



**SACRAMENTO
HOUSING AND REDEVELOPMENT
AGENCY**



April 10, 1989

Redevelopment Agency of the
City of Sacramento
Sacramento, California

Honorable Members in Session:

SUBJECT: Certification of Final Subsequent Environmental Impact
Report for the Central Library Project Expansion

SUMMARY

This report presents and discusses the Final Subsequent Environmental Impact Report (FSEIR) prepared for the expansion of the office component of the Central Library Project, recommends that the Agency make findings for significant adverse impacts identified by the FSEIR, and recommends that the Agency certify that the FSEIR has been completed in compliance with the California Environmental Quality Act (CEQA) and was considered prior to approval of the project.

BACKGROUND

Library Plaza Group (LPG), the development team selected for the Library Plaza project, expressed its desire to increase the size of the office component of the Central Library Expansion Project from 284,000 net rentable square feet (s.f.) to 402,000 s.f., and requested that the Sacramento Housing and Redevelopment Agency, as lead agency for the Central Library project, complete the environmental analysis required by the expanded project.

A DSEIR was prepared by the Redevelopment Agency of the City of Sacramento (Agency) pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21,000, et. seq.) (Guidelines). Notice was given on February 22, 1989 (by mail and publication in a newspaper of general circulation) to all adjacent property owners, interested persons and agencies inviting comments on the Draft SEIR. The 30-day comment period

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began on February 22, 1989, and ended on March 24, 1989. This comment period was reduced from the usual 45-day period with the approval of the Office of Planning and Research, per CEQA Section 15087(c).

The Sacramento Housing and Redevelopment Commission conducted a public hearing to receive comments on March 20, 1989. The Agency's environmental consultant has responded to these comments and written comments received, and incorporated all comments and responses into the Final SEIR (FSEIR).

The FSEIR consisting of both the Draft SEIR and the Final SEIR documents (which have been delivered to you under separate cover), is presented at this time for review and action. A resolution is attached which certifies completion of the FSEIR and makes findings for significant adverse impacts pursuant to CEQA.

A subsequent EIR is required, according to the Guidelines, when "substantial changes occur with respect to the circumstances under which the project is undertaken . . ." or when "subsequent changes are proposed in the project which will require important revisions of the previous EIR. . ." Staff determined, through the Initial Study, that, although the increment of square footage added to the building (118,000 s.f.) might not warrant a complete reassessment of the environmental impacts of the project, the development scenario in which the project would occur has changed enough that the new project might have significant impacts.

The changes in the development scenario include the number of substantial development projects in the downtown area which have been proposed since certification of the Central Library Expansion Project Final EIR, and the failure of Sacramento County to achieve the National Ambient Air Quality Standards by the 1987 deadline. Given the revised development scenario, the impacts of the previously approved project have also changed. At issue here, however, are only the impacts of the incremental change in the project within the new cumulative setting. The FSEIR, therefore, breaks out the specific impacts of the increment of change in the project within each section of the report so that you might accurately assess the effect of the change.

Three significant adverse impacts are identified by the FSEIR which cannot be mitigated to less than significant levels. These impacts regard transportation, air quality and housing.

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1. Transportation - Intersection Impacts

The library project with the expanded office structure would generate 5,103 vehicle trips per day, which represents an increase of about 843 trips (19.8 percent) over the approved project. The primary component of vehicular movement during peak traffic periods is the work trip. The project does not result in any significant adverse impacts when considered alone.

The cumulative project analysis, however, shows several changes in intersection level of service (LOS) during the peak A.M. and P.M. periods. All but two remain within or can be mitigated to the City's standard of acceptability (LOS "C" or above). The intersection at 3rd and "J" Streets is expected to decline to LOS "E" during the A.M. peak period and to LOS "D" during the P.M. peak period, with or without the project. The 5th and "I" Streets intersection is expected to decline from LOS "C" to LOS "D" during the P.M. peak period, with or without the project. Mitigation of the 3rd and "J" Streets intersection impacts would require construction of an additional northbound right turn lane on the I-5 "J" Street off ramp, which is not possible without major reconstruction of the I-5, "J" Street interchange complex. An improvement of this scope could not reasonably be demanded of this project.

2. Air Quality

The 1970 Clean Air Act Amendments established federal ambient air quality standards (AAQS) for several pollutants. The Act outlined standards designed to protect public health and welfare from air pollution. The AAQS were designed to guard those most susceptible to respiratory distress, such as children, the elderly and asthmatics, against harm. AAQS were established for California in 1969. The federal standards were to be attained by 1987 and maintained thereafter; the state standards do not have a specific attainment date.

Sacramento is one of many urban areas that failed to attain the federal AAQS by the 1987 deadline, primarily due to the high level of ozone experienced during warm, meteorologically stable periods during summer and autumn. The 1982 Sacramento Air Quality Plan, designed to help Sacramento meet the federal standards, was recently disapproved by the EPA. The Sacramento Area Council of Governments is now preparing a revised plan to improve local air quality.

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Vehicle emissions are the major source of pollution associated with the proposed project. The FSEIR estimates pollution levels with and without the expanded office structure, and concludes that the incremental effect of the project is too small a part of regional effects to be measured. Though the discrete effect of the project on air quality would otherwise be considered insignificant, the fact that Sacramento failed the 1987 AAQS deadlines renders any addition to pollution levels as significantly adverse.

3. Housing

The expanded project would generate a demand for 450 more housing units than the approved project.

Cumulative development projects in the Central City could generate 44,000 new jobs and a related demand for a very substantial number of new housing units (potentially as much as 51 percent of the total number of units currently in the planning process).

In their recent adoption of the Housing Assistance Plan, Program and Financing Strategy, and Housing Trust Fund Ordinance, the City Council has determined that a) the supply of housing at competitive prices and locations has not kept pace with the demand created by new employees and their families; and b) an identifiable portion of the new employees will live in low and very low income households and will compete for scarce affordable housing units; therefore the proposed project's impact on cumulative housing demand is considered significantly adverse.

Sacramento City Ordinance No 2550, however, adopted on March 7, 1989, exempted all projects which are the subject of existing Disposition Agreements with the Agency, including the Central Library project, from the Housing Trust Fund. Since the project will provide no housing, the impact on housing demand is considered to be significant and unavoidable.

The following project impacts were identified in the FSEIR as being significant, but mitigatable to less than significant levels:

1. Police Services

If all the cumulative development projects in the Central City are built, the Police Department would need 72 additional officers to meet twenty-four hour service levels. The proposed project would represent about 2.9 percent of this cumulative increase, resulting in an annual cost of approximately \$192,000 to the City.

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Although the cumulative impacts on public safety costs can be significant, direct revenues from increasing sales taxes and other city revenues (FEIR Table 4.8-2) should reduce the impact to a less than significant level. The applicant should install central security stations and other internal security devices to reduce crime incidences within the project.

2. Fire Services

The impacts of cumulative development in the downtown area could have a significant impact on fire services. The additional number of officers and equipment that would be required cannot be determined at this time since service standards set by the Fire Department are based on response time (the response time from all stations within their service area is four minutes). The future projects within the central core would be large scale structures and additional resources would be needed to adequately provide fire services.

The mitigation measures approved for the original project still apply to the expansion, including: 1) fire alarm systems; 2) helistop; 3) fire truck accessible alleys; and 4) water supply booster stations. The City should also continue to pursue a downtown benefits assessment district for future fire services.

3. Solid Waste

The City's landfill at 28th and A Streets is expected to reach capacity by 1991, and no new landfill has yet been identified. Total cumulative development in the downtown area could generate almost 17,800 tons of solid waste per year, or 49 tons per day. The proposed project would represent about 3.9 percent of the cumulative total.

Although the 726 tons per year, or 2.9 tons per day, expected to be generated by the proposed project is an insignificant portion of the City's daily tonnage, it is still a significant amount of solid waste. The volume and mass of this waste can be mitigated, however, by a) requiring trash compactor machines throughout the development and b) requiring that the project sponsor develop an office recycling program where office workers can separate their recyclables (especially paper) and set them aside for pick-up. It is also recommended that the City create a downtown recycling program to be incorporated into all new projects, to help reduce impacts on the landfills.

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4. Transportation

The 5th and "I" Streets intersection is expected to decline from LOS "C" to LOS "D" during the P.M. peak period, with or without the project. The 5th and "I" Streets intersection impact could be mitigated by changing pavement markings to provide an additional through lane on the "I" Street approach. This change would result in LOS "C."

In addition to the CEQA mandated sections, the SEIR explored the impact of the project on two key issues in downtown development: child care and parking.

1. Child Care

The SEIR child care study indicates a significant gap between the demand for child care facilities and their supply. A survey of child care centers conducted by Child Action, Inc. in 1986 indicated a capacity of 1,701 children in the downtown area (zip codes 95814, 95816, 95817, 95818 and 95819) and a waiting list for 2,860 spaces. A 1986 survey of Sacramento County showed a capacity for 23,000 children in child care facilities. It is estimated that by 1990, approximately 40,000 children will require care outside the home. Clearly, this discrepancy indicates a major deficit in supply.

The proposed project will have approximately 1,400 employees. Applying the formula described in the SEIR, the employees will generate a demand for approximately 200 child care spaces, 80 of which will be downtown. This represents an increase in demand for child care downtown of 25 spaces over the approved project.

Cumulative impacts of development will create a demand for downtown child care spaces of 850 in the mid-range scenario (cumulative projects currently under construction or approved) and 1,855 in the long-range scenario (cumulative projects proposed).

The Library Plaza Group, under the terms of City Council Resolution Number 87-1032, will deposit \$150,000 in a city child care fund upon receipt of a building permit for the office structure. Additionally, upon request of a major tenant(s) (100,000+ square feet), LPG is required to establish a child care facility on-site at a reasonable lease rate.

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Although staff would support the construction of a child care facility on-site, the developer's unwillingness to provide such a facility, the lack of any adopted City policy or ordinance regarding child care, and the Redevelopment Agency's previous agreement to accept an in-lieu fee lead to our conclusion that the Agency does not have adequate support to mandate the facility. Staff, therefore, recommends that the fees required by the approved project be applied to the new 118,000 s.f., which will result in a \$62,323 contribution to the child care fund in addition to the \$150,000 already required. The provision requiring LPG to establish a child care center at the request of a major tenant would remain in effect.

2. Parking

In accordance with City Code, the office structure (existing and expanded) will require a total of 670 parking spaces. The project is supplying 673 spaces for the office structure (141 spaces are additionally provided for public and City/Library staff use). The expanded project, therefore, meets Code requirements. The FSEIR, however, points out a difference between actual demand generated and strict code compliance. According to the FSEIR, the expanded office project would generate a demand for 1,005 spaces, resulting in a net parking shortfall of 332 spaces, which is 295 more than the shortfall associated with the approved project.

A transportation system management plan (TSMP), in which the developer would design a trip reduction program to encourage tenants or employees to use public transit, ride-sharing and bicycling as their primary commute methods, could be prepared by the project developer to mitigate the parking shortfall. It is likely, however, that the TSM measure would not meet the City's goal of obtaining a 35 percent reduction in the number of commuter trips, and that the parking shortfall would not be completely mitigated. The developer could be required to pay an in-lieu fee to the Downtown Transportation Mitigation Pool. Though no set fee has been established by the City, fees of \$.75 per square foot were recently imposed upon two downtown projects (13th and "J" Streets, and 1215 "K" Street). The same fee imposed on the expanded portion of the library project office structure would result in an \$88,500 (118,000 s.f. x \$.75) fee by the library project developers.

City transportation staff will determine whether or not such a fee is appropriate upon review of the project's TSMP and will make the final recommendation regarding this matter at that time.

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FINANCIAL DATA

The recommended actions will result in the contribution of \$212,323 to the child care fund (\$62,323 of which is associated with the new square footage).

ENVIRONMENTAL REVIEW

Certification of the SEIR and the making of findings related to unavoidable significant adverse impacts is recommended pursuant to CEQA requirements. Attached to the findings, in accordance with the requirements of AB 3180, is a Mitigation Monitoring Plan addressing the implementation of mitigation measures for identified significant impacts.

MBE/WBE

No impact.

POLICY IMPLICATIONS

Staff's recommendation is consistent with established environmental policies and procedures of the Agency.

VOTE AND RECOMMENDATION OF COMMISSION

At its meeting of April 10, 1989, the Sacramento Housing and Redevelopment Commission adopted a motion recommending approval of the attached resolution. The votes were as follows:

AYES:

NOES:

ABSENT:

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RECOMMENDATION

Staff recommends that the Agency certify that the Final Subsequent Environmental Impact Report for the Library Project (Expansion) is adequate, make findings as required to insure compliance with the California Environmental Quality Act, and approve the Mitigation Monitoring Plan as adequate.

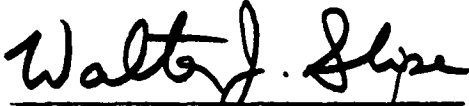
Respectfully submitted



ANDREW J. PLESCIA

Acting Executive Director

TRANSMITTAL TO COUNCIL:



WALTER J. SIPE

City Manager

Contact Person: Wendy Saunders, Associate Planner
440-1399

2410WPP(168)

RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF

FINDINGS RELATIVE TO THE ENVIRONMENTAL EFFECTS AND
OVERRIDING CONSIDERATION SUPPORTING APPROVAL
OF THE LIBRARY PLAZA PROJECT (EXPANSION) AND
CERTIFICATION OF THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT

WHEREAS, a Subsequent Environmental Impact Report (the "SEIR") on the Library Plaza Project (Expansion) (the "Project") has been prepared by the Redevelopment Agency of the City of Sacramento (the "Agency") pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et. seq., hereinafter "CEQA") and the administrative guidelines thereunder, (14 Cal. Adm. Code Section 15000 et. seq., hereinafter "CEQA Guidelines") and local procedures adopted by the Agency pursuant thereto; and

WHEREAS, notice to all interested persons and agencies inviting comments on the Draft EIR has been published in a newspaper of general circulation; and

WHEREAS, THE Draft SEIR has been revised and supplemented in response to said comments, and the resulting Final SEIR was prepared and submitted to the Council of the City of Sacramento (the "Council"); and

WHEREAS, notice having been duly given, a joint public hearing has been held by the Agency and the Council on April 11, 1989, on the Final SEIR and all interested persons present having been heard, and said Final SEIR and all comments and responses thereto having been considered; and

WHEREAS, the Final SEIR consists of the Draft SEIR and the Final SEIR, which incorporates all comments received and the responses of the Agency and the Council thereto as of the date hereof made a part of the Agency's Report on the Library Plaza Project;

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

Section 1. The above statements are true and correct.

Section 2. The Agency hereto certifies that the Final Subsequent Environmental Impact Report for the Library Plaza Project (Expansion) has been completed in compliance with CEQA, CEQA Guidelines and local procedures adopted by the Agency pursuant thereto, and that the Agency has reviewed and considered the information contained in the Final Subsequent Environmental Impact Report.

Section 3. The Agency hereto certifies that the Mitigation Monitoring Plan has been completed in compliance with CEQA, CEQA Guidelines and local procedures adopted by the Agency pursuant thereto, and that the Agency has reviewed and considered the information contained in the Final Subsequent Environmental Impact Report.

Section 4. The Agency hereby makes the written findings set forth in Exhibit A, attached hereto and incorporated by reference herein, for each of the significant effects set forth in said Exhibit A, and further approves the statement of facts set forth in said Exhibit A and the Mitigation Monitoring Plan set forth in Exhibit B. Based on such findings and statement of facts, the Agency hereby finds that significant environmental effects have been reduced to an acceptable level in that all significant environmental effects have been eliminated or substantially lessened to an insignificant level, except that the development of the Library Plaza Project (Expansion) would result in the following unavoidable significant impacts:

- a. An increase in vehicle traffic which would cause an increase in reactive organic compounds and nitrogen oxides, increasing the ozone to levels exceeding State and Federal Ambient Air Quality Standards, when considered as a part of the cumulative impacts;
- b. An unacceptable level of service in the A.M. peak period traffic hours at the 3rd and "J" Streets intersection, when considered as a part of the cumulative impacts;
- c. An unacceptable level of service in the P.M. peak period traffic hours at the 3rd and "J" Streets intersection, when considered as a part of the cumulative impacts;
- d. An increase in demand for housing when considered as a part of the cumulative impacts.

Section 5. As to the significant environmental effects identified in Section 4 of this resolution which are not eliminated or substantially lessened, the Agency hereby adopts the following statement of overriding considerations: The Agency hereby finds that, based on the findings and statement of facts set forth in Exhibit A, and based on the Final SEIR and/or other information contained in the record, its action to approve and carry out the Library Plaza Project (Expansion) is supported because the Library Plaza Project will, in furtherance of the adopted redevelopment plan for the area, (a) generate 1,400 permanent private sector jobs; (b) strengthen the economic base of the Project Area and the Community by providing new jobs, increased consumer presence and needed site improvements which will in turn, stimulate new commercial expansion, new employment and economic growth; (c) increase the commercial use and the availability of commercial services in the downtown area; (d) implement the adopted Urban Design Plan and the goal of concentrating high density projects in the Central Business District (e) implement performance criteria which assure high site-design standards, environmental quality and other design element standards which provide unity and integrity to the entire Project site; (f) increase the property tax base, and sales tax generated, which will assist in meeting future City and County needs; and (g) provide additional funding for downtown child care needs.

Section 6. In the event that it is determined that the significant effects identified in Section 4 are not mitigated or substantially lessened, the Agency hereby finds that, based on the Final SEIR and/or other information contained in the record, its action to approve and carry out the Library Plaza Project (Expansion) is supported for the reasons specified in this Resolution.

Section 7. Upon approval and adoption of the Library Plaza Project (Expansion) by the Agency, the Environmental Coordinator of the Agency is hereby directed to file a Notice of Determination with the County Clerk of Sacramento County pursuant to the provisions of Section 15094 of the State CEQA Guidelines.

Section 8. The Library Plaza Project (Expansion) is exempt from the Housing Trust Fund by City Ordinance 2550.

Section 9. Should the City Transportation Division determine that a contribution to the City's Transportation Mitigation Pool is required, the fee which determines the contribution shall only be applied to the incremental square footage which has been added to the project.

Section 10. As a condition of approval of the Library Plaza Project (Expansion), Redeveloper shall pay the sum of \$212,323 (including the previously required child care contribution of \$150,000), to the Agency to be placed in a fund for use in promoting child care in the downtown area.

Section 11. Upon approval of the expansion of the Project, the Acting Executive Director is authorized to take such action and execute such documents as are required to incorporate the provisions of this SEIR into the project development agreements.

CHAIR

ATTEST:

ASSISTANT SECRETARY

1100WPP2(300)

FINDINGS ON SIGNIFICANT EFFECTS

1. Description of significant effect:

Transportation: Cumulative development will result in an unacceptable level(s) of service (LOS) at the 3rd and "J" Streets intersection in the A.M. (LOS "E") and P.M. (LOS "D") peak period traffic hours.

The Council finds that specific economic, social or other considerations make infeasible the mitigation measures or Project alternatives identified in the Final SEIR.

The fact supporting this finding is as follows:

The 3rd and J Street intersection would require construction of an additional northbound right turn lane on the I-5 northbound offramp to improve operating conditions. Implementation of this mitigation is not feasible, however, due to structural constraints (Omni Means, 1988). Furthermore adoption of any of the alternatives would not significantly change the level of adverse impacts, but would reduce the level of beneficial impacts from the Project, as outlined in Section 5 (of the resolution).

2. Description of significant effect:

Air Quality: The project will cause an increase in vehicular traffic, increasing the ozone to levels which already exceed State and Federal Ambient Air Quality Standards.

The Council finds that mitigation measures necessary to reduce emissions to less than significant levels are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such measures have been adopted by such other agency and can or should be adopted by such other agency.

The fact supporting these findings is as follows:

The requirement for compliance with the City's Trip Reduction Ordinance and a Transportation Management Plan (mitigation #10) is expected to result in a significant reduction of vehicle trips to the Project. This should reduce the adverse impact on air quality associated with motor vehicles emissions, although not to levels of insignificance. Adoption of an alternative Project could lessen the air quality impact of this Project, however, not to a significant degree and would induce the level of beneficial impacts from the Project as outlined in Section 5.

The Sacramento Area Council of Governments (SACOG) is the designated planning agency for ozone in the Sacramento Area. The effect of this Project on regional scale air quality would be difficult to quantify. However, cumulative traffic generated by this Project and others in the area would increase traffic congestion and lower vehicle speeds with a corresponding decrease in air quality resulting from the emission of more hydrocarbon and carbon monoxide gases into the atmosphere. Air Quality Planning is continuing in this area and in the Sacramento area in general. However, potential adverse impacts on air quality are of a regional or area wide nature and cannot be attributed to this Project alone.

3. Description of significant effect:

Housing: The project will cause an increase in demand for housing when considered as a part of cumulative impacts.

The Council finds that specific economic, social or other considerations make infeasible the mitigation measures or Project alternatives identified in the Final SEIR.

The fact supporting this finding is as follows:

Sacramento City Ordinance #2550, adopted March 10, 1989, exempted all projects with current Disposition Agreements with SHRA from the Housing Trust Fund. Adoption of one of the project alterations would reduce the potential adverse impact on housing, but would lessen the beneficial impacts from the proposed project as outlined in Section 5.

4. Description of significant effect:

Police Services: Cumulative developments will require the addition of 24 police officers to the City of Sacramento Police Force for mid-range cumulative projects, and 48 police officers for the long range cumulative projects.

The Council finds that changes or alternations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect thereof as identified in the Final SEIR.

The fact supporting this finding is as follows:

The developers of the building will locate central security stations in the lobbies to screen visitors. The capital and annual cost of providing police services in the area will be offset by property taxes, sales taxes and other public revenues generated by the cumulative projects.

5. Description of significant effect:

Fire Services: Downtown cumulative development would require additional firefighting equipment and resources.

The Council finds that changes or alternations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect thereof as identified in the Final SEIR.

The fact supporting this finding is as follows:

Fire alarm systems will be installed in all buildings. The Fire Department requires that any building over 150 feet (not including roof) include a helistop in the Project design. All alleys (access corridors) will be designed to accommodate fire trucks and equipment. Buildings will have booster stations to provide adequate water pressure. The City will ensure that fire-fighting resources are adequate to meet cumulative demand. A benefits assessment district for fire services is one means under consideration.

6. Description of significant effect:

Solid Waste: Mid-range cumulative development in the vicinity of the project would generate about 8,770 tons per year or 24 tons per day. Long-range cumulative development would contribute almost 17,800 tons per year or 49 tons per day.

The Council finds that changes or alternations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect thereof as identified in the Final SEIR.

The fact supporting this finding is as follows:

The project applicant will use trash compactor machines. It is anticipated that the City will require use of compactors for other projects in the area to mitigate the cumulative impacts. The Project applicant will also develop an office recycling program where office workers can separate their recyclables and set them aside for pickup.

7. Description of significant effect:

Transportation: Level of Service will decline from LOS "C" to LOS "B" at the 5th and "I" Streets intersection during the P.M. peak period, with or without the Project.

The Council finds that changes or alternations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect thereof as identified in the Final SEIR.

The fact supporting this finding is as follows:

The 5th and "I" Streets intersection impact can be mitigated by changing pavement markings to provide an additional through lane on the "I" Street approach. This change would result in LOS "C" and is the responsibility of the City.

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EXHIBIT B

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
LIBRARY PLAZA (EXPANSION) PROJECT MONITORING PROGRAM

The California Environmental Quality Act (CEQA) as amended by Chapter 1232 (California 1988: implementing AB 3180, 1988) provides that SHRA "shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment" (emphasis added).

This monitoring program identifies the mitigation measures for significant impacts which were adopted as conditions of approval for the Library Plaza project, and describes actions necessary to ensure their implementation. The Environmental Coordinator (E.C.) of SHRA will be responsible for maintaining records of compliance with this program in the project environmental file.

PUBLIC SERVICES

Police Services

Mitigation Measure #1

Locate central security stations in the lobbies to screen visitors.

Responsibility: Developer and SHRA.

Monitoring Action

- a. The Agency Quality Control Inspector shall inspect the building for compliance prior to issuance of the Certificate of Occupancy. The Inspector shall notify the Environmental Coordinator when station construction is complete.

Fire Services

Mitigation Measure #2

Fire alarm systems must be installed in all buildings; include a helistop in the project design; design all alleys (access corridors) to accommodate fire trucks and equipment; buildings shall have booster stations to provide adequate water pressure.

Responsibility: Developer and Fire Marshal

Monitoring Action

- a. Prior to the filing of applications for building permits, the Developer shall submit a design plan to the Fire Marshal for review and approval. The plan shall allow for the following:
 - . Installation of fire alarm systems;
 - . Adequate accessibility for emergency fire equipment, fire hydrant and booster station locations and other construction features as may be requested;
 - . Helistop on the office building roof;
 - . Final maps shall ensure provision of emergency vehicle access to all buildings;
 - . A water distribution plan for the site shall be designed in accordance with the City standards and shall include measures for standard water conservation techniques. A copy of this plan shall be forwarded to the E.C. and kept in the project file.
- A copy of the Fire Marshal's approval shall likewise be forwarded to the E.C. and kept in the project file.
- b. During construction, the Fire Marshal shall inspect the site to ensure that the Developer has complied with the plan as approved. Memoranda to the E.C. and project file shall document the confirmation inspections.
 - c. The Fire Marshal shall certify compliance with the emergency vehicle access, water supply, and hydrant coverage plan, before building permits are issued. Copies of the certificate of compliance and building permits shall be kept with the E.C. and in the project file.

Solid Waste

Mitigation Measure #3

The project sponsor shall require the use of trash compactor machines by major commercial, retail, office, and hotel customers.

Responsibility: Developer and SHRA

Monitoring Action

- a. The Agency Quality Control Inspector shall inspect the building for compliance prior to issuance of the Certificate of Occupancy. The Inspector shall notify the Environmental Coordinator when station construction is complete.

Mitigation Measure #4

The project sponsor shall develop an office recycling program, where office workers can separate their recyclables and set them aside for pickup. The Developer shall designate a Recycling Coordinator to implement the program.

Responsibility: Developer and SHRA

Monitoring Action

- a. Prior to the issuance of the certificate of occupancy, the Developer shall submit a Recycling Plan to the E.C. for review. The E.C. shall be responsible for approving the final plan and placing a copy in the project environmental file.
- b. The Recycling Coordinator shall submit an annual status report to the E.C. on the Plan, commencing one year from the issuance of the Certificate of Occupancy.
- c. The E.C. shall be responsible for verifying the report and including such verification in the project environmental file.

TRANSPORTATION

Mitigation Measure #5

A Transportation Management Plan (TMP) shall be developed to comply with the City's Transportation System Management Ordinance #88-083 (December, 1988).

Responsibility: Developer and City

Monitoring Action

- a. Prior to issuance of the building permit, the Developer shall submit a Transportation Management Plan to the City's Traffic Engineer and Planning Director for review and approval. A copy of the final TMP shall be included in the project environmental file.
- b. A TM Certificate will be issued to the Developer when all TSM measures are implemented, prior to the Certificate of Occupancy.
- c. An annual status report shall be prepared by the Transportation Coordinator and submitted to the City's TSM Coordinator and the E.C. The report is due one year from the date of the TM Certificate, and each consecutive year.

Mitigation Measure #6

Re-stripe the parking lane in the I Street approach to add a through-lane.

Responsibility: City of Sacramento

Monitoring Action

- a. The City Traffic Engineer shall determine when the restriping is necessary, and direct City staff to make the improvements. The City Traffic Engineer shall be responsible for preparing memorandum of completion, and forwarding a copy to the E.C. for the project environmental file.

AIR QUALITY

Mitigation Measure #7

The TMP shall be implemented to reduce single occupancy use by project occupants by 35%. This measure applies to the incremental square footage added to the office structure following approval of the original
Responsibility: Developer and City TSM Coordinator Project.

Monitoring Action

- a. The monitoring actions discussed under Measure 5 shall be applicable here.