will be no exterior doors in the performance space; paths from the interior of the performance space to the exterior of the building are separated by either full rooms or light and sound lock rooms (vestibules) including two sets of doors. All interior doors with access to the performance space and all exterior doors to the venue are assumed to be minimum STC-45. Though it is understood doors of the performance space are going to be utilized during performances for attendees entering and exiting the space, efforts should be made to keep these doors closed for as much time as feasible during performances. Exterior doors should similarly remain closed as much as possible during performances and must never be left propped open during an event.

Additionally, it is assumed the performance space will have a dedicated HVAC system such that it does not share ductwork with any other space. Otherwise, sound can travel through ductwork to other spaces with exterior walls, bypassing the transmission loss provided by the interior wall assembly. Ductwork is also assumed not to penetrate the exterior walls or roof of the performance space (unless the penetration occurs within the sealed roof curb), as this would allow sound to bypass the exterior wall.

Levels from the interior sound system are expected to fall below noise ordinance limits at the nearest residential property given the assumptions of this study. Other residential properties at more than 300 feet will yield levels approximately 24



dB(A) lower than those predicted at the nearest residential property, assuming hemispherical radiation of sound from the venue and 6 dB of sound pressure level attenuation per doubling of source to receiver distance. Additional attenuation will be achieved through shadowing from non-residential buildings. If limits are met at the nearest residence, and construction of the exterior walls meets the given general requirements on every side of the building, then levels at these further residential properties will also fall below the limits set forth in the noise ordinance. In addition, and in line with the project's Good Neighbor Policy, the operator will take measures to reduce the amount of sound that escapes the venue. All doors and windows will be kept closed while hosting entertainment. The project is expected to meet, and the operator will abide by, local noise regulations including the Noise section of the City of Sacramento 2035 General Plan and Chapter 8.68 of the City of Sacramento Municipal Code (Noise Ordinance).

Loading Bay Noise

Loading bay noise will be primarily sourced by the bus or truck occupying the loading bay, and could include the following specific noises:

- Engine revving noise
- Idling exhaust noise
- Back-up alarms or other indicator noises

The Sacramento General Plan Noise Element Background cites measurements of truck passage at loading docks for shopping centers and grocery stores measured between 69 and 74 dBA at a distance of 100 feet for large trucks, and 67 dBA at 50 feet for small delivery trucks (City of Sacramento, 2011). Using prior measurements of loading dock truck noise adjusted to the maximum 74 dBA level at 100 feet yields levels of 60 dBA at the nearest residence without a wall on the southwest side of the loading dock. A full-height wall is anticipated to be constructed on this side of the loading bay, and levels are expected to fall to 55 dBA with the inclusion of that wall. Given the duration limits and level limits for tonal noise versus other noise, and after implementation of the full-height exterior southwest wall, the following limits must be placed on vehicle operation in the loading bay:

- Within any given hour, noise created by engine revving or exhaust shall not occur for more than 15 minutes during nighttime hours (between 10 PM and 7 AM) and 30 minutes during daytime hours (between 7 AM and 10 PM).
- Within any given hour, noise created by backup alarms or other tonal noise shall not occur for more than 5 minutes during nighttime hours (between 10 PM and 7 AM) and 15 minutes during daytime hours (between 7 AM and 10 PM).

The above apply only when trucks or buses are on venue property. As soon as the truck or bus leaves the loading bay, it will be on a public road. Noise levels generated by the truck or bus after leaving the loading bay are no longer considered to be the responsibility of the venue, but the responsibility of the truck or bus operator.

Rooftop Mechanical Equipment Noise

Mechanical plans have yet to be fully developed for this project. However, using sound power level data from representative mechanical equipment for spaces of similar volumes, including the effect of the roof parapet, which at 6'6" tall is assumed to be at least 3 feet taller than the tallest mechanical equipment, and assuming the mechanical equipment is located 10 feet from the southwest edge of the roof, sound levels are estimated to be 52 dB(A) at the nearest residential property. This is slightly higher than the 50 dB(A) nighttime limit. If mechanical equipment is located anywhere further than 30 feet from the southwest edge of the roof, it is expected to fall below 50 dB(A) and is not expected to exceed noise ordinance limits.

Patron Noise

Patron noise will be sourced from a few areas on the exterior of the venue:



- People on an outdoor smoking deck on the southeast corner of the building
- People outside at street level entering or exiting the venue

The outdoor smoking area will be on the second level of the venue, at the southwest corner of the building adjacent to 24th Street. The smoking area is only accessible to patrons who have already entered the venue, as reentry to the venue will not be permitted. The smoking area will accommodate smokers during venue events; it will not be accessible at any other time. No services or amenities, including restrooms, concession stand, or lounge furniture, will be located in the smoking area. The smoking area will have a parapet around it that will serve as a safety wall and as a noise barrier.

Noise modeling was conducted for patron noise in the outdoor smoking area of the building. Assuming twenty people speaking with loud voices and including the effect of the existing building parapet as an acoustical barrier, sound levels are expected to be 44 dB(A) at the nearest residential property. This meets the most stringent speech limits outlined by the noise ordinance during nighttime hours. Measured hourly levels are expected to fall below this due to natural gaps in conversation which will lower the equivalent levels across any time period given in the ordinance. Implementation of the project's Good Neighbor Policy will provide onsite staff who can limit occupancy and/or quell patron noise in the smoking area, if needed.

The addition of a 2,250-person venue will inherently bring large numbers of people to the area surrounding the venue. Ultimately, people on public property surrounding the venue are responsible for their own behavior. In line with the project's Good Neighbor Policy, however, the operator will ensure proper staffing before, during, and after all events. When events end, security staff will be stationed at strategic locations near the venue that lead to residential neighborhoods to direct event goers to respect the noise levels and cleanliness of the neighborhood. The operator will direct event goers toward strategically geotagged designated rideshare pick-up locations away from residential areas, safely to the light rail boarding platform, to designated offsite parking locations, and toward commercial neighborhoods.

Cumulative Plus Project

Traffic volumes on R Street, 24th Street, Business 80, Highway 50 and other local roads near the project site and adjacent residences will only increase over time. This will raise background sound levels and make the non-transportation sources associated with the project less significant in comparison to existing levels.

General Requirements & Mitigation

Based on the above analysis and with the following requirements incorporated into the project's design, no new mitigation measures are needed. Noise impacts from the project are estimated to be less than significant per the following:

- I. Noise Reduction Measures Included in the Project Design
 - A. Interior Sound Levels
 1. Noise reduction measures outlined are designed for a very high-level sound source within the building. Despite this, the possibility for complaints always exists. Furthermore, improper installation or integration of these reduction measures could result in higher than anticipated levels at receiving properties. The venue may need to adjust interior sound levels in response to complaints should exterior level limits be exceeded during operation.
 - B. Anticipated Exterior Wall Construction (performance space only)
 1. Minimum 8-inch-thick fully grouted and sealed CMU (final size per structural, greater CMU depth will improve performance). Concrete must have a weight per wall area of at least 50 lbs/sq.ft.
 2. Low-frequency performance of concrete walls is severely diminished if a small airgap and light leaf layer are added, such as the addition of (1) 5/8" GWB over a hat channel. Furring channel must be large and added leaf

must be heavy to retain performance of raw CMU at low frequencies. If furred wallboard is desired on the interior side or a finish other than CMU or stucco is used on the exterior side, one the following options must be used:

- a) Option A) Direct attach.
 - i) Direct attach as many layers GWB or other material as desired such that there is no airgap between the material and CMU (no furring channel or airgap allowed)
 - b) Option B) Large airspace with heavy leaf. Use the following construction after the CMU:
 - i) Minimum 1" airgap
 - ii) Minimum 5.5" or 6" studs spaced min 16" o.c. with area between studs completely filled with unfaced fiberglass batt insulation
 - iii) Minimum (3) layers 5/8" GWB, or any other combinations of wallboard or exterior finish material such that the total weight of leaf is at least 6 lbs/sq.ft.
 - c) The above options can be used on either or both sides of the assembly as desired.
- C. Anticipated Interior Wall Construction (performance space only)
1. Minimum 8-inch-thick fully grouted sealed CMU (final size per structural, greater CMU depth will improve performance). Concrete must have a weight per wall area of at least 50 lbs/sq.ft.
 2. Low-frequency performance of concrete walls is severely diminished if a small airgap and light leaf layer are added, such as the addition of (1) 5/8" GWB over a hat channel. Furring channel must be large and added leaf must be heavy to retain performance of raw CMU at low frequencies. If furred wallboard is desired on either side or both sides of wall, one the following options must be used:
 - a) Option A) Direct attach.
 - i) Direct attach as many layers GWB or other wallboard as desired such that there is no airgap between the wallboard and CMU (no furring channel or airgap allowed)
 - b) Option B) Large airspace with heavy leaf. Use the following construction after the CMU:
 - i) Minimum 1" airgap
 - ii) Minimum 3.5" studs spaced min 16" o.c. with area between studs completely filled with unfaced fiberglass batt insulation
 - iii) Minimum (2) layers 5/8" GWB, or any other combinations of wallboard such that the total weight of leaf is at least 4 lbs/sq.ft.
 - c) The above options can be used on either or both sides of the assembly as desired.
- D. Anticipated Roof Construction (performance space only, from inside to outside)
1. Minimum 4" normal weight concrete topping (145 lbs per cubic foot) over minimum 2" deep metal deck (final size per structural, greater concrete depth will improve performance)
 - a) Changes to deck depth and profile are allowed as long as total weight per area of concrete is at least 60 lbs/sq.ft.
 2. Minimum 4" rigid, closed-cell insulation
 3. Minimum (2) layers 1/2" (or thicker) DensDeck roofboard or equivalent
 4. Single ply topping

5. Not that as with the CMU walls, a small furring channel and light leaf on the underside of the deck will diminish performance and is not allowable. A continuous ceiling (such as a furred-out gypsum ceiling) should not be installed below deck. Ceiling mounted devices and clouds are allowed as long as they do not form a sealed air cavity below the exposed metal deck.

E. Interior, Exterior Wall & Roof Details

1. All joints in exterior and interior walls must be sealed airtight with a combination of backer rod and resilient, non-hardening, acoustical sealant at the wall perimeter and at major seams and corners.
2. All gypsum board shall be minimum 5/8" thick, fire rated and have a minimum weight of 2.2 lbs/sq.ft.
3. All DensDeck or equivalent roof board shall be minimum 1/2" thick and have a minimum weight of 2.0 lbs/sq.ft.
4. The following are details for installing the 5/8" gypsum board:
 - a) For the walls, ensure that gypsum board does not touch underside of the deck, gypsum board ceiling or perpendicular wall by maintaining a minimum 1/8" gap and a maximum 3/8" gap at the perimeter.
 - b) For walls which meet corrugated metal deck, and run perpendicular to deck flutes, wallboard should be "castle cut" such that no gaps between the wallboard and metal deck exceed 3/8". In cases where this is not possible, larger gaps must be filled with mineral wool.
 - c) Seal the perimeter of the wall with a combination of backer rod and resilient, non-hardening, acoustical sealant including the gap at the ceiling or underside of the deck. This is done before inside taping is completed.
 - d) Where multiple layers of gypsum board are used, stagger the seams between layers so no seams overlap.
 - e) Tape and seal all joints and screw heads per GA 216
5. Minimize the number of penetrations of the interior and exterior wall assemblies.
 - a) Gaps around any object which must penetrate the assembly shall be sealed on both faces of the assembly airtight with a resilient, non-hardening caulking or putty. Larger gaps, such as what occurs at the top of a wall where it meets a metal deck perpendicular to the flutes, shall be sealed similar to a fire rated assembly by filling all voids with mineral wool or fiberglass insulation and sealing airtight with an elastomeric fire stop spray or putty. A non-fire rated product can be used where a fire rating is not necessary (e.g. SpecSeal Smoke 'N' Sound Spray) as long as it does not shrink and maintains resiliency/flexibility over its lifetime.
 - b) A minimum 1/8" gap and maximum 3/8" gap shall be left around pipes, conduit or ducts penetrating the assembly. This gap shall be filled loosely with insulation or foam backer rod then the perimeter shall be sealed airtight on both faces of the assembly with a resilient, non-hardening caulking or elastomeric fire stop spray or putty. A non-fire rated product can be used where a fire rating is not necessary (e.g. SpecSeal Smoke 'N' Sound Spray) as long as it does not shrink and maintains resiliency/flexibility over its lifetime.
6. Back-to-back electrical, low voltage, or other back boxes are not allowed.
 - a) Boxes must be separated by a minimum center to center spacing of 24".
 - b) A putty/fire pad shall be placed on the back and all sides of the box (3M™ Fire Barrier Moldable Putty Pad, Lowry's Box Pad, or equal). Seal around the perimeter of all wall boxes with a resilient, non-hardening caulking. Junction boxes larger than 4-gang will require a five-sided gypsum board enclosure
7. Unfaced fiberglass batt insulation in sound rated assemblies is assumed to fully fill the stud/joist cavities without voids.



F. Loading bay

1. The exterior loading bay wall must be continuous along its length and width with absolutely no gaps in its construction, including at the ground.
2. The loading bay wall should have a total surface weight of at least 3-4 lbs/sq.ft. with a solid back facing. The side toward the sound source should be sound absorptive if possible.
3. Louvers or any openings in loading bay wall must be avoided if possible. If necessary, louvers should be Kinetics Noise Control KCAC or equivalent, and should be as small in wall area as allowable.
4. Within any given hour, noise created by engine revving or exhaust shall not occur for more than 15 minutes during nighttime hours (between 10 PM and 7 AM) and 30 minutes during daytime hours (between 7 AM and 10 PM).
5. Within any given hour, noise created by backup alarms or other tonal noise shall not occur for more than 5 minutes during nighttime hours (between 10 PM and 7 AM) and 15 minutes during daytime hours (between 7 AM and 10 PM).

G. Acoustical barrier system / parapet

1. Installation:
 - a) Acoustical barrier must be continuous along its length and width with absolutely no gaps in its construction, including at the ground.
 - b) Penetrations to the barrier should be avoided. Any penetrations to the barrier must be sealed with flexible acoustic sealant.
 - c) Acoustical barrier products must be installed per manufacturer guidelines
2. Products:
 - a) Acoustical barrier should have a surface weight of at least 3-4 lbs/sq.ft. with a solid back facing. The side toward the sound source should be sound absorptive if possible.
 - b) Option 1: Parapet constructed of material which meets the above surface weight requirements
 - c) Option 2: Acoustical barrier product such as Noise Barriers QuiteLine V-Stack Steel Barrier Wall or Koch Acoustical Noise Barrier System.
 - d) The top of the barrier should be a minimum of 6'6" from the rooftop patio floor.
 - e) The barrier should extend around the entirety of the second-floor roof, on or as close to the edge of the roof as possible.

H. Mechanical

1. Mechanical equipment must be located more than 30 feet away from the southwest side of the roof.

I. Doors & Windows

1. All interior doors with access to the performance space and all exterior doors to the venue are assumed to be minimum STC-45.
2. All doors on the southwest side of the performance space which exit to a corridor should include a vestibule. Both sets of doors to the vestibule are assumed to be minimum STC-45.
3. The overhead doors at the loading dock and at the alley should be minimum STC-30.
4. There should be no need to open doors to provide ventilation at any occupancy level.



5. Sound rated doors: The door should have a minimum STC rating as specified when tested as a system including the complete set of perimeter seals and frame. Acceptable manufacturers: Acoustical Surfaces Inc., Eggers Industries (VT), Krieger, Marshfield Door Systems (Masonite), Overly Door Company, Security Metal Products (ASSA ABLOY), and Soundproof Windows Inc.
6. No windows should exist in any corridors or rooms which share walls with both the performance space and the exterior of the building.



References

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- City of Sacramento. (2021). Chapter 8.68: Noise Control. In *Sacramento City Code*. Seattle, WA: Quality Code Publishing.
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Appendix A

APE Music Venue, Sacramento CA Measured in alleyway near closest residence

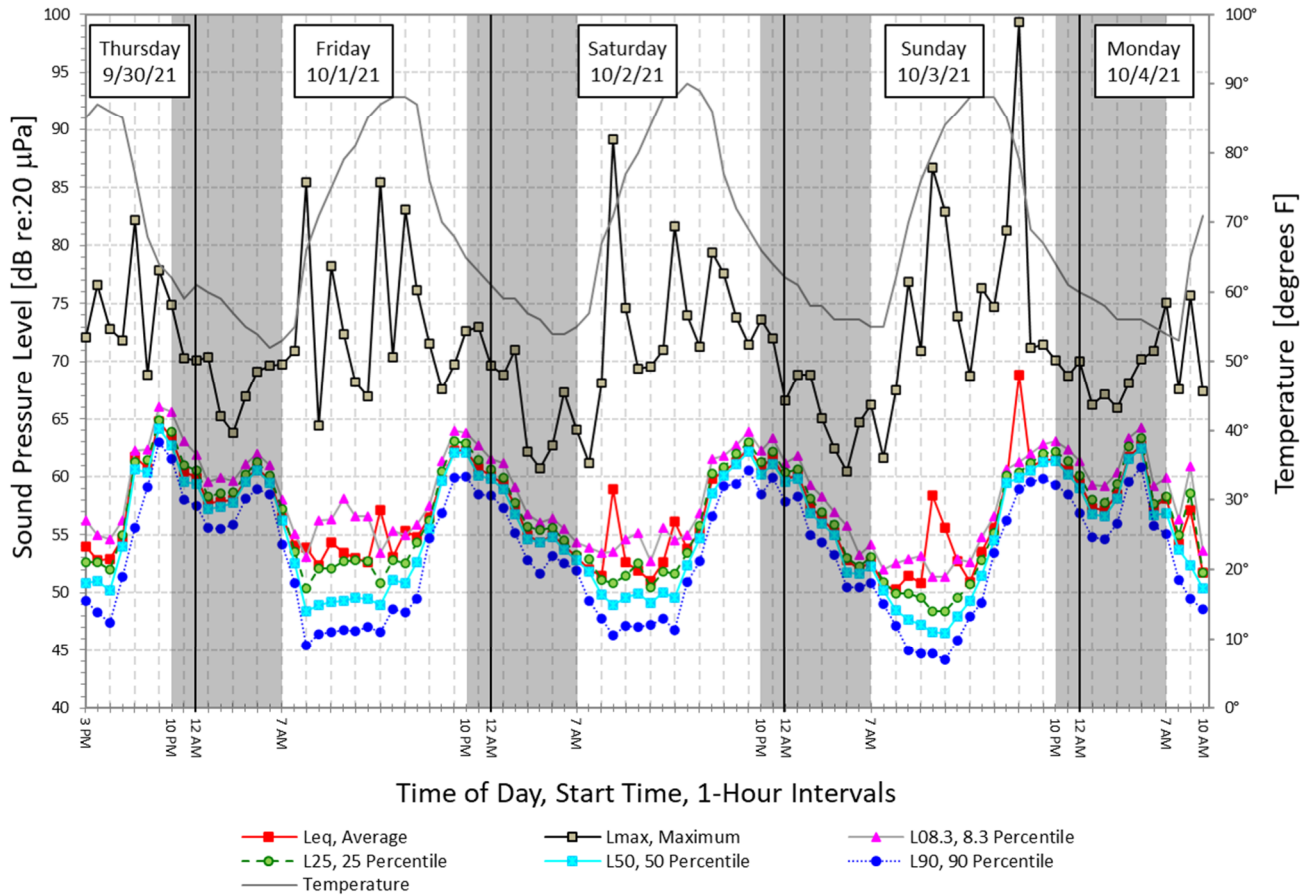


Figure 3: Hourly Background Sound Level Measurements of the Existing Acoustic Environment at the Project Location

Attachment 3
**Pre-Application Transportation
Assessment**



Memorandum

Date: April 12, 2022
To: Alex Switzgable, City of Sacramento
From: Greg Behrens, Fehr & Peers
Subject: **1800 24th Street Event Venue – Pre-Application Transportation Assessment**

RS21-4129

This memorandum presents a summary of the pre-application transportation assessment of the proposed live performance venue project located at 1800 24th Street in Midtown Sacramento. Note that this document is not an Event Transportation Management Plan (ETMP) and instead provides an initial assessment of select event transportation management elements including parking, ridehailing, transit, and truck access.

Project Description

The proposed project would be located at 1800 24th Street at the southwest corner of the 24th Street/R Street intersection. The project site is immediately south of the Sacramento Regional Transit District (SacRT) 23rd Street Station. **Figure 1** illustrates the location of the project site.

The project would be a 42,787 square foot live performance venue with capacity for up to 2,250 attendees. The venue would employ up to 120 part-time staff during maximum capacity events. **Figure 2** illustrates the project site plan.

The venue would have approximately 125 shows per year with performances scheduled approximately two to three days per week. Shows at the venue would generally take place between 7 p.m. and 12 a.m. (it is assumed that doors would be at 7 p.m. and the show would begin at 8 p.m.). Additionally, the venue would host private events such as event launches, keynote presentations, graduation parties, etc.

The main lobby would be situated at the northwest corner of the venue near the 24th Street/R Street intersection. An entry plaza would be constructed outside of the lobby between the venue and the adjacent 23rd Street Station. A truck/bus bay would be located at the southeast corner of the venue, fronting 24th Street immediately north of Rice Alley.



Project Travel Characteristics

Mode Split

Table 1 summarizes the attendee travel mode split estimates for a maximum capacity show at the venue. The mode splits are based on attendee travel surveys conducted at a Sacramento Kings NBA basketball game at the Golden 1 Center in Downtown Sacramento in February 2017 and a concert at the Ace of Spades concert venue in Midtown Sacramento in September 2021. While the specific attendee mode splits will vary from event to event, the mode split estimates presented in Table 1 are appropriate for planning purposes given that the event venues from which the attendee travel survey data was derived are located within a similar land use and transportation system context to that which the 1800 24th Street venue would be located within (e.g., urban environment with nearby rail transit).

The majority of attendees are expected to arrive at the venue via a privately owned vehicle, although use of ridehailing (e.g., Uber and Lyft), walking, biking, and transit is also expected.

Note that the last SacRT Gold Line light rail transit (LRT) trips of the evening serve the adjacent 23rd Street Station at approximately 12:15 a.m. (westbound, towards Downtown Sacramento) and 11:03 p.m. (eastbound, towards Rancho Cordova, Folsom, etc.). Therefore, the mode split assumptions presented in Table 1 assume that coordination will occur between the venue operator and SacRT to ensure that LRT service would be available to event attendees after the event concludes (i.e., so that attendees who wish to utilize LRT for travel to/from the venue would not need to leave an event early to catch the last LRT trip of the evening).

Table 1: 1800 24th Street Event Venue – Projected Attendee Travel Mode Split

Mode	Mode Split
Private Vehicle	75%
Ridehailing Service	15%
SacRT LRT	5%
Walk/Bicycle	5%

Notes: Attendee mode split estimates derived from attendee travel surveys and field observations conducted by Fehr & Peers at a Sacramento Kings NBA basketball game at the Golden 1 Center in Downtown Sacramento in February 2017 and a Silversun Pickups concert at the Ace of Spades concert venue in Midtown Sacramento in September 2021.

Source: Fehr & Peers, 2022.



Vehicle Trip Generation

Table 2 summarizes the venue’s estimated peak hour vehicle trip generation. This represents the total number of private and ridehailing vehicles that would travel to and from the venue vicinity for a sold-out maximum capacity event (2,250 attendees and 120 employees) during the pre- (7:00 p.m. to 8:00 p.m.) and post-event (12 a.m. to 1 a.m.) peak hours. The venue would generate an estimated 586 and 964 vehicle trips during the pre- and post-event peak hours, respectively.

Note that the venue would not provide on-site parking for event attendees. Therefore, event-related vehicle trips would be geographically distributed throughout the venue vicinity based on attendees’ preferred parking locations. Ridehailing trips would primarily travel to/from the immediate venue vicinity due to ridehailing passengers’ preference to be picked up or dropped off as close to their trip origin/destination as possible.

Table 2: 1800 24th Street Event Venue – Projected Peak Hour Vehicle Trip Generation

Traveler Type		Pre-Event Peak Hour (7:00 p.m. – 8:00 p.m.)			Post-Event Peak Hour (12:00 a.m. – 1:00 a.m.)		
		In	Out	Total	In	Out	Total
Attendees	Private Vehicles	403	0	403	0	608	608
	Ridehailing Vehicles	81	81	162	122	122	244
	<i>Total Vehicles</i>	<i>484</i>	<i>81</i>	<i>565</i>	<i>122</i>	<i>730</i>	<i>852</i>
Employees	Private Vehicles	10	9	19	0	102	102
	Ridehailing Vehicles	1	1	2	5	5	10
	<i>Total Vehicles</i>	<i>11</i>	<i>10</i>	<i>21</i>	<i>5</i>	<i>107</i>	<i>112</i>
Total	Private Vehicles	413	9	422	0	710	710
	Ridehailing Vehicles	82	82	164	127	127	254
	Total Vehicles	495	91	586	127	837	964

Notes: Average vehicle occupancy estimated at 2.3 persons per vehicle for attendees and 1.1 persons per vehicle for employees.
 Pre-event peak hour attendee vehicle arrivals estimated at 55 percent of total attendee vehicle arrivals.
 Post-event peak hour attendee vehicle departures estimated at 83 percent of total attendee vehicle departures.
 Estimates derived from information provided by Live Nation as well as attendee travel surveys and field observations conducted by Fehr & Peers at a Sacramento Kings NBA basketball game at the Golden 1 Center in Downtown Sacramento in February 2017, a Silversun Pickups concert at the Ace of Spades concert venue in Midtown Sacramento in September 2021, and a Fleetwood Mac concert at The LA Forum in Inglewood, CA in December 2018.

Source: Fehr & Peers, 2022.



Transportation Assessment

This section addresses venue event operations with respect to anticipated event attendee parking, transit, and ridehailing activity. Additionally, this section addresses anticipated truck ingress and egress associated with the venue.

Parking

Based on the project travel characteristics described previously, a sold-out maximum capacity event (2,250 attendees and 120 employees) would generate demand for an estimated 835 parking spaces (735 parking spaces for event attendees and 100 parking spaces for event employees). These estimates anticipate a private vehicle mode share of 75 percent and an average vehicle occupancy (AVO) of 2.30 persons per vehicle for event attendees and 1.10 persons per vehicle for event employees.

The venue would not include any on-site vehicle parking for event attendees or employees. Instead, event attendees and employees would be served by a combination of on- and off-street parking facilities within the venue vicinity.

Parking near the venue would be comprised of a combination of public on-street parking spaces owned and operated by the City of Sacramento as well as a variety of off-street private parking lots and parking structures. Note that the private off-street parking facilities typically have restrictions in place that would prohibit their use by event attendees or employees. For public on-street parking spaces near the event venue, City staff expressed a goal of maintaining a parking occupancy rate of no more than 90 percent.

Figure 3 illustrates the existing on- and off-street vehicle parking supply within a ½ mile walkshed of the venue. In total, approximately 849 and 4,845 parking spaces would be located within ¼- and ½-mile of the venue, respectively.

In order to determine the number of nearby parking spaces that would be available to event attendees and employees, Fehr & Peers conducted parking occupancy surveys at the on- and off-street parking facilities illustrated in Figure 3 on Thursday, January 6, 2022 between 7 p.m. and 8 p.m.. This time period was selected in order to understand parking occupancy patterns during the pre-event peak hour, during which most event attendees would be in search of a parking space. The parking occupancy survey excluded short-term parking (e.g., 10 minutes or less), 1-hour parking, and passenger loading zones, as these spaces would not be expected to accommodate event attendee parking demand due to their associated parking restrictions. Figure 3 illustrates the resulting parking occupancy for each block (for on-street parking) and off-street parking facility within ½-mile of the venue.



Table 3: Existing Parking Occupancy Near Event Venue (Weekday 7 P.M.)

Walking Distance from Venue	Parking Space Type	Occupied Spaces		Unoccupied Spaces		Total Spaces	90% Occupancy
		#	%	#	%	#	#
0 to ¼-mile	Public (On-Street)	439	60%	292	40%	731	658
	Private (Off-Street)	4	3%	114	97%	118	106
	<i>Total</i>	<i>443</i>	<i>52%</i>	<i>406</i>	<i>48%</i>	<i>849</i>	<i>764</i>
0 to ½-mile	Public (On-Street)	1,710	59%	1,189	41%	2,899	2,609
	Private (Off-Street)	181	9%	1,765	91%	1,946	1,751
	<i>Total</i>	<i>1,891</i>	<i>39%</i>	<i>2,954</i>	<i>61%</i>	<i>4,845</i>	<i>4,361</i>

Notes: Parking occupancy data collected on Thursday, January 6, 2022 between 7 p.m. and 8 p.m.
 Excludes private residential parking facilities (e.g., driveways, garages, etc.).
 Excludes short-term parking (e.g., 10 minutes or less), 1-hour parking, and passenger loading zones.
 Source: Fehr & Peers, 2022.

Table 3 summarizes the existing parking supply and weekday 7 p.m. parking occupancy for the surveyed on- and off-street parking facilities within ½-mile of the venue. The following key findings can be derived from Table 3:

- Within ¼-mile of the venue, 439 of the 731 total public on-street parking spaces were occupied (60 percent), resulting in 292 on-street parking spaces that would be available to event attendees. Of the 118 total private off-street parking spaces, four parking spaces were occupied (three percent). Accounting for both public on-street and private off-street parking spaces (849 parking spaces in total), 443 parking spaces were occupied and 406 parking spaces were unoccupied.
- Within ½-mile of the venue, 1,710 of the 2,899 total public on-street parking spaces were occupied (59 percent), resulting in 1,189 on-street parking spaces that would be available to event attendees. Of the 1,946 total private off-street parking spaces, 181 parking spaces were occupied (nine percent). Accounting for both public on-street and private off-street parking spaces (4,845 parking spaces in total), 1,891 parking spaces were occupied and 2,954 parking spaces were unoccupied.

These findings indicate that there would be insufficient available public on-street parking within close proximity of the venue (¼-mile, equivalent to three blocks) to accommodate event attendee parking demand and a parking occupancy rate of no more than 90 percent. Given that event attendees would exhibit a preference to park as close to the venue as possible, this would result in event attendees circling/cruising to find parking and an associated increase in traffic volumes on roadways within the venue vicinity. There would be sufficient available public on-street parking to accommodate event attendee parking demand and a parking occupancy rate of no more than



90 percent within ½-mile of the venue, however, many of these parking areas are situated within residential areas and their use by event attendees could be determined to be undesirable by the City.

While the public on-street parking supply within close proximity to the venue is constrained, there are numerous nearby private off-street parking facilities that primarily serve office uses and go largely unused during the evening and late-night hours. These include off-street parking lots owned and operated by the State of California (78 parking spaces serving the California State Office of Historic Preservation and 29 parking spaces serving the California Conservation Corps) and the Sacramento Bee (286 parking spaces total). Considering their location near the venue and offset parking demand patterns, these parking facilities present a potential shared parking solution for event-related parking demand.

It is recommended that the venue operator explore the potential for agreements with nearby private parking facility owners to enable evening and late-night use of approximately 400 to 500 parking spaces by event attendees and employees. At a minimum, the venue operator should engage the Sacramento Bee and the State of California, given their large supply of parking and the proximity of their parking facilities to the venue. Other potential partners include the CLARA performing arts center and the Sacramento Natural Foods Co-op (specifically the portion of the Co-op parking structure with reserved office parking spaces). In the event that such agreements are established, the venue operator should direct attendees to utilize these parking facilities through information posted to the venue's website and other customer information materials.

Related to vehicle parking, several segments of R Street near the venue accommodate automobiles and SacRT Gold Line LRT trains in mixed-flow traffic and additionally provide public on-street parking. These include R Street between 24th Street and 25th Street, where parallel parking is provided on the northerly curbside and perpendicular parking is provided on the southerly curbside. On this segment of R Street, sidewalks are provided on the northerly side but are not present on the southerly side, requiring that pedestrians walk in the mixed-flow travel lane alongside automobiles and LRT trains to access parked vehicles. Before and after events, this segment of R Street would experience an increase in automobile and pedestrian activity and an associated increase in the potential for multi-modal conflicts (e.g., due to pedestrians walking in the mixed-flow travel lane as they travel between their parked vehicle and the venue). This conflict potential would likely be greater before and after events compared to typical operating conditions given the increased prevalence in users who are not familiar with the roadway configuration and operations unique to this location. *It is recommended that the City and venue operator coordinate to implement strategies to minimize the potential for multi-modal conflicts on R Street between 24th Street and 25th Street. Potential strategies include prohibiting parking during events on the southerly side of R Street or retrofitting the roadway to increase the physical separation between pedestrians, automobiles, and LRT trains.*



Transit

The area surrounding the venue is served by a combination of fixed-route bus and light rail transit (LRT) services, as shown in **Figure 4**. The Sacramento Regional Transit District (SacRT) operates Gold Line LRT service within the venue vicinity. SacRT bus routes within the venue vicinity include Route 62 as well as numerous commuter routes that connect Downtown Sacramento and Elk Grove. These SacRT services exhibit the following service characteristics:

- The Gold Line LRT extends between Folsom and Downtown Sacramento with intermediate stations in Rancho Cordova, Rosemont, East Sacramento, and Midtown Sacramento. During the pre-event peak hour, the Gold Line operates with 15-minute headways on weekdays and Saturdays and 30-minute headways on Sundays. During the post-event peak hour, the Gold Line operates with 30-minute headways. The station nearest to the venue is 23rd Street Station, which is located immediately north of the venue. The last departing eastbound trip from 23rd Street Station is at 11:03 p.m. on weekdays and Saturdays and at 9:03 p.m. on Sundays. The venue operator has indicated that they have had preliminary discussions with SacRT exploring the potential use of 29th Street Station (located approximately ½-mile east of the venue underneath Capital City Freeway) as a park-and-ride for event attendees.
- Route 62 connects Downtown Sacramento, Sacramento City College, and the Pocket neighborhood via Freeport Boulevard. Route 62 operates with 30-minute headways on weekdays and 60-minute headways on Saturdays and Sundays. The stops nearest to the venue are on 19th Street and 21st Street.
- Routes E10 through E18 are commuter bus routes that connect Downtown Sacramento and Elk Grove. These routes only operate during peak periods on weekdays with morning peak service inbound to Downtown Sacramento and afternoon/evening peak service outbound to Elk Grove. The stops nearest to the venue are on P Street and Q Street.

Based on their current service schedules, event attendees would not be expected to utilize SacRT Route 62 or the Elk Grove commuter bus routes. The SacRT Gold Line LRT would depart the venue vicinity prior to the conclusion of a typical event (expected to be 12:00 a.m. based on materials provided by the venue operator), therefore, event attendees who desire to utilize Gold Line LRT for their return trip home would need to leave the event early in order to catch the last trip of the evening. This could adversely affect the customer experience for event attendees who desire to utilize transit for travel to and from the venue and discourage the use of transit for attendees who would prefer to stay at the venue for the duration of the event.

It is recommended that the venue operator coordinate with SacRT to extend the Gold Line LRT service hours on event days. The last Gold Line LRT train departure from 23rd Street Station should occur 15- to 30-minutes after the event conclusion to ensure that event attendees who desire to utilize LRT to travel to and from the venue have adequate time to walk between the venue and the



LRT platform at 23rd Street Station. The extension of the Gold Line LRT service span would be a critical component of the concept proposed by the venue operator to utilize 29th Street Station as a park-and-ride for event attendees.

Ridehailing

Based on the project travel characteristics, it is anticipated that a sold-out maximum capacity event at the venue would generate an estimated 164 and 254 transportation network company (TNC – e.g., Uber and Lyft) vehicle trips (inbound and outbound) during the pre- and post-event peak hours, respectively. This would represent 82 and 127 TNC vehicles pulling to and from the curb during the pre- and post-event peak hours, respectively. During the post-event peak hour (which represents the busier of the two event peak hours with respect to ridehailing activity), this equates to 2.1 pick-ups per minute over the course of the hour. Given that there is typically a surge of demand shortly after the event concludes, pick-up demand is likely to peak during the first 30 minutes after the event ends.

Observations at similar event venues indicate that TNC passengers prefer to be picked up and dropped off as close to the venue as possible. As such, in an unconstrained setting, it is expected that the majority of event-related TNC loading/unloading activity would occur on 24th Street near the venue.

Currently, on 24th Street between R Street and Rice Alley, the westerly curbspace is a contiguous “No Parking” zone and the easterly curbspace is a combination of “No Parking” zones and unrestricted on-street parking. The project site plan does not provide details regarding the proposed curb uses along the 24th Street project site frontage. A 30-minute loading zone is present on the westerly curbspace of 24th Street immediately north of S Street.

Given the volume of anticipated TNC activity and the current curbspace configuration along the 24th Street project site frontage, a lack of adequate space for passenger loading/unloading activities could cause ridehailing vehicles waiting to pull to the curb to queue in the adjacent travel lane. This condition could block through traffic on 24th Street, cause queue spillbacks that block adjacent upstream crosswalks, intersections, and Gold Line LRT tracks, and increase the potential for multi-modal conflicts.

It is recommended that the City and the venue operator coordinate with ridehailing operators to implement a number of strategies to manage ridehailing services and curbspace demands during pre- and post-event conditions. Potential strategies include the following:

- *Implement special event loading zones within the venue vicinity. Potential locations include the west side of 24th Street south of Rice Alley, the east side of 24th Street south of R Street, and/or an off-street location such as the California State Office of Historic Preservation parking lot (refer to the “Parking” section for a discussion regarding potential agreements*



- between the venue operator and nearby private parking facility owners). Temporary signage should be placed to indicate the presence of loading zones to approaching vehicles. Where necessary, on-street parking spaces should be signed as temporary tow-away zones during the time periods when temporary traffic control measures are deployed. These measures should be in place beginning one hour prior to the event start time until one hour after the event end time.*
- *During the pre- and post-event peak hours, prohibit TNC loading/unloading activity on the west side of 24th Street south of R Street. This would be necessary to minimize the potential for ridehailing vehicles attempting to access the curb to queue back and block the Gold Line LRT tracks.*
 - *During the post-event peak hour, implement a geofence covering the area within two blocks of the venue. TNC passengers arranging for a ride from within this area would be directed to one of the special event loading zones described above. The geofence should be in place 30 minutes prior to until one hour after the event end time.*

Truck Access

As described previously, a single truck bay would be located at the southeast corner of the venue with access via 24th Street. The truck bay would be configured at a 90-degree angle from 24th Street and would be controlled with a rolling door located at the back of walk. Inbound trucks would reverse into the truck bay. Based on information provided by the venue operator, event load ins would typically occur around 10:00 a.m. and load outs would typically be completed by 1:00 a.m..

Figure 5 provides a truck turning analysis for inbound truck movements from northbound and southbound 24th Street. This analysis presents the tracking and swept paths for a WB-67 design vehicle. As shown in Figure 5, inbound trucks reversing into the truck bay would conflict with on-street parking on both sides of 24th Street. Trucks would be unable to complete these reversing maneuvers if parked vehicles were present in any of these on-street parking spaces at the time of truck ingress.

It is recommended that on-street parking be prohibited within the truck swept paths illustrated on Figure 5. It is not known at this time if the venue operator anticipates that trucks would enter the venue vicinity from northbound or southbound 24th Street. The City should coordinate with the venue operator to establish a single truck circulation pattern to minimize effects on on-street parking that would result from this recommendation.

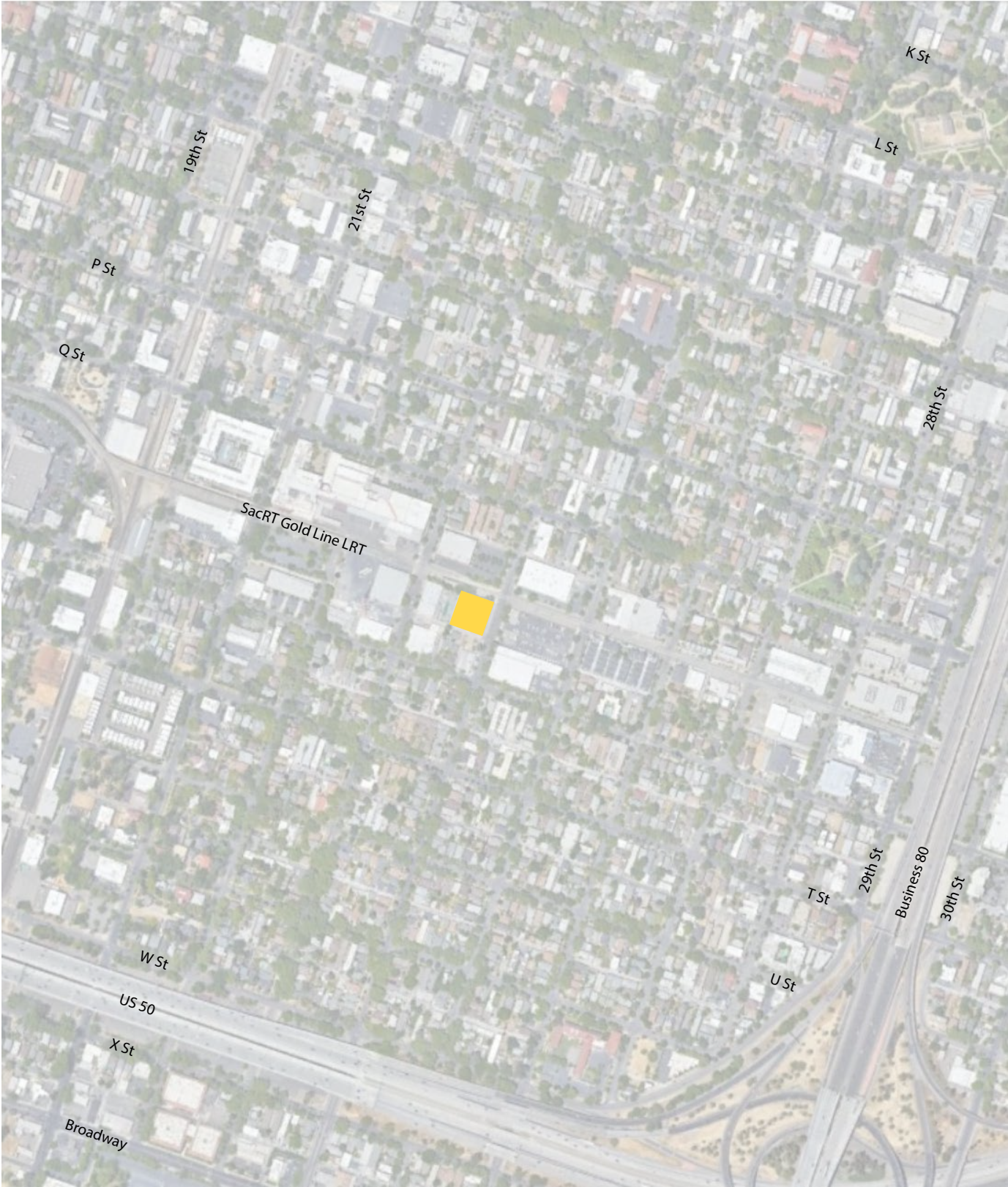


Summary & Next Steps

This assessment resulted in the following recommendations:

- The venue operator should explore the potential for agreements with nearby private parking facility owners to enable evening and late-night use of approximately 400 to 500 parking spaces by event attendees and employees.
- The City and venue operator should coordinate to implement strategies to minimize the potential for multi-modal conflicts on R Street between 24th Street and 25th Street.
- The venue operator should coordinate with SacRT to extend the Gold Line LRT service hours on event days.
- The City and the venue operator should coordinate with ridehailing operators to implement strategies to manage ridehailing services and curbspace demands during pre- and post-event conditions. Potential strategies include the following:
 - Implement special event loading zones within the venue vicinity.
 - During the pre- and post-event peak hours, prohibit TNC loading/unloading activity on the west side of 24th Street south of R Street.
 - During the post-event peak hour, implement a geofence covering the area within two blocks of the venue.
- Prohibit on-street parking within the truck swept paths illustrated on Figure 5.

Additionally, it is recommended that an Event Transportation Management Plan (ETMP) be developed to further refine the recommendations described above and to evaluate event transportation management elements that were not addressed in this assessment. These would include, but are not limited to, multi-modal traffic operations, potential pre- and post-event traffic control equipment/personnel, pedestrian access, bicycle access, and event-related agency coordination.



■ Project Site



Figure 1
Project Location

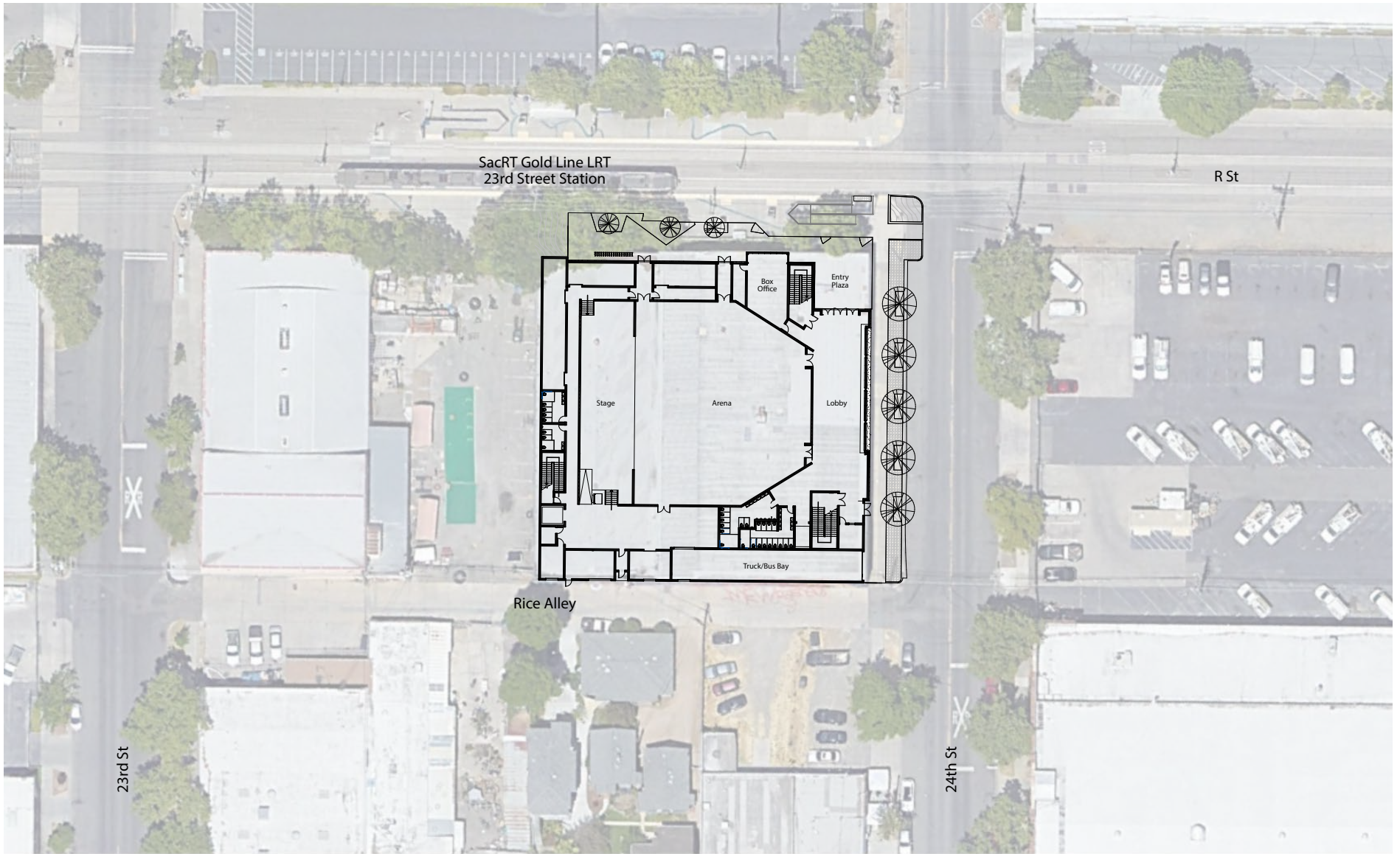
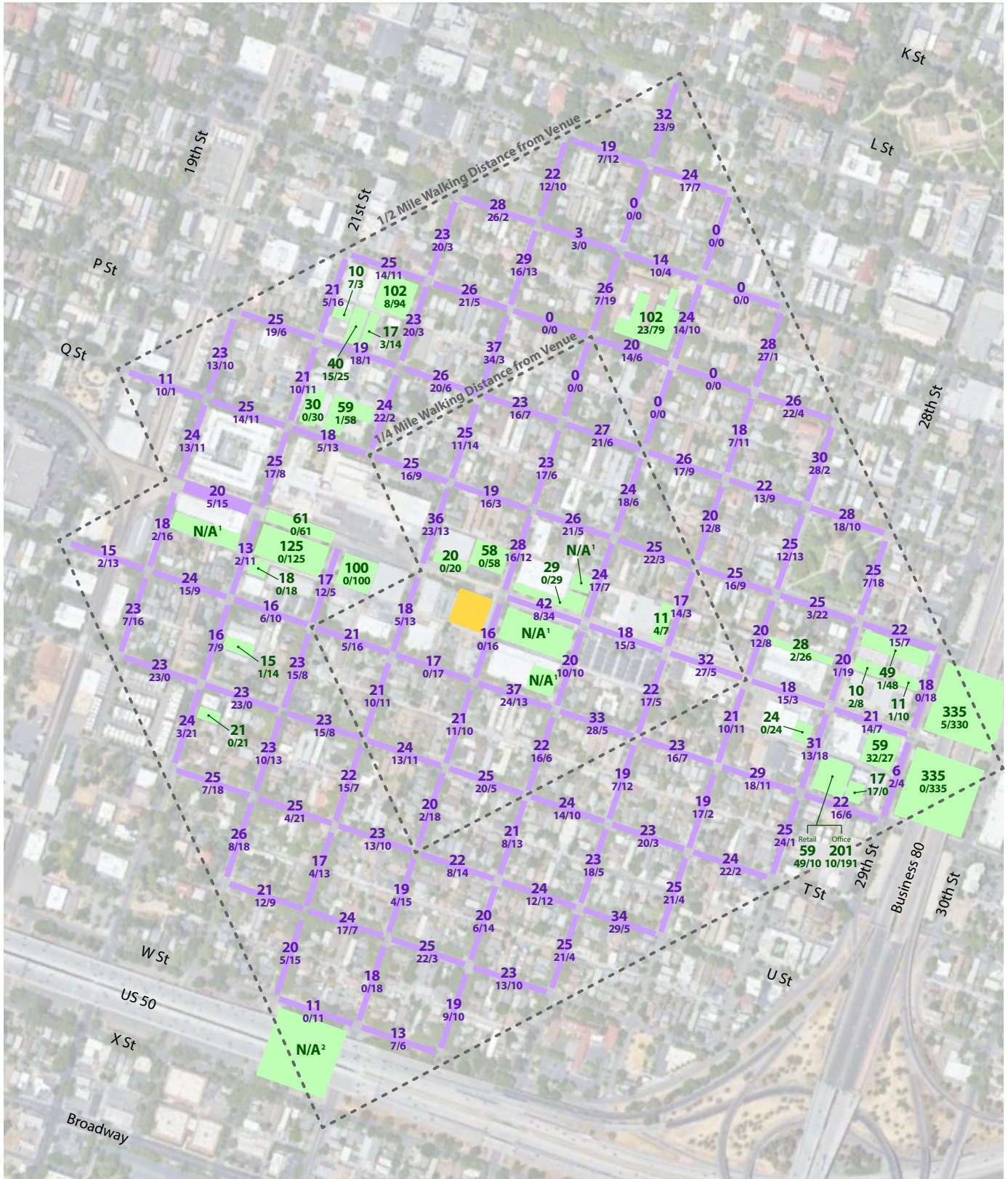


Figure 2
Project Site Plan

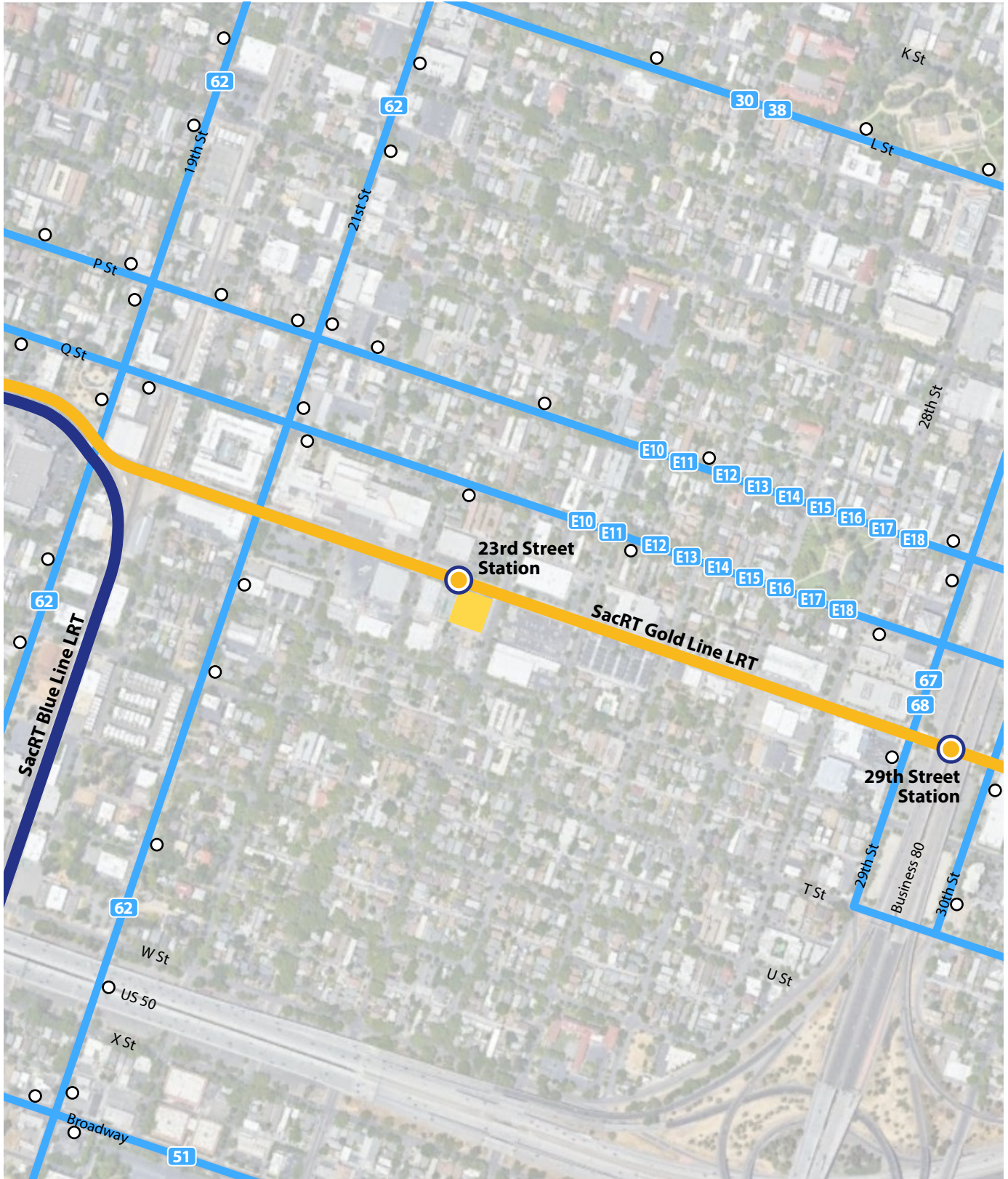


- Project Site
 - On-Street Parking (Public)
 - Off-Street Parking (Private)
- ##** Parking Supply and Occupancy
Total Parking Spaces
--- Unoccupied Parking Spaces
--- Occupied Parking Spaces

Notes:
 Parking occupancy data collected between 7 PM and 8 PM on Thursday, January 6, 2022.
 Excludes private residential parking facilities (e.g., driveways, garages, etc.).
 Excludes short-term parking (e.g., 10 minutes or less), 1-hour parking, and passenger loading zones.
¹ Parking facilities occupied by fleet vehicles or other business-related vehicle storage.
² Parking lot temporarily closed due to construction activities.

Figure 3
 Parking Supply and Occupancy (Weekday 7 PM)

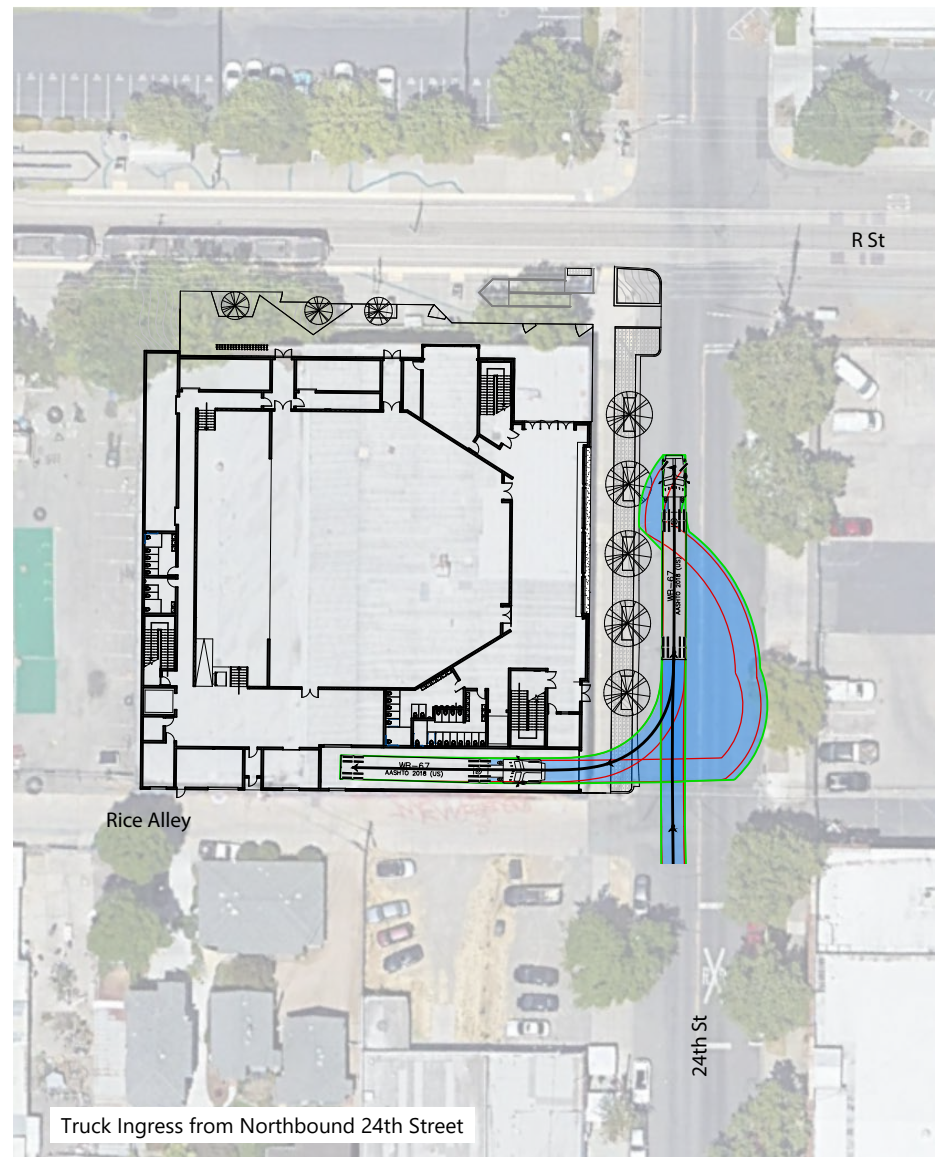
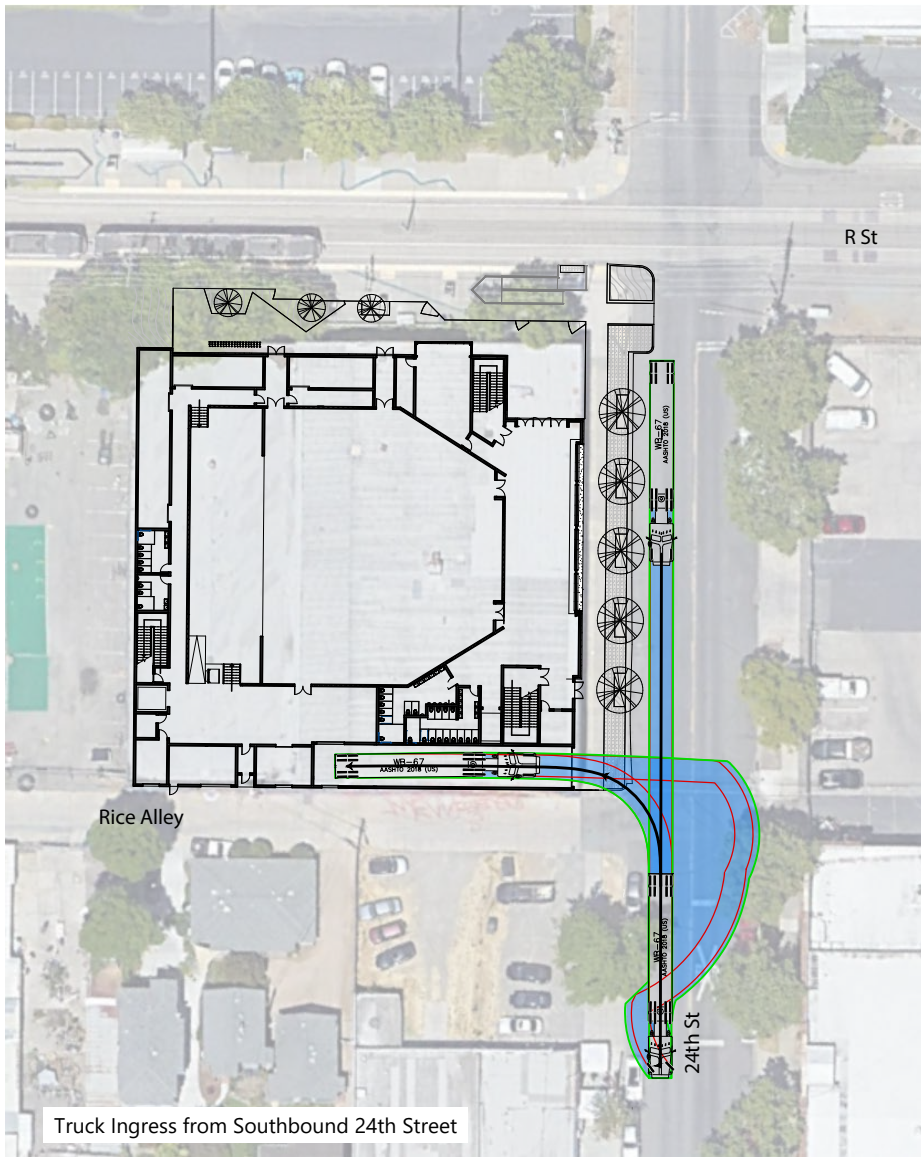




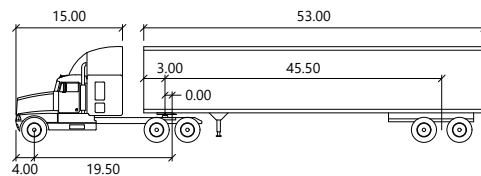
- Project Site
- SacRT Light Rail Transit Line
- SacRT Light Rail Transit Station
- SacRT Bus Route
- SacRT Bus Stop



Figure 4
Existing Transit Services and Facilities



- Vehicle Tires
- Vehicle Body
- Vehicle Path (Center)
- Swept Path



WB-67

	feet	
Tractor Width	: 8.00	Lock to Lock Time : 6.0
Trailer Width	: 8.50	Steering Angle : 28.4
Tractor Track	: 8.00	Articulating Angle : 75.0
Trailer Track	: 8.50	



Figure 5
Truck Turning Analysis