

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2018122045

Project Title: Tower 301

Lead Agency: City of Sacramento

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Project Location: Sacramento, City of Sacramento  
*City* *County*

Project Description (Proposed actions, location, and/or consequences).

The Tower 301 project site is located at 301 Capitol Mall, in the City of Sacramento on a 2.59-acre site located on the north side of Capitol Mall in Downtown Sacramento. The site is bounded by Capitol Mall to the south, 3rd Street to the west, L Street to the north, and 4th Street to the east. The proposed Tower 301 project is a mixed-use high rise development on a site that was previously developed and entitled for a previous high rise development, for which the foundational elements were constructed before the project was discontinued. The proposed Tower 301 project would construct an approximately 557-foot-tall, 41-story high-rise building that would include office, residential, restaurant, and retail uses. The proposed project would include approximately 791,647 square feet (sf) of office uses. Office uses would include lobbies and upper-level amenities. Approximately 24,653 sf of retail uses would be located on the ground floor and surrounding a publicly accessible view deck at approximately the 5th floor and fronting Capitol Mall. One hundred residential units are proposed to wrap around the north and east sides of the podium (96,755 sf). The proposed project would include a resident-only lobby along L Street, and resident amenities would be included in the building. Approximately 1,304 vehicle parking spaces (536,227 sf) spread across 9 parking levels within the podium structure would be provided for residents and employees. Bicycle parking for residents and employees (approximately 234 bicycle parking spaces) would also be provided.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project would have potentially significant effects resulting from the creation of a new source of substantial light. The implementation of Mitigation Measure 4.1-2(a-c) would limit light spillover, provide oversight authority to the City's Urban Design Manager related to lighting design, and would limit the intensity of light and glare, such that this impact would be less than significant.

The project would result in a net increase of criteria air pollutants that would exceed applicable standards. The implementation of Mitigation Measure 4.2-2(a-c) would implement SMAQMD's Basic Construction Emission Control Practices, development and implementation of a plan that ensures off-road vehicles utilized achieve emissions targets, and quantification and subsequent payment of SMAQMD off-site-mitigation fees; the result of which would reduce significant impacts from project emissions to less than significant.

The propose project could expose sensitive receptors to substantial pollution concentrations. The implementation of Mitigation Measure 4.2-3 would place requirements construction equipment that would reduce pollutant-concentrations to below the threshold of significance.

The proposed project could impact nesting special-status bird species; migratory birds, and raptors. The implementation of Mitigation Measure 4.3-1 would provide requirements for the timing, methods, and monitoring of site clearing, that would minimize interruptions to nesting activities, thereby reducing this impact to less than significant. The project also has the potential to impact western pond turtle. The implementation of Mitigation Measure 4.3-2 would require pre-construction surveys that treatment protocols that would reduce potential impacts to the species to less than significant.

(Summary continued on attached page.)

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The City of Sacramento received 12 written comment letters regarding the proposed project (included in Appendix B of the Draft EIR). Although many specific issues were mentioned in the NOP comment letters, the comments generally tended toward larger themes such as:

- Construction-related concerns including construction duration and phasing; noise; road closures, lane closures, and roadway detours; preparation of a construction traffic management plan; and dust;
- Potential transportation impacts to and interface with the multi-modal transportation network, including the pedestrian, bike, transit, and freeway systems;
- Potential impacts to bird species from the proposed structure and construction;
- Consideration of Native American outreach and consultation;
- Potential impacts to gas and electrical infrastructure and facilities;
- Provision of electrical infrastructure.

Provide a list of the responsible or trustee agencies for the project.

Agencies in addition to the Lead Agency (City of Sacramento) that also may use this EIR in their review of the project or that may have responsibility over approval of certain project elements may include, but are not limited to, the following:

- Central Valley Regional Water Quality Control Board (CVRWQCB);
- Sacramento Metropolitan Air Quality Management District (SMAQMD);
- Sacramento Metropolitan Utility District (SMUD);
- Sacramento Regional County Sanitation District (SRCSD/RegionalSan); and
- Sacramento Regional Transit (SacRT).

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect. (Continued from Page 1)

The project would have the potential to adversely affect existing or planned pedestrian facilities, by adding pedestrians and crossing vehicle traffic to pedestrian crosswalks, which would result in increased potential for conflicts between pedestrians and project-generated vehicle traffic. The implementation of Mitigation Measure 4.6-6 would construct a dedicated eastbound left-turn pocket at the Capitol Mall/4<sup>th</sup> Street intersection, and modify and retime the traffic signal at the Capitol Mall/4<sup>th</sup> Street intersection to include a protected eastbound left-turn phase. Implementation of Mitigation measure 4.6-6 would reduce vehicle traffic across three marked crosswalks, reducing pedestrian related impacts to a less-than-significant level.

The project would cause potentially significant impacts resulting from construction related traffic, due to the extent and duration of construction, and the associated potential for prolonged lane closures, damage to roadbeds, and traffic hazards to bikes/pedestrians. The implementation of Mitigation Measure 4.6-7, which would require the applicant to prepare a Construction Traffic Management Plan (TMP) in consultation with affected transit providers and local emergency services providers, and identify temporary transit stop locations. The TMP would be designed to ensure that acceptable operating conditions on local roadways are maintained, the implementation of which would result in a less than significant impact from construction-related traffic.

The project would have a cumulatively considerable contribution to significant cumulative traffic conditions in the Central City. Mitigation Measure 4.6-8 would require the applicant to pay fair share contributions to the City for installation of a traffic signal at the N Street/4<sup>th</sup> Street intersection, when warranted, and to restripe the intersection to include dedicated eastbound and westbound left-turn pockets. With implementation of Mitigation Measure 4.6-8, traffic delays resulting from the project would not be cumulatively considerable, and this impact would be less than significant.

The project could also worsen cumulative conditions at freeway off-ramps near the project site. Implementation of Mitigation Measure 4.6-9, which would require the project applicant to pay fair share contributions to the I-5 Subregional Corridor Mitigation Program (SCMP), which would contribute to the cost of transportation improvements in the corridor, and would reduce the cumulative impacts to freeway facilities, resulting from the project, to less than significant.

The project, in combination with existing and future development, could adversely affect public transit operations. The implementation of Mitigation Measure 4.6-10(a) would implement Mitigation Measure 4.6-6, which would construct a dedicated eastbound left-turn pocket at the Capitol Mall/4<sup>th</sup> Street intersection and modify and retime the traffic signal at the Capitol Mall/4<sup>th</sup> Street intersection to include a protected eastbound left-turn phase. The implementation of Mitigation Measure 4.6-10(b) would require the applicant to pay a fair share contribution to 4<sup>th</sup> Street improvements at the Capitol Mall/4<sup>th</sup> Street and L Street/4<sup>th</sup> Street intersections. The implementation of Mitigation Measures 4.6-10(a) and 4.6-10(b) would provide additional capacity for traffic and transit at nearby intersections, reducing the project's contribution to this cumulative impact to less than considerable, and the cumulative impact to public transit operations would be less than significant.

The project, in combination with existing and future development, would have a potentially significant impact to pedestrian facilities, by adding pedestrians and crossing vehicle traffic to pedestrian crosswalks. The implementation of Mitigation Measure 4.6-13, which would implement Mitigation Measure 4.6-6, would reduce the project's contribution to this cumulative impact to less than considerable, and the cumulative impact to pedestrian facilities would be less than significant.

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