Alternatives Considered and Dismissed from Further Consideration

The following alternatives were previously considered and rejected from further consideration, for the reasons discussed below:

- **Alternative Location**
  CEQA requires that an alternative location for a proposed project be analyzed if one is available that could lessen potentially significant impacts of the proposed project. The objective of the project is to redevelop a vacant and deteriorating site consistent with the goals and objectives of the City, providing infill mixed-use development and increased housing in the downtown core. It was determined that development of the proposed project at an alternative site within the CBD would not be likely to eliminate the adverse impacts associated with development on the project site. For example, the traffic generated by the proposed project at the project site would cause significant and unavoidable impacts on freeway ramps. Since development at an alternative site would generate a similar number of daily trips, accessing the CBD on the same congested freeway ramps, traffic generated by development at such a site would also result in an increase in traffic congestion. However, few sites in the region, and even the CBD, have the same proximity to a light rail station and major regional bus routes along J Street. Therefore, development at an alternative site would not eliminate traffic impacts related to the project site, and could result in greater traffic impacts. Implementation of an off-site alternative to the proposed project was determined to be ineffective in mitigating impacts while meeting the project objectives; therefore, no off-site alternative has been considered or evaluated in this EIR.

- **All Office Use**
  This alternative would have involved constructing high-rise office on the site, consistent with the existing zoning. There would be ground floor retail but no residential uses. This alternative was determined to be infeasible because office uses generate significantly more vehicle trips than residential, cultural resource impacts would be the same, and it would not meet the basic objectives of the project to provide high-density urban housing in the CBD.

Summary of Alternatives Considered

1. No Project/ No Development Alternative. The No Project/No Development Alternative assumed that the proposed project would not occur and there would be no new development of the site. This alternative assumed the existing buildings on the site would remain in their current vacant condition.

2. No Project/ Existing Zoning Alternative. The No Project/ Existing Zoning Alternative assumed that three of the existing structures would be retained and rehabilitated, and a new 75,000 sf office building would be constructed in place of the deteriorating Biltmore Hotel and Broiler buildings, consistent with the existing land use designations and zoning on the site, without the need for any special permits.

3. Mixed Use Rehabilitation Alternative. The Mixed Use Rehabilitation Alternative assumed that all structures on the site would be rehabilitated for residential uses with ground floor retail. Buildings over 50 years old and remaining historical features on the project site (those individually ineligible for listing but of some historic value) would be retained where possible and rehabilitated consistent with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Structures.

Each of the alternatives is described in more detail in the DEIR, followed by an assessment of the alternative's impacts relative to the proposed project. The focus of the analysis is the difference between the alternative and the proposed project, with an emphasis on addressing the significant impacts identified under the proposed project. For each issue area, the analysis indicates which mitigation measures would be required of the alternative and which significant and unavoidable impacts would be avoided. In some cases, the analysis could indicate additional mitigation measures, if any, that may be required for the alternative being discussed, and what significant and unavoidable impacts would be more or less severe. Unless otherwise indicated, the level of significance and required mitigation would be the same for the alternative as for the proposed project and no further statement of the level of significance is made. Table 6.0-1 in the DEIR provides a summary comparison of the severity of impacts for each alternative by topic.

Alternatives – Findings of Infeasibility

1. No Project/No Development Alternative

Under CEQA, the No Project Alternative must consider the effects of forgoing the project. The purpose of analyzing the No Project Alternative is to allow decision makers to compare the impacts of the proposed project versus no project. The No Project Alternative describes the environmental conditions that exist at the time that the environmental analysis is commenced (CEQA Guidelines, section 151 26.6(e)(2)).

The No Project/No Development Alternative assumes that the proposed project would not occur and there would be no new development of the site. The existing structures and surface parking on the site would remain and the site would not be redeveloped. The vacant and deteriorating buildings, particularly the Biltmore Hotel, would probably continue to experience vandalism and use by transients for shelter, as they have been despite enforcement activities, continuing the potential for another fire such as the ones that have destroyed previous buildings on similar sites in the recent past.

Although the No Project Alternative would not result in any of the significant effects identified for the proposed project, the No Project/No Development Alternative would not achieve any of the project objectives. The No Project/No Development Alternative would not provide a development project that would define the Downtown skyline or aid in the revitalization of the Downtown, and it would not add housing to Downtown. If the existing structures were to remain without further activity, they would ultimately deteriorate to a ruin.

Hazardous conditions related to transients breaking into the boarded buildings would continue, and the site would remain vacant and blighted, and urban design requirements would not be met.

Significant effects of the Project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

2. No Project/Existing Zoning Alternative

Under the No Project/Existing Zoning Alternative, it is assumed that the site would be redeveloped consistent with the existing land use designations and zoning of the site. A special permit is required to construct condominiums in the C-3 zone or construct a building exceeding 75,000 square feet; therefore this alternative assumes a project where no special permits would be needed.

Under this alternative, the two buildings at 921 and 927 10th Street facing Cesar E. Chavez Plaza and the building at 1023 J Street would remain and be rehabilitated for office uses. The oldest and most deteriorated structures, the Biltmore Hotel and Broiler building, would be demolished and a 6 story, 75,000 square foot office building with basement parking would be constructed.

Most of the mitigation measures identified in Draft EIR Chapter 5 would still be required to eliminate significant impacts, including mitigation measures for hazards and hazardous materials, demolition and construction air quality emissions, cumulative transportation impacts and combined sewer system mitigations. All other impacts would be less than significant. Under the No Project/Existing Zoning Alternative, a potentially significant and unavoidable cumulative impact to cultural resources would still occur with the excavation of part of the site for new construction.

The No Project/Existing Zoning Alternative would fail to meet all of the objectives of the proposed project. By converting the project to a low-rise office development, the No Project/Existing Zoning Alternative would fail to provide high-end residential opportunities provided by the proposed project, and would not create a high-quality development that enhances and defines the Downtown skyline. The lack of urban downtown housing opportunities associated with this alternative would fail to meet the project objective to create a mixed-use development that provides a combination of uses. This Alternative would also fail to meet adopted City and Regional Goals for development of the highest intensity mixed-uses in the CBD.

Significant effects of the Project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

3. Mixed-Use Rehabilitation Alternative - Environmentally Superior Alternative

This alternative would result in the preservation of any remaining historic fabric on the site, including remnants of the Biltmore Hotel, the 19th Century alley, and historic hollow sidewalks along 10th and J streets. Ground floor retail would be provided along both the 10th and J streets frontages, consistent with City goals for these pedestrian corridors. Residential uses would total approximately 70,000 gsf or about 70 dwelling units, with approximately 35,000 gsf of retail, replacing previous uses on the site.

Traffic generation would be similar to historic uses on the site. Soft demolition and rehabilitation would have a less than significant impact associated with construction generated and operational particulate matter and generation of ozone precursors (ROG and NOx).

Mitigation measures identified for cultural resources, air quality, traffic, noise, fire services, and urban design would no longer be required to eliminate significant impacts. Under the Mixed-Use Rehabilitation Alternative, no significant and unavoidable impacts were identified. The Mixed-Use Rehabilitation Alternative could meet some City policy objectives by redevelopment of a vacant site and restoration of existing structures with some historic fabric. By rehabilitating the project to a low-rise residential development with ground floor retail, the Mixed-Use Rehabilitation Alternative could provide a small amount (approximately 50-70 units) of the high-end residential and retail opportunities provided by the proposed project.

The Mixed-Use Rehabilitation Alternative would not meet the project objective to create a "high-quality development that enhances and defines the Downtown skyline, and would be a small scale rehabilitation project that would not contribute to establishing the Downtown as a destination. This Alternative would likely require redevelopment assistance to make the project financially feasible, and would therefore reduce available funding for other redevelopment projects in the Merged Downtown Redevelopment Project Area. The Mixed-Use Rehabilitation Alternative would fail to meet adopted City and Regional Goals for development of the highest intensity mixed-uses in the CBD.

Significant effects of the Project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

G. Statement of Overriding Considerations.

Pursuant to Guidelines section 15092, the Planning Commission finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections 5.0 through 5.7 of the DEIR. The Planning Commission further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The Planning Commission makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Statement of Overriding Considerations

i. The Project will eliminate blighting influences and correct environmental deficiencies in the Merged Downtown Sacramento Redevelopment Project Area, including among others, obsolete and aged building types, and inadequate or deteriorated infrastructure and facilities. The blighting influences have been documented in the Merged Downtown Redevelopment Plan Amendment Draft EIR dated November 5, 2004, and the Report to Council and related studies that were part of the administrative record for that Amendment.

ii. The Project helps achieve the City's goals to maintain and strengthen downtown's role as a major regional office, retail, commercial and governmental center, as set out in the General Plan and Central City Community Plan.

iii. The Project will support the public investment in the transit system by developing intense residential uses adjacent to transit corridors and near light rail stations that will generate additional transit riders to help fund the operating costs of that system.

iv. The Project will provide physical improvements to the site and area will be an asset to the character of the downtown area and enhance the visual and pedestrian connection to the civic area as described in the EIR.

v. The Project will support the Downtown Cultural and Entertainment District Master Plan by providing high-end residential and retail uses that benefit residents and visitors in the Central Business District and contributes to the mix and vitality of activities necessary to achieve the goal of a lively and active downtown.

vi. The Project would provide for an efficient and financially beneficial use of underutilized low density commercial properties by constructing a high-rise tower that will provide long term employment and housing opportunities in the City of Sacramento.

vii. The Project will increase commercial use in the downtown area and increase employment and housing near the K Street Mall, the revitalization of which is a priority of the City and the Redevelopment Agency.

viii. The Project will strengthen the economic base of the Project Area and the community by providing new housing units with retail or hotel uses, and installing needed site improvements that will stimulate new commercial expansion, new employment and additional economic growth.

ix. The Project will provide increased property, sales, business license and other fees, taxes and revenues to the City and the Redevelopment Agency of the City of Sacramento, and will enhance the value of neighboring properties and the Merged Downtown Redevelopment Project Area as a whole.

x. The Project is consistent with Smart Growth Principles. The City Council adopted Smart Growth Principles into the General Plan that are aimed to support

development that revitalizes central cities and existing communities, supports public transportation and preserves open space. The Project would contribute to the creation of a vibrant city center (Smart Growth Principle I), concentrating new development within the urban core of the region (Smart Growth Principle 7), and promoting infill development (Smart Growth Principle 15).

xi. The Project is consistent with the General Plan Update Vision and Guiding Principles. While the City's General Plan is being updated, the City Council has adopted a vision for the future of the City, as well as several guiding principles to help achieve this vision. This was done to ensure that new developments submitted during the ongoing update comply with the goals and policies that are being incorporated into the General Plan through the update. The Project complies with the following guiding principles is not contrary to any of the proposed policies:

(a) Create a vibrant downtown that serves as a regional destination for the arts, culture, and entertainment while accommodating residents that live, work, and gather in the city center.

(b) Use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.

xii. The Planning Commission has determined that any remaining significant effects on the environment attributable to the Project which are found to be unavoidable, irreversible or not substantially mitigated are acceptable due to the overriding considerations set forth in this Statement of Overriding Considerations. The Planning Commission has concluded that with all the environmental trade-offs of the Project taken into account, its implementation will represent a net positive impact on the City, and based upon such considerations after a comprehensive analysis of all the underlying planning and environmental documentation, the Planning Commission has approved the Project. In reaching its decision to approve the Project and all related documentation, the Planning Commission has carefully considered each of the unavoidable impacts, each of the impacts that have not been substantially mitigated to the point of insignificance, as well as each of the residual impacts over which there is a dispute concerning the impact's significance and the feasibility of mitigation.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
DEIR Section 5.1 Air Quality					
Impact 5.1-2: Short-Term Construction Increases in PM_{10} Emissions	5.1-2 The following measures shall be incorporated into construction practices during demolition activity: a The project shall ensure that all demolished material will be completely wetted during demolition and during any subsequent disturbance of the material. 5.1-2b The project shall ensure that piles of demolished material, when not being disturbed, are either completely wetted or completely covered. 5.1-2c Two feet of freeboard space shall be maintained on all trucks transporting demolished material.	Mitigation measures incorporated into demolition practices	Demolition Contractor The developer shall provide the City Building Division with a copy of contract requirements that include the conditions for the contractor for the Proposed Project.	During demolition activity	The Building Division shall verify compliance during construction. The City Project Coordinator shall include a copy of construction conditions in the project file.
DEIR Section 5.2 Cultural and Historic Resources					
Impact 5.2-1: Loss or degradation of known or undiscovered prehistoric and historic resources	5.2-1a The project proponent shall hire a qualified professional to formulate and implement a research design and field strategy with regard to possible sub-surface resource. Testing shall include geophysical mapping of the near-surface, ground-truthing using both the geophysical maps and historic maps, followed by evaluation of discovered resources for CRHR eligibility. All testing shall be conducted prior to initiation of construction for the project. Based on the results of testing, recommendations shall be provided, which may include additional testing, data recovery, future construction monitoring, as well as preparation of an Unanticipated Discovery Plan. All recommendations shall be submitted to the City of Sacramento's Preservation Director for	Mitigation measures shall be used and monitored during construction activities	Developer The City of Sacramento will include the conditions in the project's construction permits. Preservation Director	Prior to the start of demolition and construction	The Building Division shall verify compliance during demolition and construction. The Applicant shall submit a copy of construction conditions to the City Project Coordinator.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	approval. 5.2-1b The project applicant shall hire a professional archaeologist to perform archaeological monitoring during ground-disturbing construction activities, including demolition, for the duration of the project. If resources are discovered during construction, the procedure laid out in the Unanticipated Discovery Plan will be followed. This includes consultation with the appropriate Native American representatives if a Native American site is discovered. 5.2-1c If significant findings are made, historic materials and artifacts shall be incorporated into an interpretive display in the proposed building, or grouped with other projects to produce a larger more comprehensive exhibit or display in coordination with the Manager of the History and Science Division. The interpretive display shall include a history of the site uses including information on the various ethnics groups that dominated the site. Display of all historic materials and artifacts shall follow the standard practices and procedures generally accepted in museum curation, and shall be made available to the Manager of the History and Science Division for review and comment before they are constructed and installed. All collected materials shall be archived at an appropriate curation facility at the project applicant's expense. 5.2-1d All activities related to the data recovery of the site shall be recorded and compiled into a report				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	and submitted to both the City and the North Central Information Center. In addition, appropriate public outreach material such as a leaflet, pamphlet, or booklet shall be developed detailing any finds and their historic context. All reports shall be deposited with the city's archive - the Sacramento Archives and Museum Collection Center (SAMCC), and shall include original photographs and negatives or high resolution digital scans in a TIF format on high quality CD's or DVD's. Reports if produced in a digital format shall be deposited as both a hard copy and a digital copy. A release shall be included that allows SAMCC the right to reproduce all documents and graphics (including photographs) without restriction. 5.2-1e If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	Professional Archeologists (RPA), or 36 CFR 61 requirements. 5.2-1f If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.				
Impact 5.2-2: Potential alteration or demolition of historic resources	5.2-2 Retain the original granite curbstones in place during project construction; if that is not possible, all curbstones shall be carefully removed and stored during sidewalk demolition and replaced back in their original location during sidewalk reconstruction.	Mitigation measures shall be used and monitored during construction activities	Developer/Contractor The City of Sacramento will include the conditions in the project's construction permits.	Prior to the start of demolition and construction	The Building Division shall verify compliance during demolition and construction. Applicant shall submit a copy of construction conditions to the City Project Coordinator.
Impact 5.2-3: Cumulative loss of cultural resources	Implement Mitigation Measures 5.2-1a, 5.2-1b, and 5.2-1c.	Mitigation measures shall be used and monitored during construction activities:	Developer/Contractor The City of Sacramento will include the conditions in the project's construction permits.	Prior to the start of demolition and construction	The Building Division shall verify compliance during demolition and construction. The Applicant shall submit a copy of construction

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
					conditions to the City Project Coordinator.
5.3 Hazards and Hazardous Materials					
Impact 5.3-1: Construction disturbance of potentially contaminated soil and structures	5.3.1a Prior to any demolition activities on the project site, conduct an interior survey to evaluate the presence of asbestos containing materials, lead based paint, PCB containing electrical and hydraulic fluids, and/or CFCs, as well as any other potential environmental concerns (i.e., aboveground/underground fuel tanks, elevator shafts/hydraulic lifts, floor drains/sumps, chemical storage/disposal) which may be present within structures on the properties. 5.3-1b The City shall require in construction contract documents that a hazardous materials removal team be on-call and available for immediate response during site preparation, excavation, and any pile driving construction activities. Hazardous material removal activities may be contracted to a qualified hazardous materials removal contractor. Construction contract documents shall require the hazardous material removal contractor or subcontractor to comply with the following: (1) Prepare a hazardous material discovery and response contingency plan for review by the City of Sacramento Fire Department. The fire department will act as the first responder to a condition of extreme emergency (i.e., fire, emergency	Conduct an interior survey, retain on-call hazmat removal team, and provide construction documents that incorporate the mitigation measures.	Developer The City shall require in construction contract documents that a hazardous materials removal team be on-call and available for immediate response during site preparation, excavation, and any pile driving construction activities. Sacramento Fire Department SCEMD	Prior to demolition	Building Division shall verify compliance prior to demolition. Applicant shall submit a copy of construction conditions and any site remediation plans and/or site safety plans to the City Project Coordinator.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	medical assistance, etc). (2) In the event that a condition or suspected condition of soil and/or groundwater contamination are discovered during construction, work shall cease or be restricted to an unaffected area of the site as the situation warrants and the City shall be immediately notified. Upon notification, the City shall notify the Sacramento County Environmental Management Department (SCEMD) of the contamination condition, and the hazardous material removal contractor shall prepare a site remediation plan and a site safety plan, the latter of which is required by OSHA for the protection of construction workers. Similarly, the hazardous material removal contractor shall follow and implement all directives of the SCEMD and any other jurisdictional authorities that might become involved in the remediation process. (3) Preparation of any remediation plan shall include in its focus measures to be taken to protect the public from exposure to potential site hazards and shall include a certification that the remediation measures would clean up the contaminants, dispose of the wastes properly, and protect public health in accordance with federal, state, and local requirements. (4) Obtain closure and/or No Further Action letters from the appropriate agency(ies). (5) Construction contract documents shall include provisions for				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	the proper handling and disposal of contaminated soil and/or dewatering water (including groundwater and contaminated rainwater) in accordance with federal, state, and local requirements.				
5.4 Noise/Vibration					
Impact 5.4-1: Construction noise at sensitive receptors	5.4-1a Erect a solid 6- to 8-foot tall plywood construction/noise barrier along the project boundaries. The barrier should not contain any significant gaps at its base or face, except for site access and surveying openings. The barrier shall be erected prior to the start of earthwork and shall remain in place during exterior construction on the first 8 feet of the building. 5.4-1b Construction activities shall comply with the City of Sacramento Noise Ordinance. Demolition and pile driving activities shall be coordinated with adjacent land uses in order to minimize potential disturbance of planned activities. 5.4-1c Pile holes will be pre-drilled to the maximum feasible depth. This will reduce the number of blows required to seat the pile, and will concentrate the pile driving activity closer to the ground where noise can be attenuated more effectively by the construction/noise barrier. 5.4-1d Locate fixed construction equipment such as compressors and generators as far as possible from sensitive receptors. Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power construction equipment.	Mitigation measures shall be used and monitored during construction and demolition activities	Contractor The City of Sacramento will include the construction noise conditions in the project's construction permits.	Before and during construction	The Building Division shall verify compliance during construction. The Applicant shall submit a copy of construction conditions to the City Project Coordinator.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	5.4-1e Designate a disturbance coordinator and conspicuously post this person's number around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances and will be responsible for determining the cause of the complaint, and implement any feasible measures to be taken to alleviate the problem.				
Impact 5.4-2: Construction-induced vibration impacts could cause architectural damage to nearby historic structures and annoyance to nearby sensitive receivers	5.4-2a Implement mitigation measure 5.4-1c. 5.4-2b Prior to demolition, the pre-existing condition of all buildings within a 50-foot radius will be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage will be documented (photographically and in writing) prior to construction. All damage will be repaired back to its pre-existing condition. 5.4-2c If fire sprinkler failures are reported to the City's Development Services Department in surrounding buildings, the contractor shall provide monitoring during construction and repairs to sprinkler systems in buildings adjacent to the project site shall be provided. 5.4-2d During demolition and construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil	Mitigation measures shall be used and monitored during construction and demolition activities	Developer/Contractor The Applicant shall provide verification to the Building Division that the pre-existing condition of sensitive buildings has been assessed and recorded prior to the issuance of construction permits. The Building Division will include conditions in the project's construction permits.	Prior to construction and demolition	The Building Division shall verify compliance during demolition and construction. The Applicant shall submit a copy of construction conditions to the City Project Coordinator.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid any further structural damage.				
Impact 5.4-5: The operation of the proposed project could expose new sensitive receptors to excessive interior noise levels Mitigation for Mixed-Use Hotel Option	Mitigation for Residential Option 5.4-5 (RO) Windows for the residential floors below the 15th floor, along J Street, would be required to have a minimum STC rating of 33. The project applicant shall submit an acoustical review of interior noise levels prior to being issued building permits. The review should verify that the proposed building façade construction is sufficient to achieve an interior noise level of 45 dB Ldn or less. Mitigation for Mixed-Use Hotel Option 5.4-5(MUHO) Windows for the hotel guest rooms on floors below the 15th floor would be required to have a minimum STC rating of 33. The project applicant shall submit an acoustical review of interior noise levels prior to being issued building permits. The review should verify that the proposed building façade construction is sufficient to achieve an interior noise level of 45 dB L_{dn} or less.	Mitigation measures would reduce the potential for interior noise level impacts	Developer/Contractor The City of Sacramento will include the construction noise conditions in the project's construction permits.	Prior to construction	The Building Division shall verify compliance during construction, prior to issuing final building permits. The Applicant shall submit a copy of construction conditions to the City Project Coordinator.
5.5 Public Services and Utilities					
Impact 5.5-2: Combined sewer service system	5.5-2a Prior to issuance of the building permit construction contract documents shall include provisions for	Mitigation measures incorporated into	Developer/Contractor The City of Sacramento will	Prior to construction	The Building Division shall verify compliance during

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
impacts from dewatering activities	the proper handling and disposal of contaminated dewatering water in accordance with federal, state, and local requirements. 5.5-2b If the City or SRCSD determines that groundwater extracted during dewatering activities does not meet applicable standards for discharge into the city sewer system, the contractor shall implement groundwater treatment systems that treat groundwater to standards established by the Central Valley RWQCB, City, and SRCSD.	construction practices	include the construction dewatering conditions in the project's construction permits. SRCSD		construction, prior to issuing building permits. The Applicant shall submit a copy of construction conditions to the City Project Coordinator.
5.6 Transportation and Circulation					
Impact 5.6-2: Freeway Mainline: The project would increase traffic volumes on the freeway mainline	5.6-2 Prior to building occupancy, the applicant shall pay the I-5 corridor impact fee that is in effect at the time of the issuance of building permit.	The applicant shall pay the I-5 corridor impact fee that is in effect at the time of the issuance of building permit.	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Impact 5.6-3: Freeway Interchanges: The project would increase traffic volumes at the freeway interchanges	5.6-3 Implement Mitigation Measure 5.6-2.	The applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA)	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.
Impact 5.6-9: Construction: The construction of the project may include the temporary closure of numerous transportation facilities, including portions of City streets, sidewalks, bikeways, on-street parking, off-street parking, and transit facilities	5.6-9 Prior to the beginning of construction, a construction traffic management plan shall be prepared by the applicant to the satisfaction of the City traffic engineer, Regional Transit, and any other affected agency.	Prepare traffic management plan and get sign-off by the City traffic engineer and Regional Transit	Developer	Prior to construction	The Development Engineering Division and Department of Transportation shall verify compliance prior to issuing building permits.
Impact 5.6-10 Cumulative impacts to study intersection under near term plus project condition	5.6-10a At the 3rd Street / J Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3rd Street phase time to 10 seconds. This mitigation measure would reduce average vehicle delay by 33 seconds during the a.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level.	The applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10b At the 3rd Street / L Street intersection, modify the westbound approach to provide one left-turn lane, two through lanes (to the northbound I-5 on-ramp), and one right-turn lane. This mitigation measure would reduce average vehicle delay by 40 seconds during the p.m. peak hour and maintain LOS C operations during the a.m. peak hour. The mitigation measure would reduce the near-term cumulative impact to a less-than-significant level. 5.6-10c At the 3rd Street / N Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the southbound 3rd Street signal phase time to 34 seconds, decreasing the eastbound N Street approach to 15 seconds, and maintaining the phase time for the eastbound Tower Bridge approach at 21 seconds. This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10d At the 3rd Street / P Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	P Street approach and decreasing the southbound 3rd Street approach to 18 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10e At the 5th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 42 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10f At the 7th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the westbound L Street approach and decreasing the northbound and southbound 5th Street approaches to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10g At the 8th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 25 seconds for the westbound L Street approach and decreasing the northbound 8th Street signal phase time to 25 seconds. This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10h At the 9th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the southbound 9th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10i At the 10th Street / J Street intersection, modify the traffic signal				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the northbound 10th Street signal phase time to 22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10j At the 12th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the eastbound J Street approach and decreasing the 12th Street signal phase time to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10k At the 15th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15th Street signal phase time to 20 seconds. This mitigation measure would reduce average vehicle				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	delay by 61.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10l At the 15th Street / X Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the southbound 15th Street approach to 28 seconds, decreasing the eastbound U.S. 50 off-ramp phase time to 28 seconds, and maintaining 17 seconds for the X Street approach. This mitigation measure would reduce average vehicle delay by 34.4 seconds during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-10m At the 16th Street / H Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the northbound 15th Street approach to 26 seconds, decreasing the phase times for the eastbound H Street left-turning movement and through movements to 18 and 24 seconds, respectively, and maintaining 6 seconds for the westbound H Street right-turning movement. This mitigation measure would improve traffic operations to LOS C during the				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.22 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.				
Impact 5.6-11: Cumulative impacts to freeway mainline under near term plus project condition	5.6-11 Implement Mitigation Measure 5.6-2.	The applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA)	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.
Impact 5.6-12: Cumulative impacts to freeway merge/ diverge/ weave areas under near term plus project condition	5.6-12 Implement Mitigation Measure 5.6-2.	The applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA)	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Impact 5.6-13: Cumulative impacts to freeway ramp queues under near term plus project condition	5.6-13 Implement Mitigation Measure 5.6-2.	The applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA)	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.
Impact 5.6-17 Cumulative impacts to study intersection under long term plus project condition	5.6-17a At the 3rd Street / J Street intersection, implement the near-term Mitigation Measure (a) (modification of signal phase splits) and also modify the lanes on the southbound I-5 off-ramp approach (eastbound) to provide one combination left/through lane, one through lane, one combination through/ right lane, and one exclusive right turn lane. This mitigation measure would reduce average vehicle delay during the a.m. peak hour by 32.5 seconds and would improve traffic operations during the p.m. peak hour to LOS C. This mitigation measure would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-17b At the 3rd Street / L Street intersection, implement the near-term Mitigation Measure (b) (modification of the westbound approach lanes) and also modify the traffic signal phase splits during the p.m. peak period by increasing the southbound 3rd Street	The applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Development Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	approach to 23 seconds, decreasing the westbound L Street signal phase time to 38 seconds, and decreasing the northbound 3rd Street left-turning movement to 9 seconds. This mitigation measure would reduce average vehicle delay by 43.5 seconds during the p.m. peak hour and provide LOS C traffic operations during the a.m. peak hour. This mitigation measure would reduce the near-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-17c At the 3rd Street / N Street intersection, implement the near-term Mitigation Measure (c) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the a.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-17d At the 3rd Street / P Street intersection, implement the near-term Mitigation Measure (d) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic				