

Final Environmental Impact Report

SCH No. 2005112038

CAPITOL Mall 500

(P05-108)

Prepared by: **City of Sacramento**
in coordination with
EIP Associates, A Division of PBS&J

December
2006



CITY OF SACRAMENTO
CALIFORNIA

DEVELOPMENT SERVICES
DEPARTMENT

2101 ARENA BLVD
SUITE 200
SACRAMENTO, CA
95834

916-808-5842
FAX 916-566-3968

January, 8 2006

NOTICE OF ERRATA – 500 Capitol Mall Project (P05-108)
Final Environmental Impact Report

After the preparation of the Final EIR for the 500 Capitol Mall project, it was identified that the Level of Service (LOS) sheets for the analysis with mitigation measures was initially inadvertently excluded from the Traffic Study technical appendices that was used for the analysis of this project. This information is available for review from the City of Sacramento, Development Services Department, Development Engineering Division, located at 915 I Street, New City Hall, 3rd Floor, Sacramento, CA 95814.

This information does not result in any alterations to the conclusions or mitigation measures stated in the Draft EIR.

500 Capitol Mall Final Environmental Impact Report

Responses prepared by:

The City of Sacramento

in coordination with

EIP Associates, *a Division of PBS&J*

December 2006

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1. INTRODUCTION

PURPOSE OF THIS DOCUMENT

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR) for the 500 Capitol Mall Project (proposed project). Written comments were received by the City of Sacramento during the public comment period held from October 11, 2006 through November 27, 2006. This Final EIR includes written responses to each comment received on the Draft EIR. The responses correct, clarify, and amplify text in the Draft EIR, as appropriate. Also included are text changes made at the initiative of City staff. These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA).

BACKGROUND

The proposed project includes the development of a 25-story, 396-foot-tall high-rise building with office, retail, and restaurant uses and a parking garage. The project site encompasses 1.13 acres on the western portion of the block between 5th and 6th Streets and Capitol Mall and N Street in the Central Business District (CBD) of downtown Sacramento. The gross area of the building would be 467,942 square feet (sf), including office and retail, with 264,353 sf for the parking garage for a total building area of 732,295 gross sf. The net area within the building is as follows: 406,384 sf of rentable office area and 27,124 sf of rentable retail / restaurant area, for a net building square footage of 433,508 sf. The project would include retail uses on the ground floor, and a restaurant on two penthouse floors. A total of 794 parking stalls would be provided on one sub-grade floor, and ten parking levels would occupy portions of floors one through eight in the office portion of the project.

The proposed project site is located on the western half of the block bounded by Capitol Mall to the north, N Street to the south, 7th Street to the east, and 5th Street to the west. The project site is located four blocks west of the State Capitol building along Capitol Mall, an east-west four-lane roadway that maintains a large volume of vehicle traffic during business hours.

The proposed project site is located within the CBD Special Planning District (SPD) and is zoned for general commercial use (C-3-SPD). The proposed project site is not within the Capitol View Protection Corridor.

Entitlements requested of the City of Sacramento for the proposed project include the following:

- Special Permit: Major Project over 75,000 square feet;
- Design Review: Compliance with Capital View Protection Guidelines;
- Certification of the EIR; and
- Adoption of the Mitigation Monitoring Plan (MMP).

In accordance with CEQA regulations, a Notice of Preparation (NOP) was circulated for public review from November 10, 2005 through December 9, 2005 for a 30-story, 455-foot-tall building. A scoping meeting was held on December 9, 2005. The project was redesigned, and a revised

development plan was submitted to the City of Sacramento on April 4, 2006. A second NOP was released on April 13, 2006, and circulated for public review from April 13, 2006 through May 12, 2006.

The EIR is a Project EIR, pursuant to Section 15161 of the CEQA Guidelines. A Project EIR examines the environmental impacts of a specific project. This type of EIR focuses on the changes in the environment that would result from implementation of the project, including construction and operation. The Draft EIR was released for public review and comment period from October 11, 2006 through November 27, 2006.

TYPE OF DOCUMENT

This EIR is an informational document intended to disclose to the City of Sacramento and the public the environmental consequences of approving and implementing the 500 Capitol Mall Project. The preparation of the Final EIR focuses on the responses to comments on the Draft EIR. The Lead Agency (City of Sacramento) must certify that the EIR adequately discloses the environmental effects of the project and has been completed in conformance with CEQA, and that the decision-making bodies independently reviewed and considered the information contained in the EIR prior to taking action on the project. The Final EIR must also be considered by the Responsible Agencies, which are public agencies that have discretionary approval authority over the project in addition to the Lead Agency. For this project, the Responsible Agency must consider the environmental effects of the project, as shown in the EIR prior to approving any portion of the project over which it has authority. The California Environmental Quality Act (CEQA) Guidelines Section 15132 specifies the following:

The Final EIR shall consist of:

- (a) The Draft EIR or revision of the draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) And any other information added by the Lead Agency.

This document contains the list of commentors, the comment letters, and responses to the significant environmental points raised in the comments. The Draft EIR is hereby incorporated by reference.

ORGANIZATION OF THIS DOCUMENT

For this Final EIR, comments and responses are grouped by comment letter. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to more than one letter and response to review all the information on a given subject. Cross references are provided to assist the reader. Responses to these comments are included in this document to provide additional information for use by the decision makers.

The comments and responses that make up the Final EIR, in conjunction with the Draft, as amended by the text changes, constitute the EIR that will be considered for certification by the City of Sacramento.

The Final EIR is organized as follows:

Chapter 1 - Introduction: This chapter includes a summary of the project description and the process and requirements of a Final EIR.

Chapter 2 - Text Changes to the Draft EIR: This chapter lists the text changes to the Draft EIR.

Chapter 3 - List of Agencies and Persons Commenting: This chapter contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period, ordered by agency, organization and date.

Chapter 4 - Comments and Responses: This chapter contains the comment letters received on the Draft EIR and the corresponding response to each comment. Each letter and each comment within a letter has been given a number. Responses are provided after the letter in the order in which the comments were assigned. Where appropriate, responses are cross-referenced between letters.

Chapter 5 – Mitigation Monitoring Plan: This chapter contains the Mitigation Monitoring Plan (MMP) to aid the City in its implementation and monitoring of measures adopted in the EIR.

PUBLIC PARTICIPATION AND REVIEW

The City of Sacramento notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR on the proposed project was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- A Notice of Preparation (NOP) for an EIR was filed with the State Clearinghouse and circulated for public review from November 10, 2005 through December 9, 2005 for a 30-story, 455-foot-tall building.
- A public scoping meeting for the EIR was held on December 9, 2005.
- The project was redesigned, and a second NOP was released on April 13, 2006, and circulated for public review from April 13, 2006 through May 12, 2006.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on October 11, 2006. A 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on November 27, 2006 and a Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals.
- Copies of the Draft EIR were available for review at the City of Sacramento Development Services Department, 1231 I Street, Room 300, Sacramento, CA 95814.

2. CHANGES TO THE DRAFT EIR

2.0 CHANGES TO THE DRAFT EIR

INTRODUCTION

This chapter presents minor corrections and revisions made to the Draft EIR (DEIR) initiated by the public, staff, and/or consultants based on their on-going review. New text is indicated in underline and text to be deleted is reflected by a ~~strike through~~. Text changes are presented in the page order in which they appear in the DEIR.

Chapter 3, Summary Table

The following mitigation measure is added to page 3-5 of the Summary Table, in the Mitigation Measure(s) column, following Mitigation Measure 5.2-1 (e):

- f) *If the equipment list or hours of use substantially differ from those used for the model inputs for construction emissions included in Appendix C of the DEIR, the project proponent shall notify the SMAQMD, who shall contact the City Development Services Department to recalculate the off-site mitigation fee. The project applicant shall be responsible for payment of additional fees if the actual equipment and/or schedule would result in increased emissions that exceed the 85 pounds per day NO_x standard.*

The Level of Significance Prior to Mitigation, Mitigation Measure, and Level of Significance After Mitigation for Mitigation Measure 5.4-3, on page 3-9 of the DEIR is changed to accurately reflect the text on pages 5.4-14 and 5.4-15 of the DEIR, as follows:

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
5.4-3 The proposed project could expose sensitive receptors to noise levels that exceed City standards.	<u>LS</u>	None feasible <u>required</u> .	<u>SUNA</u>

Mitigation Measure 5.5-1 shown in the Summary Table on page 3-10 the DEIR is currently a City policy to which the project would be required to conform without mitigation. Therefore, this mitigation measure is removed from the Summary Table. The Level of Significance Prior to Mitigation, Mitigation Measure, and Level of Significance After Mitigation for Mitigation Measure 5.5-1, on page 3-9 of the DEIR is changed to accurately reflect the text on pages 5.5-5 and 5.5-6 of the DEIR, as follows:

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
5.5-1 The proposed project could require or result in the construction of new landfills or the expansion of existing facilities.	<u>PLS</u>	5.5-1 None required. The project applicant shall submit to the City of Sacramento Solid Waste Division a construction and demolition diversion plan that targets cardboard, wood waste,	<u>LS NA</u>

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		scrap metal, brick, concrete, asphalt, and dry wall for recovery. As part of this diversion plan, the applicant shall submit to the Solid Waste Division the following information: method of recovery, hauler information, disposal facility, diversion percentage, and weigh tickets documenting disposal and diversion.	

Air Quality

The following mitigation measure is added to page 5.2-19 of the DEIR following Mitigation Measure 5.2-1 (e):

- f) *If the equipment list or hours of use substantially differ from those used for the model inputs for construction emissions included in Appendix C of the DEIR, the project proponent shall notify the SMAQMD, who shall contact the City Development Services Department to recalculate the off-site mitigation fee. The project applicant shall be responsible for payment of additional fees if the actual equipment and/or schedule would result in increased emissions that exceed the 85 pounds per day NO_x standard.*

Transportation and Circulation

The following text is added under the heading Mitigation Measures for Impact 5.6-13 on page 5.6-50 of the DEIR:

Mitigation ~~m~~Measure 5.6-1 (a) would reduce the queue for the southbound I-5 off ramp at J Street to 6,125 feet during the a.m. peak hour, but this would not be enough to eliminate the near-term cumulative impact.

The following text is added under the heading Mitigation Measures for Impact 5.6-20 on page 5.6-56 of the DEIR:

Mitigation Measure 5.6-17 (a) for the 3rd Street/J Street intersection would reduce the queue for the northbound I-5 off ramp queue at J Street during the p.m. peak hour to 1,725 lane feet and would reduce the long-term cumulative impact during this time period to a less-than-significant level.

3. LIST OF AGENCIES AND PERSONS COMMENTING

3.0 LIST OF AGENCIES AND PERSONS COMMENTING

STATE AND LOCAL AGENCIES, INDIVIDUALS, AND ORGANIZATIONS

1. Sacramento Regional County Sanitation District, Wendy Haggard, P.E, Department of Water Quality, Development Services, November 7, 2006.
2. California Department of Water Resources, Mike Mirmazahiri, Chief, Floodway Protection Section, October 23, 2006.
3. Sacramento Regional Transit District, Traci Canfield, Planner, November 27, 2006.
4. Larry Micheli, November 22, 2006.
5. California Department of Transportation, District 3 – Sacramento Office, Jody Jones, District Director, November 27, 2006.
6. Sacramento Metropolitan Air Quality Management District, Jeane Borkenhagen, Associate Air Quality Planner Analyst, Mobile Source Division, November 27, 2006.

4. COMMENTS AND RESPONSES



November 7, 2006
E225.000

10545 Armstrong Avenue
Mather, CA 95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

Scott Johnson
City of Sacramento
Development Services Department
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Subject: Notice of Availability (NOA) for a Draft Environmental Impact Report (DEIR) for the 500 Capitol Mall Project
APN: 006-0146-030
Control No. P05-108

Board of Directors
Representing:

- County of Sacramento
- County of Yolo
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento
- City of West Sacramento

Dear Mr. Johnson:

Both the County Sanitation District 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCS D) reviewed the subject documents and have the following comments.

The comments sent in a letter dated April 27, 2006 are still valid and are repeated below for your convenience.

The subject property is outside the boundaries of CSD-1 but within the Urban Service Boundary and SRCS D shown on the Sacramento County General Plan. Sacramento City Utilities Department approval will be required for sewage service.

The subject project will not significantly impact CSD-1 Facilities. Further CSD-1 comments and conditions of approval are not needed at this time.

If you have any questions regarding these comments, please call Stephen Moore at (916) 876-6296 or myself at (916) 876-6094.

- Mary K. Snyder
District Engineer
- Stan R. Dean
Plant Manager
- Wendell H. Kido
District Manager
- Marcia Maurer
Chief Financial Officer

Sincerely,


FOR Wendy Haggard, P.E.
Department of Water Quality
Development Services

WH/CJ: cc

cc: Melenie Davis
Amber Schalansky
Steve Norris

Technology in balance with nature

1-1

COMMENT LETTER 1: Sacramento Regional County Sanitation District

Response to Comment 1-1:

The City has reviewed the comments and has confirmed that the proposed project will be required to have improvement plans, which identify sewage service, approved by the City Utilities Department.

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791



October 23, 2006

Scott Johnson, Associate Planner
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, California 95834

500 Capitol Mall
State Clearinghouse (SCH) Number: 2005112038

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at <http://recbd.ca.gov/>. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

2-1

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact Sam Brandon of my staff at (916) 574-0651.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Mirmazaheri".

Mike Mirmazaheri, Chief
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Encroachment Permits Fact Sheet

Basis for Authority

State law (Water Code Sections 8534, 8608, 8609, and 8710 – 8723) tasks the Reclamation Board with enforcing appropriate standards for the construction, maintenance, and protection of adopted flood control plans. Regulations implementing these directives are found in California Code of Regulations (CCR) Title 23, Division 1.

Area of Reclamation Board Jurisdiction

The adopted plan of flood control under the jurisdiction and authority of the Reclamation Board includes the Sacramento and San Joaquin Rivers and their tributaries and distributaries and the designated floodways.

Streams regulated by the Reclamation Board can be found in Title 23 Section 112. Information on designated floodways can be found on the Reclamation Board's website at http://recbd.ca.gov/designated_floodway/ and CCR Title 23 Sections 101 - 107.

Regulatory Process

The Reclamation Board ensures the integrity of the flood control system through a permit process (Water Code Section 8710). A permit must be obtained prior to initiating any activity, including excavation and construction, removal or planting of landscaping within floodways, levees, and 10 feet landward of the landside levee toes. Additionally, activities located outside of the adopted plan of flood control but which may foreseeable interfere with the functioning or operation of the plan of flood control is also subject to a permit of the Reclamation Board.

Details regarding the permitting process and the regulations can be found on the Reclamation Board's website at <http://recbd.ca.gov/> under "Frequently Asked Questions" and "Regulations," respectively. The application form and the accompanying environmental questionnaire can be found on the Reclamation Board's website at <http://recbd.ca.gov/forms.cfm>.

Application Review Process

Applications when deemed complete will undergo technical and environmental review by Reclamation Board and/or Department of Water Resources staff.

Technical Review

A technical review is conducted of the application to ensure consistency with the regulatory standards designed to ensure the function and structural integrity of the adopted plan of flood control for the protection of public welfare and safety. Standards and permitted uses of designated floodways are found in CCR Title 23 Sections 107 and Article 8 (Sections 111 to 137). The permit contains 12 standard conditions and additional special conditions may be placed on the permit as the situation warrants. Special conditions, for example, may include mitigation for the hydraulic impacts of the project by reducing or eliminating the additional flood risk to third parties that may caused by the project.

Additional information may be requested in support of the technical review of

your application pursuant to CCR Title 23 Section 8(b)(4). This information may include but not limited to geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to a determination on the application.

Environmental Review

A determination on an encroachment application is a discretionary action by the Reclamation Board and its staff and subject to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.). Additional environmental considerations are placed on the issuance of the encroachment permit by Water Code Section 8608 and the corresponding implementing regulations (California Code of Regulations – CCR Title 23 Sections 10 and 16).

In most cases, the Reclamation Board will be assuming the role of a “responsible agency” within the meaning of CEQA. In these situations, the application must include a certified CEQA document by the “lead agency” [CCR Title 23 Section 8(b)(2)]. We emphasize that such a document must include within its project description and environmental assessment of the activities for which are being considered under the permit.

Encroachment applications will also undergo a review by an interagency Environmental Review Committee (ERC) pursuant to CCR Title 23 Section 10. Review of your application will be facilitated by providing as much additional environmental information as pertinent and available to the applicant at the time of submission of the encroachment application.

These additional documentations may include the following documentation:

- California Department of Fish and Game Streambed Alteration Notification (<http://www.dfg.ca.gov/1600/>),
- Clean Water Act Section 404 applications, and Rivers and Harbors Section 10 application (US Army Corp of Engineers),
- Clean Water Act Section 401 Water Quality Certification, and
- corresponding determinations by the respective regulatory agencies to the aforementioned applications, including Biological Opinions, if available at the time of submission of your application.

The submission of this information, if pertinent to your application, will expedite review and prevent overlapping requirements. This information should be made available as a supplement to your application as it becomes available. Transmittal information should reference the application number provided by the Reclamation Board.

In some limited situations, such as for minor projects, there may be no other agency with approval authority over the project, other than the encroachment permit by Reclamation Board. In these limited instances, the Reclamation Board

may choose to serve as the "lead agency" within the meaning of CEQA and in most cases the projects are of such a nature that a categorical or statutory exemption will apply. The Reclamation Board cannot invest staff resources to prepare complex environmental documentation.

Additional information may be requested in support of the environmental review of your application pursuant to CCR Title 23 Section 8(b)(4). This information may include biological surveys or other environmental surveys and may be required at anytime prior to a determination on the application.

COMMENT LETTER 2: California Department of Water Resources

Response to Comment 2-1:

The City has reviewed the appropriate maps and has confirmed that the proposed project is not encroaching on the State Adopted Plan of Flood Control and therefore, an encroachment permit from the Reclamation Board is not required.



Regional Transit

Sacramento Regional Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/
Bus 36,38,50,67,68)

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

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November 27, 2006

Scott Johnson
City of Sacramento, Environmental Planning Services
North Permit Center
2101 Arena Boulevard, 2nd Floor
Sacramento, CA 95834

NAME OF DEVELOPMENT: 500 Capitol Mall Project
CONTROL NUMBER: P05-108
TYPE OF DOCUMENT: DEIR

The 500 Capitol Mall Project proposes 24 story high-rise building, consisting of 467,942 square feet of office space, 27,124 square feet of retail space, 264,533 square feet of parking garage area, and a total of 794 parking spaces in the Central City.

The area has an abundant supply of transit with many bus routes and light rail service provided in the Central City. Regional Transit (RT) currently provides bus service to the area (Routes 38 and 141 from the east and Route 140 downtown). Long range plans call for additional transit service to the area.

RT supports the overall project that will intensify development within Sacramento's Central Business District and support existing transit facilities. However, please keep in mind parking competes with transit usage. Therefore, parking should not exceed the required standards for the Central City. Please see attached comment letters previously submitted with RT's recommendations. RT staff requests to review the project's Transportation System Management Plan.

3-1
3-2

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0513 or tcanfield@sacrt.com.

Sincerely,

Traci Canfield
Planner

c: Taiwo Jaiyeoba, Director of Planning, RT
Don Smith, Senior Planner, RT



Regional Transit

Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
Catho St. Light Rail Station
Bus 35, 38, 50, 67, 68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Regional Transit Since 1973

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April 13, 2006

Lindsey Alagozian
Associate Planner
City of Sacramento
Planning Division
New City Hall
915 I Street, Third Floor
Sacramento, CA 95814

NAME OF DEVELOPMENT: 500 Capitol Mall Project

CONTROL NUMBER: P05-108

TYPE OF DOCUMENT: Revised Application Submittal

The 500 Capitol Mall project proposes a 24 story high-rise building, consisting of 467,942 square feet of office space, 27,124 square feet of retail space, 264,533 square feet of parking garage area, and a total of 794 parking spaces.

The area has an abundant supply of transit with many bus routes and light rail service provided in the Central City. Regional Transit (RT) currently provides bus service to the area (Routes 38 and 141 from the east and Route 140 downtown). Long range plans call for additional transit service to the area.

RT supports the overall project that will intensify development within Sacramento's Central Business District and support existing transit facilities.

RT staff has reviewed the proposed project and recommends the following:

- Please see letter dated December 1, 2005 attached.
- Contact Robert Hendrix, RT Facilities (916) 649-2759 to determine if a bus shelter pad shall be provided. If determined appropriate (by RT) provide a bus shelter pad as directed.
- Transit information shall be displayed in a prominent location in the building and provided to tenants.

- Applicant shall join the Sacramento TMA. Employers should offer employees subsidized transit passes at 50% or greater discount.
- Parking competes with transit usage. Therefore, parking should not exceed the required standards for the Central City.
- RT staff is interested in engaging the developer in a discussion pertaining to its efforts in developing a streetcar starter line in the downtown Sacramento area. Local developer fees are anticipated to be an important part of the financing strategy for the construction and operation of the streetcar system. RT would like this development to provide a fair share of the local contribution to the streetcar program.
- Project construction shall not impact transit service or pedestrian access to transit stops.

Thank you for the opportunity to comment. Please send any subsequent documents that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0506 or dsmith@sacrt.com.

Sincerely,



Don Smith
Senior Planner

c: Taiwo Jaiyeoba, Director of Planning, RT
Traci Canfield, Planner, RT
Robert Hendrix, Facilities Supervisor, RT



Regional
Transit

December 1, 2005

Erik de Kok
Associate Planner
CITY OF SACRAMENTO
915 I Street, 3rd Floor
Sacramento, CA 95814

NAME OF DEVELOPMENT: 500 Capitol Mall Project

CONTROL NUMBER: P05-108

The following comments are provided by Regional Transit (RT) staff:

- RT currently provides bus service (Route 140) to the area from the east. Long range plans call for additional transit service to the area.
- The Environmental Impact Report should discuss the impacts of the development on traffic circulation, parking demand and provision, alternative forms of transportation including bicycling, pedestrian access, and transit alternatives.
- The project proposes between 371 and 1,372 parking spaces more than the demand. It is recommended that the parking not exceed the demand.
- Please see letter dated August 11, 2005 attached.
- The development should participate in a Transportation Management Association. Transit pass subsidies of 50% or greater should be offered to all employees.
- RT staff recommends the creation of developer fees to offset the development of improved transit service for the area. These fees are anticipated to be an important part of the financing strategy for the construction and operation of the improved transit service. RT would like this development to provide its fair share of the local contribution for the new programs.

Thank you for the opportunity to review this project. If you have further

questions regarding these recommendations, please contact me at (916) 556-0506 or dsmith@sacrt.com.

Sincerely,



Don Smith
Senior Planner

c: Taiwo Jaiyeoba, Director of Planning, RT



August 11, 2005

Lindsey Alagozin
Planning Project Manager
CITY OF SACRAMENTO
1231 I Street, Room 300
Sacramento, CA 95814

NAME OF DEVELOPMENT: 500 Capitol Mall

CONTROL NUMBER: P05-108

TYPE OF DOCUMENT: Various Entitlements

This 538,400 square foot office project with ground floor retail is located on southwest corner of 5th and Capitol Mall.

The site is within easy access to major bus routes downtown and light rail stations that serve the overall Sacramento area.

Regional Transit supports the overall project that will intensify development within Sacramento's Central Business District and support exiting transit facilities.

RT staff provides the following recommendations:

1. RT staff is interested in engaging the developer in a discussion pertaining to its efforts in developing a streetcar starter line in the downtown Sacramento area.
Local developer fees are anticipated to be an important part of the financing strategy for the construction and operation of the streetcar system. RT would like this development to provide a fair share of the local contribution to the streetcar program.
2. The project shall be required to join the Sacramento TMA and Downtown Partnership.
3. A trip reduction plan shall be reviewed and approved by City and Regional Transit staff. The plan should include transit pass subsidies to employees and the appointment of a Transportation Coordinator. Additionally, transit information shall be posted, provided and maintained in a prominent place within the building. Sales information to residents should also include transit information.

Thank you for the opportunity to review this project. If you have further

questions regarding these comments, please contact me at (916) 556-0506, or at dsmith@sacrt.com

Sincerely,



Don Smith,
Senior Planner

c. Taiwo Jaiyeoba, Planning Director, RT
Marilyn Bryant, Sacramento TMA

COMMENT LETTER 3: Sacramento Regional Transit District

Response to Comment 3-1:

The proposed project will be required to meet the parking standards for the Central City.

Response to Comment 3-2:

Items identified in previous letters (e.g. displaying of transit information, joining the Sacramento TMA, and subsidized transit passes) will be conditioned on the proposed project.

500 N Street # 401
Sacramento, CA 95814

November 22, 2006

Mr. Scott Johnson, Associate Planner
Environmental Planning Services
2101 Arena Blvd., Suite 200
Sacramento, CA 95834

Dear Mr. Johnson:

Thank you for allowing me to review the draft environmental impact report for the proposed office building at 500 Capitol Mall. I am an owner of a condominium and resident of Bridgeway Towers, the building across the street from the project. My comments and suggestion are based on experience during the construction of other similar structures in the past as well as anticipated issues with the proposed building:

I agree with the necessity of the noise impact mitigation (5.4-1) but it should go further. For example it should include all disturbing noises, not just high noise activities. The mitigation should also preclude noise generating work on national holidays. Also, the mitigation should be applied to the demolition of the current building. Currently that work is starting at 7:30 AM and is continuing on Saturdays and holidays, (Veterans' Day).

4-1
4-2

Once the steel erection begins, security should be provided for the site. When the building at 450 N Street was constructed vandals threw debris on our garage damaging vehicles.

4-3

When the pile driving was done on the second PERS Building, at 5th and R Streets, they seemed to avoid the "pounding" of the piles by drilling holes for them. I would urge that a similar method be used for this building to prevent damage to nearby buildings.

4-4

I am not sure whether the exit for the garage is going to be on 5th or N Street. I would suggest that the exit be on 5th Street as that is a wider street and can better accommodate the additional traffic. If the exit is to be on N Street, I would suggest that there not be a requirement for an audible exit alarm, as that will be very disturbing to residents across the street. I note that the Building at 300 Capitol Mall has an audible alarm on its 3rd Street exit, but a flashing light on its N Street exit as that is also across from residences. I suggest a similar arrangement. Also if there is a garage exit on N Street I suggest that the City commit to keeping this section of N Street as a three lane one-way street. Our garage exits directly across from the proposed garage of the new building. If the street were reduced to two lanes it would be extremely hazardous with the additional volume of traffic.

4-5
4-6
4-7

I agree with the suggestion in the April 14, 2006 communication from the police department that the garage have security cameras that create a record. In the past, we have experienced windows in our building being shot out by pellet guns from the garage at 520 Capitol Mall. Also, I agree with the need for the new building to have 24 hour security and one of their functions should be to prevent disturbances from the garage.

4-8

Once again, thank you for allowing me to comment. If additional information is needed, please feel free to contact me.

Sincerely,



Larry Micheli

COMMENT LETTER 4: Larry Micheli**Response to Comment 4-1:**

The comment refers to expanding the Mitigation Measure 5.4-1. The DEIR identifies that there are noise sensitive receptors (residences) adjacent to the project site and that those receptors would be impacted by construction activities occurring on the site. Mitigation Measure 5.4-1 was developed to provide additional protection from construction related noise impacts beyond what is established through the City Code (Title 8, Chapter 8.68). The comment is being provided to the decision makers for their consideration in the decision making process.

Response to Comment 4-2:

The demolition permit was issued pursuant to the determination that the existing structure is an Immediate Dangerous Building in case of any major natural disaster. The permit was issued on September 26, 2006 based upon this determination. Any demolition activities occurring after certification of the EIR would be subject to the mitigation measures approved.

Response to Comment 4-3:

The comment questions whether there will be security at the site during steel erection to curb vandalism. The concern of security at the site is noted and forwarded on to the applicant. The applicant has indicated that when structural steel begins, security will be provided on site during the night.

Response to Comment 4-4:

Regarding the drilling of pilot holes prior to pile driving, Mitigation Measure 5.4-2 states, "The project applicant shall drill pilot holes for piles, to the extent feasible, prior to commencement of impact pile driving. Prior to issuance of building permit, the project applicant shall submit to the City for approval the anticipated depth to which piles will be drilled and the estimated start date and end date of impact pile driving." This measure was developed to address concerns of noise and vibration during the beginning stages of pile driving.

Response to Comment 4-5:

The comment refers to the location of the garage driveway, suggesting 5th Street. There is a proposed loading/unloading area on 5th Street. The garage exit is proposed for N Street. These are the locations proposed as part of the project and the City Development Engineering Division has reviewed the locations and determined the locations work within the existing street system.

Response to Comment 4-6:

The comment refers to the garage exit warning system and not having an audible alarm. The audible alarms used in conjunction with the flashing lights are utilized as a warning to pedestrians that automobiles are exiting the garage. Both types of systems are used to ensure

all pedestrians, including visual and hearing impaired pedestrians can be warned of exiting vehicles.

Response to Comment 4-7:

The comment refers to keeping N Street as a 3-lane, one-way street. The comment is noted. City Development Engineering Division staff has indicated that N Street in this location will remain a 3-lane, one-way street.

Response to Comment 4-8:

This comment refers to the police suggestion of having security cameras in the garage. The concern of security at the site is noted and forwarded on to the applicant. The applicant has indicated that a security system will be in place that monitors the garage.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

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500 Capitol Mall (P05-108)

Draft Environmental Impact Report

SCH# 2005112038

Scott Johnson, Associate Planner
City of Sacramento
Development Services Department
Environmental Planning Services
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Dear Mr. Johnson:

Re: DEIR for 500 Capitol Mall (SCH No. 2005112038)

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the 500 Capitol Mall Project (Project) (SCH No. 2005112038). The Project is one of eight high-rise projects that were included in the recently completed Downtown Traffic Study (dated June 2006). It is exciting to see the potential of Downtown Sacramento being realized. Because the State highway system provides the primary access to the government, job, and entertainment centers located in the city center, we want to reiterate our desire to work cooperatively with the City of Sacramento to identify potential mitigations for the impacts to the State highway system, that will accompany the planned growth, to ensure that an appropriate level of access and mobility are retained.

5-1

The Project is the first submitted to Caltrans for review that includes the Downtown Traffic Study as a basis for its transportation analysis for the environmental impact assessment. Caltrans supported the concept of a consolidated Downtown Traffic Study as an opportunity for all parties to efficiently analyze the impacts of cumulative development and to develop a more comprehensive approach to mitigation for the impacts. We presume that the City of Sacramento (City) intends to consistently apply the results of the Downtown Traffic Study to all projects that were part of the study and to also use the study's results in evaluating additional downtown projects. We are concerned that study does not fulfill its promise and would like to work with the City to modify the findings.

5-2

The City found the Project's impacts to the State highway system mainline to be significant and unavoidable. Caltrans must disagree with this finding. Although the impacts are significant, they are not unavoidable and there are ways the impacts can be reduced and mitigated. Feasible, nexus based measures are available to mitigate the Project's direct and cumulative impacts to the State highway system mainline. The Project, and other projects included in the Downtown Traffic Study, should contribute proportionally towards reasonable mitigation measures.

5-3

As noted on Page 5.6-40, the City and Caltrans discussed possible mitigation measures for the Project. Caltrans subsequently submitted mitigation projects that we consider appropriate for mitigation via proportional share funding contributions to the projects:

- Two High Occupancy Vehicle (HOV) lane projects on Interstate 5 serving Downtown Sacramento from the north and south, and
- Widening the Interstate 5 bridges crossing the American River, just north of Downtown.

5-4

As reported in the DEIR, Caltrans provided cost estimates to the City for these projects and is available to provide further detail regarding the scope, schedule and cost for each of the projects.

Two additional projects were discussed during our meeting, but Caltrans was unable to determine if the two projects are feasible and was unable to develop cost estimates within the time requirements of the DEIR release date. Caltrans has subsequently determined that one of these two projects (extending the northbound, outside lane between J Street and L Street) is likely feasible, but will require a Project Study Report to adequately scope the project. This potential mitigation project is substantially more complex than simply restriping the lanes. The other project, adding additional mainline freeway lanes through the Interstate 5 Boat Section in Downtown, is still being investigated. It will be several more months before we know if this potential project is feasible.

5-5

In finding that the three potential mitigation projects identified by Caltrans are not feasible (Page 5.6-41), the City misinterpreted the Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP), did not acknowledge that the projects are already included in the SACOG Metropolitan Transportation Improvement Program (MTIP) and did not acknowledge that the HOV lane projects are included in the voter-approved "Measure A" program in Sacramento County.

5-6

As noted in the City's discussion, the MTP is the long-range, financially constrained transportation plan for the SACOG region and includes projects to be constructed within the planning horizon of the Plan based on reasonably assured funding. The two HOV projects are included in the MTP for all phases through construction, not just preliminary engineering and environmental as stated on Page 5.6-41. One of the HOV lane projects extends across the American River Bridge to Downtown, and thus, the widening of Interstate 5 across the American River is also included in the MTP.

5-6
(con't.)

There is also a companion document to the MTP that the City did not mention in its discussion, the SACOG Metropolitan Transportation Improvement Program (MTIP). The MTIP is the document that programs Federal funding for projects. The current MTIP includes funding for the preliminary engineering and environmental phase of the two HOV lane projects. As is the case with all high-cost transportation projects, such as the HOV lanes, the MTIP does not program funding for all phases of a project at the same time. Programming is implemented as project phases are completed. The City's statement that, "The proposed freeway improvement projects are not currently approved and funded" is not entirely correct. It is correct that the environmental documents for the projects have not been completed and approved, but the project concepts themselves have been approved for development phases and are active.

5-7

The lack of reference to Measure A is an important oversight regarding the assessment of mitigation project feasibility and funding. Measure A is a voter-approved transportation sales tax measure that identifies funding for a variety of transportation projects and specifically both of the HOV lane projects recommended by Caltrans as mitigation for the Project. Measure A will be providing 50% of the funding for the HOV lane projects. This status contradicts the City's statement that, "there is no fee or other funding mechanism currently in place for future funding."

5-8

Caltrans does not agree as is stated on Page 5.6-41 that "the City cannot determine either the cost of the proposed freeway improvement projects or the proposed project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure." Caltrans has provided the City with cost estimates for the three projects. The fair share proportionality determination is based on the Project's traffic study and should be readily determined from the information provided in the study. As the lead agency, the City is responsible for determining the fair share proportionality, but Caltrans is willing to assist the City to develop both interim and permanent processes for adequate mitigation that will not unnecessarily delay projects.

5-9

Page 5.6-41 includes a discussion of the adverse impacts of widening Interstate 5 through the Downtown section, commonly known as the "Boat Section." While Caltrans discussed the possibility of modifying the striping of the section so that it might accommodate an additional traffic lane in each direction, we have not proposed widening the actual pavement section by modifying the floodwall/levee or removing historic buildings in the Old Sacramento District. Although we agree that the widening project is not a feasible mitigation strategy, restriping the facility to add mainline lanes is currently being analyzed by Caltrans.

5-10

Caltrans disagrees with the statement on Page 5.6-41 that, "the City has been unable to identify any feasible mitigation measures that could reduce or avoid the impact of the proposed project on the three I-5 freeway mainline segments to a less than significant level." We reiterate that the three projects that we suggested are feasible, are actively being developed, are in regionally approved transportation planning documents, and have realistic prospects of full funding. Nexus based proportional share funding contributions from the Project and other pending Downtown projects are a logical and appropriate component of the full funding program. The HOV projects and expansion of the Interstate 5 bridges across the American River are specifically intended to serve peak-hour traffic going to Downtown Sacramento, including to new buildings such as the Project.

5-11

The City and Caltrans have limited opportunities to ensure that needed transportation improvements accompany growth. Our recent management consultation meetings with the City regarding major development projects have been productive and have emphasized the importance of a partnership approach to meeting the challenge of maintaining mobility in the Sacramento Region. We would like to continue and expand these efforts. We seek agreement between the City and Caltrans on a consultation and mitigation process that would eliminate much of the uncertainty that accompanies our review of projects, such as the 500 Capitol Mall Project.

5-12

Caltrans would be pleased to meet with the City and Project proponents to discuss and resolve these issues so that the Project can quickly move forward with assurance that impacts to the State highway system will be mitigated. To arrange for such a meeting, please contact Wayne Lewis at (530) 741-4337.

Sincerely,



JODY JONES
District Director

Scott Johnson
November 27, 2006
Page 5

c: Fran Halbakken, City of Sacramento
Jerry Way, City of Sacramento
Mike McKeever, Sacramento Area Council of Governments
Brian Williams, Sacramento Transportation Authority
Will Kempton
State Clearinghouse

COMMENT LETTER 5: California Department of Transportation**Response to Comment 5-1:**

Comment noted.

Response to Comment 5-2:

Comment noted.

Response to Comment 5.3:

As the DEIR notes on page 5.6-40, freeway mainline improvements are within the exclusive jurisdiction of Caltrans, which can and should propose and adopt appropriate improvement plans that would reduce freeway mainline impacts, as required in Public Resources Code Section 21081 and CEQA Guidelines Section 15091. Neither CEQA, nor any authority cited by Caltrans, grants Caltrans or the City the authority to impose mitigation fees on specific local projects to offset the costs of mainline freeway construction and maintenance.

The comment letter acknowledges that no improvement plans are in place, but ignores the fact that Caltrans, not the City, has jurisdiction over mainline freeway improvements. Without a specific project in place, Caltrans likely cannot impose a nexus-based fee to provide for pro rata funding.

Response to Comment 5-4:

Neither the construction of High Occupancy Vehicle (HOV) lanes, the widening of the American River Bridge, nor the potential re-striping and improvement of I-5 to extend the northbound lane between L Street and J Street, have undergone any CEQA review. The feasibility and desirability of such improvements is uncertain. Neither proposal is part of a capital improvement plan adopted by Caltrans, the state agency with jurisdiction over freeway mainline improvements. Any commitment of resources toward such construction is premature without proper environmental review. Caltrans' request that the City create and implement a funding mechanism for constructing such freeway improvements would pre-ordain the outcome of the environmental review, in violation of CEQA.

Response to Comment 5.5:

There is no nexus-based mitigation fee in place to address freeway mainline impacts, whether adopted by Caltrans or the City. To the extent that the comment infers that the City should impose such a fee on the project, mitigation measures can only be imposed consistent with current City powers provided by law. (See, Public Resources Code Section 21004.) Moreover, proposed mitigation measures, such as Caltrans' proposed nexus-based fee tied to possible future improvement projects, are legally infeasible, since the projects cannot be accomplished in a reasonable time. (CEQA Guidelines Section 15364.) Accordingly, the City is not required to consider Caltrans' proposed mitigation measures. (CEQA Guideline Section 15126.4(a)(5).)

Response to Comment 5.6:

Please see Response to Comment 5.4, above. Caltrans identifies three potential mitigation measures, including construction of HOV lanes north and south, widening of the American River Bridge and, potentially re-striping, and otherwise improving, I-5 to extend the northbound, outside lane between J Street and L Street. As the DEIR notes, the HOV lanes and the bridge-widening

projects have been estimated by Caltrans to cost a total of \$634 million - this is substantially more than the \$127.5 million estimate contained in the Metropolitan Transportation Plan (MTP). The vast discrepancy in estimates underscores the infeasibility of adopting a nexus-based fee before the proposals have moved from the conceptual stage to the design and build stage. There are no current projects in place to construct such improvements. Although HOV lanes are identified as potential, future projects in the MTP, they are currently estimated to be between 7 and 10 years away, at the earliest.

Response to Comment 5-7:

Caltrans correctly notes that the current (2005-2007) Metropolitan Transportation Improvement Program (MTIP) includes funding for the preliminary engineering and environmental phases of the HOV lanes. As the DEIR notes, however, these projects have not gone through the environmental review process and are not guaranteed for funding or construction. The feasibility and desirability of constructing such improvements have not been evaluated. HOV lanes have been linked to increased traffic accidents, due to speed differential between adjacent lanes, and may lead to increased traffic, rather than decreased traffic. HOV lanes also may run counter to the City's policy to encourage increased usage of public transit and other transportation alternatives. HOV lane projects, like other MTP and MTIP mainline freeway projects, are funded through a combination of federal, state, and local financing mechanisms, including local Measure A funding and state and federal highway funds. The MTP and the MTIP do not provide for, or contemplate, the use of development fees to offset such freeway mainline improvements.

Response to Comment 5-8:

The City of Sacramento, and other Sacramento County jurisdictions have, as noted in the comment letter, imposed a ½ percent sales tax under Measure A to raise funds for local and regional traffic improvements. The comment letter is correct that a portion of these funds could provide 50% of the funding for ultimate HOV lanes. If such lanes are constructed and funded with these local sales tax dollars, freeway impacts may be mitigated in the future, through federal, state, and local funds. The 500 Capitol Mall project, and its tenants, pay their fair share of local, state, and federal taxes that fund these freeway mainline improvements. Any additional mitigation fee would result in the 500 Capitol Mall project applicant being required to pay a disproportionate share of funding for such improvements. Moreover, such mitigation would not occur within a reasonable period of time, as required by Public Resource Section 21061.1.

Response to Comment 5-9:

A fee-based mitigation program is not sufficient under CEQA if there is no evidence that the improvements to be funded will actually be constructed. Here, it is premature to assume that Caltrans' proposed mitigation measures will actually be constructed and, thus, any fee imposed on the 500 Capitol Mall project would not constitute mitigation for freeway mainline impacts. (See *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777.) As noted in the DEIR, this would preclude the ability to make appropriate nexus findings consistent with applicable constitutional requirements. (See CEQA Guidelines Section 15126.4(a)(4).)

Response to Comment 5-10:

Comment noted.

Response to Comment 5-11:

Please see response to Comment 5-4, 5-5, and 5-6, above. Additionally, there is no substantial evidence that these listed projects would reduce the impact of the proposed project on the three I-5 mainline segments to less than significant level.

Response to Comment 5-12:

The City would like to continue working with Caltrans to ensure that needed transportation improvements accompany growth in the City of Sacramento to ensure that appropriate level of access and mobility are retained.



November 27, 2006

Mr Scott Johnson
City of Sacramento
Environmental Planning Services
Development Services Department
2191 Arena Blvd, Suite 200
Sacramento, CA 95834

**SUBJECT: 500 Capitol Mall DEIR P05-108
SMAQMD # SAC200500810C**

Dear Mr. Johnson,

Thank you for providing the project listed above to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

The DEIR states that both construction and operational emissions estimated for this project will exceed the District's threshold of significance. Those conclusions were supported by an air quality analysis of the project which included approximately 13 separate URBEMIS computer runs. Appropriate SMAQMD-recommended on-site construction mitigation (MM 5.2-1 (a-d)) and operational mitigation (MM 5.204) were called out in separate mitigation measures. An off-site construction mitigation fee (MM 5-2-1(e)) was also required.

Typically, at the time a DEIR is produced, specific construction equipment to be used on a project is not known. In order to facilitate the analysis of the construction-related air quality impacts of such projects, the District has created guidance about the use of URBEMIS and recommended default equipment to be input into the computer model. The District has even created protocol for multi-story projects like 500 Capitol Mall. However, for this project, District guidance was not used. Rather, the proponent apparently knew what equipment would be used for the project and knew the project schedule. The list of equipment, schedule of days and number of hours per day each piece of equipment to be used is included in Appendix C of the document and is attached here. In general, the use of known equipment, a known schedule, known traffic counts are preferred to the use of defaults in computer modeling. We assume the output will be more realistic than one derived from default information. However, once the usual URBEMIS defaults or the SMAQMD-recommended defaults are overridden, the project assumptions are scrutinized more.

For the construction portion of the air quality analysis of 500 Capitol Mall, the specific construction equipment and hours of use were input into the URBEMIS model for each activity of the project. The resulting emissions from each phase were then arrayed in a spreadsheet and overlapping emissions were summed. This is a reasonable approach, however, the District has concerns that emissions may be underestimated in this analysis because the hours of operations seem so limited. For example, in the analysis of building the "tower and parking" structures, a concrete pump is projected to be used 2 hours a day. In the "site work" phase, a crawler tractor, compactor, loader are each projected to be used 4 hours a day. A "spray Machine" is projected to be used 7 hours a

Larry Greene
AIR POLLUTION CONTROL OFFICER

6-1

6-2

Larry Greene
AIR POLLUTION CONTROL OFFICER

6-3

day as opposed to a more traditional 8 hours. In our observations, once construction starts on a project, equipment is used longer than what is reflected in these projections.

Because of this concern, we suggest that, in order to be more conservative, one of two courses of action be taken:

1. Re-run the URBEMIS runs and input a more default-like 8 hours/day for each piece of equipment. The off-site mitigation fee would have to be re-calculated and would likely increase.
2. Provide more justification about the equipment, the number of hours chosen and how the proponent will curtail the use of the equipment beyond what's assumed in the runs.

6-3
(con't.)

In both instances, please describe the electric crane. In our experience, cranes are more typically diesel powered. Perhaps the City could condition the project to use only electric cranes in order to satisfy this concern.

Also, in both instances, we suggest that an additional mitigation/condition of approval be required of the proponent. It would say something like MM5.2-1 (f) *"If the equipment or hours of use deviate from what's outlined in the enclosed equipment schedule list in appendix C, then the proponent will coordinate with the SMAQMD in order to recalculate the off-site mitigation fee."*

As a check to the analysis presented in the DEIR, the project was also analyzed using the SMAQMD recommended guidance and multi-story protocol. The results of that analysis estimated construction-related emissions to be much greater than those identified in the DEIR using specific construction equipment inputs. The default results were as follows: 2006= 208.40 lbs/day NOX, 2007 = 267.03 lbs/ day NOX and 2008= 254.07 lbs/day NOX. Given the discrepancy between the two analyses, it's particularly important that justification be given for the use of the specific equipment and specific hours of use.

6-4

Because operational emissions were found to be significant, an Air Quality Mitigation Plan to reduce emissions by at least 15% is required to be prepared. We have already met once with the proponent to discuss this requirement and look forward to further coordination and to the receipt of a draft Plan. We encourage an early submission.

6-5

If you have questions, please contact me at 874-4885 or jborkenhagen@airquality.org

Sincerely,



Jeane Borkenhagen
Associate Air Quality Planner Analyst

cc: Larry Robinson SMAQMD

ENC: 500 Capitol Mall Equipment List, schedule & hours worked.

500 Capital Mall

Equipment List, Schedule + hours worked

Activity	Activity Start Date	Equipment	Fuel	Hours used per work day	# of days (weekdays only)	Notes
Demolition	6-Nov-06	Water Truck	gas	4	16 days	
	6-Nov-06	Excavator w /claw	diesel	8		
	6-Nov-06	Loader	diesel	4		
	6-Nov-06	Crane	diesel	6		
Sitework	1-Feb-07	Crawler tractor	diesel	4	50 days	
	1-Feb-07	Grader	diesel	8		
	1-Feb-07	Loader	diesel	4		
	1-Feb-07	Compactor (Roller)	diesel	4		
	1-Feb-07	Water Truck	gas	4		
	1-Feb-07	Pile Driver/Drill	diesel	8		
Foundations	1-Mar-07	Water Truck	gas	4	100 days	
	1-Mar-07	Back hoe (2)	diesel	8		
	1-Mar-07	Loader	diesel	4		
	1-Mar-07	Forklift	diesel	4		
Underground Utilities	20-Mar-07	Backhoe	diesel	4	29 days	
	20-Mar-07	Water truck	diesel	4		
Slab on Grade (SOG)	15-Apr-07	Skip loader	diesel	8	29 days	April 15 2007 is a Sunday so date assumed to be Monday April 16
	15-Apr-07	bobcat tractor	diesel	8		
	15-Apr-07	Forklift	diesel	2		
Steel Erection	15-Nov-07	Crane	Electric	8	140 Days	not included in modeling
Tower & Parking	15-Nov-07	Air Compressors (2)	Electric	8		not included in modeling
	15-Nov-07	Welders (2)	diesel	8		Concrete saw changed to Welders with 33hp and .75 load factor
Decking / Slabs	20-Dec-07	Welding Machine	diesel	5	120 Days	Concrete saw changed to Welders with 33hp and .75 load factor
Tower & Parking	20-Dec-07	Generator	diesel	5		modeled as "other equipment"
	20-Dec-07	Concrete pump	diesel	2		Concrete pump assumed as processing equipment in modelling
Fireproofing	1-Mar-08	Spray Machine	gas	7		March 1 2008 is a Saturday so date assumed to be Monday March 3 - Spray Machine modeled as "other equipment"
Interior Framing / Drywall	1-Apr-08	N/A		0	218 days	not modeled
Exterior Framing / Glazing	1-May-08	N/A		0	200 Days	not modeled
Interior Finishes	1-Jan-09	N/A		0		not modeled
Exterior Finishes	1-Jan-09	Forklift	diesel	4		
		Concrete Pump	diesel	2		Concrete pump assumed as processing equipment in modelling

Crane ?

COMMENT LETTER 6: Sacramento Metropolitan Air Quality Management District**Response to Comment 6-1:**

Comment noted.

Response to Comment 6-2:

The project equipment list and schedule were provided by the project's construction manager. The intent of the City in including the equipment list and schedule for use in the modeling for the DEIR are the same as those expressed by the SMAQMD in their comment letter: it is assumed that the output using equipment and schedule specific to the project would be more realistic than output derived from default information provided in the model.

Response to Comment 6-3:

The comment suggests that the duration of equipment use on a daily is understated in the modeling performed for the project. As stated above, the equipment list and schedule were provided by the construction manager for the project, based on the actual estimated use experienced on this type of project by the construction manager. The applicant has indicated that erection will be performed with a mobile crane for the lower levels and completed with an electric tower crane (specifications for the crane typical of that to be used for the project are shown in Appendix A of this FEIR). The welding would be performed with electric power in lieu of diesel as indicated on the analysis. Materials for interior and exterior framing would be loaded via electric manlift and tower crane. Nonetheless, the City acknowledges that there is potential for the actual pieces of equipment and the duration of use of that equipment may differ from that shown in the model. Therefore, the City concurs with the SMAQMD suggestion for an addition to Mitigation Measure 5.2-1.

The following text is added on page 5.2-19 of the DEIR, following subsection (e) of Mitigation Measure 5.2-1:

- f) *If the equipment list or hours of use substantially differ from those used for the model inputs for construction emissions included in Appendix C of the DEIR, the project proponent shall notify the SMAQMD, who shall contact the City Development Services Department to recalculate the off-site mitigation fee. The project applicant shall be responsible for payment of additional fees if the actual equipment and/or schedule would result in increased emissions that exceed the 85 pounds per day NO_x standard.*

Mitigation Measure 5.2-1 (c) requires that the project applicant and/or contractor submit to SMAQMD 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 construction project and that the inventory be updated and submitted monthly throughout the duration of the project. It is at this point that the equipment and schedule can be verified by the applicant and SMAQMD. With the addition of this measure, if construction NO_x exceeds that shown in the DEIR, the project applicant would pay any additional fees, reducing the impact to a less-than-significant level. No further mitigation would be required.

Response to Comment 6-4:

The comment refers to the SMAQMD's protocol for determining NO_x emissions for multi-story projects. However, as the SMAQMD acknowledges, using information specific to the project yields results that are more realistic than results derived from using default information.

As discussed in the DEIR, specific equipment modeling (SEM) indicated peak demolition NO_x emissions of 239.07 lbs/day. Multi-story protocol modeling (MPM) indicated 208.40 lbs/day. On road diesel emissions were the same for both methods since the same assumptions were made during input. The main difference lies in off road emissions. SEM estimates about 30 lbs/day more during demolition – this is due to the number of equipment assumed (per the construction consultant): MPM assumes a fraction of one piece of equipment, but specific information in the SEM for demolition provides a better estimate for demolition emissions.

The difference between SEM and MPM estimates in 2007 and 2008 stems from equipment assumptions (number, type, and hours used per day). URBEMIS assumes concurrent use of all equipment everyday and is insensitive to construction schedules beyond the built-in three phases. Because of this approach, URBEMIS calculates the worst possible day and assumes that worst-day emission for the duration of the construction period (which may or may not be the case). SEM is able to refine emission estimates by giving full consideration to anticipated equipment, hours used per day, and specific phasing.

However, since the NO_x fee is dependent on both equipment assumptions and duration of construction phases (which could result in an exceedance), it would be appropriate to recalculate the fee, consistent with Mitigation 5.2-1 (f) described in Response to Comment 6-3, if the equipment list or schedule deviates substantially from that used in the modeling in the DEIR. Compliance with Mitigation Measure 5.2-1 (f) would ensure that construction emissions would be mitigated through the payment of fees, which would result in a less-than-significant impact.

Response to Comment 6-5:

The comment refers to the Air Quality Mitigation Plan, as required by Mitigation Measure 5.2-4. The comment is noted.



STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Arnold Schwarzenegger
Governor

Sean Walsh
Director

November 28, 2006

Scott Johnson
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Subject: 500 Capitol Mall
SCH#: 2005112038

Dear Scott Johnson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 27, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

7-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005112038
Project Title 500 Capitol Mall
Lead Agency Sacramento, City of

Type EIR Draft EIR

Description The proposed project is the development of a 25-story, 396-foot-tall high-rise building with office, retail, and restaurant uses and a parking garage. The project site encompasses 1.13 acres on the western portion of the block between 5th and 6th Streets and Capitol Mall and N Street in the Center Business District (CBD) of downtown Sacramento. The gross area of the building would be 467,942 sf, including office and retail, with 264,353 sf for the parking garage for a total building area of 732,295 gs. The net area within the building is as follows: 406,384 sf of rentable office area and 27,124 sf of rentable retail/restaurant area, for a net building square footage of 433,508 sf. The project would include retail uses on the ground floor, and a restaurant on two penthouse floors. A total of 794 parking stalls would be provided on one sub-grade floor, and ten parking levels would occupy portions of floors one through eight in the office portion of the project.

Lead Agency Contact

Name Scott Johnson
Agency City of Sacramento
Phone (916) 808-5842
email
Address 2101 Arena Boulevard, Suite 200
City Sacramento **State** CA **Zip** 95834
Fax

Project Location

County Sacramento
City Sacramento
Region
Cross Streets 5th Street and Capitol Mall
Parcel No. 006-0146-030
Township 9N **Range** 4E **Section** **Base** Sacramen

Proximity to:

Highways I-5, I-80, Hwy 50
Airports
Railways UPRR
Waterways Sacramento River, American River
Schools
Land Use GP: Regional Commercial and Office (RCO)
The Central City Community Plan (CCCP) designates the proposed project site as Multi-Use.
Z: Central Business District - Special Planning District (C-3-SPD)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Growth Inducing; Landuse; Noise; Public Services; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Integrated Waste Management Board; Public Utilities Commission; Department of Health Services; Office of Emergency Services; Reclamation Board; Office of Historic Preservation; Department of Fish and Game, Region 2; California Highway Patrol; Caltrans, District 3; Caltrans, Division of Aeronautics; Department of Toxic Substances Control; Department of Water Resources

Date Received 10/11/2006 **Start of Review** 10/11/2006 **End of Review** 11/27/2006

COMMENT LETTER 7: California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Response to Comment 7-1:

The comment acknowledges that the project has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. No response is required.

5. MITIGATION MONITORING PLAN

5.0 MITIGATION MONITORING PLAN

INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the 500 Capitol Mall DEIR.

MITIGATION MEASURES

The mitigation measures are taken from the 500 Capitol Mall DEIR, measures added as part of preparation of the Final EIR, and any mitigation measures included in the Initial Study (attached as Appendix A of the DEIR). The mitigation measures are assigned the same number they had in the DEIR or section number from the Initial Study. 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.

MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

Impact: This column summarizes the impact stated in the DEIR or the Initial Study.

Mitigation Measure: All mitigation measures that were identified in the 500 Capitol Mall DEIR are presented, and numbered accordingly. The mitigation measure from the Initial Study is identified by topic and number.

Action: For every mitigation measure, one or more action is described. These are the center of the MMP, as they delineate the means by which EIR 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: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, a number of departments and divisions will have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the City are identified; these parties are referred to as "Responsible Agencies" by CEQA.

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
DEIR Section 5.2 Air Quality				
<p>5.2-1 The following measures shall be incorporated into construction bid documents as recommended by the SMAQMD:</p> <p>(a) The project applicant shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, shall achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction.</p> <p>(b) The following measure shall be incorporated into construction bid documents: At least one piece of diesel equipment used on the site during the demolition, earthmoving and clearing stages of construction shall be fitted with a level 3 California Air Resources Board verified diesel emission control system.</p> <p>(c) The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.</p> <p>(d) The project applicant and/or contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted to the SMAQMD 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.</p>	<p>Ensure that the project applicant has included required measures in construction bid documents.</p> <p>Ensure that the project applicant has included required measures in construction bid documents.</p> <p>Ensure that the project applicant has submitted equipment inventory to the SMAQMD.</p> <p>Perform a visual survey for equipment emission opacity; prepare monthly report.</p>	<p>Project Applicant</p> <p>Project Applicant</p> <p>Project Applicant/ Project Contractor</p> <p>Project Applicant</p>	<p>Prior to construction activities.</p> <p>Prior to construction activities.</p> <p>Prior to construction activities monthly updates thereafter.</p> <p>Perform weekly surveys and monthly reports.</p>	<p>City of Sacramento Development Services Department</p>

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
(e) Prior to issuance of a grading permit, the project applicant shall provide the City with proof of payment of the NO _x off-site mitigation fee in the amount of \$23,375 (as detailed in Table 5.2-7).	Ensure that the project developer has paid the SMAQMD NO _x fees.	Project Applicant	Prior to issuance of grading permit.	City of Sacramento Development Services Department
(f) If the equipment list or hours of use substantially differ from those used for the model inputs for construction emissions included in Appendix C of the DEIR, the project proponent shall notify the SMAQMD, who shall contact the City Development Services Department to recalculate the off-site mitigation fee. The project applicant shall be responsible for payment of additional fees if the actual equipment and/or schedule would result in increased emissions that exceed the 85 pounds per day NO _x standard.	Ensure that the project developer has paid the SMAQMD NO _x fees.	Project Applicant	Prior and during grading and construction activities	City of Sacramento Development Services Department
5.2-4 Prior to issuance of Certificate of Occupancy, the project applicant shall prepare and receive written endorsement from the SMAQMD of an operational Air Quality Mitigation Plan detailing the measures that shall be employed to reduce the proposed project's operational emissions by at least 15 percent. The project applicant shall obtain the endorsement from the SMAQMD and provide it to the City's Environmental Services Department.	Prepare and receive written endorsement from the SMAQMD for an operational Air Quality Mitigation Plan.	Project Applicant	Prior to issuance of Certificate of Occupancy.	City of Sacramento Development Services Department
DEIR Section 5.3 Cultural Resources				
5.3-2 Prior to the issuance of grading or construction permits, the project applicant shall retain an archaeologist with knowledge of prehistoric and historic-period archaeology to prepare an Archaeological Testing, Monitoring, and Data Recovery Plan (ATMDRP). The ATMDRP shall require that a qualified archaeologist conduct test trenching on site prior to the commencement of demolition and construction activities. The project applicant shall be responsible for clearing the existing surface parking lot per the ATMDRP to allow test trenching. The ATMDRP shall require that a qualified archaeologist be present for all ground-disturbing activities (i.e., excavation, compaction, heavy-equipment operation) that occur on the project site. The ATMDRP shall define how archaeological monitoring will be conducted, the protocol to be followed in the event that significant resources are discovered during monitoring, and where and how data recovery will be conducted for any important archaeological resources discovered. The ATMDRP shall specify that all construction personnel will be alerted to the possibility of buried cultural resources prior to the initiation of ground-disturbing activities. The ATMDRP shall specify that if any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during any development activities, work shall be suspended within 50 meters (165 feet) of the find.	Prepare an Archaeological Testing, Monitoring, and Data Recovery Plan as described in MM 5.3-2.	Project Applicant	Prior to the issuance of grading or construction permits.	City of Sacramento Development Services Department

**500 CAPITOL MALL PROJECT
 MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>The City of Sacramento Development Services Department shall be immediately notified, and a qualified archaeologist shall develop, as necessary, mitigation measures to reduce archaeological impacts to less-than- significant levels before construction resumes assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Sacramento Development Services Department will be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of activities at the site where the remains were discovered. The final improvement plans shall document any discoveries of cultural resources and the resultant mitigation measures. Any additional mitigation measures that are developed shall be approved by the City prior to implementation.</p>				
<p>5.3-3 If human remains are discovered during any phase of archaeological testing or construction, work shall be suspended immediately within 50 meters (165 feet) of the remains and the City of Sacramento Development Services Department and the Sacramento County Coroner shall be notified immediately. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Sacramento Development Services Department will be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of activities at the site where the remains were discovered.</p>	<p>Suspend work if any remains are discovered during site work. Comply with notification, investigation, and mitigation requirements set forth in MM 5.3-3.</p>	<p>Project Applicant/ Project Contractor</p>	<p>During any phase of archaeological testing, excavation, or construction.</p>	<p>City of Sacramento Development Services Department and the Sacramento County Coroner</p>
<p>5.3-4 Implement Mitigation Measures 5.3-2 and 5.3-3.</p>	<p>See MMs 5.3-2 and 5.3-3.</p>	<p>See MMs 5.3-2 and 5.3-3.</p>	<p>See MMs 5.3-2 and 5.3-3.</p>	<p>See MMs 5.3-2 and 5.3-3.</p>

500 CAPITOL MALL PROJECT MITIGATION MONITORING PLAN				
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
DEIR Section 5.4 Noise				
<p>5.4-1 The prime contractor shall ensure that the following measures are implemented during all phases of project construction:</p> <p>(a) Erect a solid plywood construction/noise barrier along the exposed project boundaries. The barrier should not contain any significant gaps at its base or face, except for site access and surveying openings.</p> <p>(b) Construction activities shall comply with the City of Sacramento Noise Ordinance, including Section 8.68.060 requiring the use of exhaust and intake silencers for internal combustion engines.</p> <p>(c) Locate fixed construction equipment, such as compressors and generators, as far as possible from sensitive receptors located along N Street. Shroud or shield all impact tools and muffle or shield all intake and exhaust ports on power construction equipment.</p> <p>(d) High noise activities, such as pile driving, the use of jackhammers, drills, and other generators of sporadic high noise peaks, shall be restricted to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday or other such hours satisfactory to the Planning Director and shall not occur on Saturday or Sunday.</p> <p>(e) Prior to issuance of a building permit, the applicant shall submit a plan subject to the satisfaction of the Planning Director demonstrating how the proposed project shall mitigate construction noise to the extent feasible.</p> <p>(f) Designate a disturbance coordinator and conspicuously post this person's number around the project site and in adjacent public spaces. This 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.</p>	<p>Implement noise reduction and attenuation measures set forth in MM 5.4-1.</p>	<p>Project applicant</p>	<p>Submit noise reduction plan prior to issuance of a building permit; implement measures during excavation and construction activities.</p>	<p>City of Sacramento Building Division</p>
<p>5.4-2 The project applicant shall drill pilot holes for piles, to the extent feasible, prior to commencement of impact pile driving. Prior to issuance of a building permit, the project applicant shall submit to the City for approval the anticipated depth to which piles will be drilled and the estimated start date and end date of impact pile driving.</p>	<p>Drill pilot holes for piles.</p>	<p>Project Applicant</p>	<p>Submit pre-drilling plan prior to issuance of a building permit; implement drilling during foundation construction activities.</p>	<p>City of Sacramento Building Division</p>

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
DEIR Section 5.5 Public Utilities and Services				
5.5-1 The project applicant shall submit to the City of Sacramento Solid Waste Division a construction and demolition diversion plan that targets cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery. As part of this diversion plan, the applicant shall submit to the Solid Waste Division the following information: method of recovery, hauler information, disposal facility, diversion percentage, and weigh tickets documenting disposal and diversion.	Prepare and submit a construction and demolition diversion plan.	Project Applicant	Prior to issuance of a demolition or building permit.	City of Sacramento Solid Waste Division
DEIR Section 5.6 Transportation and Circulation				
5.6-1 (a) Intersection of 3 rd Street / J Street – Modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3 rd Street phase time to 10 seconds. The applicant for the proposed project shall pay a fair share to recover the costs for the City's Traffic Operation Center monitoring and retiming of this intersection.	City of Sacramento modify signal phases at intersection of 3rd Street/J Street as described in MM 5.6-1(a) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to project occupancy.	City Development Services Department and City Department of Transportation
(b) Intersection of 3 rd Street / L Street – 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. The applicant shall pay fair share toward the City project to improve and re-stripe the intersection.	Modify westbound approach to provide one left-turn lane, two through, and one right-turn lane at intersection of 3 rd Street/J Street as described in MM 5.6-1(b) and pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(c) Intersection of 3 rd Street / P Street – Modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound P Street approach and decreasing the southbound 3 rd Street approach to 18 seconds. The applicant for the proposed project shall pay a fair share to recover the costs for the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 3rd Street/P Street as described in MM 5.6-1(c) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(d) Intersection of 15 th Street / J Street – Modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15 th Street signal phase time to 20 seconds. The applicant for the proposed project shall pay a fair share to recover the costs for the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 15th Street/J Street as described in MM 5.6-1(d) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
5.6-4 Implement Mitigation Measure 5.6-1(a).	See MM 5.6-1(a).	See MM 5.6-1(a).	See MM 5.6-1(a).	See MM 5.6-1(a).

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
5.6-9 Prior to 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 and submit construction traffic management plan as described in MM 5.6-9.	Project Applicant	Prior to beginning of construction	City Development Services Department and City Department of Transportation
5.10-9	Modify signal phases at intersection of 3rd Street/J Street as described in MM	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(a) At the 3 rd Street / J Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the phase time for the southbound I-5 off-ramp approach (eastbound) to 40 seconds, maintaining the 50 second phase time for the northbound I-5 off-ramp, and decreasing the north and southbound 3 rd Street phase time to 10 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 3rd Street/J Street as described in MM 5.6-10(a) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(b) At the 3 rd 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. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify westbound approach to provide one left-turn lane, two through, and one right-turn lane at intersection of 3 rd Street/J Street as described in MM 5.6-10(b) and pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(c) At the 3 rd Street / N Street intersection, modify the traffic signal phase splits during the a.m. peak period by increasing the southbound 3 rd 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. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 3rd Street/N Street as described in MM 5.6-10(c) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(d) At the 3 rd Street / P Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 32 seconds for the westbound P Street approach and decreasing the southbound 3 rd Street approach to 18 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 3rd Street/P Street as described in MM 5.6-10(d) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
(e) At the 5 th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the westbound L Street approach and decreasing the northbound and southbound 5 th Street approaches to 42 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 5 th Street/L Street as described in MM 5.6-10(e) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(f) At the 7 th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the westbound L Street approach and decreasing the northbound and southbound 5 th Street approaches to 28 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the near-term cumulative impact to a less-than-significant level. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 7 th Street/L Street as described in MM 5.6-10(f) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(g) At the 8 th Street / L Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 25 seconds for the westbound L Street approach and decreasing the northbound 8 th Street signal phase time to 25 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 8 th Street/L Street as described in MM 5.6-10(g) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(h) At the 9 th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the southbound 9 th Street signal phase time to 22 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 9 th Street/J Street as described in MM 5.6-10(h) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(i) At the 10 th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 28 seconds for the eastbound J Street approach and decreasing the northbound 10 th Street signal phase time to 22 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 10 th Street/J Street as described in MM 5.6-10(i) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(j) At the 12 th Street / J Street intersection, , modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 22 seconds for the eastbound J Street approach and decreasing the 12 th Street signal phase time to 28 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 12 th Street/J Street as described in MM 5.6-10(j) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
(k) At the 15 th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the eastbound J Street approach to 30 seconds, and decreasing the southbound 15 th Street signal phase time to 20 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 15 th Street/J Street as described in MM 5.6-10(k) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(l) At the 15th Street / X Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the southbound 15 th 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. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 15 th Street/X Street as described in MM 5.6-10(l) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(m) At the 16th Street / H Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the phase time for the northbound 15 th Street approach to 26 seconds, decreasing the phase times for the eastbound H Street left and through movements to 18 and 24 seconds, respectively, and maintaining 6 seconds for the westbound H Street right-turning movement. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 16 th Street/H Street as described in MM 5.6-10(m) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
5.6-17 (a) 3 rd Street / J Street intersection, implement the near-term Mitigation Measure 5.6-10(a) (modification of signal phase splits) and also re-stripe 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. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. (b) 3 rd Street / L Street intersection, implement the near-term Mitigation Measure 5.6-10(b) (modification of the westbound approach lanes) and also modify the traffic signal phase splits during the p.m. peak period by increasing the southbound 3 rd Street approach to 23 seconds, decreasing the westbound L Street signal phase time to 38 seconds, and decreasing the northbound 3 rd Street left-turning movement to 9 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. (c) 3 rd Street / N Street intersection, implement the near-term Mitigation Measure 5.6-10(c) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring	See MM 5.6-10(a). See MM 5.6-10(b). See MM 5.6-10(c).	See MM 5.6-10(a). See MM 5.6-10(b). See MM 5.6-10(c).	See MM 5.6-10(a). See MM 5.6-10(b). See MM 5.6-10(c).	See MM 5.6-10(a). See MM 5.6-10(b). See MM 5.6-10(c).

**500 CAPITOL MALL PROJECT
 MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
and retiming of this intersection.				
(d) 3 rd Street / P Street intersection, implement the near-term Mitigation Measure 5.6-10(d) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(d).	See MM 5.6-10(d).	See MM 5.6-10(d).	See MM 5.6-10(d).
(e) 5 th Street / I Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 30 seconds for the northbound and southbound 5 th Street approaches and decreasing the westbound I Street approach to 70 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 5th Street / I Street as described in MM 5.6-17(e) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation
(f) 5 th Street / L Street intersection, implement the near-term Mitigation Measure 5.6-10(e) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(e).	See MM 5.6-10(e).	See MM 5.6-10(e).	See MM 5.6-10(e).
(g) 7 th Street / L Street intersection, implement the near-term Mitigation Measure 5.6-10(f) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(f).	See MM 5.6-10(f).	See MM 5.6-10(f).	See MM 5.6-10(f).
(h) 8 th Street / L Street intersection, implement the near-term Mitigation Measure 5.6-10(g) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(g).	See MM 5.6-10(g).	See MM 5.6-10(g).	See MM 5.6-10(g).
(i) 9 th Street / J Street intersection, implement the near-term Mitigation Measure 5.6-10(h) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(h).	See MM 5.6-10(h).	See MM 5.6-10(h).	See MM 5.6-10(h).
(j) 10 th Street / J Street intersection, implement the near-term Mitigation Measure 5.6-10(i) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(i).	See MM 5.6-10(i).	See MM 5.6-10(i).	See MM 5.6-10(i).
(k) 12 th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the eastbound J Street approach to 23 seconds and decreasing the southbound 12th Street and northbound right-turn movement signal phase time to 27 seconds. The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	Modify signal phases at intersection of 12th Street / J Street as described in MM 5.6-17(k) and Project Applicant pay fair share.	Project Applicant/City of Sacramento Department of Transportation	Prior to construction and prior to project occupancy.	City Development Services Department and City Department of Transportation

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
(l) 15 th Street / J Street intersection, implement the near-term Mitigation Measure 5.6-10(k) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(k).	See MM 5.6-10(k).	See MM 5.6-10(k).	See MM 5.6-10(k).
(m) 15 th Street / X Street intersection, implement the near-term Mitigation Measure 5.6-10(l) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(l).	See MM 5.6-10(l).	See MM 5.6-10(l).	See MM 5.6-10(l).
(n) 16 th Street / H Street intersection, implement the near-term Mitigation Measure 5.6-10(m) (modification of signal phase splits). The project applicant shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.	See MM 5.6-10(m).	See MM 5.6-10(m).	See MM 5.6-10(m).	See MM 5.6-10(m).
Initial Study				
7. Biological Resources				
Bio-1 To prevent direct impacts on nesting birds, tree removal shall occur between September 16 and February 28.	Limit tree removal to the time between September 16 and February 28.	Project Applicant	Prior to issuance of tree removal permit.	City of Sacramento Development Services Department
Bio-2 If construction activities would occur during the breeding season (approximately March 1 through September 15), the project applicant, in consultation with the CDFG and USFWS, shall conduct a pre-construction, breeding season survey of the project site during the same calendar year that construction is planned to begin. The survey shall be conducted by a qualified avian biologist to determine if any birds are nesting on or directly adjacent to the project site. If phased construction procedures are planned for the proposed project, the results of the above survey shall be valid only for the season when it is conducted. A report shall be submitted to the project applicant and the City of Sacramento, following the completion of the nesting survey that includes, at a minimum, the following information: <ul style="list-style-type: none"> • A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited, and persons contacted. • A map showing the location(s) of any nests observed within the project site. 	If construction activities occur during the breeding season, consult with CDFG and USFWS and prepare a pre-construction breeding season survey as described in MM Bio-2.	Project Applicant/ qualified avian biologist	Prior to project construction.	City of Sacramento Development Services Department
Bio-3 The project applicant, in consultation with CDFG and USFWS, shall avoid all active nest sites within the project area while the nest is occupied with adults and/or young. The occupied nest shall be monitored by a qualified avian biologist to	Consult with CDFG to establish a non-disturbance buffer zone, if active nest sites are	Project Applicant	Prior to and on-going during project construction.	City of Sacramento Development Services Department

**500 CAPITOL MALL PROJECT
MITIGATION MONITORING PLAN**

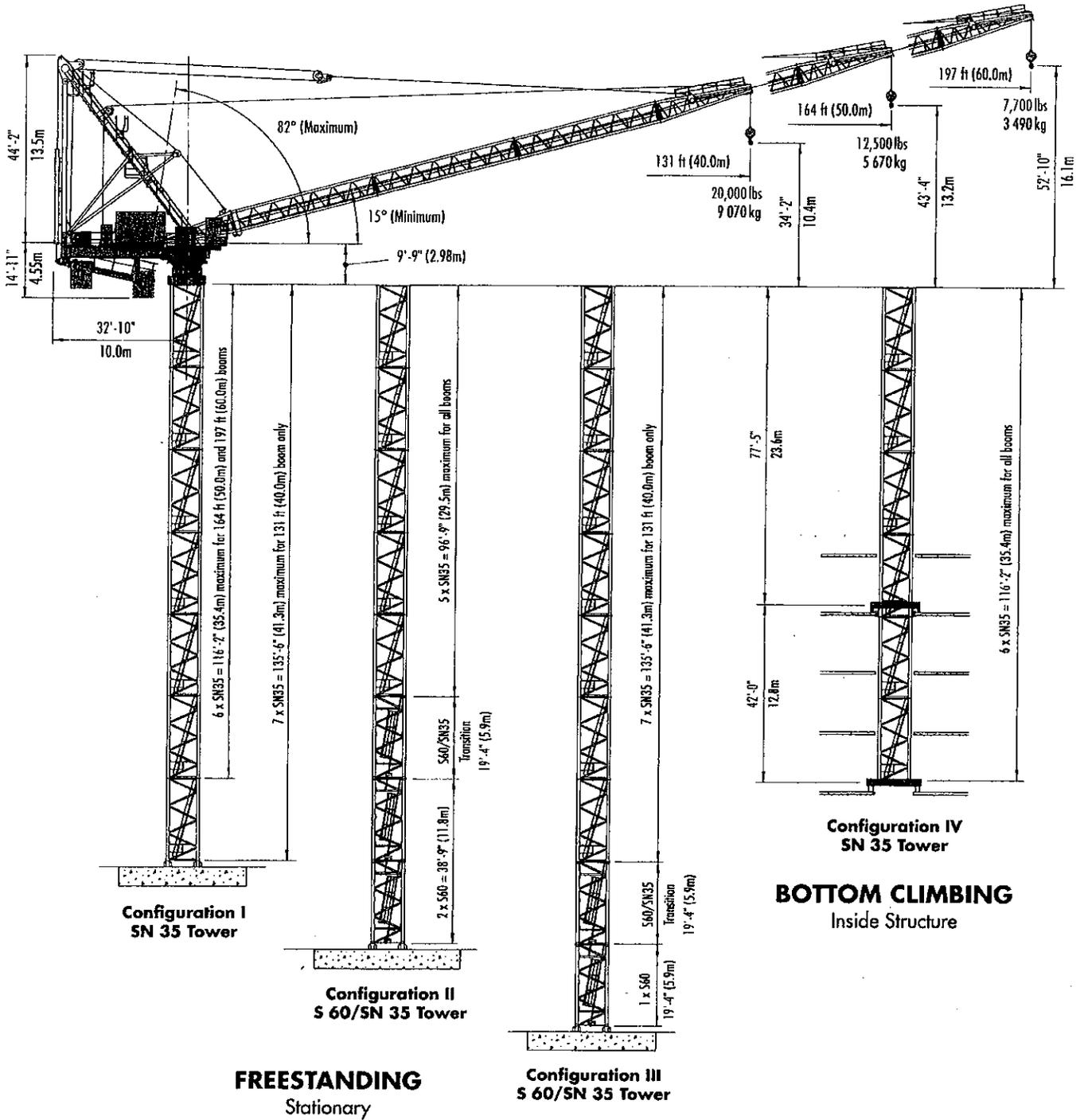
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
determine when the nest is no longer used. Avoidance shall include the establishment of a non-disturbance buffer zone, to be determined in consultation with CDFG, around the nest site, which will be delineated by highly visible temporary construction fencing. Active nest trees that would not be removed but are in close proximity to construction activities shall be monitored weekly to determine if construction activities are disturbing the adult or young birds, until the birds have left the nest.	identified within the project area, and monitor active nests in trees not to be removed.			
Bio-4 If an active nest site cannot be avoided and would be destroyed, special permits would be required, depending on the bird species. a. For a State-listed bird (i.e. Swainson's hawk), the project applicant shall obtain a Section 2081 permit. Standard mitigation for the loss of an active nest tree generally requires planting 15 trees (a mix of cottonwood, sycamore and valley oaks) and monitoring the success of the trees for five years with a 55% success rate. Locating these trees would likely not be feasible so an alternative approach could be to participate in mitigation deemed appropriate by the CDFG. b. For any bird covered by the Migratory Bird Treaty Act, the project applicant would consult with the USFWS to determine appropriate mitigation measures.	Obtain Section 2081 permit and implement mitigation for loss of active nest tree if nests cannot be avoided. Consult with USFWS and implement appropriate mitigation measures.	Project Applicant Project Applicant	Prior to and on-going during project construction. Prior to and on-going during project construction.	City of Sacramento Development Services Department City of Sacramento Development Services Department
12. Utilities				
Util-1 The project applicant shall install microwave dishes on the proposed project prior to building occupancy. The Public Safety Microwave Network shall be tested prior to building occupancy to ensure that there are no interruptions in service.	Install microwave dishes.	Project Applicant	Prior to project occupancy.	City of Sacramento Department of Utilities
14. Cultural Resources				
Cult-1 Construction contractors involved in earth-moving activities shall be instructed on indicators that subsurface paleontological resources are present and shall be instructed in procedures to follow in the event that resources are encountered and the following measures shall be incorporated into all construction contracts:	Instruct construction contractors involved in earth-moving activities on subsurface paleontological resource indicators.	Project Applicant	Prior to project excavation.	City of Sacramento Development Services Department
a. In the event any paleontological resources, such as fossils, are uncovered during construction, work within 100 feet of the find shall cease and a qualified paleontologist shall be contacted by the project proponent to determine if the resource is significant. If the find is determined to be of significance, an excavation plan shall be created and resources shall be donated to an appropriate cultural center. All work products and plans shall be reviewed and approved by the City prior to execution.	Cease construction and retain a qualified paleontologist to determine the significance of the resource. Prepare an excavation plan if necessary.	Project Applicant/ qualified paleontologist	During project excavation.	City of Sacramento Development Services Department

Appendix A

Typical Electric Crane for Construction of the 500 Capitol Mall Project

Pecco SN 355

LUFFING BOOM TOWER CRANE



Morrow Equipment

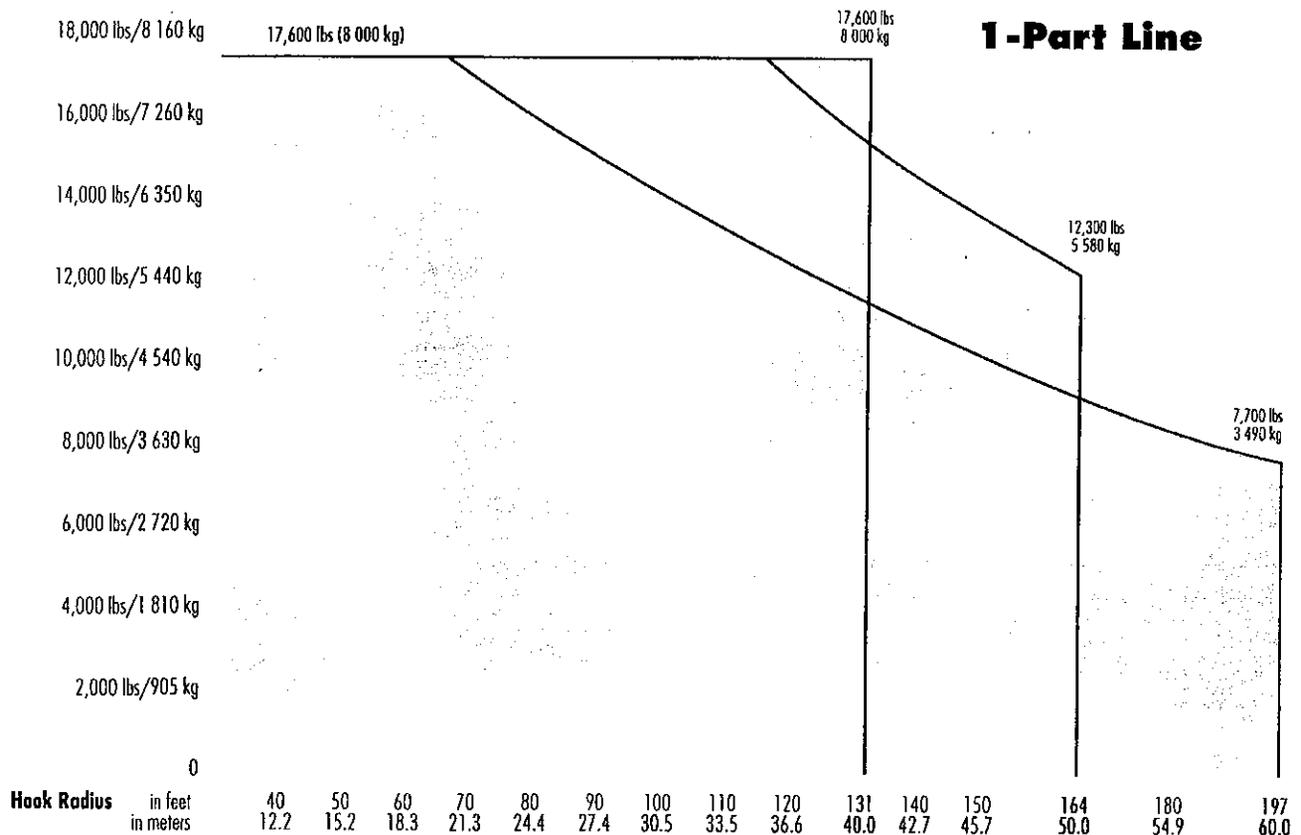
Radius and Capacities

Pecco SN 355

1-Part Line

Hook Radius	1-Part Line Max Capacity - Radius	ft	50	60	70	80	90	100	110	120	131	140	150	160	164	170	180	190	197
		m	15.2	18.3	21.3	24.4	27.4	30.5	33.5	36.6	40.0	42.7	45.7	48.8	50.0	51.8	54.9	57.9	60.0
197 ft	17,600 lbs - 66 ft	lbs	17,600	17,600	17,000	16,100	15,000	14,200	13,250	12,400	11,600	10,800	10,200	9,500	9,300	9,000	8,450	8,000	7,700
60.0m	8 000 kg - 20.1m	kg	8 000	8 000	7 710	7 300	6 800	6 440	6 010	5 625	5 260	4 900	4 625	4 310	4 220	4 080	3 830	3 630	3 490
164 ft	17,600 lbs - 115 ft	lbs	17,600	17,600	17,600	17,600	17,600	17,600	17,600	16,800	15,400	14,500	13,500	12,640	12,300				
50.0m	8 000 kg - 35.0m	kg	8 000	8 000	8 000	8 000	8 000	8 000	8 000	7 620	6 985	6 580	6 125	5 735	5 580				
131 ft	17,600 lbs - 131 ft	lbs	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600								
40.0m	8 000 kg - 40.0m	kg	8 000	8 000	8 000	8 000	8 000	8 000	8 000	8 000	8 000								

Capacity



Morrow Equipment Co., L.L.C.

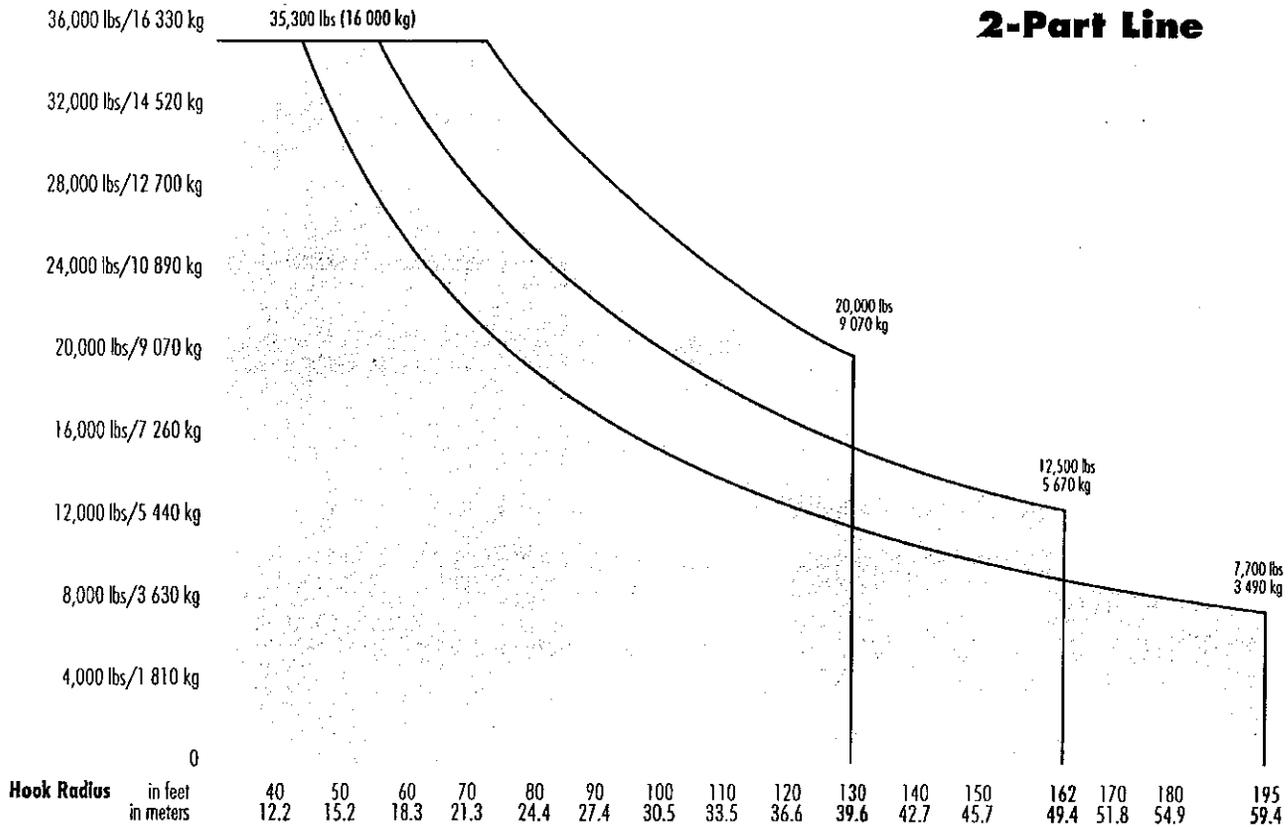
Radius and Capacities

Pecco SN 355

2-Part Line

Hook Radius	Maximum Capacity - Radius	ft	50	60	70	80	90	100	110	120	130	140	150	160	162	170	180	190	195
		m	15.2	18.3	21.3	24.4	27.4	30.5	33.5	36.6	39.6	42.7	45.7	48.8	49.4	51.8	54.9	57.9	59.4
195 ft 59.4m	35,300 lbs - 44 ft 16,000 kg - 13.4m	lbs	30,500	26,000	21,900	19,000	16,900	15,200	14,000	12,700	11,700	11,000	10,200	9,450	9,300	8,900	8,400	8,000	7,700
		kg	13,835	11,795	9,935	8,620	7,665	6,895	6,350	5,760	5,310	4,990	4,625	4,285	4,220	4,035	3,810	3,630	3,490
162 ft 49.4m	35,300 lbs - 56 ft 16,000 kg - 17.1m	lbs	35,200	33,500	29,000	25,300	22,600	20,200	18,500	17,000	15,600	14,500	13,300	12,635	12,500				
		kg	16,000	15,195	13,155	11,475	10,250	9,160	8,390	7,710	7,075	6,575	6,030	5,730	5,670				
130 ft 39.6m	35,300 lbs - 72 ft 16,000 kg - 21.9m	lbs	35,200	35,200	35,200	32,500	29,100	26,000	23,700	21,700	20,000								
		kg	16,000	16,000	16,000	14,740	13,200	11,795	10,750	9,845	9,070								

Capacity



Morrow Equipment Co., L.L.C.

SPECIFICATIONS

Pecco Tower Crane Model SN 355

Hoist Speed and Capacity

Hoist Unit

165 hp (122 kW) AC hoist unit
4-speed gearbox
Remote-controlled gear shifting
Eddy current brake

1-Part Line

Gear	Capacity	Line Speed	Capacity	Line Speed
1	17,600 lbs @	252 fpm	8 000 kg @	76 m/min
2	11,025 lbs @	390 fpm	5 000 kg @	120 m/min
3	6,600 lbs @	630 fpm	3 000 kg @	192 m/min
4	3,850 lbs @	980 fpm	1 750 kg @	300 m/min

2-Part Line

1	35,300 lbs @	126 fpm	16 000 kg @	38 m/min
2	22,050 lbs @	195 fpm	10 000 kg @	60 m/min
3	13,200 lbs @	315 fpm	6 000 kg @	96 m/min
4	7,700 lbs @	490 fpm	3 500 kg @	150 m/min

1P520
2P260

NOTE! Capacities and line speeds indicated will vary depending on the amount of hoist rope installed. This crane model may be equipped with a hoist unit other than that specified in the data above. To verify, check the serial number of the crane and refer to the Pecco SN 355 Operation Manual for additional information.

Motor Information

Drive Unit	Horsepower	Kilowatts	Speed
Luffing	165 hp	122 kW	15° to 82° in 82 sec *
Swing	2 x 12 hp	2 x 9 kW	1.0 rpm

* NOTE! Luffing speed figure shown is for crane without load. Speed varies according to load on hook.

Power Requirements

480 Volts — 3-phase — 60-cycle — 400 Amperes service with 165 hp (122 kW) hoist unit

Specifications subject to change without notice. For other configurations and specifications, contact Morrow Equipment.

Morrow Equipment Co., L.L.C.