



# **Initial Study/Mitigated Negative Declaration 8<sup>th</sup> and R Street Parking Structure Project**

PREPARED FOR:  
Capitol Area Development Authority  
1522 14<sup>th</sup> Street  
Sacramento, CA 95814-5958

November 2017



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**PREPARED FOR:**

**Capitol Area Development Authority**  
1522 14<sup>th</sup> Street  
Sacramento, California 95814-5958  
916/322-2114

**PREPARED BY:**

**Ascent Environmental, Inc.**  
455 Capitol Mall, Suite 300  
Sacramento, California 95814  
916/444-7301

**November 3, 2017**



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## ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
AB	Assembly Bill
ADT	Average Daily Traffic
BACT/BMPs	best available control technology/best management practices
bgs	below ground surface
BMPs	best management practices
CAAQS	California Ambient Air Quality Standards
CADA	Capitol Area Development Authority
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Capitol Area Plan
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Standards Code
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CNDDDB	California Natural Diversity Database
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CPS	Capitol Protection Section
CRHR	California Register of Historic Resources
CSS	combined sewer system
CSSIP	Combined Sewer System Improvement Plan
CWTP	combined wastewater treatment plant
DGS	California Department of General Services
diesel PM	exhaust emissions from diesel engines
DTSC	Department of Toxic Substances Control
EDD	California Employment Development Department
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EMD	Environmental Management Department
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ESLs	environmental screening levels
EVSE	Electrical Vehicle Service Equipment

FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
FWTP	Fairbairn Water Treatment Plant
GBV	Ground-Borne Vibration
GHGs	greenhouse gases
I-5	Interstate 5
in/sec	inches per second
IS/MND	Initial Study and Mitigated Negative Declaration
kV	kilovolt
lb/day	per day
LDL	Larson Davis Laboratories
LED	light-emitting diode
LOS	level of service
mgd	million gallons per day
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
mph	miles per hour
MRZs	mineral resource zones
MT CO <sub>2</sub> e/year	metric tons of carbon dioxide-equivalent per year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OEHHA's	California Office of Environmental Health and Assessment's
PG&E	Pacific Gas and Electric Company
PM <sub>10</sub>	particulate matter
PM <sub>2.5</sub>	particulate matter
PPV	Peak Particle Velocity
PRC	Public Resources Code
project	8th and R Street Parking Structure Project
psi	per square inch
RECs	recognized environmental conditions
RFP	Request for Proposals
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments

SB	Senate Bill
SCUSD	Sacramento City Unified School District
sf	square foot
SFD	Sacramento Fire Department
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SOV	single-occupant vehicle
SPD	Sacramento Police Department
SR	State Route
SRHCR	Sacramento Register of Historic and Cultural Resources
SRWTP	Sacramento Regional Wastewater Treatment Plant
SSSC	side-street stop controlled
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TRPHs	total recoverable petroleum hydrocarbons
WDRs	waste discharge requirements
WWTP	wastewater treatment plant

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# 1 INTRODUCTION

This Initial Study has been prepared by the Capitol Area Development Authority (CADA) to evaluate the potential environmental effects of the 8<sup>th</sup> and R Street Parking Structure Project (project). The project involves the demolition and removal of an existing warehouse building and surface parking and constructing a parking structure with ground-level retail space fronting R Street.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An Initial Study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063(a)), and thus to determine the appropriate environmental document that must be prepared for the project. In accordance with State CEQA Guidelines Section 15070, a “public agency shall prepare...a proposed negative declaration or mitigated negative declaration...when: (a) The (Initial Study) shows that there is no substantial evidence in light of the whole record before the agency, that the project may have a significant impact on the environment, or (b) The (Initial Study) identifies potentially significant effects but (1) Revisions in the project plans or proposal made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effect or mitigate the effects to a point where clearly no significant effects would occur, and (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.” In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the proposed project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

## 1.1 PURPOSE OF THE INITIAL STUDY AND PUBLIC REVIEW

CADA, as lead agency for the project, has directed the preparation of this analysis, which complies with the requirements of State CEQA Guidelines Section 15071. The purpose of this document is to present to decision-makers and the public the environmental consequences of implementing the project. This disclosure document is being made available to the public for review and comment. As described in the environmental checklist (Chapter 3), the project would not result in significant environmental impacts with implementation of recommended mitigation measures. Therefore, a Mitigated Negative Declaration (MND), supported by the analysis prepared in this Initial Study, is the appropriate document for compliance with the requirements of CEQA.

The Initial Study and proposed Mitigated Negative Declaration is available for a 30-day public review period from November 3, 2017 to December 4, 2017.

Copies of the Initial Study and Proposed Mitigated Negative Declaration for the project, as well as materials used in the preparation of the Initial Study, may be reviewed at CADA’s office at the address below on weekdays between the hours of 8:30 a.m. and 4:30 p.m.:

Capitol Area Development Authority  
1522 14th Street  
Sacramento, California 95814-5958  
Todd Leon 916/323-1272  
E-mail comments may be addressed to: [tleon@cadanet.org](mailto:tleon@cadanet.org)

A copy of the Initial Study and Proposed Mitigated Negative Declaration is also available for review on the CADA’s website: [www.cadanet.org](http://www.cadanet.org)

Please address any comments, in writing, to Todd Leon at the address listed above. If you wish to send written comments (including via e-mail), they must be postmarked/received by 5:00 p.m. on December 4, 2017.

An open house-style community workshop to review and provide input on design concepts will be held on November 8, 2017, at 5:30 p.m. at the Arch Nexus Building, 930 R Street, Sacramento 95811.

After comments are received from the public and reviewing agencies, CADA may (1) adopt the Mitigated Negative Declaration and approve the proposed project; (2) undertake additional environmental studies; or (3) disapprove the project. If the project is approved, CADA may proceed with detailed design and construction.

## 1.2 SUMMARY OF FINDINGS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the project.

Based on the issues evaluated in that chapter, it was determined that the proposed project would have no impact related to the following issue areas:

- ▲ Agriculture and Forest Resources, and
- ▲ Mineral Resources.

Impacts of the project would be less-than-significant for the following issue areas:

- ▲ Air Quality,
- ▲ Geology and Soils,
- ▲ Greenhouse Gas Emissions,
- ▲ Land Use,
- ▲ Population and Housing,
- ▲ Public Services,
- ▲ Recreation, and
- ▲ Transportation/Traffic.

Impacts of the project for the following issue areas would be less than significant with the incorporation of the mitigation measures described in Chapter 3:

- ▲ Aesthetics,
- ▲ Biological Resources,
- ▲ Cultural Resources,
- ▲ Hazards and Hazardous Materials,
- ▲ Hydrology and Water Quality,
- ▲ Noise,
- ▲ Utilities and Service Systems, and
- ▲ Tribal Cultural Resources.

## 1.3 AGENCY ROLES AND RESPONSIBILITIES

### 1.3.1 Lead Agency

CADA is the lead agency responsible for approving and carrying out the project and for ensuring that the requirements of CEQA have been met. After the Initial Study public-review process is complete, the Director of

CADA will determine whether to adopt a Mitigated Negative Declaration (see State CEQA Guidelines Sections 15074) and approve the project.

### 1.3.2 Trustee and Responsible Agencies

A trustee agency is a State agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California (State CEQA Guidelines Section 15386). The only trustee agency that may have jurisdiction over resources potentially affected by the project is the California Department of Fish and Wildlife (CDFW) (see section 3.4 of this Initial Study for evaluation of Biological Resources).

Responsible agencies are public agencies, other than the lead agency, that have discretionary-approval responsibility for reviewing, carrying out, or approving elements of a project. Responsible agencies should participate in the lead agency's CEQA process, review the lead agency's CEQA document, and use the document when making a decision on project elements. For example, the City of Sacramento may use this Initial Study and Mitigated Negative Declaration (IS/MND) for discretionary actions such as sidewalk, roadway, or alley encroachment permits and permits for connections to City-operated utilities. Agencies that may have responsibility for, or jurisdiction over, the implementation of elements of the project include the following:

#### STATE AGENCIES

- ▲ California Air Resources Board
- ▲ California Highway Patrol, Capitol Protection Section
- ▲ CDFW
- ▲ California State Parks, Office of Historic Preservation
- ▲ Central Valley Regional Water Quality Control Board (RWQCB) (Region 5)

#### REGIONAL AND LOCAL AGENCIES

- ▲ City of Sacramento
- ▲ Sacramento Metropolitan Air Quality Management District (SMAQMD)

### 1.3.3 Required Permits and Approvals

The following list identifies permits and other approval actions likely to be required before implementation of individual elements of the proposed project.

#### STATE ACTIONS/PERMITS

California State Parks, Office of Historic Preservation: Review of project design pursuant to PRC Sections 5024(f) and 5024.5 regarding historic resources.

Central Valley RWQCB (Region 5): National Pollutant Discharge Elimination System construction stormwater permit (Notice of Intent to proceed under General Construction Permit), discharge permit for stormwater, general order for dewatering.

#### REGIONAL AND LOCAL ACTIONS/PERMITS

City of Sacramento: Sidewalk, roadway, and alley encroachment permits, permits for connections to City operated utilities.

SMAQMD: Permit to construct and permit to operate.

## 1.4 DOCUMENT ORGANIZATION

This IS/MND is organized into chapters, as identified and briefly described below. Chapters are further divided into sections (e.g., Chapter 3, “Environmental Checklist” and Section 3.6, “Energy”):

Chapter 1, “Introduction”: This chapter provides a description of the lead and responsible agencies and their responsibilities, the legal authority and purpose for the document, the public review process, and required permits and approvals for project implementation.

Chapter 2, “Project Description”: This chapter describes the location, background, and goals and objectives for the 8<sup>th</sup> and R Street Parking Structure Project, and describes the various project elements.

Chapter 3, “Environmental Checklist”: The sections within this chapter evaluate the expected environmental impacts generated by the 8<sup>th</sup> and R Street Parking Structure Project, arranged by subject area (e.g., Land Use, Hydrology and Water Quality). For any significant or potentially significant impact that would result from project implementation, mitigation measures are presented and the level of impact significance after mitigation is identified.

Chapter 4, “References”: This chapter identifies the organizations and persons consulted during preparation of this document and the documents and individuals used as sources for the analysis.

Chapter 5, “Report Preparers”: This chapter identifies the preparers of the document.

## 2 PROJECT DESCRIPTION

### 2.1 PROJECT BACKGROUND AND NEED

The Capitol Area Development Authority (CADA), a joint powers authority between the State of California and the City of Sacramento, is partnering with the California Department of General Services (DGS) to develop a parking structure at 805 R Street in downtown Sacramento (Exhibits 2-1 and 2-2), as authorized by California Government Code Section 14678.7 (State of California 2017). CADA has two primary purposes: (a) management, maintenance, and rehabilitation of existing state-owned and CADA-owned residential and commercial buildings and (b) development and construction of new residential and commercial projects consistent with the Capitol Area Plan (CAP), including neighborhood improvements and amenities.

The State of California owns the majority of the project site, which is currently occupied by a warehouse. The State of California, one of Sacramento's largest employers, has a need for parking facilities in the downtown area. DGS, the State agency that manages parking for State employees, has more than 3,000 names on a waiting list for parking facilities they currently manage (DGS 2017). CADA would construct the parking structure, which would primarily serve State employees. However, the parking facility would be available for public parking during non-business hours and may have a limited amount of public parking available on an hourly basis during business hours. The parking structure would contain retail uses facing R Street, which would be managed by CADA. The parking facility itself would likely be managed by a third-party parking management contractor.

The project site occupies the southern half of the block between 8<sup>th</sup> and 9<sup>th</sup> Streets on R Street (between Quill Alley and R Street) (Exhibits 2-1 and 2-2), which is predominantly State-owned property, and is within the Capitol Area covered by the CAP (DGS 1997a). The CAP, originally adopted in 1977, is the statutory master plan for development on State-owned land surrounding the State Capitol, in accordance with Government Code Section 8160 et seq. The CAP envisions State offices, housing, neighborhood commercial, parking, and multimodal streets creating a vibrant urban district in the heart of Sacramento. DGS developed the CAP and is responsible for its administration (DGS 1997a). DGS implements the office and parking elements of the CAP and CADA implements the housing and retail elements. The CAP is bounded by 5<sup>th</sup> Street on the west, 17<sup>th</sup> Street on the east, L Street on the north, R Street on the south, and an additional half-block area that lies south of R Street between 11<sup>th</sup> and 12<sup>th</sup> Streets. Senate Bill (SB) 1460, in 2002, resulted in the addition of several blocks to the plan area along R Street.

The CAP designates the project site as Parking (DGS 1997a) (Exhibit 2-3). More specifically, the CAP, the CAP Implementation Program, and the 2015 CAP Progress Report designate the project site for a 720-space parking structure (DGS 1997a, 1997b, and 2015), based on a 1996 Capitol Area Master Planning Study: Office and Parking Development. The CAP Implementation Program "identifies actions and strategies for achieving the objectives and principles identified in the 1997 Capitol Area Plan. While the plan objectives and principles are expected to remain the same, the specific implementation actions and strategies may change as new conditions arise or actions are completed" (DGS 1997b, pg. 1). The CAP does not preclude a parking structure larger than 720 spaces, but rather identifies a 720-space structure as the estimated size of a proposed structure at the time the CAP was written.

#### 2.1.1 Consideration of Local Plans, Policies, Regulations, and Laws

State agencies are not subject to local or county land-use plans, policies, and zoning regulations. As explained above, the State owns the majority of the project site, CADA would purchase the remainder of the project site before construction, and CADA would construct and manage the parking structure, which would primarily serve State employees.

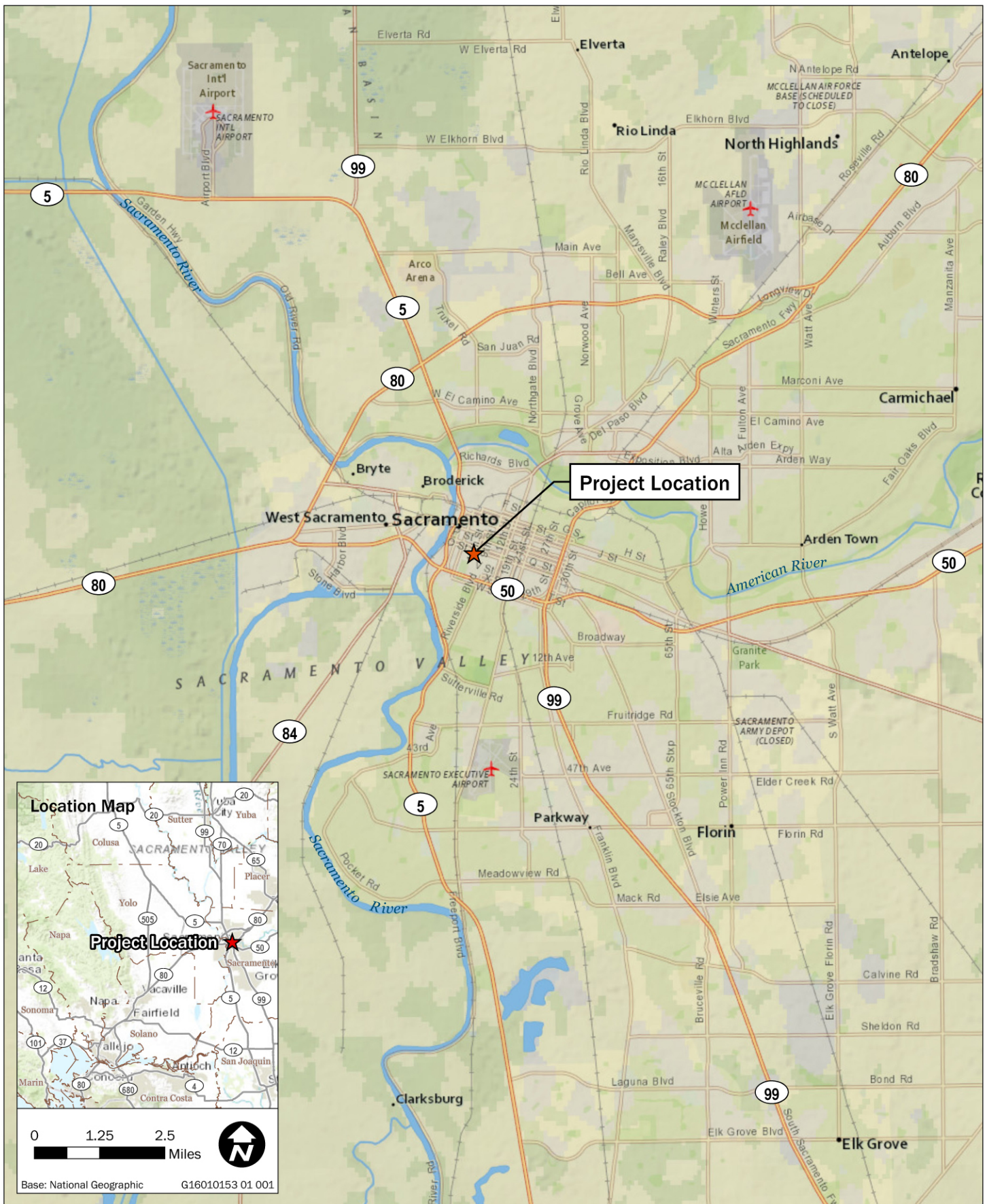
Under CEQA, an Initial Study must consider if a project would “conflict any applicable land use plan, policy, or regulation with jurisdiction over a project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect” (State CEQA Guidelines Appendix G, X[b]). The project is located in the City of Sacramento, but the site is primarily owned by DGS, the remainder would be purchased by CADA prior to construction, and the project would be implemented by CADA. Neither CADA nor DGS are subject to local land-use regulations. City-adopted land-use plans, policies, and regulations are not applicable to the project. For this reason, this Initial Study need not, as a matter of law, consider such plans, policies, and regulations. Nevertheless, in the exercise of its discretion, CADA does reference, describe, and address local land-use plans, policies, and regulations that may be applicable to the 8<sup>th</sup> and R Street Parking Structure Project throughout this Initial Study. In addition, in some instances local policies and regulations provide the basis for significance thresholds used in this Initial Study (e.g., local noise standards) as these local standards provide the appropriate thresholds for assessing the significance of environmental effects.

CADA takes this approach for several reasons. First, CADA recognizes that such plans, policies, and regulations reflect the local agency’s policy decisions with respect to appropriate uses of land in the area. Consideration of these plans, policies and regulations will therefore assist CADA in determining whether the proposed project may conflict with nearby land uses that could result in potentially significant environmental impacts. Second, the consideration of City plans, policies and regulations is consistent with Government Code Section 8162, which directs CADA to cooperate with City and County officials in connection with implementation of the Capitol Area Plan (see also Government Code Section 8163, subd. [a][2], directing CADA to take into consideration local “ordinances, plans, requirements and proposed improvements”). Finally, the project would require sidewalk, roadway, and alley encroachment permits, and permits for connections to City operated utilities (see Streets and Highways Code Section 8300 et seq.). By considering consistency of the project with the City of Sacramento 2035 General Plan, this CEQA document provides the City with the information necessary to make the consistency determination related to required encroachment and utility permits. This consideration of local regulations by a State agency is consistent with other State CEQA documents.

The City of Sacramento General Plan designates the project site as Residential Mixed Use and the block is zoned RMX-SPD (Residential Mixed Use-Special Planning District, City Code 17.212.110) (City of Sacramento 2014). The RMX district permits multifamily residential, commercial, and institutional uses in a mixture established for the area through a special planning district or adopted locational standards (City of Sacramento 2017). The R Street Corridor Special Planning District identifies the project site as a State parking structure and the RMX zone allows for stand-alone parking facilities (with approval of a conditional use permit, subject to the limitations specified) (City of Sacramento 2017). Although the project is not subject to local land use plans and would not require a conditional use permit, it would be consistent with these designations. The proposed project would involve demolition and removal of the existing DGS warehouse and development of a parking structure at 805 R Street that serves State employees and the community. The retail in the ground floor of the project would support the R Street Corridor and the activation of the block between 8<sup>th</sup> and 9<sup>th</sup> Streets.

## 2.2 DESIGN-BUILD METHOD

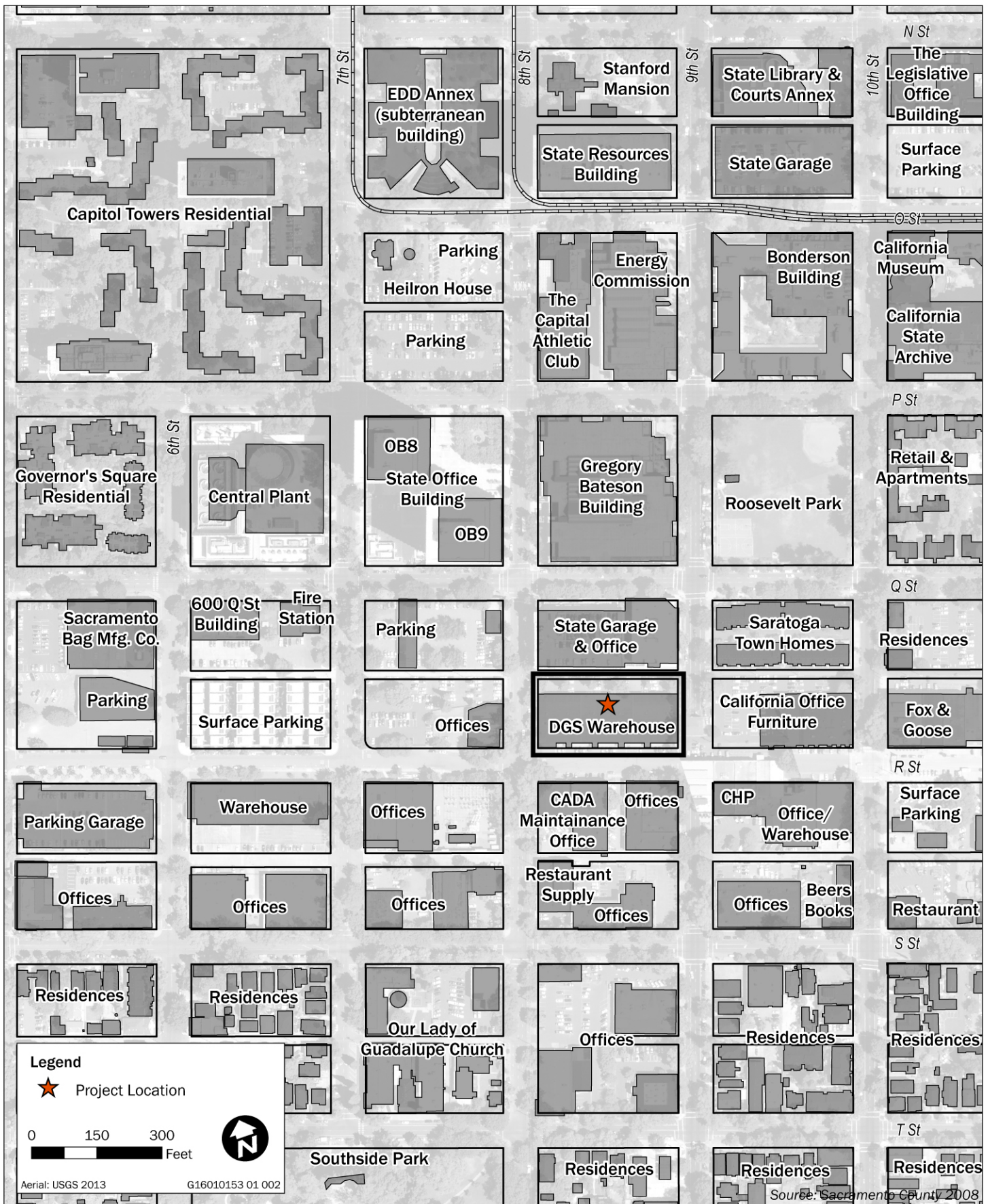
The 8<sup>th</sup> and R Street Parking Structure would be delivered via the design-build method of project delivery. CADA’s goal in using this method is to provide a shorter elapsed time from project initiation to building occupancy; provide overall cost savings; provide a more efficient construction process; and promote higher quality and more innovative design solutions. Through a competitive process, CADA has selected a Project Architect who has been tasked to produce a Schematic Design for the project. Based on the Schematic Design, CADA would issue a Request for Proposals (RFP) and begin a competitive selection process for design-build teams.



**Exhibit 2-1**

**Regional Location**





**Exhibit 2-2**

**Project Location**





- Legend**
- Office
  - Residential
  - Parking
  - Other Existing Use
  - Project Location
  - 1997 Capitol Area Plan Boundary
  - Expanded Boundary per SB 1460 (Ch. 468, Stats. of 2002)
  - Parks and Open Space
  - Light Rail

Source: DGS 2015

**Exhibit 2-3**

**1997 Capitol Area Plan Land Use Diagram**

X16010153 01 001



The design-build team whose proposal is found to be of best value considering project features, functions, and cost, and whose past performance and team experience demonstrates superior capability would be selected. The winning proposal would become the defining contractual document that identifies project quality, scope, cost and schedule. Final project design and construction would be completed by the selected team. It is anticipated that the design-build team selection process would occur in early 2018.

The analysis in this document is based on the preliminary design materials prepared by the Project Architect. This is the typical stage that CEQA review is conducted in a design-build process, in part, so that the future RFP can include any impact avoidance and mitigation measures that arise out of the CEQA review process. This approach places the CEQA process prior to completion of a final project design. However, the performance criteria and preliminary design materials are sufficient to support this impact analysis. Where the performance criteria and preliminary design materials provide a maximum limit to a project characteristic, such as the parking structure not exceeding 75 feet in height (see Section 2.4.2 below), this Initial Study assumes the project meets that maximum limit. If, ultimately, the selected design-build team can achieve all necessary criteria with a shorter building, this CEQA document will still be sufficient to support implementation of that design. If the performance criteria identify a range for a particular project characteristic, such as providing a total of approximately 800-850 parking spaces (see Section 2.4.2 below), where applicable, the impact analysis will generally consider the higher value in the range. Again, if the ultimate project design provides parking spaces in a lower portion of the range, the Initial Study would be sufficient to support implementation of that design. In some cases, project elements evaluated in the Initial Study will exceed the values identified in preliminary design materials. For example, the Initial Study evaluates up to 13,000 square feet of retail space where preliminary design materials identify a lower square footage. In these circumstances, the Initial Study purposefully considers a higher value to ensure the evaluation of environmental effects are not minimized.

The performance criteria and preliminary design materials for the 8<sup>th</sup> and R Street Parking Structure provide clear direction to prospective design-build teams. However, a desirable element of the design-build delivery method is the potential for the selected design-build team to provide higher quality and more innovative design solutions than initially anticipated in the early project planning and preliminary design process. If the design-build team ultimately selects a project feature or approach different from the criteria provided by CADA; for example, using a different building material than those specified by CADA, CADA will need to consider whether the Initial Study adequately addresses the environmental effects that might result from this difference in a project feature, and determine whether the proposal from the design-build team is sufficiently different from what is analyzed in this document to warrant preparation of an Addendum or a Subsequent Negative Declaration consistent with Section 15164 or Section 15162 of the CEQA Guidelines, respectively. As the selected design-build team completes the project design, CADA will need to consider whether any project elements differ sufficiently from the project scenario analyzed in this document to warrant additional CEQA review. If additional CEQA review is required, all elements of the review, including public notices and public involvement, would be implemented consistent with applicable elements of the CEQA Statute and Guidelines.

## 2.3 PROJECT LOCATION AND EXISTING LAND USES

The proposed 8<sup>th</sup> and R Street Parking Structure would be located at 805 R Street, on the southern half of the block, south of Quill Alley, between 8<sup>th</sup> and 9<sup>th</sup> Streets (Exhibits 2-1 and 2-2). The approximately 1.4-acre project site is currently occupied by a DGS warehouse that stands approximately 35 feet tall and two private parcels between the warehouse and the alley that are used as parking spaces that would be acquired by CADA. The northern half of the block contains a State-owned parking structure and general office building. Land uses surrounding the block containing the project site include the State's Gregory Bateson Building to the north; Roosevelt Park to the northeast; the Saratoga Town Homes and the California Office Furniture commercial building on the block directly east; a California Highway Patrol office, book store, and office/warehouse building to the southeast; a CADA maintenance office, restaurant supply and other office buildings on the block to the south; surface parking and office buildings to the southwest; surface parking, offices, and an auto-repair shop to the west; and State Office Buildings 8 and 9 to the northwest (Exhibit 2-2).

## 2.4 PROJECT CHARACTERISTICS

### 2.4.1 Demolition

The existing DGS warehouse and surface parking at 805 R Street would be demolished and removed. The existing warehouse functions would be moved to an existing storage facility in North Natomas. Before demolition, any hazardous materials abatement would be completed to remove materials containing asbestos, lead-based paint, universal waste, and black mold. In addition, as much material and fixtures as possible would be salvaged, sold, or recycled. Demolition would be completed using standard heavy equipment such as excavators, backhoes, and dozers. Jackhammers and various hand-held power equipment would also likely be required. As demolition proceeds, concrete, metals, and other recyclable materials would be taken to local recycling centers. Demolition is estimated to generate approximately 500 cubic yards of demolition debris (Nystrom, pers. comm., 2017a).

### 2.4.2 Parking Structure Characteristics

The proposed parking structure would be six or seven levels, standing up to approximately 75 feet tall. The proposed approximately 265,000-square-foot double-bay parking structure would face R Street, providing an estimated 800–850 total parking spaces. The structure would span the entire length of the block between 8<sup>th</sup> and 9<sup>th</sup> Streets with the footprint extending to Quill Alley, approximately 325 feet by 165 feet, while the area of ground disturbance would be approximately 330 feet by 180 feet. Vehicular ingress and egress would be positioned at the ends of the structure with curb cuts on both 8<sup>th</sup> Street and 9<sup>th</sup> Street. The parking structure would have two pedestrian access points with both elevators and stairs. The primary pedestrian access would be from R Street. The parking levels and pedestrian access would be differentiated and signed for simple way-finding for both drivers and pedestrians. The proposed ground-level plan view of the parking structure and building section view are provided in Exhibits 2-4 and 2-5.

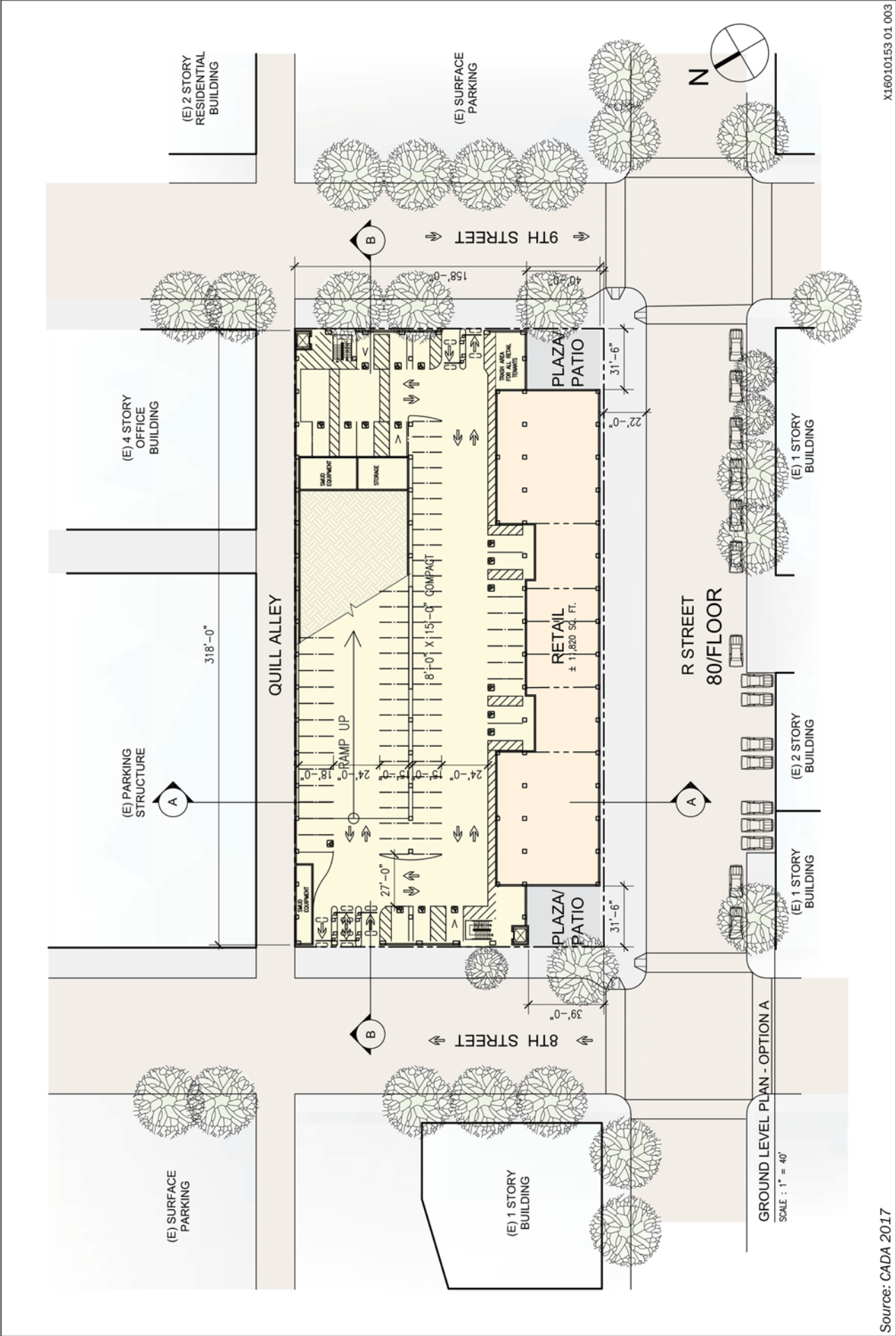
The parking structure would primarily serve existing State employees in the downtown area. However, the parking structure would be equipped with parking control systems to provide secure access for monthly patrons. Additionally, systems would be established for public parking during non-business hours and possibly a limited amount of public parking on an hourly basis during business hours.

Approximately 5 to 10 percent of the parking spaces would be electrical vehicle charging stations. Bicycle and motorcycle parking would also be accommodated. Long-term bicycle parking would be provided in the parking structure and bicycle racks would be installed outside the parking structure.

The intersections of 8<sup>th</sup> and R Street and 9<sup>th</sup> and R Street would be painted for crosswalks and would include corner ramps and bulb-outs to support pedestrian safety.

### 2.4.3 Retail Characteristics

Positioning vehicular ingress/egress at the 8<sup>th</sup> (west) and 9<sup>th</sup> (east) ends of the parking structure would allow for ground-level retail frontage, landscaped buffers, and an uninterrupted pedestrian walkway along the R Street façade. Up to approximately 13,000 square feet of retail space in a single story (approximately 25-feet tall) would be situated along the face of the structure on R Street (Exhibit 2-4). The project would not include loading docks; however, a trash room would be provided inside the building.



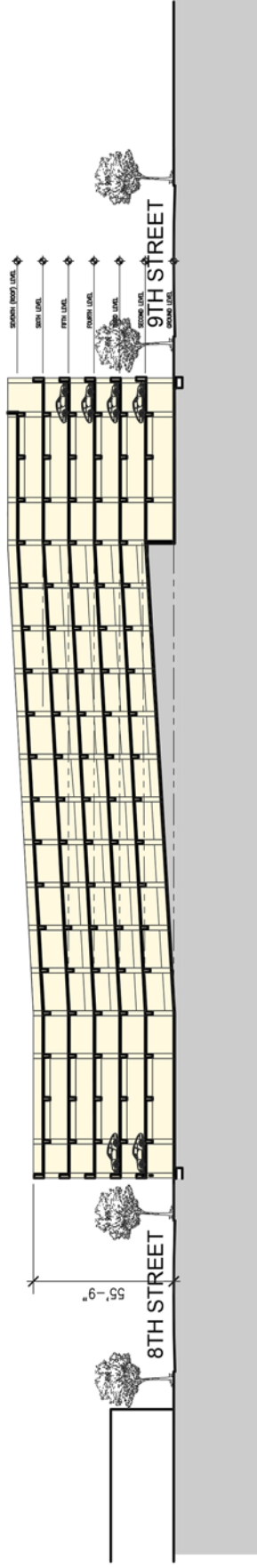
X16010153 01 003

Source: CADA 2017

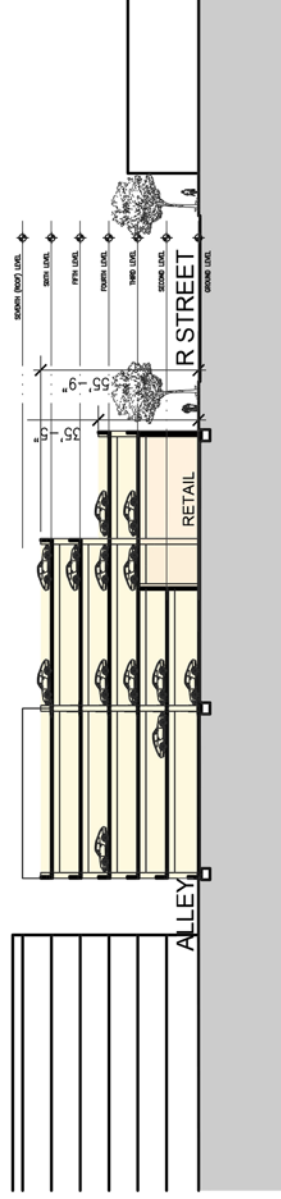


**8th and R Street Parking Structure – Plan View**

**Exhibit 2-4**



LONGITUDINAL SECTION B-B



Source: CADA 2017

X16010153 01 004

## 2.4.4 Landscaping and Lighting

The parking structure and retail space would be located within the existing sidewalks surrounding the block. It is estimated that one of the “City street trees” (i.e., the eight existing trees between the sidewalk and the street curb) on the 8<sup>th</sup> Street side of the project site and one City street tree on the 9<sup>th</sup> Street side of the project site would be removed to provide curb cuts for vehicle entry and exit at the parking structure (Pers. Comm., Leon 2017). No other City street trees would be removed; however, it is expected that eight trees of various sizes and species would be removed from the interior of the site along the north side of the existing DGS warehouse in the surface parking area between the warehouse and Quill Alley. Any areas of open space between the parking structure and the sidewalk would be landscaped in a manner consistent with other urban landscaping in the R Street Corridor. All landscaping would be selected based on suitability for the local climate, site conditions, and reduced water needs and maintenance requirements.

Lighting of the structure would follow current California standards; which include the use of LED fixtures and occupancy sensors, reducing maintenance outlays and energy costs. Lighting may be used as an accent feature on the exterior of the building, for example, light projected onto the building surface as an art element.

## 2.4.5 Design Guidelines

The parking structure and retail space would be designed in conformance with the guiding principles, goals, and policies contained within the R Street Corridor Community Plan (as part of the Sacramento Central City Community Plan [City of Sacramento 2015]) and the Central City Urban Design Guidelines for the R Street Corridor (City of Sacramento 1999). These guidelines assure compatible design between existing older industrial buildings and new buildings within the corridor. The predominant design language characterizing the area is defined as having a ‘gritty’ or ‘edgy’ utilitarian aesthetic. Two outdoor plaza/patios would be established on R Street frontage at the corners with 8<sup>th</sup> Street and 9<sup>th</sup> Street and public art would be incorporated into the building design and public outdoor spaces. Renderings of the proposed parking structure are provided in Exhibit 2-6 and 2-7, illustrating the anticipated aesthetics of the structure.

## 2.4.6 Utilities

The proposed parking structure, including the retail component, would connect to the City’s existing potable-water system via a water line in Quill Alley. Wastewater collection and treatment within the city is provided by the City of Sacramento and the Sacramento Regional County Sanitation District. Wastewater and stormwater runoff from most of the central area of the city is collected by the City’s combined sewer and storm drain collection and treatment facilities. However, in the vicinity of the project site there is infrastructure for both a separate stormwater drainage system and the combined sewer and storm drain system. Wastewater from the project site would be directed to the combined sewer and storm drain system and stormwater from the project site would flow into the separate stormwater drainage system. Stormwater would receive treatment on the project site prior to entering the City’s storm drain system consistent with City’s Stormwater Quality Design and Procedures Manual. SMUD provides electricity and PG&E supplies natural gas to the project site.



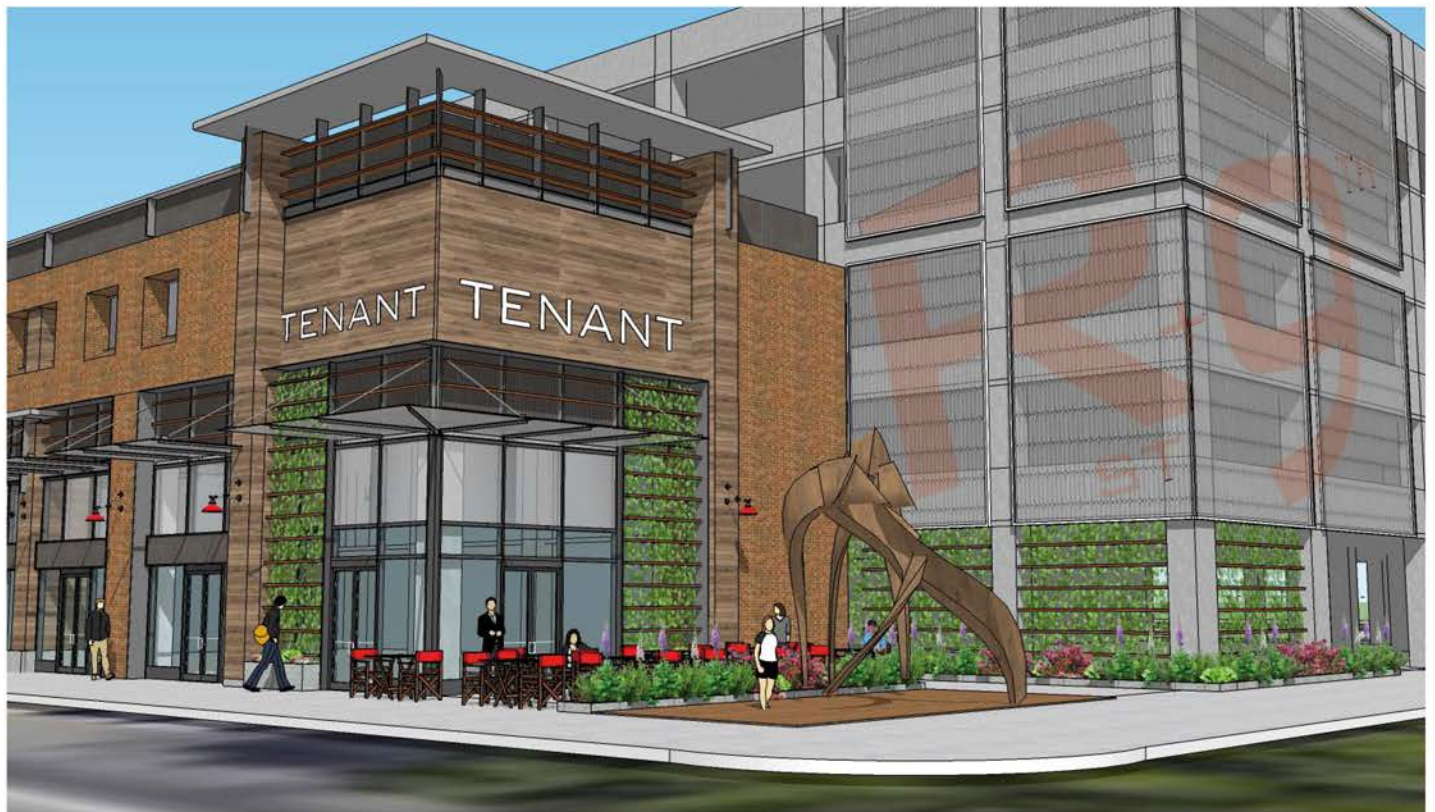
Source: CADA 2017

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## Exhibit 2-6

## 8<sup>th</sup> and R Street Parking Structure Conceptual Designs 1 of 2





Source: CADA 2017

X16010153 01 007

## 2.4.7 Construction Schedule

Project construction is anticipated to begin as early as spring 2018. Completion of construction, operation of the parking structure, and retail tenant occupancy is anticipated late 2019. All construction would be limited to the hours of 7 a.m. and 6 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9 a.m. and 6 p.m. on Sunday, consistent with the City of Sacramento noise exemptions for construction (City of Sacramento Noise Control Ordinance, Section 8.68.080). No nighttime construction would occur.

The proposed phasing of demolition and construction is as follows:

- ▲ any necessary hazardous materials remediation (e.g., asbestos, lead based paint, universal waste, black mold),
- ▲ demolition,
- ▲ utilities installation,
- ▲ building construction, and
- ▲ repaving, landscaping, and lighting.

The construction labor force would fluctuate depending on the phase of work. Building construction would employ up to 50 workers during the peak of construction (Nystrom, pers. comm., 2017b).

## 2.4.8 Construction Methods/Equipment

Construction equipment anticipated to be used throughout the various phases of demolition, excavation (e.g., underground utility connections), and construction includes the following:

- |                                |                          |
|--------------------------------|--------------------------|
| ▲ concrete/industrial saw,     | ▲ boom lift,             |
| ▲ rubber tired or track dozer, | ▲ construction elevator, |
| ▲ tractors/loaders/backhoes,   | ▲ scissor lift,          |
| ▲ excavators,                  | ▲ forklift,              |
| ▲ bobcats,                     | ▲ concrete trucks,       |
| ▲ drill rig,                   | ▲ concrete pump trucks,  |
| ▲ off-highway trucks,          | ▲ asphalt spreader,      |
| ▲ grader,                      | ▲ roller/compactor,      |
| ▲ scraper,                     | ▲ generator set,         |
| ▲ crane,                       | ▲ welding machine,       |
| ▲ tower crane,                 | ▲ compressor,            |
| ▲ man-lift,                    | ▲ haul trucks, and       |
|                                | ▲ painting equipment.    |

Where feasible and available, diesel construction equipment will be powered by Tier 3 or Tier 4 engines as designated by the California Air Resources Board and the U.S. Environmental Protection Agency. The design-build team will be encouraged to use natural gas or electric forklifts inside the structure, to minimize use of building system ventilation and lighting outside of work hours, and to promote to construction staff the use of public transit and carpooling.

Project construction would generate an estimated 500 cubic yards of demolition materials and would require approximately 400 total haul trips (Nystrom, pers. comm., 2017a). Construction activities would result in temporary intrusions into Quill Alley, 8<sup>th</sup>, 9<sup>th</sup>, and R Streets, including temporary lane closures. Temporary traffic controls would be coordinated with the City. Any affected traffic lights, roadway signs, and striping would be rebuilt or replaced in coordination with the City.

Deep piles may be part of the building foundation. The performance criteria would not prescribe a particular method for pile installation (e.g., driven piles vs. auger-cast piles). Therefore, to ensure a comprehensive evaluation of potential environmental effects, this document evaluates the potential for pile driving to be used as a construction method. During excavations (e.g., for underground utility connections), dewatering may be necessary. The treatment and disposal of any water removed from the excavation would be required to meet Central Valley Regional Water Quality Control Board requirements.