

### 3 ENVIRONMENTAL CHECKLIST

#### PROJECT INFORMATION

1. Project Title: 8<sup>th</sup> and R Street Parking Structure
2. Lead Agency Name and Address: Capitol Area Development Authority (CADA)  
1522 14<sup>th</sup> Street  
Sacramento, California 95814-5958
3. Contact Person and Phone Number: Todd Leon 916/323-1272
4. Project Location: R Street between 8<sup>th</sup> and 9<sup>th</sup> Streets and Quill Alley, Sacramento
5. Project Sponsor's Name and Address: Capitol Area Development Authority (See Lead Agency, above)
6. General Plan Designation: The State's 1997 Capitol Area Plan designates the project site as Parking. The City of Sacramento General Plan designates the project site as Residential Mixed Use.
7. Zoning: The project site is zoned RMX-SPD (Residential Mixed Use - Special Planning District). The R Street Corridor Special Planning District identifies the project site as a State parking structure.
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)  

See Chapter 2, "Project Description," of this Initial Study.
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)  
The project site is currently occupied by a California Department of General Services (DGS) warehouse that stands approximately 35 feet tall and privately-owned surface parking between the warehouse and Quill Alley. The project is surrounded by urban land uses: a State-owned parking structure and general office building on the north half of the block between 8<sup>th</sup> and 9<sup>th</sup> Streets; the State's Gregory Bateson Building on the block 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 on the block to the northwest.

10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement) California Department of General Services, City of Sacramento

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? *Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

During project planning, a Native American contact program was initiated. Phone calls were made and emails were sent to Tribal contacts at the United Auburn Indian Community (UAIC) and Wilton Rancheria on October 26, 2017 regarding proposed construction at the project site. Project information and a map of the project site was provided. A follow-up email was sent to UAIC on October 30, 2017. A follow-up phone call was made to the Wilton Rancheria on November 1, 2017. Neither Tribe has provided comments as November 2, 2017.

While other federally-recognized Tribes may claim the project area as part of their ancestral territory, no other Tribes have requested consultation or additional information.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology / Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation / Traffic
- Tribal Cultural Resources
- Utilities / Service Systems
- Mandatory Findings of Significance
- None with Mitigation

### DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

10/27/17

Date

Todd Leon

Printed Name

Development Director

Title

\_\_\_\_\_  
Capitol Area Development Authority

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

### 3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. Aesthetics. Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 3.1.1 Environmental Setting

Aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public’s experience and appreciation of the environment. Depending on the extent to which a project’s presence would alter the perceived visual character and quality of the environment, aesthetic impacts may occur. This analysis is based on review of project maps and drawings, aerial and ground level photographs of the project area, and planning documents.

The project site is located at the west end of the R Street Corridor, a transitioning warehousing district that is changing into a mixed-use neighborhood. Low-rise industrial and commercial buildings front R Street, and the area retains an industrial feel. Entries and garage doors front the street, sidewalks are discontinuous along some stretches, and an old rail line is visible running through the middle of the street on some blocks.

Exhibit 3.1-1 shows the existing DGS warehouse on the project site, which fronts R Street and occupies the south half of the block, between R Street and Quill Alley and 8<sup>th</sup> and 9<sup>th</sup> Streets. Exhibit 3.1-1 provides a view of the DGS warehouse from R Street at 9<sup>th</sup> Street and a view of the surface parking along Quill Alley at the north side of the warehouse. A State parking garage and adjacent offices that are leased by the State occupy the north half of the block above Quill Alley are partially visible on the right side of the second photograph.

The California Department of Transportation (Caltrans) manages the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to the highways. The closest designated scenic highway to the project site is State Route (SR) 160. SR 160 parallels the Sacramento River and is designated scenic between the Contra Costa/Sacramento County line and the south city-limit line for the City of Sacramento. The north terminus of this scenic highway segment is more than 7 miles from the project site, and the project site is not visible from this location. No other State-designated scenic highways are located in the vicinity of the project (Caltrans 2017).

There are no Capitol View Protection Act height limits for the project site. However, as explained in Section 2.1.1 of this Initial Study, in the exercise of its discretion, CADA considers local land-use plans, policies, and regulations that are applicable to the 8<sup>th</sup> and R Street Parking Structure Project throughout this Initial Study. The project site is located in the RMX zone of the R Street Corridor Special Planning District and has a



DGS warehouse at 805 R Street, view from 9th and R Street.



Private parking along Quill Alley at north side of warehouse, view from 9th Street.

Source: Ascent Environmental 2017

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**Exhibit 3.1-1**

**Existing Conditions**



maximum allowable building height of 75 feet (City of Sacramento Code Section 17.444.090) (City of Sacramento 2017). The City of Sacramento General Plan – Central City Community Plan (CC.SPD 1.12 R Street Height Limits—Residential Neighborhoods) also states that the City shall buffer existing residential developments under 45 feet in height, such as the neighboring Saratoga Townhomes (see Exhibit 2-2), from adjacent uses by limiting heights and requiring adequate setbacks to minimize encroachment on light or air for existing housing (City of Sacramento 2015b).

### 3.1.2 Discussion

#### a) Have a substantial adverse effect on a scenic vista?

**No impact.** There are no state, county, or city designated scenic vistas within or near the project area. The project site is occupied by an existing warehouse and is surrounded by urban development in downtown Sacramento. Therefore, the project would have no impact on a scenic vista.

#### b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**No impact.** The closest designated scenic highway to the project site is a segment of SR 160, the northern terminus of which is located more than 7 miles from the project site. The project site is not visible from this location. No other State-designated scenic highways are located in the vicinity of the project (Caltrans 2017). The project would not damage scenic resources, including but not limited to trees, outcroppings, and historic buildings within a state scenic highway. Therefore, no impact would occur.

#### c) Substantially degrade the existing visual character or quality of the site and its surroundings?

**Less than significant.** Primary viewer groups who would observe changes to visual conditions resulting from demolition of the warehouse and construction of the proposed parking structure at 805 R Street would be residents of the Saratoga Town Homes, employees at nearby office buildings and businesses, patrons of the nearby businesses, and commuters on 9<sup>th</sup> Street (a one-way street that provides access to U.S. Highway 50). Some of the residential units associated with the Saratoga Town Homes are sited along the alley between Q and R Streets and have direct views of the existing DGS warehouse. This part of downtown does not attract large numbers of sightseers. Taken as a whole, these viewer groups are expected to be moderately to highly sensitive to changes in views in the area.

Construction is anticipated to begin in early 2018, and tenant occupancy is anticipated sometime in late 2019 or early 2020. During this short-term construction period, neighboring businesses and residences may be exposed to views of the exposed dirt, construction equipment, construction fencing, and, between the time the foundation is laid until the building is finished, a partially complete structure. Temporary views of construction projects are common in an urban setting and do not constitute an adverse change in the permanent visual environment.

The project site is currently occupied by the 35-foot tall DGS warehouse and privately-owned surface parking along Quill Alley immediately north of the warehouse (Exhibits 2-2 and 3.1-1). The project site is surrounded by diverse urban land uses (Exhibit 2-2), including offices, surface parking, a park, residential, industrial, and commercial. This mix of land uses creates a diverse visual character for the area with urban, industrial, and residential components. Some segments of R Street in the vicinity are transitioning into a mixed-use neighborhood, as envisioned in the R Street Corridor Community Plan (Sacramento City Code Chapter 17.444). However, in the past little attention has been paid to the aesthetics of many of the structures in this historically industrial area; consequently, the existing visual quality of views along this segment of R Street is generally low.

The proposed parking structure would be up to approximately 75 feet high, consistent with the City's 75-foot maximum height (City of Sacramento City Code Section 17.444.090) for the project site. Up to approximately

13,000 square feet (sf) of retail space in a single level would front R Street. The proposed parking structure and ground-level retail would be located within the existing sidewalks surrounding the block (Exhibits 2-4 and 2-5).

The building design would be consistent 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). The predominant design language characterizing the area is defined as having a ‘gritty’ or ‘edgy’ utilitarian aesthetic. Although the design-build team would establish final designs, a conceptual aesthetic of the structure is shown in Exhibit 2-4.

The majority of the “City street trees” (i.e., trees between the sidewalk and the street curb) around the perimeter of the parking structure would be maintained. Based on coordination between CADA and the City urban forester, it is anticipated that two City street trees would be removed, one on 8<sup>th</sup> Street and one on 9<sup>th</sup> Street, for the vehicle access points into garage. In addition, it is expected that eight trees of various sizes and species would be removed from the interior of the site, consisting of the trees located along the north side of the existing DGS warehouse between the warehouse and the midblock alley (see Section 3.4, “Biological Resources,” for a discussion of tree removal).

The existing visual quality of views along the segment of R Street near the project site is generally considered low because of the presence of structures along R Street that have historically been associated with industrial uses. Nonetheless, the alteration of views resulting from construction of a six or seven-level parking structure could be considered substantial because of the addition of a structure with height and mass equivalent to a midrise building. The height and mass of the parking structure would be greater than the height and mass of most other facilities in the immediate vicinity and all other facilities fronting R Street in the immediate area.

Perception of the visual “quality” of a viewshed is personal and subjective. What one person may perceive as a negative impact, another may find visually pleasing. Implementation of the project would result in a substantial alteration to the visual character of the project site. However, the retail component that would front the parking structure at ground level on R Street may be considered an enhancement to the R Street Corridor relative to the existing DGS warehouse, and some people may consider the facility a necessary and welcome addition to the area. In addition, some people may also consider views of the parking structure to be superior to existing views of the DGS warehouse. Furthermore, the proposed parking structure and ground-level retail are consistent with the City’s land use designation and zoning for this block in the R Street Corridor.

Although the new parking structure would be approximately 40-feet taller than the existing structure, it would comply with the R Street Corridor height limit and design guidelines. The architectural treatment of the new facility would be integrated with surrounding development, the majority of street trees would be maintained, and CADA has coordinated with the City’s urban forester and shall comply with the City of Sacramento Tree Preservation Ordinance and policies of the City of Sacramento 2035 General Plan (City of Sacramento 2015) regarding any removal of City street trees (see Section 3.4, “Biological Resources,” Mitigation Measure 3.4-2). Although the project would change visual conditions at the project site, it would not result in the substantial degradation of the existing visual character or quality of the site or its surroundings. Therefore, this impact is less than significant.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less than significant with mitigation incorporated.** Construction would be limited to the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday, consistent with the City of Sacramento noise exemptions for construction (City of Sacramento Noise Control Ordinance, Section 8.68.080). Therefore, no nighttime lighting would be used during construction.



Downtown Sacramento has a large amount of widespread, ambient light from urban uses. Existing sources of light associated with the project site include exterior building lighting, street and parking lot lighting, and spillover of internal lights to the exterior. The project would include light sources similar to the types of lighting found in the current urban environment. The only additional lighting would be related to the interior-to-exterior lighting associated with the additional building stories and decorative lighting that may be installed to enhance the structure's nighttime appearance. LED (light-emitting diode) light fixtures would be used for all interior and exterior lighting and fixtures would be selected based on architectural aesthetic, efficiency, maintenance, and glare control. Lighting would not be directed at, or reflected on adjacent land uses.

Daytime glare could be produced by the increased amount of surface area of the taller building, which could reflect or concentrate light. However, appropriate building materials would be used that do not have highly reflective surfaces. The project would avoid utilizing materials such as dark tinted or highly reflective glass; materials that can generate substantial glare; painted wood, stucco, and other lightweight commercial materials; or field painted ferrous steel or sheet metal. Although energy performance criteria encourage the use of reflective glass in architectural design to reduce penetration of solar radiation into the building interior, it would be avoided to prevent exterior reflections.

Although project design aims to prevent light trespass or glare, the parking structure and retail component could result in light trespass or glare, which is considered a potentially significant impact.

## Mitigation Measures

### **Mitigation Measure 3.1-1: Implement lighting plan consistent with Title 24 and the CALGreen Code**

CADA shall implement a lighting plan that is consistent with California's Title 24 building energy efficiency standards, which will reduce both the generation of exterior light and the potential for light trespass to affect off-site areas. CADA shall meet the lighting and glare standards contained in the CALGreen Code that limit light and glare for State-owned buildings. Compliance with Title 24 and CALGreen Code requirements are generally consistent with Policies ER 7.1.3 and ER 7.1.4 of the Sacramento 2035 General Plan that pertain to lighting and reflective glass.

### **Significance after Mitigation**

Through compliance with Mitigation Measure 3.1-1, the project would reduce light pollution and would avoid the use of highly reflective architectural materials for building design. Because the amount and intensity of light emitted would be similar to the current surrounding urban setting, the nighttime views from sensitive (residential) land uses would not be significantly affected. Furthermore, the project would not contribute substantially to sky glow effects generated by the community at large. For these reasons, project implementation would not create a new source of substantial light that would adversely affect day or nighttime views in the area and this impact is **less than significant**.

### 3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. Agriculture and Forest Resources.</b>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.2.1 Environmental Setting

The project site is occupied by a warehouse and surface parking, and is surrounded by urban development. There are no agriculture or forest resources located within the project area.

The California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) designates agricultural land based on soil quality and irrigation status into eight categories. Based on the FMMP data, downtown Sacramento, including the project site is designated as “Urban and Built-up Land” (CDC 2017).

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of preserving agriculture and restricting unnecessary conversion to urban uses. Under the contract, landowners receive reduced property tax assessments based on the property's value for farming and open space uses as opposed to full market value. Based on the Sacramento County assessor's parcel map data, the project site is primarily owned by the State (the surface parking is privately owned), and is not located on land under a Williamson Act contract.

### 3.2.2 Discussion

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No impact.** The project site is designated as Urban and Built-up Land pursuant to the FMMP of the California Resources Agency (CDC 2017). The project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, no impact would occur.

**b) Conflict with existing zoning for agricultural use or a Williamson Act contract?**

**No impact.** The project site is designated as Urban and Built-up Land pursuant to the FMMP of the California Resources Agency (CDC 2017) and is not under a Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

and

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**c, d) No impact.** The project site does not include any forestry resources, as defined in Public Resources Code (PRC) 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). The project would have no impact related to timberland harvest or conflicts with land zoned for forestry or timber harvest. No impact would occur.

**e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

**No impact.** Indirect impacts on agricultural lands can occur in two ways: 1) by development placing pressure on adjacent agricultural lands to convert to non-agricultural uses; or 2) through conflict between the two types of land uses leading to the abandonment of agricultural uses.

The project site and surrounding lands are located in downtown Sacramento and designated as Urban and Built-up Land (CDC 2017). The project would not encroach on agricultural land and would not include any additional development. Therefore, the project would not result in changes that could result in conflicts that could encourage the conversion of existing farmland to non-agricultural uses. No forest land or timberland exists on or in the vicinity of the project site and the project would not result in the conversion of forest land to non-forest use. The project would have no indirect impacts related to conversion of farmland or forest land to a non-agricultural/non-forest use. No impact would occur.

### 3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. Air Quality.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.3.1 Environmental Setting

The project site is located in the City of Sacramento, which lies within Sacramento County and the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Air quality within the county is regulated by agencies such as the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) at the federal and state levels, respectively, and SMAQMD at the local level. SMAQMD strives to improve air quality conditions in the County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The air quality strategy of SMAQMD, which is designed to accomplish the overarching goal of improving air quality conditions, includes the development of programs for the attainment of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS), adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. SMAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the federal Clean Air Act, federal Clean Air Act Amendments of 1990, and the California Clean Air Act.

Sacramento County is currently designated as a nonattainment area for the 1-hour CAAQS and 8-hour CAAQS and NAAQS for ozone. The County is designated as nonattainment for both the CAAQS and NAAQS for respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM<sub>10</sub>), and the county is designated as nonattainment for NAAQS for respirable particulate matter with an aerodynamic diameter of 2.5 microns or less (PM<sub>2.5</sub>) (SMAQMD 2016a).

SMAQMD has developed plans to meet CAAQS and NAAQS for ozone and PM<sub>10</sub> and PM<sub>2.5</sub>. SMAQMD's air quality plans include emissions inventories to measure the sources of air pollutants, evaluate the effectiveness of different control methods, and demonstrate how air quality would improve due to these plans. The plans employ computer modeling to estimate future levels of pollution and ensure that the SVAB would meet air quality goals.

The thresholds of significance listed below were adopted by SMAQMD for evaluating emissions generated during the construction and operational phases of a project (SMAQMD 2016b).

- ▲ reactive organic gases (ROG): 65 pounds per day (lb/day);
- ▲ oxides of nitrogen (NO<sub>x</sub>): 85 lb/day for construction, 65 lb/day for operational;
- ▲ particulate matter (PM<sub>10</sub>): If all feasible best available control technology/best management practices (BACT/BMPs) are applied, then 82 lb/day and 15 tons/year;
- ▲ particulate matter (PM<sub>2.5</sub>): If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year;
- ▲ project-generated toxic air contaminant (TAC) emissions that would expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or an acute (non-cancer) or chronic risk level that exceeds a Hazard Index of 1; and
- ▲ if the project would result in the creation of an objectionable odor affecting a substantial number of people, a more detailed analysis should be provided.

The SMAQMD thresholds of significance for criteria air pollutant emissions detailed above assist lead agencies in determining if a project may have a significant air quality impact. If a project's emissions do not exceed the thresholds of significance for criteria air pollutants the project would not obstruct implementation of SMAQMD's air quality plan. Although CADA is the lead agency and is not necessarily required to adhere to local requirements, CADA has not adopted CEQA thresholds of significance. Further, because SMAQMD has adopted threshold of significance for the purpose of meeting state and federal AAQS based on the emissions inventories for the area where the project is located, applying these thresholds of significance are appropriate.

### 3.3.2 Discussion

#### a) Conflict with or obstruct implementation of the applicable air quality plan?

**Less than significant.** The project would include the demolition of an existing warehouse (approx. 38,000 sf) on the project site and construction of a parking structure with a projected maximum capacity of up to 850 vehicle stalls and approximately 13,000 square feet of retail space along R Street. As shown in Table 3.3-1 and 3.3-2 and explained in the responses to checklist questions b) and c) below, construction and operation of the project would not exceed the mass emission thresholds for criteria air pollutants and precursors recommended by SMAQMD. Further, the proposed land uses are consistent with City of Sacramento zoning and land use designations and are not land uses that would result in population increases (i.e., residential land use). Thus, the project would not result in increases in VMT, and associated emissions, above what was contemplated in the adopted ozone attainment plan, which is based on land use projections in the adopted general plan. Thus, the project would not conflict with or obstruct implementation of SMAQMD's air quality planning efforts. This impact would be less-than-significant.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Short-Term Construction-Related Criteria Air Pollutants and Precursors**

Initial project construction activities would consist of demolition of one on-site industrial building, site preparation, and grading. All construction phases are assumed to occur sequentially and are assumed to begin in spring of 2018 and last approximately 18 months.

SMAQMD requires the applicant to prepare a construction emissions reduction plan consistent with Rule 403 prior to commencement of construction activities that would generate fugitive dust emissions. Rule 403 requires that the following measures be implemented during construction to control fugitive dust:

- ▲ water all exposed surfaces two times daily,
- ▲ cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site,
- ▲ use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day,
- ▲ limit vehicle speeds on unpaved roads to 15 miles per hour, and
- ▲ pave all roadways, driveways, sidewalks, and parking lots as soon as possible.

Construction-related emissions would be temporary in nature. Off-road (e.g., gas and diesel) construction equipment exhaust would be the primary source of emissions of NO<sub>x</sub>; additional sources would include on-road trucks for import and export of materials and on-road vehicles used for worker commute trips. Worker commute trips in gasoline-fueled vehicles, off-gassing from asphalt application, and application of architectural coatings would be principal sources of ROG, with additional ROG emissions generated by off- and on-road construction equipment. Emissions of fugitive PM<sub>10</sub> and PM<sub>2.5</sub> dust is associated primarily with ground-disturbance activities during demolition, site preparation, and grading, and may vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and vehicle miles traveled on-site and off-site. Exhaust emissions from diesel equipment and worker commute trips also contribute to short-term increases in PM<sub>10</sub> and PM<sub>2.5</sub> emissions.

Construction-related emissions were estimated using the California Emissions Estimator Model (CalEEMod) computer program (CAPCOA 2016), as recommended by SMAQMD (SMAQMD 2016b:3-5). CalEEMod is designed to model construction emissions for land use development projects and allows for the input of project-specific information.

Table 3.3-1 summarizes the modeled construction-related emissions of criteria air pollutants and precursors for the project. Refer to Appendix A for detailed modeling input parameters and results.

**Table 3.3-1 Summary of Maximum Daily Construction-Generated Emissions of Criteria Air Pollutants and Precursors**

Year	Emissions (lb/day)			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2018	4.6	48.2	20.7	12.3
2019	10	27	2.4	1.5
<i>Threshold of Significance</i>	<i>N/A</i>	85	80	82

Notes: lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; ROG = reactive organic gases; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; Refer to Appendix A for detailed assumptions and modeling output files. Source: Emissions estimated by Ascent Environmental in 2017.

As shown in Table 3.3-2, emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> would not exceed the applicable thresholds adopted by SMAQMD during either year of construction. If all construction were completed in a single year, the thresholds also would not be exceeded. Thus, mass emissions of criteria air pollutants and precursors generated by project construction would not contribute to the nonattainment status of the SVAB for any criteria air pollutants.

#### **Long-Term Operational-Related Regional Criteria Air Pollutant and Precursor Emissions**

Regional area- and mobile-source emissions of criteria air pollutants and precursors (i.e., ROG, NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>) generated by operation of the project were also estimated using CalEEMod. CalEEMod allows land use selections that include location-specific information and trip generation rates. CalEEMod calculates area-source emissions from the usage of natural gas, landscape maintenance equipment, and consumer products and calculates mobile-source emissions associated with vehicle trip generation.

Regional area-, energy-, and mobile-source emissions were modeled based on the proposed land use types and sizes as described in Section 2, Project Description, and default CalEEMod settings to estimate reasonable maximum daily operational emissions. As shown in Appendix A, the retail portion of the project would generate an average of 576 weekday trips, 547 trips on Saturday, and 266 on Sunday. A full description of the retail trip generation rates for can be found in Appendix A.

Table 3.3-3 summarizes the modeled operational-related emissions of criteria air pollutants and precursors under buildout conditions in 2019, the earliest possible year of full operation.

Source	Emissions (lb/day)			
	ROG (Summer)	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.43	<1	<1	<1
Energy	<1	<1	<1	<1
Mobile	1.15	3.4	1.5	<1
<b>Total Emissions</b>	1.58	3.5	1.53	<1
<i>Threshold of Significance</i>	65	65	80	82

Notes: pounds/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; ROG = reactive organic gases; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; Refer to Appendix A for detailed assumptions and modeling output files.

Source: Data modeled by Ascent Environmental in 2017

As shown in Table 3.3-2, the project's operational emissions would not exceed any of SMAQMD's applicable mass emission thresholds. Note, that project design features described in Chapter 2 of this document and the Greenhouse Gas analysis (Section 3.7) represent BACT/BMP related to reducing mobile and stationary source emissions. Thus, thresholds for PM applied to the project are 80 lb/day for PM<sub>2.5</sub> and 82 lb/day PM<sub>10</sub>. Therefore, the mass emissions of criteria air pollutants and precursors associated with operation of the project would not contribute to the nonattainment status of the SVAB with respect to applicable CAAQS and NAAQS for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Nonetheless, localized concentrations of carbon monoxide (CO) may increase due to the additional vehicle trips on the surrounding roadway network generated by the project. Localized concentrations of CO at high-volume, congested intersections are of particular concern because these are locations where CO-emitting vehicles could idle for extended periods of time. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain meteorological conditions, CO concentrations near intersections may reach unhealthy levels at nearby sensitive land uses—referred to as CO hotspots—, such as residential units,

schools, and childcare facilities. Thus, high local CO concentrations are considered to have a direct influence on the receptors they affect.

SMAQMD has established two tiers of screening criteria to determine whether increased traffic congestion could potentially result in a localized CO hotspot at a congested intersection (SMAQMD 2016). If the first tier of screening criteria is not met, then the second tier may be applied. Also, it is important to note that CO hotspots are a function of CO emissions and air dispersion and not necessarily traffic flow conditions. Therefore, it would require a substantial number of vehicles delayed for extended periods of time to form a CO hotspot. Thus, considering the total vehicles per hour flowing through a signalized intersection can adequately screen out the potential for CO hotspots. Nonetheless, both tiers of screening criteria were applied. SMAQMD's criteria are as follows:

#### **First Tier**

A project would not result in a localized CO concentration that exceeds applicable CAAQS or NAAQS if:

- ▲ traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- ▲ the project would not contribute additional traffic to an intersection that already operates at LOS E or F.

#### **Second Tier**

A project would not result in a localized CO concentration that exceeds applicable CAAQS or NAAQS if:

- ▲ the project will result in an affected intersection experiencing more than 31,600 vehicles per hour;
- ▲ the project will contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal and vertical mixing of air will be substantially limited; or
- ▲ the mix of vehicle types at the intersection is anticipated to be substantially different from the County average (as identified by CalEEMod model).

Based on the traffic analysis conducted for the project, and discussed in Section 3.16 Transportation/Traffic, the project could result in the downgrading of the Quill Alley/8<sup>th</sup> Street intersection from LOS D to LOS E under the future cumulative condition (see Table 3.16-5). However, as shown in Exhibit 3.16-4, peak hour traffic volumes under the Cumulative Plus Project Condition remain under 5,000 vehicles per an hour for all intersections, well below the 31,600 vehicle per hour threshold provided in the CO hotspot second tier criteria. Traffic volumes during any other time of day, including if the parking garage were made available for public use during evenings and weekends, would remain below these peak hour calculations. Because intersections would not operate at volumes that would exceed the screening level of 31,600 vehicles per hour, the project would not result in peak-hour traffic volumes that could result in CO concentrations that exceed CAAQS or NAAQS during any period of time. Refer to Appendix G for peak-volume increase calculations.

#### **Summary**

As discussed above, criteria air pollutants associated with construction and operational activities would not exceed applicable thresholds of significance. Further, operational traffic-related increases would not result in CO concentrations that could exceed CAAQS or NAAQS and thus, the project would not violate or contribute to an exceedance of the CAAQS or NAAQS this impact would be less than significant.



**c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less than significant.** As mentioned above, Sacramento County is designated as nonattainment with respect to the CAAQS and NAAQS for ozone and PM<sub>10</sub>, and nonattainment with respect to the NAAQS for PM<sub>2.5</sub>. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, regional air pollution is inherently cumulative. A project's individual emissions can contribute to existing cumulatively significant adverse air quality impacts. As explained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (2016), if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, SMAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If project-related emissions do not exceed the identified mass emission thresholds, its emissions would not be cumulatively considerable, and would not result in significant adverse air quality impacts. Thus, as discussed in the analysis under item b) above, project-generated emissions would not exceed applicable thresholds, and therefore, would not violate or contribute substantially to an existing or projected air quality violation. As a result, project-generated emissions of criteria air pollutants and precursors would not be cumulatively considerable. This impact would be less-than-significant.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Criteria Air Pollutants and Precursors**

**Less than significant.** The closest sensitive receptors to the project site are residences located northeast of the project site. As discussed in item b) above, project implementation would not result in regional (e.g., ROG, NO<sub>x</sub>, PM<sub>10</sub>) or local (e.g., CO) emissions of criteria air pollutants or precursors from construction or operational activities that would exceed applicable SMAQMD thresholds of significance. Thus, project-generated criteria air pollutant and precursor emissions would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

**Toxic Air Contaminants**

**Less than significant.** The project would result in short-term diesel PM emissions from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., demolition, clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. Particulate exhaust emissions from diesel engines (diesel PM) was identified as a toxic air contaminant (TAC) by ARB in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other TAC health impacts, thus, diesel PM is the focus of this discussion. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. According to guidance from the California Office of Environmental Health and Assessment's (OEHHA's) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (2015 Guidance), a 30-year exposure duration is used for estimating cancer risk at residential land uses (OEHHA 2015).

The primary sources of diesel PM from the project would be from construction-related activities and operational-related traffic increases. Based on the emissions modeling shown above, the highest level of PM<sub>2.5</sub> that would occur from construction of the project would be 2.3 pounds per day. Given the highly dispersive properties of diesel PM (Zhu et al. 2002), and the temporary and intermittent duration of construction activity, it is not anticipated that the project-related TAC emissions would result in an incremental increase in cancer risk at the nearest receptors that exceed SMAQMD's threshold of 10 in one million. Further, operational-related traffic increases would be minimal. As discussed above, maximum

increases in peak-hour volumes would be 183. Using a project-specific conversion rate from peak to daily volumes, this would result in an increase in average daily volumes of 2,091 (pers. Comm. Fehr & Peers 2017). Considering available guidance from CARB, roadways experiencing average daily volumes of greater than 100,000 are of primary concern with regards to TAC emissions (CARB 2005). Project-generated daily volumes would not result in substantial increases in mobile-source emissions such that existing sensitive receptors would be exposed to substantial concentrations. Further, no new stationary sources of TAC emissions are proposed. Thus, project-related TAC emissions would be less than significant.

**e) Create objectionable odors affecting a substantial number of people?**

**Less than significant.** The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause physical harm, they may still be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Construction associated with the project could expose existing nearby residents to odorous emissions from diesel equipment, asphalt paving, and the application of architectural coatings. However, such emissions would be short-term in nature and would dissipate rapidly with increasing distance from the source.

Development of the parking garage and retail space would not introduce any new, permanent sources of objectionable odors. The project does not include any land uses that would introduce new permanent sensitive receptors to the project area. Implementation of the project would not involve the construction or operation of any major odor sources. Thus, the project would not result in the exposure of residences or other sensitive receptors to objectionable odors. As a result, this impact would be less than significant.

### 3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. Biological Resources. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.4.1 Environmental Setting

##### VEGETATION

The project site consists of urban uses, including the DGS warehouse and a surface parking lot. The project site and the surrounding area are characterized by urban development and ornamental landscaping. Mature trees are located between the warehouse and the street along 8<sup>th</sup> Street and 9<sup>th</sup> Street and within the surface parking lot along Quill Alley. Tree species observed during a site visit on September 26, 2017 include summit ash (*Fraxinus pennsylvanica*), American ash (*Fraxinus Americana*), Chinese pistache (*Pistacia chinensis*), red oak (*Quercus rubra*), Chinese elm (*Ulmus parvifolia*), redwood (*Sequoia sempervirens*), trident maple (*Acer buergeranum*), common hackberry (*Celtis occidentalis*), Chinese tallow tree (*Triadica sebifera*), and cottonwood (*Populus fremontii*). The vegetation on the site does not include any native plant communities or natural habitats and provides only marginal quality habitat.

## COMMON WILDLIFE SPECIES

The project site supports a low diversity of wildlife because it is developed with a warehouse and surface parking, is in a heavily urbanized area with no native vegetation communities, and is subjected to frequent human activity. Most of the wildlife species expected to occur in the project vicinity are adapted to urban environments, and several are nonnative. Common bird species expected to occur in the project vicinity include house finch (*Carpodacus mexicanus*), Brewer's blackbird (*Euphagus cyanocephalus*), house sparrow (*Passer domesticus*), American robin (*Turdus migratorius*), rock pigeon (*Columba livia*), and American crow (*Corvus brachyrhynchos*). Common mammals expected to occur in the project vicinity include the nonnative Norway rat (*Rattus norvegicus*), opossum (*Didelphis virginiana*), and nonnative eastern fox squirrel (*Sciurus niger*).

## SENSITIVE BIOLOGICAL RESOURCES

Appendix B provides a list of special-status species potentially occurring in the general project vicinity. The list was developed through a review of biological studies previously conducted in the area and observations made during site surveys conducted on September 9, 16, and 26, 2017. The California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) (2017), a statewide inventory of the locations and conditions of the State's rarest plant and animal taxa and vegetation types, was also reviewed for specific information on documented observations of special-status species previously recorded in the project vicinity. A 1-mile search radius around the project site was used to identify potential special-status species issues because it encompasses a sufficient distance to accommodate for local habitat diversity. The CNDDDB is based on actual recorded occurrences and does not constitute an exhaustive inventory of every resource.

The species list in Appendix B includes special-status wildlife species with both scientific and common names, legal status, description of habitat preference, and the potential to occur within the project site. No special-status plant species are included because no on-site vegetation has the potential to be a special-status species, no sensitive communities are present on-site, and no special-status plant species were identified in the CNDDDB record search. Most of the special-status species identified in Appendix B do not occur on the project site or have a low potential for occurrence because the habitat elements they require either were never present or are no longer found on this highly-urbanized site in downtown Sacramento. Special-status wildlife species that could occur on or adjacent to the project site are evaluated in this document and are discussed in further detail below.

### Raptors

Two special-status raptors, Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*), have low potential to occur at the project site. All raptors are protected under Section 3503.5 of the California Fish and Game Code, which prohibits take or destruction of raptors, including their nests and eggs. Raptors are not expected to nest on the project site because of the highly-urbanized environment. Although some raptor species are known to nest within Sacramento city limits, these nest sites are usually associated with residential or suburban areas with dense tree canopy cover and proximity to suitable foraging areas, such as open grasslands and agricultural fields. Raptors are not likely to nest on-site because the trees lack dense canopy cover, the area is highly urbanized, there are extensive disturbances from traffic and other human activities, and there is very limited suitable foraging habitat in the immediate vicinity.

### Bats

Some species of bats may use buildings for day, maternity, or wintering roosts. Bats may roost in abandoned or little-used structures in wall sections, behind fascia, in spaces between vaulted interior ceiling and roofing materials, and in similar enclosed spaces which provide thermal protection. Species of bats known to roost in buildings in the downtown area include Mexican free-tailed bat (*Tadarida brasiliensis*) and California myotis (*Myotis californicus*). Bats were observed exiting the building during surveys conducted on September 9 and 16, and bat calls were recorded. Observations made during the surveys and an analysis of the bat

calls electronically recorded indicate that the warehouse provides roosting habitat for a small colony of Mexican free-tailed bats.

### 3.4.2 Discussion

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

**No impact.** The project site does not include any potential habitat for special-status plant species. The only potential special-status wildlife species with potential to occur in the project vicinity are Swainson's hawk and white-tailed kite, and the project site does not provide suitable habitat for either of these species. Therefore, no impact on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the U.S. Fish and Wildlife Service would occur during construction or operation of the proposed project.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

**No impact.** The project site does not contain riparian habitats or other sensitive natural communities. The project site is in a developed urban environment. There are no riparian habitats or other sensitive habitats on or adjacent to the project site that would be affected by project construction or operation. Therefore, no impact on riparian habitat or other sensitive natural communities would occur during construction or operation of the proposed project.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No impact.** The project site contains no aquatic habitats. The project site does not contain federally-protected wetlands or other features regulated under Section 404 of the Clean Water Act. The project site does not support any wetlands or waters regulated by other agencies. Therefore, no impact on wetlands would occur during construction or operation of the proposed project.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less than significant with mitigation incorporated.** The project site and surrounding downtown Sacramento area is characterized by urban development with limited vegetation, which consists primarily of ornamental trees and shrubs. There are no areas of native habitats or vegetation in the project vicinity. The project site neither connects nor separates any significant wildlife habitat areas. However, the existing DGS warehouse building appears to provide roosting habitat for Mexican free-tailed bat. Although this is not a special-status species, maternity roosts are considered nursery sites. If construction occurs during the time of year that breeding bats may be present (early April to October), demolition of the building would cause noise, vibration, or physical disturbance that could directly or indirectly affect the survival of adult or young bats. Therefore, this impact would be potentially significant.

## Mitigation Measures

### Mitigation Measure 3.4-1: Implement measures to protect bat colonies

To mitigate for activities requiring removal of roosting bats from buildings, pre-construction surveys for roosting bats will be conducted by a qualified biologist within 14-days before initiating building demolition. Surveys will consist of a daytime pedestrian survey looking for evidence of bat use (e.g., guano) and an evening emergence survey to note the presence or absence of bats. The type of survey will depend on the condition of the buildings. If no active bat roosts are found, then no further study is required. If evidence of bat use is observed, the species and approximate number of bats using the roost will be determined.

If active roosts are determined to be present and must be removed, the bats will be excluded from the roosting site before building demolition is initiated. Exclusion methods and roost removal procedures will be developed in consultation with CDFW before implementation but would not occur if lactating females or dependent young are present (maternity colony roosts can be active from early April until mid-October). Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter) or sealing roost entrances when the site can be confirmed to contain no bats.

### Significance after Mitigation

Implementation of this mitigation measure would reduce significant impacts to bat colonies to a **less-than-significant** level by surveying for bats prior to disturbance to potential active roosts, and minimizing impacts if they are present by excluding the bats from the roost habitat to be removed.

### e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less than significant with mitigation incorporated.** 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 nine 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. 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. Trees on State-owned or privately-owned land are generally not subject to the City of Sacramento Tree Preservation Ordinance (City Code Title 12, Chapter 12.56, Ordinance 2016-0026 Section 4). However, trees along the perimeter of the site between the sidewalk and adjacent streets may qualify as City street trees projected under the City of Sacramento Tree Preservation Ordinance.

The trees at the project site do not provide important wildlife habitat. However, loss or disturbance of City street trees could conflict with tree protection requirements in the City of Sacramento Tree Preservation Ordinance and policies of the City of Sacramento 2035 General Plan (City of Sacramento 2015). The potential conflict with tree protection requirements is a potentially significant impact.

## Mitigation Measures

### Mitigation Measure 3.4-2: Comply with City of Sacramento Tree Preservation Ordinance

CADA has coordinated with the City’s urban forester regarding the removal of City street trees (Leon, pers. comm., 2017). CADA will continue to coordinate with the City and will mitigate for the removal of any City street trees by implementing the following measures:

- ▲ CADA shall provide the City with the number, location, species, health, and sizes of trees that may be removed, relocated, and/or replaced due to project construction.

- ▲ CADA shall coordinate with the City's urban forester on, and shall implement, the required tree protection, replanting, or replacement as well as the maintenance, success criteria, and monitoring for all trees planted or retained on the project site.

**Significance after Mitigation**

Mitigation Measure 3.4-2 requires compliance with the City's Tree Preservation Ordinance, which would reduce significant impacts to City street trees to a **less-than-significant** level by replanting or replacement as well as implementing maintenance, success criteria, and monitoring for all trees planted or retained on the project site.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No impact.** There is no adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan that applies to the project site. The South Sacramento Habitat Conservation Plan, which is currently in preparation, does not encompass the project area. The project would not conflict with any habitat conservation plans.

### 3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. Cultural Resources. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 3.5.1 Environmental Setting

##### ARCHAEOLOGICAL SETTING

The project site is in the southern end of California’s Sacramento Valley, in downtown Sacramento. The City of Sacramento was developed near the confluence of the American River and the Sacramento River. The low-lying region was prone to winter flooding. Historic maps and other materials identify the general project study area as being near the edge of a marsh, thus indicating slightly higher ground. High ground near marshes or other freshwater environments was ideal for resource extraction by Native Americans (Hamilton et al 2005).

The earliest presence of humans in California dates to the Paleo-Indian Period (10,000–6000 before the current era [BCE]) of the Late Pleistocene. People lived in small and highly mobile bands, hunting and gathering along ancient pluvial lakeshores and coastlines. Such behavior has been evidenced by fluted projectile points and chipped stone crescent forms (Fredrickson 1973; Moratto 1984).

Few archaeological sites have been found in the Sacramento Valley that date to the Paleo-Indian or the subsequent Lower Archaic (6000–3000 BCE) time periods. This may be because of high sedimentation rates at the confluence of the Sacramento and American rivers, leaving the earliest sites deeply buried and inaccessible. Archaeologists have recovered a great deal of data from sites occupied by the Middle Archaic Period (3000–1000 BCE).

During the Upper Archaic Period (1000 BCE–500 into the current era [CE]), formalized and regular sustained trade between groups are demonstrated for the first time.

Significant technological and social developments characterized the Emergent Period (CE 500–1800). The introduction of the bow and arrow ultimately replaced the dart and atlatl. Distinctions in an individual’s social status could be linked to acquired wealth. Later in this period (CE 1500–1800), highly regularized and sophisticated exchange relations utilized the clamshell disk bead as a monetary unit. Various aspects of material goods production and exchange as well as inter and intra-group rituals were regulated by specialists. Territorial boundaries between ethno-linguistic groups encountered at the time of European contact became well established (Hamilton et al. 2005).



Cultural evolution during the Emergent Period may have been stimulated by the southern migration of Wintuan people from north of the Sacramento Valley. Complex exchange systems, and a wider variety in mortuary practices including cremation for some high-status individuals are hallmarks of this pattern.

Initial cultural research work in the Sacramento region, from the 1950s and earlier, generally indicates that the northern portion of the Sacramento Valley was culturally more closely affiliated with the Shasta/Oroville area. The associations between the cultures of the southern Sacramento Valley, northern San Joaquin Valley and the Sacramento-San Joaquin Delta became apparent during research conducted during the 1950s and 1960s.

While the problem of alluvial deposition covering older sites has been discussed in relation to Sacramento Valley archaeology (Moratto 1984), numerous sites in the Sacramento region have been identified and excavated, guiding archaeologists toward a more refined interpretation of local cultural patterns. Most recently, excavations in downtown Sacramento in 2004 and 2005 (the City Hall Site at Ninth and I streets, another on H Street) recovered artifacts more than 15 feet below street level at the Ninth Street site, but have also demonstrated that prehistoric sites (including human remains) can be found just a few feet below the current street grade (Farris and Tremaine 2008).

## ETHNOGRAPHIC SETTING

The area east of the Sacramento River between modern Sacramento and Marysville was inhabited by the eastern Valley Nisenan. In the Sacramento Valley, the tribelet, consisting of a primary and a few satellite villages, served as the basic political unit (Moratto 1984). Permanent settlements were often populated by over one hundred people, living in earthen, tule, grass, or bark structures, concentrated on raised ground near water. Valley Nisenan territory was divided into three tribelet areas, each populated with several large villages (Kroeber 1925). *Momol* and *Sama* are two such villages, recorded historically in the vicinity of the project site.

Valley Nisenan people gathered a wide variety of food resources year round, but hunting and gathering activities were at their most intense in late summer and early fall. Food staples included acorns, buckeyes, pine nuts, hazelnuts, various roots, seeds, mushrooms, greens, berries, and herbs. Preferred game included mule deer, elk, antelope, black bear, beaver, squirrels, rabbits, and other small animals and insects. Salmon, whitefish, sturgeon, and suckers, as well as freshwater shellfish, were also caught for food (Kroeber 1925). Descendants of these indigenous people are contemporarily organized as the Federally-recognized Wilton Rancheria, United Auburn Indian Community of the Auburn Rancheria, and the Shingle Springs Rancheria.

## REGIONAL PREHISTORY

California was visited by every major European naval power, but was claimed by the Spanish Empire ca. 1602. The first California mission was established in 1769, in San Diego. Over the next 50 years, the Spanish government with the aid of various Roman Catholic orders established 21 missions throughout “Alta California.” Lieutenant Gabriel Moraga and 13 soldiers traveled to the Sacramento Valley from Mission San Jose in 1808, but reported that the area would not be suitable for a mission site. However, a member of the expedition, enamored with the trees and the rivers, compared the region’s beauty to the Catholic Eucharist, or *sagrado sacramento*.

Mexico’s independence from Spain in 1822 resulted in a rapid influx of European and American trappers into the area. The fur-trade caused epidemics of malaria and smallpox that killed thousands of the Patwin and Nisenan people along the Sacramento River. Depopulation of the indigenous people from the project study area through disease, relocation, and murder continued during Mexican secularization of Alta California (Lindsay 2012).

The Mexican government continued the practice started by Imperial Spain of awarding large land grants to foreign citizens, nominally loyal to Mexico, as a bulwark against competitors in the frontier. John Sutter, born a citizen of Switzerland, was awarded such a land grant by President Juan Bautista Alvarado of Mexico in

1834. His party disembarked at the site of present-day Sutter's Landing Park on 28th Street August 12, 1839. Sutter had constructed an adobe fort, a settlement he called New Helvetia, by 1841 (now Sutter's Fort State Park on L and 27th Streets). He immediately disavowed his loyalty to the Mexicans at the initiation of the Mexican-American War in 1846 and raised the Stars and Stripes over New Helvetia.

A lumber mill built by one of Sutter's employees, James Marshall, was originally planned to support Sutter's conceptual city, Sutterville. The Coloma mill yielded gold, instead. Unable to keep news of the gold secret, word reached San Francisco and the rest of the world.

The fort of New Helvetia was steadily abandoned. Sutter's men and associates were lured away by prospecting. Creditors, assuming Sutter had claim to the gold at Coloma (he did not), forced the Swiss émigré to transfer his holdings to his son, John. John, seeking to pay off his father's debts, designated four-square miles of the original Mexican land grant as the site for the new town, Sacramento. He sold lots within the new town between \$200 and \$500 (Hamilton et al. 2005).

The same lots sold for 10 times their original price, and stores, saloons, and gambling houses sprang up to empty the newly filled pockets of the miners arriving at the embarcadero on Front Street. As the commercial center of Sacramento began to favor the riverfront, more and more canvas and semi-permanent structures opportunistically arose. When California was admitted to the Union in 1850 the populace of Sacramento, nearly 12,000 people, had already experienced a disastrous flood. Subsequent floods and fires would shape civil policy and urban planning for the next several decades.

Between the latter half of the 19<sup>th</sup> century and the early 20<sup>th</sup> century the project site developed from a few private domiciles to the industrial warehouse today (Historic Block 468). While no subsurface deposits could be investigated, previous archaeological investigations in the area have supported the residential-to-industrial/commercial development of the R and Q Street Corridors (Hamilton et. al. 2005). By 1895, the site location was bound by a section of the Sacramento Railroad line to the south. By 1915, the railroad had replaced the remaining domestic structures and split into a freight line which passed through present-day Quill Alley. From this time through the middle of the 20<sup>th</sup> century the industrial and commercial aspects of the block flourished. Electrical supplies, hardware, and general construction supplies comprised the majority of storefronts.

## REGIONAL HISTORY

### Development of R Street

Flooding was severe in the early years of Sacramento's history and as a remedy, a levee was built along R Street in 1953 and, in 1956, the Sacramento Valley Railroad line ran atop the R Street Levee (Kernen (no date); Anderson 2002, 4). The Sacramento Valley Railroad was built by Theodore Judah, which ran from the riverfront at the intersection of Front and K Streets, south to R Street, then atop the R-Street Levee, and eventually to Folsom (Anderson 2002, 4). At this time, the North/South running streets in Sacramento terminated at R Street and the south side of R Street contained an open drainage ditch that carried sewage from Sacramento south to a large lake at what is now Southside Park (Anderson 2002, 2). As such, in the earliest years of Sacramento's history, R Street was a southern boundary for the platted city.

Sacramento continued to grow following the peak of the Gold Rush, especially with extensive flood control measures in place. For example, by 1870 streets regularly crossed R Street (Anderson 2002, 4). However, commercial business along R Street was still confined to the western portion near the riverfront until the California State Capitol was completed in 1974 (Anderson 2002, 4). Soon commercial development grew east from the riverfront towards the Capitol and business developed near the Capitol, too. However, R Street was slower to develop commercially; residences of the late 1800s primarily fronted cross streets instead of R Street (Anderson 2002, 5). However, development of R Street was hindered by the presence of the levee running the length of R Street until sometime between 1890 and 1910 and, in 1888, there was no road to accompany the levee (Anderson 2002, 5). Therefore, transportation was limited to rail or pedestrian traffic

prior to the leveling of the levee. The southern levee was moved to what is now Broadway, well past the aforementioned Southside Park, and symbolizes Sacramento's growth.

Buildings along both the north and south sides of R Street evidence the removal of the levee sometime by or around 1910. While the levee was removed from R Street, the railroad tracks were reconstructed at grade, with spurs nearby to service the business along the street. Additionally, the buildings evidence the inclusion of a vehicular roadway through truck delivery doors that faced onto the street (Anderson 2002, 5).

The commercial district along R Street was primed to grow in the early 1900s; not only was the levee removed and a roadway built, but the Western Pacific Railroad constructed a line north of R Street along the alleyway between Q Street and R Street (Anderson 2002, 6). Between 1895 and 1915 the street underwent a major transformation from primarily residential properties along the north side and vacant lots to the south, to a vibrant, booming commercial district that was interspersed with dwellings, many of which now faced onto R Street (Sanborn 1895 and 1915). The streetscape continued to be commercially developed and by 1925, for example, many more commercial businesses established themselves along the street, while residential properties dwindled. By 1925 establishments included Shasta Water Company, Goodyear Tire, Piggly Wiggly Grocery, a skating rink, private garages and auto related business, storage and warehouses for goods such as grain, seed, and feed, and even a church (Anderson 2002, 7-22).

Since 1925, the tenants along R Street changed yet again. With Post-World War II changes to the economy and transportation and the expansion of the State Government, R Street no longer required an integrated relationship with the railroad. Without reliance on rail, R Street facilitated changes to businesses and building stock along its corridor. Surface parking lots, for example, became commonplace likely as a result of Sacramento's rigorous Urban Renewal and remained to support the change in businesses from industrial warehouse and local community services to government offices and private offices. Indeed, today the street has government buildings, surface parking lots, new housing developments, and warehouses. Business include State warehouses and offices, the Studio Theater, electric companies, an art gallery, and several restaurants. Although no longer in use, the railroad tracks and accompanying spurs are still evident along R Street.

The project study area centered along R Street has undergone the same developmental changes that have occurred along the length of R Street. In 1895, modest sized one-story residences with large porches, interspersed with vacant lots, primarily faced onto 7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> streets. However, several 800 block residences faced onto R Street (Sanborn 1895). By 1915, the Western Pacific Railroad was in place along the alleyway between R Street and Q Street, the levee along R Street had been removed, and business were starting to locate along R Street. For example, the north side of the 700 block of R Street was divided by the new railroad and associated spurs. Yet, several residences were still located at the northwest corner of 8<sup>th</sup> and R Street, just south of the new railroad tracks, until the 1920s brought the construction of a brick building on this corner. Foss Electric Company has occupied the site since the 1930s, although the building has undergone alterations, and the remainder of the lot is now used for surface parking (Anderson 2002, 12).

Corner brick buildings along the south side of the 800 block of R Street were built prior to 1946. The Campbell Construction Company operated from the mid-1920s till 1965 in one building, which is now owned by a private consulting firm. The original use of the other building is unknown, but an aluminum furniture company was located here in the 1960s and is now used by a restaurant supply company (Anderson 2002, 13).

The north side of the 800 block of R Street retained its residential nature through the 1930s. In the 1940s the Henry Cowell Lime and Cement Company owned the entire block and subsequently demolished the residences in favor of new land use. By 1951, however, the lot is vacant (Sanborn 1951). Constructed in the 1950s, the large block-sized warehouse has been used as a state warehouse since 1970 (Anderson 2002, 13; [historicaerials.com](http://historicaerials.com)).

The south side of the 800s block along Q Street, also in the project study area, near to but not on Sacramento's southern boundary, originally consisted of residential properties. As early as 1895 the block was built out with only one vacant lot remaining (Sanborn 1895). In 1915, however, two residences were built on the vacant lot and the block also included a store, an apartment building, and a bowling alley

(behind a residence), along with residences (Sanborn 1915). The block remained much the same through 1964, after which, by 1966 the block was surface parking (historicaerials.com). Since then, the block has contained a building and a parking garage.

## NORTH CENTRAL INFORMATION CENTER RECORDS SEARCH RESULTS

A review of previous surveys and recordation efforts in the vicinity as well as field investigations of the proposed project site were performed. An archival and literature search was completed May 3, 2017 at the North Central Information Center (NCIC) of the California Historical Resources Information System, housed at California State University, Sacramento. The record search covered a 1/8-mile radius around the project site and included a review of site location base maps and other records on file at the NCIC, listings in the National Register of Historic Places (NRHP), California Inventory of Historic Resources, California Historical Landmarks, and California Points of Historical Interest (1992 and updates). Archival research was conducted using Sanborn Fire Insurance Maps available at the Sacramento Public Library.

As listed in Table 3.5-1, three archaeological and historic studies have been conducted within 1/8 mile of the project site. None contained the project site itself, but were nearby.

**Table 3.5-1 Results of NCIC Records Search; Studies Performed within 1/8 mile of the Project Study Area**

Report	Year	Author	Contains Project Site (Yes/No)
002006	1998	Derr, Eleanor	No
004439	2002	Nettles, Warren, and Hamilton	No
009999	2008	Carolyn Losee	No

Three archaeological resources are known to exist within the 1/8-mile record search area (see Table 3.5-1). One, extending from 3<sup>rd</sup> Street to 7<sup>th</sup> Street, and including portions of Q, R, and S Streets, was excavated during the construction of the CalPERS Headquarters Building. This historic site included dozens of historic features. A second extensive historic-era resource excavated in the 1970s, is on 8<sup>th</sup> Street. The third resource near the project site was recorded in the 1930's and is located near the intersection of 10<sup>th</sup> and P Streets; this is a prehistoric site but otherwise no information is recorded.

## THRESHOLDS OF SIGNIFICANCE

### EVALUATION OF POTENTIAL HISTORICAL BUILDINGS

Review of previous studies, background research, and an intensive level survey resulted in the identification of five historic-era buildings and one newly constructed building within the project study area, as listed in Table 3.5-2 and shown on Exhibit 3.5-1. The five historic-era buildings are centered along R Street between 8<sup>th</sup> and 9<sup>th</sup> Streets. 1720 8<sup>th</sup> Street and 1812 9<sup>th</sup> Street do not face onto R Street, but are located on a corner of R Street and are visible from the Proposed Project Site located at 805 R Street. The project study area also includes one newly constructed building to the north of 805 R Street. The project study area (shown in Exhibit 3.5-1) was determined based on the buildings immediately surrounding the proposed project site at 805 R Street. The parcel across 9<sup>th</sup> Street to the east of the project site, a surface parking lot, was excluded from the project study area.



**Exhibit 3.5-1**

**Historic-era Architectural Resources within the Project Study Area**



**Table 3.5-2 Historic-era Buildings Located within the Project Study Area**

Property Address	Property Name	Date Constructed (Source)	Previous Evaluation Status	Evaluation Status as part of This Study	Owner
805 R Street	N/A	1951-1957 (Sanborn Fire Insurance Map and Historicaerials.com)	Unevaluated	Evaluated- determined ineligible and assigned a status code of 6Z, "Found ineligible for NRHP, CRHR, or Local Designation through Survey Evaluation."	Department of General Services
800 R Street	Campbell Construction	1927 (Sacramento County Assessor)	Unevaluated	Evaluated- determined ineligible and assigned a status code of 6Z, "Found ineligible for NRHP, CRHR, or Local Designation through Survey Evaluation."	Private
808 R Street	N/A	1915-1946 (Sanborn Fire Insurance Map and historicaerials.com)	Unevaluated	Evaluated- determined ineligible and assigned a status code of 6Z, "Found ineligible for NRHP, CRHR, or Local Designation through Survey Evaluation."	Private
1720 8th Street	George C. Foss Electric Co.	1929 (Sacramento County Assessor)	Determined ineligible for listing in the NRHP, CRHR, or the SRHCR; not a CEQA resource	Evaluation updated—no change from previous designation	Private
1812 9th Street	National Biscuit Co. Warehouse and Capitol Planning Mill	1915-1946 (Sanborn Fire Insurance Map and historicaerials.com)	Unevaluated	Evaluated- determined ineligible and assigned a status code of 6Z, "Found ineligible for NRHP, CRHR, or Local Designation through Survey Evaluation."	Private

CEQA = California Environmental Quality Act

CRHR = California Register of Historic Resources

N/A = not applicable

NRHP = National Register of Historic Place

SRHCR = Sacramento Register of Historic and Cultural Resources

## Methods and Evaluation of Architectural Resources

Tasks carried out to complete the inventory and evaluation of architectural resources within the project study area consisted of pre-field research and literature review, a field survey, and historical research on the five identified historic-era buildings. The evaluation process included preparation of one update to a previously determined ineligible property and four original property evaluations, including 805 R Street. In summary, the historic inventory and evaluation provided the following results:

- ▲ There are no changes to the California Historical Resource Status Code assigned to the one previously determined ineligible property located at 1720 R Street, Suite A and B (George C. Foss Electric).
- ▲ The four newly evaluated properties do not appear to meet the criteria for listing in the CRHR and, as such, appear not to be historical resources for purposes of CEQA. These four properties are 800 R Street, 805 R Street, 808 R Street, and 1812 9<sup>th</sup> Street.

## Architectural Descriptions and Evaluation Summaries

The following are architectural descriptions for the five historic-era buildings within the project study area as listed in Table 3.5-2 and identified on Exhibit 3.5-1 and determinations whether they qualify as historic resources under CEQA or a California Historic Landmark under PRC Sections 5024 and 5024.5.

The criteria for determining a historic resource under CEQA is generally a resource's eligibility for the California Register of Historic Resources (CRHR) or the NRHP, or listing on a local survey of record (PRC Section 21083.2).

To be eligible for listing on the NRHP/CRHR under Evaluation Criteria A/1, B/2, or C/3, an architectural resource must be associated with important events, important persons, or an exemplary example of a type, period, or method of construction. Similarly, an archaeological site must contain artifact assemblages, features, or stratigraphic relationships associated with important events, or important persons, or be exemplary of a type, period, or method of construction to be eligible under Evaluation Criteria A/1, B/2, or C/3 (36 CFR 60.4, State CEQA Guidelines Section 15064.5(a)(1) and (3) and (c)(1) and (2)).

To be eligible under Criterion D/4, a historic resource need only show the potential to yield important information. Rarely are architectural resources eligible under Criterion 4/D. An archaeological resource that qualifies as a "historical resource" under CEQA or as an historic property under Section 106 of the National Historic Preservation Act, generally, qualifies for listing under Criterion "4" of the CRHR (State CEQA Guidelines Section 15064.5 (a)(3)(D)). An archaeological resource may qualify for listing under Criterion D/4 when it can be demonstrated that the resource has the potential to contribute significantly to the study of questions of scientific and/or historical importance.

The one State owned building among the five evaluated, the 805 R Street warehouse, was evaluated in the context of Public Resources Code (PRC) Sections 5024 and 5024.5. The California State Legislature enacted PRC Sections 5024 and 5024.5 as part of a larger effort to establish a state program to preserve historical resources. These sections of the code require state agencies to take a number of actions to ensure preservation of state-owned historical resources under their jurisdictions. These actions include evaluating resources for NRHP eligibility and California Historical Landmark eligibility; maintaining an inventory of eligible and listed resources; and managing these historical resources so that they will retain their historic characteristics. PRC 5024 requires State agencies to evaluate whether a state-owned building is eligible for inclusion in the Master List of State-Owned Historical Resources. PRC 5024.5 requires the State agency to consult with the State Historic Preservation Officer (SHPO) before a State-owned building on the master list is to be altered, transferred, relocated or demolished.

### **805 R Street**

The project site, 805 R Street, is primarily occupied by a large, single-story warehouse building, constructed between 1951 and 1957, that faces south onto R Street. The building is rectangular, spanning the entire block along R Street between 8<sup>th</sup> and 9<sup>th</sup> streets and was built of concrete. The 16-bay primary elevation is complete with windows, roll-up doors, and a pedestrian entrance. The façade, however, is not symmetrical and much of the primary elevation is fronted by a raised loading dock. The primary elevation's pedestrian entrance is marked only by a solid panel door punctuated by a single-light. This door is not located at the center of the elevation, but to the west. Meanwhile, four evenly spaced metal roll-up doors are located along the primary elevation, with deep metal overhanging porches, each of which is surmounted by band of three windows. Three-window bands are located elsewhere along the primary elevation toward the roofline, except for one grouping located just west of the primary entrance, at the pedestrian level. Two metal roll-up doors are located at street level (as opposed to the loading dock level along much of the primary elevation) and project outward toward the street. This projection has a flat roof that is lower than the building's overall roofline. The raised loading dock is accessed by a small staircase at its western end, a small staircase near its center, and an accessible ramp at its eastern end. The building is now fronted by a parking strip. The west and east elevations of the building are solid walls. The rear (north) elevation also features a solid wall but is punctuated by regularly placed bands of three windows, all located near the roofline to mirror the three-band windows on the primary elevation. There are no visible alterations.

805 R Street was evaluated as a potential historic resource in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Public Resources Code Section 5024.1. Based on this evaluation, the property is not a historical resource for the purposes of CEQA and does not qualify for listing in NRHP under any of the applicable criteria. While associated with the development of R Street, 805 R Street corresponds to the Post-World War II era in which the light industrial nature of the street transitioned into a commercial thoroughfare. Although warehouses continued to be used in this era, it was uncommon for new ones to be constructed in lieu of offices or other types of commercial spaces. Therefore, the property is not eligible under Criterion A. Under Criterion B, the building is not associated with the productive lives of persons significant in our past. The building does not convey notable attributes of an architectural style or possess high artistic value. Therefore, it does not appear to represent a significant example of a type, period, or method of construction under Criterion C. The building is a large post-war warehouse and is unlikely to yield information significant to construction materials or technologies under Criterion D.

In regards to the eligibility of 805 R Street for California Historical Landmark status per Public Resource Code 5024 and 5024.5, the building does not appear to meet any of the criteria for landmark designation. It is not the first, last, only, or most significant example of a commercial warehouse building in the state of California, or within a large geographic region of the state. Nor does the building have an association with an individual or group having a profound influence on the history of California. The building does not appear to be a prototype of, or an outstanding example of, a period, style, architectural movement or construction. Nor do sources indicate that the building is one of the more notable works, or the best surviving work in a region of a pioneer architect, designer or master builder.

### **800 R Street**

800 R Street, located on the southeast corner of R Street and 8<sup>th</sup> Street in the project study area, faces west onto 8<sup>th</sup> Street. Constructed in 1927 as a single-story warehouse, the building is a vernacular style. The building is rectangular in plan, constructed of brick, and has a parapet. The primary elevation's six bays are separated by engaged rectangular columns made of brick. The primary entrance is located in the second bay from the north and consists of a single-light pedestrian door with a square painted wood panel (an infilled window) to the door's south and a glass-block transom above. A metal roll-up door is located in the second bay from the south. An original multi-light metal frame transom is located above. Windows punctuate the other four bays: two, two-light with an infilled transom, a single-light fixed sash square, and an original multi-light metal frame. A painted architrave with keystones centered above each bay runs the length of the elevation. The north elevation, facing onto R Street, has six bays and was intended as the building's side elevation; it lacks features such as a pedestrian door or rectangular engaged columns separating the bays. The second bay from the east features a roll-up door while the remaining five bays feature windows. Elevated original multi-light metal frame windows flank the door. The western three bays feature two two-light windows with an infilled transom and a glass-block window. The south elevation is a solid brick wall and faces south onto a surface parking lot. Alterations to the primary elevation include: replacement of original windows, resizing of original window openings, infill brickwork, and replacement of both the pedestrian and roll-up doors. Likewise, alterations to the north elevation include: the replacement and resizing of windows.

800 R Street, a privately owned building, was evaluated as a potential historic resource in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Public Resources Code Section 5024.1. Based on this evaluation, the property is not a historical resource for the purposes of CEQA and does not qualify for listing in NRHP under any of the applicable criteria. While associated with the development of R Street, 800 R Street does not feature loading doors that associate the building with the important railroad aspect of the Street's development. In addition, the building is highly altered with window replacement and resizing to convey its late 1920s appearance. Therefore, the property is not eligible under Criterion A. Under Criterion B, the building is not associated with the productive lives of persons significant in our past. The building does not convey notable attributes of an architectural style or possess high artistic value. Therefore, it does not appear to represent a significant example of a type, period, or method of construction under Criterion C. The building is a simply constructed single-story brick warehouse and is unlikely to yield information significant to construction materials or technologies under Criterion D.



### **808 R Street**

808 R Street, a warehouse located in the project study area, faces north onto R Street. Based on Sanborn Fire Insurance maps and [historicaerials.com](http://historicaerials.com), the building between was constructed between 1915 and 1947. The rectangular building, comprising the entire parcel, is two-story along R Street and only a single-story to the rear along Rice Alley. Constructed of brick, the building has a parapet that hides the mansard and double gabled warehouse roofs. The two-story primary elevation is symmetrical with four bays. The primary entrance is in the second bay from the east and consists of double single-light doors with large side lights and a four-light transom. A secondary entrance is located in the westernmost bay and consists of a single-light door with a single side light and transom. A large, multi-light window is located to one side of this secondary entrance. The remaining two bays are glazed: the eastern bay is a large, multi-light window and the second from the west bay has a four-light fixed sash window with vertical muntins. The second story of the building has three three-light operable windows. As such, one bay (second from the west) is left unpunctuated in the second floor. The building is capped with a cornice. The east elevation is a solid brick wall except for three two-light metal sliding windows located towards R Street. The rear elevation is single-story, as mentioned above, and consists of four bays. Two bays have metal roll-up doors while the other two bays are infilled garage openings, consisting of a wood wall with pedestrian doors. The walls are painted brick and a small cornice line caps the elevation. Alterations to the primary elevation include: alterations to three of the four first-floor bays such as the replacement of the entrance, replacement of windows, insertion of a new secondary entrance, and some infill, and the insertion of three second-floor windows. Alterations to the east elevation include the replacement or insertion of windows. Alterations to the rear include the replacement of original garage doors with a metal roll-up type door and the infill of other garage door openings.

808 R Street, a privately owned building, was evaluated as a potential historic resource in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Public Resources Code Section 5024.1. Based on this evaluation, the property is not a historical resource for the purposes of CEQA and does not qualify for listing in NRHP under any of the applicable criteria. While associated with the development of R Street, 808 R Street does not feature loading doors that associate the building with the important railroad aspect of the Street's development. In addition, the building is highly altered and no longer conveys its early 1900s appearance. Therefore, the property is not eligible under Criterion A. Under Criterion B, the building is not associated with the productive lives of persons significant in our past. The building does not convey notable attributes of an architectural style or possess high artistic value. Therefore, it does not appear to represent a significant example of a type, period, or method of construction under Criterion C. The building is a simply constructed single-story brick warehouse and is unlikely to yield information significant to construction materials or technologies under Criterion D.

### **1720 8<sup>th</sup> Street**

1720 8<sup>th</sup> Street, constructed in 1929, consists of a one-story industrial brick building that faces east onto 8<sup>th</sup> Street. The building has an irregular footprint, flat roof with a red-tile visor roof along the primary (east) elevation and partially along the north elevation, and is constructed of brick. A wood veneer-clad addition, originally constructed in 1930 and renovated in 2017, is located at its south elevation along R Street. The seven-bay primary elevation consists of both an exposed brick portion (five bays) and a wood veneer-clad portion (two bays), creating an asymmetrical and variegated façade. Recessed below a cantilevered porch, the entrance features a metal framed set of two single-light pedestrian doors flanked by side lights and surmounted by a transom. Above the entrance and porch, a mass extends several feet above the main roofline. The brick portion extends north of the entrance and includes four large, multi-light windows. Two are 20-light windows and two are 16-by-16 fixed sash windows. One of the 20-light windows features a solid sheet of metal infill below denoting an altered and infilled entrance. Four colorful tiles are individually set within four concrete squares and affixed to the elevation, between the window and the roofline. A brick dentil provides further definition to the building's primary elevation. Extending south of the entrance is the wood veneer-clad portion's second bay. This bay is wide and consists of an asymmetrically placed single-light window surrounded by a two-light transom window that together form a square. The remainder of the wall is clad with a light, warm-toned wood veneer cladding that is organized into rectangular panels of various sizes by incised metal lines.

The north elevation is similar to the brick portion of the primary elevation. A worn-down sign, painted on the brick wall, reads, "Geo. C. Foss Co. Electric." The south elevation extends along R-Street and corresponds to the 2017 renovation of the 1930 corner building. Like its counterpart along the primary elevation, this portion is clad with a light, warm-toned wood veneer that is organized into rectangular panels of various sizes by incised metal lines. Five windows are grouped toward the center of the elevation, with four narrow and tall transom-over-one fixed sash windows arraigned asymmetrically around a wider two-light transom-over-one fixed sash window. The rear elevation (west) has a narrow metal clapboard-like portion to the north and a brick clad portion to the south.

1720 8<sup>th</sup> Street, a privately owned building, was evaluated as a potential historic resource in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Public Resources Code Section 5024.1. Based on this evaluation, the property is not a historical resource for the purposes of CEQA and does not qualify for listing in NRHP under any of the applicable criteria. While associated with the development of R Street, 1720 8<sup>th</sup> Street has been highly altered and no longer retains integrity to convey that significance. Therefore, the property is not eligible under Criterion A. Under Criterion B, the building housed the George C. Foss Electric Co. for nearly 60 years but research yielded that although the company completed many projects within Sacramento, George C. Foss does not appear to have made significant contribution to electrical industry history or development. The building does not convey notable attributes of an architectural style or possess high artistic value, especially given its altered state. Therefore, it does not appear to represent a significant example of a type, period, or method of construction under Criterion C. The building is a simply constructed single-story brick warehouse and is unlikely to yield information significant to construction materials or technologies under Criterion D.

### **1812 9<sup>th</sup> Street**

Located on the corner of 9<sup>th</sup> and R Streets, 1812 9<sup>th</sup> Street faces east onto 9<sup>th</sup> Street. The single-story warehouse is located in the project study area and according to Sanborn Fire Insurance Maps and Historicaerials.com was constructed between 1915 and 1947. The building spans the half block between R Street to the north and Rice Alley to the south. The building has a parapet; a portion of the east facing roofline has a raised, curved parapet and a projecting cornice. The primary elevation has 11 bays denoted by slightly projecting brick columns or quoin-work. The primary entrance is located in the third bay from the south and consists of a set of single-light double-doors flanked by side lights and surmounted by a tall transom. The fourth bay from the north has a secondary entrance. This entrance consists of a single-light door with a single sidelight and is also surmounted by a tall transom. The remaining nine bays are punctuated by windows of varying size and light-pattern. Moving from south to north windows are as follows: two sets of three single-light fixed sash windows located at the pedestrian level; two metal sliding windows of the same size followed by one squatter one; a set of four fixed sash ribbon windows; and three large 15 x 15 light metal windows. There are also five basement windows, three of which have been infilled.

The north elevation has eight bays. Most windows are large 12-by-12 or 20-by-20 metal windows. Two, located lower on the wall, appear to have once been loading/unloading doors because of their location on the elevation and alongside R Street and its no-longer extant railroad sidings. In addition, there are two sets of tall, narrow multi-light windows at the east. Like the primary elevation, numerous basement windows have been infilled. The south elevation has a brick portion to the east and a stucco clad portion to the west. Fixed sash two-light windows are located regularly along this elevation. The rear elevation faces onto a private parking lot. A brick portion to the north has two large multi-light windows while a stucco-clad portion to the south appears to have a recessed entrance and regularly placed fixed sash windows.

1812 9<sup>th</sup> Street, a privately owned building, was evaluated as a potential historic resource in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Public Resources Code Section 5024.1. Based on this evaluation, the property is not a historical resource for the purposes of CEQA and does not qualify for listing in NRHP under any of the applicable criteria. While associated with the development of R Street, 1812 9<sup>th</sup> Street is heavily altered and its loading doors along the no longer extant railroad sidings have been infilled. Therefore, the property is not eligible under Criterion A. Under Criterion B, the building is not associated with the productive lives of persons significant in our past. The building does

not convey notable attributes of an architectural style or possess high artistic value. Therefore, it does not appear to represent a significant example of a type, period, or method of construction under Criterion C. The building is a simply constructed single-story brick warehouse and is unlikely to yield information significant to construction materials or technologies under Criterion D.

### 3.5.2 Discussion

#### a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

**No impact.** The project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 because there are no historical resources located on the proposed project site or in the project study area that qualify as CEQA historical resources. Because none are present, no historical resources would be materially impaired by demolition of the warehouse, project construction, or project operation. In addition, there are no historical resources present in the immediate vicinity of the project site. Therefore, the project would not result in indirect effects on quality of setting that might contribute to their significance. Because there are no historical resources present, there is no impact.

#### b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

**Less than significant with mitigation incorporated.** Buried archaeological resources that may meet the definition of historical resource or unique archaeological resource are potentially present in the project footprint. If any of these resources are damaged during construction or if any buried resources are encountered and damaged during construction, the destruction of the archaeological resources would be a potentially significant impact.

### Mitigation Measures

#### **Mitigation Measure 3.5-1. Conduct mandatory cultural resources awareness training for all project construction personnel associated with building demolition and earth moving**

Before building demolition and any ground-disturbing work (including vegetation clearing, grading, and equipment staging) commences, a qualified archaeologist will conduct a mandatory cultural resources awareness training for all construction personnel involved with these activities. The training will cover the cultural history of the area, characteristics of archaeological sites, applicable laws, and the avoidance and minimization measures to be implemented. Proof of personnel attendance will be provided to overseeing agencies as appropriate. If new construction personnel associated with building demolition and ground-disturbing work are added to the proposed project after the training has been conducted, the contractor will ensure that the new personnel receive the mandatory training before starting work.

#### **Mitigation Measure 3.5-2. Implement measures to protect previously unidentified cultural resources**

Construction shall stop if potential cultural resources are encountered. It is possible that previous activities have obscured surface evidence of cultural resources. If signs of an archeological site, such as any unusual amounts of stone, bone, shell, ceramics, glass, or metal are uncovered during grading or other construction activities, work will be halted within 100 feet of the find and the appropriate agency will be notified. A qualified archeologist will be consulted for an onsite evaluation. If the site is, or appears to be, eligible for listing in the CRHR or NRHP, additional mitigation, such as further testing for evaluation or data recovery, may be necessary.

In the event resources are discovered, a qualified archaeologist will assess the find and determine whether the resource requires further study. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable regulatory criteria.

All work will stop in the immediate vicinity of the find. If the find is determined to be an important cultural resource, the CADA will make available contingency funding and a time allotment sufficient to allow recovery of an archaeological sample or to implement an avoidance measure. Construction work can continue on other parts of the project while archaeological mitigation takes place.

#### **Significance after Mitigation**

Implementation of Mitigation Measures 3.5-1 and 3.5-2 would reduce archaeological resource impacts to a **less-than-significant** level by requiring trained construction personnel, requiring work to stop if suspected archaeological resources are found, onsite evaluation by a qualified archaeologist, and determination of any necessary recordation.

#### **c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**No impact.** The project site lies within the urban environment of downtown Sacramento where underlying soils consist of Holocene alluvium deposits less than 11,000 years old. Objects must typically be older than the Holocene epoch to be considered a fossil; therefore, it is highly unlikely that soils underlying the project site contain unique paleontological resources. There are no unique geological features on the project site. Therefore, the project would have no impact on paleontological resources or unique geologic features.

#### **d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than significant with mitigation incorporated.** There are no known formal cemeteries within the project area, and neither the results of the records search nor the archaeological pedestrian survey indicated that human remains are present in the project study area. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains, which would be a potentially significant impact.

#### **Mitigation Measure 3.5-3. Implement measures if construction activities inadvertently discover or disturb human remains**

If human remains are discovered during any phase of construction, including disarticulated or cremated remains, the construction contractor will immediately cease all ground-disturbing activities within 100 feet of the remains and notify the appropriate agency.

In accordance with California Health and Safety Code Section 7050.5, no further disturbance will occur until the Sacramento County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98.

If the remains are determined by the County Coroner to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. A professional archaeologist with Native American burial experience will conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD), if any, identified by NAHC. As necessary and appropriate, a professional archaeologist may provide technical assistance to the MLD, including the excavation and removal of the human remains. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods (as provided in PRC Section 5097.98). Where the following conditions occur, the landowner or his authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

- ▲ The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission.
- ▲ The descendant identified fails to make a recommendation.
- ▲ The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC.

**Significance after Mitigation**

Implementation of Mitigation Measure 3.5-3 would reduce significant impacts to a **less-than-significant** level by requiring work to stop if suspected human remains are found, communication with the county coroner, and the proper identification and treatment of the remains consistent with the California Health and Safety Code and the California Native American Historical, Cultural, and Sacred Sites Act.

**e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code § 21074?**

See discussion under “Consultation Efforts” in Section 3.17, “Tribal Cultural Resources.”

### 3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Geology and Soils. Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.6.1 Environmental Setting

##### REGIONAL GEOLOGY

The project site is located in the Sacramento Valley within the northern portion of the Great Valley geomorphic province of California. The Sacramento Valley is bounded by the foothills of the Sierra Nevada mountain range to the east, the Coast Ranges to the west, and the Cascade Range and Klamath Mountains to the north. The geology of the Great Valley incorporates thick sequences of alluvial sediments derived primarily from erosion of the Sierra Nevada range to the east and to a lesser extent from erosion of the Cascade and Klamath mountain ranges to the north. Sediments from these mountain ranges were transported downstream and laid down as river channel and floodplain deposits and alluvial fans. The project vicinity is underlain by Holocene-age alluvium (the Holocene epoch extends from approximately 13,000 years ago to present), which generally is composed of unweathered gravel, sand, and silt deposited by the present- day stream and river systems that flow through the Sacramento area.

## TOPOGRAPHY AND DRAINAGE

The downtown Sacramento area is located on a flat surface of the Great Valley geomorphic province, which is an alluvial plain approximately 50 miles wide and 400 miles long located in the central portion of California. The northern portion of the Great Valley, which is drained by the Sacramento River, is identified as the Sacramento Valley, and the southern part, which is drained by the San Joaquin River, is identified as the San Joaquin Valley.

The existing ground elevation is approximately 20 feet above mean sea level. The project site is relatively flat and void of slopes with approximately 95 percent impervious surfaces because of the warehouse, surface parking and sidewalks. Impervious surfaces do not allow stormwater to percolate directly into the soil but are engineered to drain directly to the City's storm-drainage system.

## GROUNDWATER

The Sacramento area is underlain by geologic formations that include an upper, unconfined groundwater/aquifer system (able to receive water that infiltrates from the surface) and a lower semiconfined groundwater/aquifer system (infiltration of water can be partially blocked by impermeable layers). Depth to groundwater in the downtown area varies seasonally, is relatively shallow (can be less than 10 feet to the water table), with no predominant direction of groundwater flow (Sacramento Central Groundwater Authority 2012). Soil samples were taken in July and August 2005. During the drilling activities, groundwater was encountered at depths between 18 and 20 feet below ground surface (bgs) (Hallenbek/Allwest Associates 2005 as provided in Appendix C of this document).

## SOILS

Based on data provided in the Environmental Data Resources, Inc. (EDR) Radius Map Report (HANA Resources 2017) and the Web Soil Survey (USDA/NRCS 2017) (Appendix D), the soil at and surrounding the project site is classified as Urban Land type of variable surface texture and as non-hydric. Soils of this variety are characterized by heavy alteration from their natural character by urban land uses. Soil composition may have been altered during construction of structures and paved surfaces. Grading, excavation, and placement of fill are common construction practices and contribute to soil mixing and altered composition of soil.

Soils in the project vicinity are classified as silt loam. This soil type is characterized as hydrologic group Class D-Very slow infiltration rates or Class C-Slow infiltration rates; soils with layers impeding downward movement of water, or soils with moderately fine or fine textures; soils that are clayey have a high-water table, or are shallow to an impervious layer, which are somewhat poorly drained (Appendix D).

Natural soil complexes that comprised the original, unaltered soil horizon have been truncated, mixed, or otherwise altered. The natural complexes most commonly associated with this soil type are soils that have proved to have characteristics amenable to urban development. In the Sacramento County area these include Americanos, Andregg, Argonaut, Auburn, Columbia, Cosumnes, Egbert, Fiddymont, Galt, Hedge, Kaseberg, Kimball, Lang, Laugenour, Liveoak, Natomas, Orangevale, Orthents, Red Bluff, Rossmoor, Sailboat, San Joaquin, Tinnin, Valpac soils, and Xerarents and Xerorthents (U.S. Natural Resources Conservation Service 2017). In their unaltered state, most of these soils have low to moderate shrink-swell potential, but rarely can have high shrink-swell characteristics. Taken together, these soils are susceptible to a variety of soil risk factors such as shallow hardpan, shallow bedrock, caving, flooding, and low strength. Construction on these soils generally requires design features that reduce or eliminate structural damage or failure risks. Soil textures are a varied mix of small soil particles: clay, silt, sand, and loam.

Borings were used to collect soil samples at the project site to identify subsurface soil characteristics. The following discussion summarizes the results of the soil investigation found in Appendix C. Soils beneath the project site are characterized by sands and silts with some clayey substrata. Extensive nested dense gravelly

deposits occur at deeper levels. The typical geoprofile includes upper clayey silts to depths on the order of 14 feet bgs, but can occur at shallower depths.

## FAULTING AND SEISMICITY

The project site is located along the eastern margin of the circum-Pacific earthquake zone which is a result of the processes of plate tectonics, and is the most seismically active area in the United States. A major feature of the circum-Pacific earthquake zone associated with this region of California is the San Andreas Fault System which defines the boundary between the North American Plate to the east (on which the Proposed Project is located) and the Pacific Plate to the west. The San Andreas Fault System is generally expressed as a 40-mile wide elongated zone of fracturing and rock deformation that creates the general northwest-southeast trending valleys and ridges in the Coast Ranges, as well as the overall physiographic nature of the California's Central Valley. Another consequence of its proximity to the project site is exposure to the earthquake activity that is common throughout California.

A review of available published geologic and seismic hazards maps indicates that there are no known active faults identified in or adjacent to the City of Sacramento and the proposed project site. In addition, there has been no documented movement on faults mapped in Sacramento County during the past 150 years. However, the region has experienced numerous instances of ground shaking originating from faults in the San Andreas Fault System.

The closest known potentially active fault mapped by the California Geological Survey is the Dunnigan Hills fault located about 20 miles northwest of Sacramento, with the closest branches of the seismically active San Andreas Fault System (Historic activity, i.e., within the last 200 years) being the Green Valley and Concord faults, 43 and 50 miles to the southwest, respectively. The main trace of the San Andreas Fault System is approximately 80 miles to the southwest.

### 3.6.2 Discussion

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

**No impact.** The Alquist-Priolo Act was created to prohibit the location of structures designed for human occupancy across, or within 50 feet of, an active fault, thereby reducing the loss of life and property from an earthquake. There are no known active faults crossing the project site and downtown Sacramento is not located in an Alquist-Priolo Earthquake Fault Zone (Hart and Bryant 2007). Therefore, the proposed project would have no impact related to rupture of a known earthquake fault.



**ii) Strong seismic ground shaking?**

and

**iii) Seismic-related ground failure, including liquefaction?**

Less than significant.

**Ground Shaking**

Ground shaking is a complex concept related to velocity, amplitude, and duration of earthquake vibrations. The active faults in the San Francisco Bay Area and the potentially active faults on the margins of the Sacramento Valley could generate earthquakes producing strong ground shaking. Intensity of ground shaking is related to the size of an earthquake, the distance from the epicenter, and the response of the geologic materials at the site. Ground shaking can be described in terms of peak acceleration (movement) of the ground.

According to a geotechnical engineering report (Appendix C), the project site would be expected to experience moderate to strong ground motion caused by an earthquake at least once during the lifetime of the parking structure. Maximum anticipated horizontal ground accelerations at the project site during an anticipated earthquake with a 71-year occurrence rate (i.e., return period) can be considered to be between 0.102 gravity (g) (equivalent to  $\pm 10.2$  percent of the earth's normal gravitational strength) and 0.125g; with a 1,000-year occurrence rate, such ground accelerations increase to 0.195g to 0.24g (Boore et al. 1997, Appendix C).

In the event of a major earthquake, people and structures would be exposed to moderate to severe ground shaking. Potential secondary effects of ground shaking include ground lurching and liquefaction.

**Ground Lurching**

Ground lurching occurs as a result of the rolling motion imparted to the ground surface during an earthquake. The deformation of the ground surface by such rolling motion can cause ground cracks to form. The potential for ground lurching and associated formation of cracks in the ground is considered greater at contacts between materials with substantially different properties, such as deep, soft soil and bedrock. These conditions were not found at the project site, and the probability of ground lurching and formation of cracks in the ground during a seismic event is considered low.

**Soil Liquefaction**

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of fluids. The stability of most clayey silts, silty clays, and clays deposited in freshwater environments is not normally adversely affected by vibratory motion. Primary factors in determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Age also is a factor in the potential of soils to liquefy, with the younger (less than 10,000 years old) Holocene deposits being the most sensitive to liquefaction.

One consequence that may result from the occurrence of liquefaction is an associated surface expression. If the seismic event occurs over an extended duration, the liquefied soils may migrate toward the surface, resulting in an ejection and subsequent sand boiling at the surface. If not mitigated, this phenomenon of surface expression can result in ground settlement and heave.

There have been no reported instances of liquefaction occurring in downtown Sacramento during major earthquake events including the Loma Prieta earthquake in 1989, the Vacaville-Winters earthquake in 1982, or the San Francisco earthquake in 1906. According to the geotechnical investigation (Appendix C), during a seismic event no sand boils are predicted at the project site, and because the project site is relatively flat, lateral spreading caused by liquefaction is not expected to be a concern.

The relatively unconsolidated sands and low-density silts found in the upper portion of the soil profile could be subject to liquefaction and subsequent settlement, should a substantial seismic event with sufficient ground motion occur during the expected life of the project (Appendix C). However, the parking structure would be designed and constructed using site-specific engineering measures developed by qualified geotechnical and structural engineers in compliance with the California Building Standards Code (CBC) (California Code of Regulations, Title 24) to protect the structure from potential effects of liquefaction and other potential seismic hazards.

Typical measures to address liquefaction include deep-foundation systems using pilings or piers and “mat” foundation systems. Initial review by geotechnical and structural engineers indicates that one or more of the typical construction methods available to address liquefaction (as well as any other potential seismic hazards) are feasible.

Construction of the parking structure would conform to the current CBC, which contains specifications to minimize adverse effects on structures caused by ground shaking from earthquakes. Through conformance with the CBC and implementation of site-specific engineering measures developed in compliance with these codes, development of the project would not result in exposure of people or structures to substantial adverse effects related to seismic hazards. This impact is considered less than significant.

#### **iv) Landslides?**

**No impact.** Lateral spreading (lurching) occurs when soils liquefy (see description above) and the overlying soils move horizontally or down a gentle slope. The topography of the project site in downtown Sacramento is flat. Therefore, there is little to no potential for lateral spreading and landslides and the project would have no impact related to lateral spreading or landslides.

#### **b) Result in substantial soil erosion or the loss of topsoil?**

**No impact.** The project site is an urban site developed with an existing warehouse and surface parking. The project site has an estimated impervious coverage of 95 percent. Because of the developed conditions of the project site and the flat topography, the project would not generate the potential for substantial soil erosion or loss of topsoil. The project would have no impact related to substantial soil erosion. Grading, trenching, and excavation during construction can temporarily expose soil to erosive forces such as wind and stormwater; such effects are addressed in Section 3.9, “Hydrology and Water Quality.”

#### **c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Less than significant.** See responses to (a) i through iv, above, for discussion of liquefaction, lateral spreading, and landslide. Construction of the parking structure would conform to the current CBC, which contains specifications to minimize adverse effects on structures caused by ground shaking from earthquakes. Through conformance with the CBC and implementation of site-specific engineering measures developed in compliance with these codes, development of the project would not result in exposure of people or structures to substantial adverse effects related to seismic hazards. This impact is considered less than significant. Furthermore, lateral spreading (lurching) occurs when soils liquefy (see description above) and the overlying soils move horizontally or down a gentle slope. The topography of the project site in downtown Sacramento is flat. Therefore, there is little to no potential for lateral spreading and landslides and the project would have no impact related to lateral spreading or landslides.

#### **Subsidence**

Subsidence is a lowering of the ground surface caused by a variety of factors. Long-term settlement is a form of subsidence that can occur when water (including groundwater) is removed from certain saturated soils, usually soft clays. Long-term hydrodeformation is another form of subsidence that can occur when moisture (e.g., groundwater) saturates soils that are not typically saturated, causing the soil structure to collapse.

No soft clay-type materials that would undergo long-term settlement were encountered during the geotechnical investigations. Testing of moderately stiff to stiff clayey silts indicates a very low likelihood of long-term settlement. Testing of low-density clayey silts also indicates a very low likelihood of long-term hydrodeformation.

Through conformance with the CBC and implementation of site-specific engineering measures developed in compliance with these codes, development of the project would not result in exposure of people or structures to substantial adverse effects related to an unstable geologic unit. This impact is considered less than significant.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?**

**Less than significant.** The soils beneath the project site have a maximum plasticity index of approximately 21, representing low to medium shrink-swell potential (Appendix C). It is not expected that shrink-swell soils would adversely affect underground elements associated with the parking-structure (e.g., foundations, utility lines). In addition, construction of the parking structure would conform to the current CBC, which contains specifications to address shrink-swell soils where they might occur. Through conformance with the CBC and implementation of applicable measures (if needed) to address shrink-swell soils, development of the parking-structure would not result in exposure of people or structures to substantial adverse effects from these soil types. This impact is considered less than significant.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No impact.** The project site is served by the City's combined sewer system (CSS), which is delivered to the Sacramento Regional County Sanitation District's (Regional San's) Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment prior to discharge to the Sacramento River. The project would have no impact related to use of septic tanks or alternative wastewater disposal systems.

### 3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. Greenhouse Gas Emissions. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.7.1 Environmental Setting

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. It is “extremely likely” that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (IPCC 2014:3, 5). By adoption of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 97, the State of California has identified that the effects of GHG emissions cause adverse environmental impacts. AB 32 mandates that emissions of GHGs must be capped at 1990 levels by the year 2020 (California Air Resources Board 2012).

GHGs have the potential to adversely affect the environment because such emissions can contribute, on a cumulative basis, to global climate change. Although the emissions of one single project would not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

#### 3.7.2 Regulatory Background

In August 2016, Governor Brown signed Senate Bill (SB) 32 and Assembly Bill (AB) 197, which serve to extend California’s GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize the California Air Resources Board (ARB) to achieve a statewide GHG emission reduction of at least 40 percent below the previous AB 32 goal of 1990 levels by 2020 by no later than December 31, 2030. SB 32 codified the targets established by Executive Order (EO) B-30-15 for 2030, which set the next interim step in the State’s continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

On January 20, 2017, ARB released its proposed 2017 Climate Change Scoping Plan Update (proposed 2017 Scoping Plan Update), which lays out the framework for achieving the 2030 reductions as established

in EO B-30-15 and SB 32 and AB 197. The proposed 2017 Scoping Plan Update identifies the GHG reductions needed by emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030. It also identifies how GHGs associated with projects could be evaluated under CEQA. Specifically, it recommends that projects conform with an “adequate geographically specific GHG reduction plan.” The project is located in the City of Sacramento and thus will be evaluated consistent with goals and policies in the adopted City of Sacramento Climate Action Plan (CAP), consistent with ARB recommendations.

#### **City of Sacramento 2035 General Plan**

The City of Sacramento 2035 General Plan includes the following policies related to reducing GHG emissions in Sacramento (City of Sacramento 2015).

- ▲ **Policy ER 6.1.5.** The City shall reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 49 percent and 83 percent by 2035 and 2050, respectively.
- ▲ **Policy ER 6.1.7.** The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the job/housing ratio in each community; and other methods of reducing emissions.

#### **Sacramento Climate Action Plan**

The Sacramento CAP was adopted on February 14, 2012 by the Sacramento City Council and was incorporated into the 2035 General Plan. The CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the city reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space. The City’s CAP goals related to this project are described below.

- ▲ Use emerging transportation technologies and services to increase transportation system efficiency.
- ▲ Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.
- ▲ Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.
- ▲ Support the development and provision of privately funded and/or privately-operated transit services that support citywide and regional goals by reducing single-occupant vehicle (SOV) trips, vehicle miles traveled and GHG emissions.
- ▲ The City and other agencies within jurisdiction over roadways within City limits shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.
- ▲ Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City’s desire to provide a grid system that creates a high level of connectivity.
- ▲ Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

- ▲ Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs, and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the Bicycle Master Plan.
- ▲ Provide and manage parking such that it balances the citywide goal of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.
- ▲ Provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies.

#### **City of Sacramento CAP Consistency Review Checklist**

As part of the City of Sacramento CAP, the City has adopted the CAP Consistency Review Checklist (CAP Checklist) to ensure new projects remain consistent with the goals set forth in the City's CAP. Because the CAP established GHG reduction targets that are consistent with the overall State GHG emissions targets, individual development projects occurring within the City of Sacramento that are consistent with the CAP goals and policies, shown by completing the CAP Checklist, would also be consistent with State GHG reduction targets and GHG reduction planning efforts. The CAP Checklist includes a series of required project design features that must be incorporated into projects to remain consistent with the City's CAP.

Further, projects that are consistent with the CAP Checklist would also, generally, not result in substantial construction-related impacts. Nonetheless, project-generated GHG emissions were compared to available guidance from Sacramento Metropolitan Air Quality Management District (SMAQMD).

### **3.7.3 Discussion**

#### **a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less than significant.** For the purposes of this GHG analysis, the following criteria were used to evaluate whether project generated GHG emissions would result in a significant impact on the environment (i.e., make a significant contribution to the cumulative impact of climate change):

- ▲ For the evaluation of construction-related GHG emissions, if the mass emissions associated with construction of the project would exceed of 1,100 metric tons of carbon dioxide-equivalent per year (MT CO<sub>2</sub>e/year) then they would be cumulatively considerable.
- ▲ For the evaluation of operational-related GHG emissions, the project was assessed for consistency with the adopted City of Sacramento CAP using the CAP Checklist. Projects found to be consistent with the adopted CAP would not conflict with local or State plans, policies or regulations adopted for the purpose of reducing GHG emissions.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Project-generated construction emissions were estimated and presented, for comparison purposes, to available SMAQMD construction thresholds of 1,100 MT CO<sub>2</sub>e/year.

Operation of the parking garage and retail portions of the project would also result in GHG emissions. Activities associated with the operation of the retail portion of the site include the combustion of natural gas for space and water heating, the consumption of electricity, the treatment/disposal of wastewater and solid waste, and equipment used for landscaping. Emissions activities associated with the operation of the parking garage portion would include the consumption of electricity for lighting and other parking garage operational equipment.

Regarding operational mobile source GHG emissions, the parking garage is intended to serve existing parking demand from current State employees on the waiting list for State parking facilities. Because the parking garage would provide parking spaces for existing State employees who already commute to offices and facilities in the surrounding area, the project is not attributed with generating any new commute trips or subsequent GHG emissions. Further, the parking structure may be opened to the public during evening and nighttime hours to provide additional parking for existing development in the surrounding area (e.g., restaurants, bars, nightclubs, retail). These vehicle trips would also be associated with existing land uses and therefore the parking structure itself would serve existing parking demand rather than generate new trips. However, the proposed new commercial space on the bottom level may generate new trips to the area, resulting in mobile-source GHG emissions, depending on the specific land use. Project-generated operational GHG emissions were evaluated in accordance with City of Sacramento CAP Checklist. The CAP Checklist has been completed and is included in Appendix E.

**Construction**

Short-term construction-generated GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1 computer program. Model assumptions were based on project-specific information (i.e., land use types, dates of construction, and year of operation); and default values in CalEEMod based on the project’s location and land use types. Construction of the project would occur over approximately a one and half year period. Project construction is anticipated to start as early as spring of 2018. Total construction emissions as well as the annual construction emissions, for comparison to an annual GHG threshold, are summarized in Table 3.7-1. Additional details regarding modeling assumptions, inputs, and outputs are provided in Appendix E.

**Table 3.7-1 Estimated Greenhouse Gas Emissions Associated with Project Construction Activities by Construction Year**

Construction GHG Emissions Summary	GHG Emissions
Total Construction	446 MT CO <sub>2e</sub>
Annual Construction Emissions	297 MT CO <sub>2e</sub> /year
SMAQMD Threshold of Significance	1,100 MT CO <sub>2e</sub> /year

Notes: MT CO<sub>2e</sub> = metric tons of carbon dioxide-equivalent; GHG= Greenhouse Gas  
 Source: Data modeled by Ascent Environmental in 2017.

As shown in Table 3.7-1, construction activities would result in total GHG emissions of 446 MT CO<sub>2e</sub> and maximum annual emissions of 297 MT CO<sub>2e</sub>/year, both of which are below the SMAQMD threshold of significance for construction related GHG emissions.

**Operations**

Project-generated operational GHG emission impacts were analyzed using the CAP Checklist, consistent with City and State recommendations when an applicable GHG reduction plan (i.e., CAP) has been adopted. The project has been determined consistent with all applicable checklist requirements. (See Appendix E for completed CAP Checklist) Project requirements in the CAP Checklist, which are incorporated in the project design and contribute to project consistency are further discussed below.

- ▲ The project site is consistent with the goals, land use, and urban form policies and standards included in the City’s 2035 General Plan. The project site location is included in the CAP (See Project Background and Need 2.1) planning area and is consistent with the existing zoning designation for the project site as RMX-SPD (Residential Mixed Use-Special Planning District) (City of Sacramento 2015a).
- ▲ As discussed in the Project Description and in Section 3.16 Traffic and Circulation, the project would include traffic calming features on and adjacent to R Street along the commercial portion of the project, and on 8<sup>th</sup> Street and 9<sup>th</sup> Street. Traffic calming measures include pedestrian crosswalk treatments, bulb-outs, street trees and landscaping, and pedestrian and bicycle roadway demarcations and signage.

In addition, all traffic calming measures included in project design would remain consistent with the design policies and guidelines included in 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), as required by the City of Sacramento.

- ▲ The project site is considered an infill project which includes existing sidewalk facilities along 8<sup>th</sup> and 9<sup>th</sup> Street. As part of the retail portion of the project along R Street, pedestrian facilities would be incorporated in the project design and be guided by the design standards included in the City's Pedestrian Master Plan. The project design would also be guided by the City's Pedestrian Review Process as included in the Pedestrian Master Plan, using the Pedestrian Level of Improvement (Pedestrian Master Plan 2006, Figure 4.2) to establish pedestrian improvement requirements for discretionary approval as discussed in the CAP Checklist.
- ▲ As discussed in the Project Description, the project would include bicycle parking outside of the parking garage and along R Street to service the retail portion of the project and other existing development. The project site would also include long-term indoor bicycle parking within the parking garage to support bicycling as a commute mode. All bicycle facilities would be consistent with California Government Code Section 14679.5 (State of California 2017), the City's Bikeway Master Plan, and would meet or exceed the minimum Zoning and CALGreen Requirements as specified in the City's CAP Checklist.
- ▲ As by building code, the project would comply with minimum CAL Green Tier 1 water efficiency and conservation standards and CADA would compile supporting documentation of compliance.
- ▲ Consistent with California Green Building Standards (i.e., CALGreen), although not included in the CAP Checklist but consistent with GHG reduction policies in the CAP, at least 8 percent of the parking spaces within the parking garage would be designated as Clean Air/Vanpool/Electric Vehicle spaces pursuant to CALGreen 2016 nonresidential standards. Additionally, at least 6 percent of the parking spaces in the parking garage would include Electrical Vehicle Service Equipment (EVSE) pursuant to 5.106.5.3 Electric vehicle charging in the CALGreen 2016 Nonresidential Mandatory Measures. CADA will compile supporting documentation of compliance with the aforementioned CALGreen 2016 standards.

As discussed above and shown in Table 3.7-1, construction emissions associated with the project were estimated to total 446 MT CO<sub>2</sub>e and result in emissions of 297 MT CO<sub>2</sub>e/year, below the SMAQMD construction emissions thresholds of 1,100 MT CO<sub>2</sub>e/year. The operational GHG emissions associated with the project were analyzed using the City's CAP Checklist. As discussed above, the project is consistent with the applicable requirements included in CAP Checklist and would be consistent with the City's CAP and overall GHG reduction goals. Further, consistent with CEQA and State recommendations, projects consistent with a local GHG reduction plan would also be consistent with overall State GHG reduction targets and adopted GHG reduction plans. This impact would be less than significant.

#### **b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less than significant.** As discussed in a) above, the project demonstrates consistency with the CAP Checklist and therefore is consistent with the City's CAP and the GHG emissions targets established within the plan. As discussed in 3.1.2 Regulatory Background, the City's CAP established GHG reduction targets that are consistent with AB 32 and the Scoping Plan and therefore individual development projects occurring within the City of Sacramento that are consistent with the CAP Checklist would also be consistent with AB 32 and the State's GHG reduction targets and GHG reduction planning efforts. In this regard, the project would not conflict with or obstruct implementation of ARB's Scoping Plan for achieving GHG reductions consistent with AB 32. This impact would be less than significant.



### 3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.8.1 Environmental Setting

A Phase I Environmental Site Assessment (ESA) was prepared by HANA Resources in October 2017 for the project site (Appendix D). The purpose of the Phase I was to identify the presence or likely presence of an environmental condition that may trigger an environmental liability on, or restrict the use of the property; identify any immediate risk to the public health or safety or the environment; and formulate an opinion as to the potential for existence of hazardous materials on-site at levels likely to significantly affect the future use of the property. The Phase I ESA compiles past evaluations of the project site, including a previously prepared Phase I ESA that included basic sampling and testing of soils and building materials on the project site.

The Phase I ESAs followed American Society for Testing and Materials Standard E1527 (the industry standard) and included site reconnaissance, and review of available public data, historical records, topographic maps and aerial photographs. Environmental site reconnaissance was also performed by HANA Resources on July 28, 2017.

The project site is currently occupied by a DGS warehouse and surface parking. The State of California owns the property, with the exception of an approximately 40-foot strip between the warehouse and the midblock alley, which is privately owned and used for surface parking. CADA would acquire this property if the project is implemented on this site. Paved areas surround the warehouse building. The Phase I ESA states that historic aerial photographs and Sanborn maps show that the site has been occupied by a warehouse since at least 1952.

According to the Phase I ESA, the EDR Radius Report identified 336 locations within a mile radius of the project site (target property in EDR report). There were several historic cleaner sites near the project site. Information provided in the EDR report indicated that none of these sites, other than those identified (e.g.: former Downtown Sacramento Union Pacific Railyard), were found to have had a documented release or contamination to groundwater resulting from past operations. None of these identified pose a REC of VEC to the project site. Potential recognized environmental conditions (RECs) (including potential vapor encroachment conditions [VEC]) identified at the project site appear to be associated with materials used in the construction or maintenance of the warehouse building that contain asbestos and lead based paint, and universal waste. Black mold appears to be present on the north side of the building exterior. No other RECs were identified.

The subsurface exploration and “basic screening” sampling and testing detected low concentrations (43–47 mg/kg) of total recoverable petroleum hydrocarbons (TRPHs) in soil at samples obtained at 2-foot and 8-foot depths. These concentrations are below Central Valley Regional Water Quality Control Board (Central Valley RWQCB) environmental screening levels (ESLs). The TRPHs were detected both in imported fill below the site and in natural soil. No other materials of interest were found at the site.

Because TRPHs were found in near-surface soils, past usage of the site has likely contributed to the low levels of hydrocarbons detected. Hydrocarbon presence may be the result of one or more of the following causes:

- ▲ The hydrocarbons may have been present in imported fill and have migrated downward to native soil.
- ▲ Spills may have occurred during loading, unloading, or general movement of hydrocarbon- containing materials that may have been stored at the warehouse.
- ▲ Spills may have occurred associated with use of the railroad spur that formerly ran along the north side of the site.

The Phase I ESA concluded that there is minimal likelihood that past or current usage has had environmental impacts on the project site that are sufficient to restrict development of a parking structure or retail/commercial uses (Appendix D).

### 3.8.2 Discussion

#### a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than significant.** Development of the project would involve the temporary storage, use, and transport of hazardous materials (e.g., fuel, lubricants, paint) during construction activities. In addition, because the project would include retail uses, it is possible that some facilities (e.g., photo-processing services) could use hazardous materials during operation. Transportation of hazardous materials on area roadways is regulated

by the California Highway Patrol and Caltrans, whereas use of these materials is regulated by the California Department of Toxic Substances Control (DTSC), as outlined in CCR Title 22. CADA would be required to use, store, and transport hazardous materials in compliance with local, State, and federal regulations during construction of the project. Any use of hazardous materials during operation of retail facilities would be required to comply with appropriate regulatory-agency standards designed to avoid releases of hazardous materials. The same would be true for any uses of hazardous materials that might be associated with operation of the parking structure (e.g., cleansers, solvents). Because construction and operation of the project would comply with existing hazardous-materials regulations, impacts related to creation of significant hazards to the public through routine transport, use, disposal, and risk of upset would not occur. Therefore, this impact is considered less than significant.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

**Less than significant with mitigation incorporated.** According to the Phase I ESA prepared for the project site, no records of contamination at this location are listed in hazardous-materials databases. In addition, subsurface exploration and “basic screening” sampling and testing detected low concentrations of TRPHs in soil at samples obtained at 2-foot and 8-foot depths. These concentrations are below Central Valley RWQCB ESLs (Appendix C). The TRPHs were detected both in imported fill below the site and in natural soil. Potential RECs identified at the project site appear to be associated with materials used in the construction or maintenance of the warehouse building that contain asbestos and lead based paint, and universal waste. Black mold appears to be present on the north side of the building exterior. No other RECs were identified. The Phase I ESA for the project site concludes that there is minimal likelihood that past or current usage has had environmental impacts on the subject site sufficient to restrict development of a parking structure or retail/commercial uses (Appendix D).

Development of the parking structure would involve demolition of the existing DGS warehouse, site grading, limited excavations, and construction of new facilities. Excavation and construction activities at or near areas of currently recorded or unrecorded soil and/or groundwater contamination could expose construction workers to hazardous materials, although this is unlikely given that the Geotechnical Study and Phase I ESA only detected TRPHs in soil at concentrations below Central Valley RWQCB ESLs (Appendices C and D). The RECs (asbestos-containing building materials, lead-based paint, universal waste, and black mold) (Appendix D) could become friable or mobile during building demolition, potentially exposing construction workers and the public to these materials. This is a potentially significant impact.

## Mitigation Measures

**Mitigation Measure 3.8-1: Remediate recognized environmental conditions in accordance with applicable regulations**

CADA shall coordinate with all appropriate federal, State, and local agencies regarding the potential need for remediation at the site and methods to address asbestos-containing building materials, lead-based paint, universal waste, and materials with black mold during demolition of the existing DGS warehouse. Agencies that may have jurisdiction over hazardous-materials concerns could include the Sacramento County Environmental Management Department (EMD), Central Valley RWQCB, DTSC, EPA, and California Division of Occupational Safety and Health. Remediation of contaminated soil (if determined to be needed) and methods for containment/removal of RECs shall follow all regulatory standards. All contaminated soil and RECs shall be removed from the project site in a manner consistent with applicable regulations and shall be disposed of at an off-site disposal facility authorized to accept the particular type of contaminated materials.

In addition, the County EMD shall be notified if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with requirements identified by the County EMD, Central Valley RWQCB, DTSC, or other appropriate federal, State, or local regulatory agencies.

**Significance after Mitigation**

Compliance with these regulations would prevent construction of the parking structure from resulting in a significant risk to construction workers or the public from exposure to hazardous materials currently present on the project site. Therefore, Mitigation Measure 3.8-1 would reduce this impact to a **less-than-significant** level.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No impact.** The closest school to the project site is Discovery Tree Preschool located 0.4 mile away and William Land Elementary School in the Sacramento City Unified School District approximately 0.5-mile away. The proposed project site is not within 0.25 mile of a school or proposed school. No impact would occur.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No impact.** The project site is not on a list of hazardous-materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) (California Environmental Protection Agency 2017). Therefore, no impact would occur.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

and

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The project site is not located within an airport land use plan or within two miles of a public airport or public use airport, or within the vicinity of a private airstrip, and would not result in an aviation related safety hazard for people residing or working in the project area. No impact would occur.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less than significant with mitigation incorporated.** During construction, it may be necessary to restrict or redirect pedestrian, bicycle, or vehicular movements around the site to accommodate demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours, which would be temporary. These temporary restrictions could potentially impair emergency response or evacuation, which is a potentially significant impact.

## Mitigation Measures

**Mitigation Measure 3.8-2: Prepare and implement a construction traffic control plan**

CADA shall prepare a construction traffic control plan, consistent with Section 12.20.20 of the Sacramento City Code, that:

- ▲ illustrates the location of the proposed work area;
- ▲ identifies the location of areas where the public right-of-way would be closed or obstructed and the placement of traffic control devices necessary to perform the work;
- ▲ shows the proposed phases of traffic control; and

- ▲ identifies the time periods when the traffic control would be in effect and the time periods when work would prohibit access to private property from a public right-of-way.

The plan may be modified by the City at any time to eliminate or avoid traffic conditions that are hazardous to the safety of the public. The traffic control plan shall also provide information on access for emergency vehicles to prevent interference with emergency response.

#### **Significance after Mitigation**

Preparation of the required traffic control plan and compliance with the plan, as required by Mitigation Measure 3.8-2, would minimize construction impacts related to interference with emergency response or evacuation to a **less-than-significant** level.

#### **h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No impact.** The proposed project site is located in downtown Sacramento, surrounded by urban development. The project site is not adjacent to or intermixed with wildlands. Therefore, the project would not expose people or structures to significant risk due to wildland fires. No impact would occur.

### 3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Hydrology and Water Quality. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.9.1 Environmental Setting

##### HYDROLOGY

The project site is in downtown Sacramento on low-lying lands approximately 1-mile east of the Sacramento River and approximately 1.5 miles south of the American River. The site is downstream (south) of the

confluence of the Sacramento and American Rivers. The project site is in an urbanized area and has no direct connection to streams, creeks, or other hydrologic features.

## STORMWATER DRAINAGE

At a broad scale, storm drainage is comprised of overland sheet flow generated diffusely throughout a watershed by precipitation and channeled, ultimately, to natural drainage ways. In local urban neighborhoods and communities in Sacramento County, drainage is primarily conveyed by engineered drainage systems consisting of pipes, gutters, swales, ditches, and graded land. These engineered systems are designed to control the quantity and quality of storm drainage produced in urban areas, and manage it in a controlled manner such that it produces less harm to natural waterbodies.

Stormwater at the project site is collected by the City's CSS and conveyed to one of two facilities for primary treatment prior to discharge to the Sacramento River. CSS flows and discharges are currently regulated by the provisions of WDR Order No. R5-2015-0045 (National Pollutant Discharge Elimination System [NPDES] No. CA0079111). Direct stormwater discharges to the Sacramento River are not permitted unless the total combined 380 million gallons per day (mgd) capacity of the CSS is exceeded during an extreme high flow event. Section 3.18, "Utilities and Infrastructure" contains further details relating to the operation and capacity of the CSS.

## FLOOD CONDITIONS

Sacramento County has an extensive system of dams, levees, weirs, pumping plants, and flood control bypass channels along the Sacramento and American Rivers to provide flood control. These facilities can control floodwaters by regulating the amount of water passing through reaches of the river. The amount of water flowing through the river system can be controlled locally by Folsom Dam on the American River and the reserve overflow area of the Yolo Bypass on the Sacramento River.

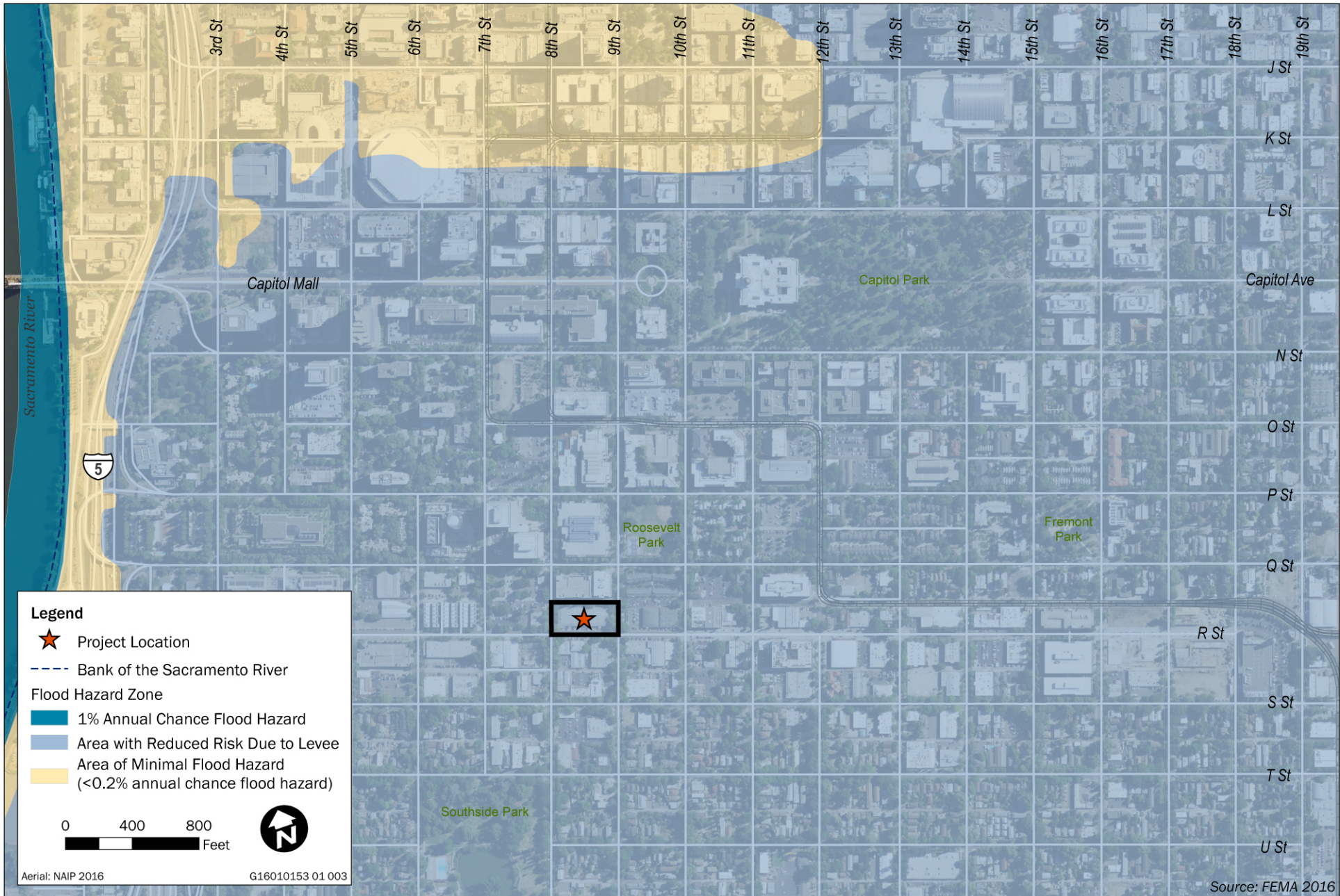
Although downtown Sacramento is within the natural floodplain of the Sacramento River, with a one percent risk of flooding in any given year (100-year floodplain), the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) indicates that the flood risk is reduced in downtown Sacramento, including the project site, by levees and the overall flood protection system (FEMA 2016) (Exhibit 3.9-1).

### 3.9.2 Discussion

#### a) Violate any water quality standards or waste discharge requirements?

**Less than significant with mitigation incorporated.** Construction of the parking structure would require demolition of the existing warehouse. The site would be subject to ground disturbing activities for building foundations, utility connections, and other site improvements. Excavation of soils for building foundations, and underground utility connections could intersect with shallow groundwater and require dewatering.

Materials such as aggregate-base rock for roadway and parking area subgrade, sand bedding and backfill for utility lines, and crushed rock for building foundations would be brought to the project site. Imported or excavated material could become exposed to stormwater and potentially result in contamination of surface water, or could directly connect with and contaminate groundwater. Construction equipment may contain toxic or hazardous substances, including fuels, lubricants, oil, and grease. These materials could also become exposed to stormwater runoff or to groundwater if they are not properly contained. Multiple small incidents of contamination, or larger single releases (e.g., fuel spill) could result in adverse effects on surface and groundwater quality.



**Legend**

- ★ Project Location
- Bank of the Sacramento River
- Flood Hazard Zone**
- 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area of Minimal Flood Hazard (<0.2% annual chance flood hazard)



Aerial: NAIP 2016      G16010153 01 003

Source: FEMA 2016

**Exhibit 3.9-1**

**Flood Zone**





## Mitigation Measures

### Mitigation Measure 3.9-1: Prepare and implement a stormwater pollution prevention plan

Prior to construction, CADA shall obtain coverage under the NPDES General Permit. In compliance with the General Permit, a stormwater pollution prevention plan (SWPPP) shall be prepared detailing measures to control soil erosion and waste discharges from project construction areas. All contractors conducting construction-related work will be required to implement the SWPPP to control soil erosion and waste discharges. The general contractor(s) and subcontractor(s) conducting the work will be responsible for implementing all best management practices (BMPs) detailed in the SWPPP.

The SWPPP shall identify the grading and erosion-control BMPs and specifications necessary to avoid and minimize water-quality impacts to the extent practicable. Standard erosion control measures (including management and structural controls) will be required to be implemented for all construction activities that expose soil. Fill and grading materials brought in from offsite shall be clean, chemically inert, and handled with appropriate containment to prevent contamination of stormwater. Grading operations will be required to eliminate direct routes for conveying potentially contaminated runoff to the CSS. Erosion control barriers such as silt fences and mulching material would be installed. The SWPPP shall contain specific measures for stabilizing soils before the onset of the winter rainfall season. Implementation of these standard erosion-control measures will reduce the potential for soil erosion and sedimentation of stormwater runoff during construction.

If dewatering is required, the SWPPP shall include a dewatering plan, which will establish measures to treat groundwater pumped from the construction site prior to release, and to prevent/minimize sediment and contaminant releases into groundwater during excavation, as well as methods to clean up releases if they occur. Measures to prevent/minimize releases of sediment and contaminants into groundwater during excavation and methods of cleaning up releases may include using temporary berms or dikes to isolate construction activities; using vacuum trucks to capture contaminant releases; and maintaining absorbent pads and other containment and cleanup materials on-site to allow an immediate response to contaminant releases if they occur.

In addition to the protections provided by coverage under the General Permit, the City's Stormwater Management and Discharge Control Ordinance requires projects to minimize or eliminate sediment and pollutants in construction site stormwater discharges. CADA shall prepare an erosion, sediment, and pollution-control plan, or its equivalent, for construction and post-construction activities and shall comply with all applicable regulations and industry-standard practices for protection of surface water and groundwater quality.

### Significance after Mitigation

CADA would comply with the laws and regulations in Mitigation Measure 3.9-1 designed to be protective of water quality. Therefore, the release of soil or other contaminant materials into waterbodies during construction would be avoided or minimized and impacts to surface and groundwater quality resulting from project construction would be reduced to a **less-than-significant** level.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

**Less than significant.** Replacement of the warehouse and surface parking with a new parking structure would have little to no change to the amount of impervious surfaces at the project site. The current volume of stormwater infiltration to groundwater at the project site is negligible due to the large amount of impervious site coverage and the high degree of compaction of uncovered areas. Therefore, project would not alter groundwater recharge. The impact would have a less-than-significant impact on groundwater.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?**

and

- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?**

**Less than significant.** Replacement of the warehouse with a new parking structure would have little to no change to the amount of impervious surfaces at the project site. There are no natural drainage features on the block, and stormwater drainage is captured and directed to the City's separate storm drain system. With redevelopment of the site, stormwater from the project site 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 (Sacramento County 2017). There would be no increase in stormwater runoff, erosion, or subsequent contribution to flood flows. The impact on drainage patterns would be less than significant.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less than significant.** See responses to (a) and (d), above. The project would have a less-than-significant impact.

- f) **Otherwise substantially degrade water quality?**

**Less than significant with mitigation incorporated.** See responses to (a) and (d), above. The project would have a less than significant on water quality.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

and

- h) **Place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

and

- i) **Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**No impact.** Although downtown Sacramento is within the natural floodplain of the Sacramento River, with a one percent risk of flooding in any given year (100-year floodplain), the FEMA FIRM indicates that the flood risk is reduced in downtown Sacramento, including the project site, by levees and the overall flood protection system (Exhibit 3.9-1). The project would not place structures, including housing, in a flood hazard area. In addition, the replacement of the warehouse and surface parking with a new parking structure would result in little to no change in amount of impervious surfaces on the site, and the project would not place structures in such a manner that would impede or redirect flood flows. Therefore, the project would have no impact related to flood hazards.

- j) **Result in inundation by seiche, tsunami, or mudflow?**

**No Impact.** Downtown Sacramento is not within an area subject to seiche, tsunami, or mudflows. The project would have no impact related to such risks.

### 3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. Land Use and Planning. Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.10.1 Environmental Setting

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 2-2 and 2-3). A majority of the project site is occupied by a DGS warehouse that stands approximately 35 feet tall (Exhibit 3.1-1). The remainder of the site consists of privately owned parcels, between the warehouse and Quill Alley, used as surface parking. Surrounding land uses include a State-owned parking structure and general office building on the north half of the block between 8<sup>th</sup> and 9<sup>th</sup> Streets; 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). The project site is within the R Street Corridor, a 27-block long, two-block wide special planning district within Sacramento’s Central City Community. It was once a thriving warehouse district that is now transforming into a new, transit-oriented, mixed-use neighborhood.

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). As described in Section 2.1.1 of this Initial Study, CADA and DGS are State entities not subject to local land-use regulations. Nevertheless, in the exercise of its discretion, CADA does reference, describe, and address local land-use plans, policies, and regulations that are applicable to the 8<sup>th</sup> and R Street Parking Structure Project throughout this Initial Study. 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 2014a). 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, as discussed below.

### 3.10.2 Discussion

#### a) Physically divide an established community?

**No Impact.** The project would involve construction of new parking structure with ground-level retail to replace an existing DGS warehouse. This would be a mixed-use development fronting R Street. The existing pattern of uses in this part of downtown is characterized as a mix of retail, commercial, light-industrial, warehousing, and residential uses that is typical for similar urban areas. No part of the project would extend beyond the existing urban boundaries, and no part of the project would create a barrier within an established community. Therefore, there is no impact.

#### b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

**Less than significant.** The project is consistent with the State's CAP, which identifies the project site for construction of a parking structure to serve State employees and visitors (DGS 1997a) (Exhibit 2-3). The CAP Implementation Program includes an assessment of parking demand and supply, and depicts a six-level parking structure for 720 vehicles on the south half of Block 266 (the CAPs numeric designation for the block containing the project site), resulting in a minor inconsistency with the six-to-seven level 800-850-space parking structure proposed (DGS 1997a, 1997b, and 2015). However, 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. This minor inconsistency with the CAP Implementation Program relating to the number of levels and planned parking spaces would not, by itself, be considered an environmental effect of the project. For an analysis of the physical environmental effects related to the physical changes associated with implementation of the project, see the remaining sections throughout this document.

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 2014a). 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.

A few of the goals and policies contained in the R Street Corridor Community Plan address parking structures:

- ▲ Goal 3 encourages structured parking to reduce the amount of land devoted to parking (i.e., by reducing surface parking). The project would construct a new parking structure and would remove surface parking.
- ▲ Goal 10 and the related Policy 10.2 suggest providing parking access from alleys as a way to minimize traffic on R Street, thereby encouraging creation of a pedestrian oriented environment within the corridor.

The project's vehicular ingress/egress would be provided from 8<sup>th</sup> and 9<sup>th</sup> Streets, providing for pedestrian-oriented retail on R Street.

- ▲ Goal 11 and the related Policy 11.1 suggest ways to create an appealing environment along the R Street corridor, including providing an expanded area on the north side of the street for landscaping and open areas. The project would incorporate an adequate setback from R Street, preservation of street trees, and landscaping into the design criteria for the parking structure.

Furthermore, the zoning regulations for the R Street Corridor Special Planning District specify a maximum allowable building height of 75 feet in the RMX district (City of Sacramento Code Section 17.444.090). The parking structure would be up to approximately 75 feet, which would be consistent with the height restriction.

The project would be consistent with the objectives and purposes of the CAP, the City's zoning regulations, and the physical environmental effects that could occur from implementation of the project are evaluated throughout other sections in this Initial Study. Therefore, this impact is considered less than significant.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No impact.** There is no adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan that applies to the project site. The South Sacramento Habitat Conservation Plan, which is currently in preparation, does not encompass the project area. The project would not conflict with any habitat conservation plans.

### 3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. Mineral Resources. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.11.1 Environmental Setting

The California Department of Conservation Division of Mines and Geology has developed guidelines for the classification and designation of mineral lands, known as mineral resource zones (MRZs) and retains a list of publications of the Surface Mining and Reclamation Act Mineral Land Classification Project dealing with mineral resources in California. The project site is located within a mapped MRZ and is designated MRZ-1, areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Geological Survey 1999).

#### 3.11.2 Discussion

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

and

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**No impact.** The project site is located within a mapped MRZ and is designated MRZ-1, areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Geological Survey 1999). There is no evidence that there are important mineral resources underlying the project site and potential effects on mineral resources; therefore, the project would have no impact on mineral resources.

### 3.12 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. Noise. Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.12.1 Environmental Setting

##### EXISTING NOISE SENSITIVE LAND USES

Existing noise-sensitive receptors in the project vicinity consist of the Saratoga Townhomes along Q Street between 9<sup>th</sup> Street and 10<sup>th</sup> Street to the northeast of the project site (see Exhibit 2-2). These residences are considered to be noise-sensitive because they are land use types where noise exposure could result in health-related risks to individuals (e.g., sleep disruption), as well as places where a quiet setting is an essential element for their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Residential land uses are also considered to be sensitive to noticeable levels of ground vibration. The existing noise environment in the project area is primarily influenced by vehicles traveling on 8<sup>th</sup> Street, 9<sup>th</sup> Street, R Street, and the other roadways in close proximity to the project site.

##### EXISTING NOISE ENVIRONMENT

To characterize existing noise levels on and around the project site, ambient noise measurements were conducted. Two short-term (30 minutes each) and one long-term (24-hour) noise measurements were conducted in the vicinity of the project site. The 24-hour noise measurement was collected starting on September 14<sup>th</sup>, 2017 and ending on September 15<sup>th</sup>, 2017. The short-term measurements were conducted on September 7<sup>th</sup>, 2017 with the first measurement beginning at 10:30 a.m. and the second measurement

beginning at 4:45 p.m. A summary of noise measurement results is included below in Table 3.12-1. The locations of each noise monitoring location are shown in greater detail in Exhibit 3.12-1.

**Table 3.12-1 Noise Measurement Summary**

Measurement <sup>1</sup>	Start (Date/Time)	Stop (Date/Time)	A-Weighted Sound Level (dBA)					
			Short-Term			L <sub>eq</sub>	L <sub>Max</sub>	L <sub>Min</sub>
Short-term 1	9/7/17, 10:30 AM	9/7/17, 11 AM	68.9	95.7	52.2	61.7	55.9	53.6
Short-Term 2	9/7/17, 4:45 PM	9/7/17, 5:15 PM	61.0	74.6	53	63.9	58.6	55.6
Long-Term			CNEL/L <sub>dn</sub>	Daytime (7:00 AM-10:00 PM)		Nighttime (10:00 PM-7:00 AM)		
				L <sub>Min</sub>	L <sub>Max</sub>	L <sub>Max</sub>	L <sub>Min</sub>	
Long-term 1	9/14/17, 8 AM	9/15/17, 9 AM	63.8	57.4	62.2	51.6	58.6	

<sup>1</sup> Refer to Exhibit 3.12-2 for ambient noise level measurement locations. See Appendix F for detailed noise measurement data. Source: Ascent Environmental 2017

Noise level measurements were conducted in accordance with American National Standards Institute standards using Larson Davis Laboratories (LDL) Model 820 and LxT precision integrating sound level meters. The sound level meters were calibrated before and after use with an LDL Model CAL200 acoustical calibrator. Meteorological conditions during the long-term measurement period were adequate for reliable noise measurements, with partly cloudy skies, temperatures ranging from 62 degrees Fahrenheit (°F) to 70°F, winds averaging 11 miles per hour (mph), and no precipitation. Meteorological conditions during the short-term measurement period were adequate for reliable noise measurements, with partly cloudy skies, temperatures ranging from 62 degrees Fahrenheit (°F) to 70°F, winds averaging 11 miles per hour (mph), and no precipitation.

### REGULATORY BACKGROUND

The Federal Transit Administration (FTA), California Department of Transportation (Caltrans), and the City of Sacramento have established standards to protect citizens from disruptive noise and vibration exposure.

To address the human response to ground vibration, the FTA has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 3.12-2.

**Table 3.12-2 Ground-Borne Vibration (GBV) Impact Criteria for General Assessment**

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/second)		
	Frequent Events <sup>1</sup>	Occasional Events <sup>2</sup>	Infrequent Events <sup>3</sup>
Category 1: Buildings where vibration would interfere with interior operations.	65 <sup>4</sup>	65 <sup>4</sup>	65 <sup>4</sup>
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: VdB = vibration decibels referenced to 1 μ inch/second and based on the root mean square (RMS) velocity amplitude.

<sup>1</sup> "Frequent Events" is defined as more than 70 vibration events of the same source per day.

<sup>2</sup> "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

<sup>3</sup> "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

<sup>4</sup> This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2006





**Exhibit 3.12-1**

**Noise Measurement Location Map**



Caltrans provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 3.12-3 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

**Table 3.12-3 Caltrans Recommendations Regarding Levels of Vibration Exposure**

PPV (in/sec)	Effect on Buildings
0.4-0.6	Architectural damage and possible minor structural damage
0.2	Threshold at which there is a risk of architectural damage to normal dwelling houses (houses with plastered walls and ceilings)
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006-0.019	Vibration unlikely to cause damage of any type

Notes: PPV= Peak Particle Velocity; in/sec = inches per second  
Source: Caltrans 2013a

The City of Sacramento General Plan Environmental Constraints Section establishes normally acceptable noise standards for land use compatibility (Table 3.12-4) and the allowable noise increment increase at nearby existing noise-sensitive land uses (Table 3.12-5). Additionally, the City of Sacramento General Plan Environmental Constraints Section specifies the interior noise standards of 45 dBA  $L_{dn}$  (with windows closed) for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA  $L_{eq}$  (peak hour with windows closed) for office buildings and similar uses (City of Sacramento 2015).

**Table 3.12-4 City of Sacramento General Plan Exterior Noise Compatibility Standards for Various Land Uses**

Land Use Type	Highest Level of Noise Exposure that is Regarded as "Normally Acceptable" <sup>a</sup> ( $L_{dn}$ <sup>b</sup> or CNEL <sup>c</sup> )
Residential—Low Density Single Family, Duplex, Mobile Homes	60 dBA <sup>d,e</sup>
Residential—Multi-family <sup>f</sup>	65 dBA
Urban Residential Infill <sup>g</sup> and Mixed-Use Projects <sup>h,i</sup>	70 dBA
Transient Lodging—Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Acceptable noise level based on site-specific study
Sports Arena, Outdoor Spectator Sports	Acceptable noise level based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings—Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Notes:

- <sup>a</sup> As defined in the General Plan Guidelines, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."
- <sup>b</sup>  $L_{dn}$  or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.
- <sup>c</sup> CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.
- <sup>d</sup> Applies to the primary open space area of a detached single-family home, duplex, or mobile home, which is typically the backyard or fenced side yard, as measured from the center of the primary open space area (not the property line). This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.
- <sup>e</sup> dBA or A-weighted decibel scale is a measurement of noise levels.

**Table 3.12-4 City of Sacramento General Plan Exterior Noise Compatibility Standards for Various Land Uses**

- <sup>f</sup> Applies to the primary open space areas of townhomes and multi-family apartments or condominiums (private year yards for townhomes; common courtyards, roof gardens, or gathering spaces for multi-family developments). These standards shall not apply to balconies or small attached patios in multistoried multi-family structures.
- <sup>g</sup> Applies to land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High) Urban Center (Low or High), Urban Corridor (Low or High).
- <sup>h</sup> All mixed-use projects located anywhere in the City of Sacramento
- <sup>i</sup> See notes d and g above for definition of primary open space areas for single-family and multi-family developments.

Source: OPR 2003, cited in City of Sacramento 2015, 2035 General Plan Table EC 1

**Table 3.12-5 City of Sacramento General Plan Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)**

Residences and Buildings where People Normally Sleep <sup>1</sup>		Institutional Land Uses with Primarily Daytime and Evening Uses <sup>2</sup>	
Existing L <sub>dn</sub>	Allowable Noise Increase Increment	Existing Peak Hour L <sub>eq</sub>	Allowable Noise Increase Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

**Notes:**

- <sup>1</sup> This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
- <sup>2</sup> The category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

Source: FTA 2006, cited in City of Sacramento 2015, 2035 General Plan Table EC 2

Section 8.68.080 of the City’s Noise Control Ordinance provides exemption for construction (including excavation), demolition, alteration or repair of any building or structure between the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order (City of Sacramento 2016).

**3.12.2 Discussion**

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

**Short-term Construction Noise**

The project would include the demolition of the existing DGS warehouse at the project site and construction of up to a seven level, approximately 265,000 square foot (sf) parking structure providing an estimated 800-850 parking spaces and up to approximately 13,000 sf of ground-level retail fronting R Street. The

construction period would last approximately 18 months and all construction activity would occur during daytime hours

Construction noise levels in the vicinity of the project would fluctuate depending on the particular type, number, and duration in which various equipment would be used. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment at nearby receptors. Construction equipment may include, but would not be limited to backhoes, dozers, haul trucks, excavators, graders, scrapers, cranes, rollers, concrete trucks and pumps, pile drivers, drill rigs, welders, and generators. Noise levels for individual equipment range from 55 to 95 dBA  $L_{max}$  at 50 feet. Construction generally occurs in several discrete stages, each phase requiring a specific mix and quantity of varying equipment type operating at varying intensity. These variations in the operational characteristics of the equipment change the effect they have on the noise environment of the project site and in the surrounding area for the duration of the construction period. The construction equipment modeled for construction noise analysis are indicated in Table 3.12-6.

**Table 3.12-6 Modeled Noise Emission Levels from Construction Equipment**

Equipment Type	Typical Noise Level $L_{max}$ @ 50 feet (dBA)
Concrete Saw	82
Dozer	85
Excavator	85
Pile Driver	95

Notes: Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacturer-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2006

Specific timing of each construction phase and activity was not available at the time of this analysis. Therefore, based on standard assumptions about construction equipment used during each phase, the demolition phase was deemed to include the highest noise-generating equipment. The construction-noise evaluation conservatively assumed that six of the highest noise-generating pieces of equipment could operate simultaneously during the demolition phase in close proximity to each other near the boundaries of the project site. Although not part of the demolition phase, the construction-noise evaluation includes construction scenarios with and without the use of an impact pile driver, in the event that pile driving would be required for building construction. Pile driving was included because this is the construction method that generates the loudest noise and the most ground-borne vibration.

Noise-sensitive receptors near the construction site would, at times, experience elevated noise levels from construction activities. The closest off-site receptors to project-related construction activity would be the Saratoga Townhomes located along Q Street between 9<sup>th</sup> Street and 10<sup>th</sup> Street northeast of the project site. While there are occupied buildings closer than the Saratoga Townhomes (i.e. 1700 9<sup>th</sup> Street State Office Building), only the townhomes were analyzed considering they are the only sensitive receptor which include residence who rest and sleep adjacent to the project site and may be impacted by construction activity noise. The distance to, and daytime noise exposure levels at the nearest residential receptor location was estimated for the closest possible construction activities (at the project boundary) and are summarized in Table 3.12-7. These estimates are conservative because they do not account for any shielding provided by existing buildings and, as stated above, the modeling assumes that of the highest noise-generating pieces of equipment could operate simultaneously in close proximity to each other near the boundary of the project site nearest the receptor.

**Table 3.12-7 Maximum Levels of Noise Exposure at Noise-Sensitive Receptors during Daytime Construction Activity**

Sensitive Receptor	Minimum Distance to Project Site (feet)	Construction Noise Exposure Level at Sensitive Receptor <sup>1</sup>	
		L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)
Q Street Townhomes	100	83.2	88.1
Sensitive Receptor	Minimum Distance to Project Site (feet)	Construction Noise Exposure Level at Sensitive Receptor w/ Pile Driver <sup>1</sup>	
		L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)
Q Street Townhomes	100	85.6	91.6

Notes:

<sup>1</sup> Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacturer-specified noise levels for each piece of heavy construction equipment.

Source: Data modeled by Ascent Environmental, 2017

As shown in Table 3.12-7, daytime construction-generated exterior noise levels could reach 83.2 L<sub>eq</sub> at the nearest Saratoga Townhome residences. For the scenario in which a pile driver is included in construction, exterior noise levels could reach 85.6 L<sub>eq</sub>.

Noise generated by construction activity between 7 a.m. and 6 p.m., Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday are exempt from the provisions of the City Noise Control Ordinance. As described in Chapter 2, "Project Description," construction would occur during the day and, thus, would be exempt from City Noise Control Ordinance provisions. Considering that construction occurs only during the day, sensitive receptors will typically not be disturbed by construction noise while sleeping. Construction noise levels were modeled conservatively using the loudest construction phase and closest possible point within the site boundary for use of the equipment. Thus, actual construction activities and noise levels may be lower than modeled above. Nonetheless, noise levels would fluctuate throughout the site as construction progresses, not exposing any one adjacent building to elevated noise levels over the entire duration of construction.

Additionally, exterior to interior noise levels are reduced by at least 25 dBA for typical residential structures, which would considerably reduce construction noise exposure levels for residents and other nearby land uses. Considering construction would occur during the daytime hours and would typically not disturb sleep, construction activities would be intermittent and temporary, and would be exempt from City of Sacramento noise standards, construction-related noise would not exceed available standards.

### Long-term Operational Noise Exposure

The project would result in long-term operational noise associated with vehicle traffic associated with increased traffic volumes on roadways and intersections adjacent to the project site. Traffic noise levels along the segments of 8<sup>th</sup> Street, 9<sup>th</sup> Street and R Street, adjacent to the project site, were modeled with and without project-generated trips. Modeling was conducted using the U.S. Department of Transportation Federal Highway Administration Traffic Noise Model (FHWA 2006) and project-specific traffic data provided by the traffic analysis prepared for this project (see Section 3.16, "Transportation/Traffic").

In addition to the vehicle trips generated during the daytime business hours associated with State employee parking and the commercial retail, the parking structure may also be open to the public for afterhours use to support existing nearby development. Thus, in addition to increases in daytime traffic volumes on nearby roadway segments, additional vehicles may use the parking lot during evening and nighttime hours, resulting in additional daily trip volumes. It was assumed that the trip generation rate of the retail portion of the project would be similar to the trip generation rate of the parking garage being open for public use after business hours. This additional traffic volume was added to the Average Daily Traffic (ADT) used in the traffic noise analysis to account for anticipated increased traffic-volumes during all times of the day and night.

Table 3.12-8 below summarizes the modeled traffic noise levels along affected roadways under existing and existing plus project conditions. Detailed traffic-noise modeling inputs and parameters are provided in Appendix F.

**Table 3.12-8 Incremental Increase in Traffic Noise Exposures from Surrounding Roadway Network**

Segment #	Roadway	Segment	CNEL at Property Line (dB) (Existing)	CNEL at Property Line (dB) (Existing + Project)	Incremental Increase (dB)
1	Q Street	Between 8th Street and 9th Street	62.7	63.3	0.6
2	R Street	Between 8th Street and 9th Street	53.7	53.7	0.0
3	8th Street	Between R St. and Quill Alley	56.5	58.9	2.5
4	8th Street	Between Quill Alley and Q St.	59.2	60.7	1.5
5	9th Street	Between Q Street and Quill Alley	63.1	63.5	0.3
6	9th Street	Between Quill Alley and R Street	63.3	64.0	0.8

Notes: dBA=decibels; CNEL = Community Noise Equivalent Level; Numbers are approximate due to rounding

Source: Modeled by Ascent Environmental, 2017

As shown in Table 3.12-8, City of Sacramento's 2035 General Plan includes maximum allowable exterior incremental noise impact standards for both residential and institutional land uses. Land uses surrounding the project site include residential townhomes, parking lots, parking structures and office buildings. The Saratoga Townhomes, on the corner of Q Street and 9<sup>th</sup> Street, are the only residential land uses subject to incremental noise limits because there are no institutional land uses (e.g., schools, libraries, theaters) nearby. Based on the modeling conducted, existing noise levels on segment 5 (see Table 3.12-8 above), the only roadway segment affecting the Q Street Townhomes, existing noise levels are 63.1 dBA CNEL and allowable incremental increase in noise would be less than 1 dB. Traffic-noise on this roadway segment would not exceed a 1db increase in noise and thus would not result in an audible increase in noise or an exceedance in applicable City noise standards for noise-sensitive land uses.

Project-generated traffic-noise increases on all study segments would not represent audible increases in noise (i.e., 3 dB typically is considered the threshold for audible changes in noise levels). Further, all project-generated noise levels are below exterior noise standards of 70 dBA CNEL at existing land uses (i.e., residential, office buildings, -business, commercial, and professional) surrounding project-affected roadway segments. Thus, the project would not result in substantial long-term exposure or increase in noise to any existing or future sensitive land uses.

In addition, the project area is designated as Urban Corridor High Density in the Sacramento 2035 General Plan. As shown in Table 3.12-4, the City's exterior noise compatibility standards for this land use is 70 dBA CNEL. Existing noise levels in the project vicinity were measured at 63.8 dBA CNEL (Table 3.12-1). Thus, new commercial development included as part of the proposed project would be consistent with City of Sacramento land use compatibility standards of 70 dBA CNEL for commercial land uses, that is, the proposed project would not place a new commercial land use in a location where the existing noise environment exceeded applicable standards.

### **Summary**

As discussed above, using conservative construction noise estimates as well as construction being limited to daytime, construction noise would not expose sensitive receptors to noise levels in excess of applicable standards. Additionally, noise generated by construction activity would be conducted within parameters and provisions of the City Noise Control Ordinance. As shown in Table 8.4-2, long-term operation noise impacts would consist of increased traffic volumes on roadways and intersections near the project site. Although noise levels would increase due to the project, these increases would not be audible or substantial. In

addition, exterior noise standards for residential and office land uses of 70 dBA CNEL would not be exceeded. Due to the aforementioned considerations. This impact would be less than significant.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less than significant with mitigation.** As shown in Table 3.12-9, construction activities generate varying degrees of ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as pile drivers, large drill rigs, and blasting. Other typical heavy-duty construction equipment (e.g., dozers, fork lifts) are generally not a concern with regards to vibration levels. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and high levels of vibration can cause sleep disturbance in places where people normally sleep or annoyance to people in buildings that are primarily used for daytime functions.

As shown in Table 3.12-9, pile driving and blasting are the typical construction activities that generate the greatest ground vibration. No blasting would occur as part of project construction. However, due to uncertainty in the final building design and size, it is unknown if pile driving would be necessary. Thus, for this analysis, construction vibration was evaluated for scenarios with and without the use of an impact pile driver.

**Table 3.12-9 Representative Ground Vibration and Noise Levels for Construction Equipment**

Equipment	PPV at 25 feet (in/sec) <sup>1</sup>	Approximate L <sub>v</sub> (VdB) at 25 feet <sup>2</sup>
Impact Pile Driver	1.518	112
Blasting	1.13	109
Sonic Pile Driver	0.734	104
Large Dozer	0.089	87
Caisson Drilling	0.089	87

PPV = peak particle velocity; L<sub>v</sub> = the root mean square velocity expressed in vibration decibels (VdB), assuming a crest factor of 4

Source: FTA 2006

According to FTA, impact pile drivers generate vibration levels of 1.518 in/sec PPV and 112 VdB at 25 feet (FTA 2006). Based on typical attenuation factors and FTA reference levels, the minimum distance from the source in which an impact pile driver would not be considered a human disturbance is 300 feet. Note that this criteria primarily applies to places where people sleep so only residential land uses were considered for this criteria. Based on anticipated use of an impact pile driver, the minimum distance in which architectural damage could occur is 97 feet. Based on these criteria, buildings and land uses surrounding the project site were assessed for potential impacts.

The location of pile driving, if it were to occur, is not known at this time; therefore, it was assumed that pile driving could take place anywhere on the project site within the proposed building footprint. Based on FTA's recommended procedure for applying a propagation adjustment to reference levels, vibration levels from impact pile driving was modeled at the existing sensitive receptors on Q Street between 9<sup>th</sup> Street and 10<sup>th</sup> Street (i.e., Saratoga Townhomes), and receptor buildings located closest to proposed construction activities and within distances that applicable thresholds could be exceeded. Table 3.12-10 summarizes the levels of vibration that could occur at nearby receptors associated with pile driving on the project site.

**Table 3.12-10 Summary of Modeled Vibration Levels at Sensitive Receptors**

Sensitive Receptor	Distance (feet) to Sensitive Receptor	PPV (in/sec) at Sensitive Receptor <sup>1,2</sup>	Approximate L <sub>v</sub> (VdB) at Sensitive Receptor <sup>3</sup>
Saratoga Townhomes	100	0.19	94
California Highway Patrol Building	90	0.22	95
8 <sup>th</sup> Street Office Building	85	0.24	96
R Street Office Buildings	50	0.53	103
1700 9 <sup>th</sup> Street State Office Building	40	0.75	106

Notes: Refer to Appendix F for detailed noise modeling input data and output results.

<sup>1</sup> Caltrans' recommended level of 0.2 in/sec PPV with respect to the structural damage used as the threshold for residential receptors.

<sup>2</sup> Caltrans' recommended level of 0.1 in/sec PPV with respect to the structural damage used as the threshold for non-residential receptors.

<sup>3</sup> FTA's maximum acceptable level of 80 VdB with respect to human response used as the threshold.

Source: Data modeled by Ascent Environmental, 2017

For all nearby residential sensitive receptors, modeled vibration levels would not exceed Caltrans recommended standard of 0.2 in/sec PPV with respect to the prevention of structural damage for dwellings. However, the modeled vibration levels at a number of the surrounding non-residential buildings (i.e., 8<sup>th</sup> Street Office Building, R Street Office Buildings, 1700 9<sup>th</sup> Street State Office Building) would exceed Caltrans's recommended standard of 0.1 in/sec PPV with respect to the prevention of structural damage for normal buildings. Additionally, as shown in the modeling detailed in Appendix F, vibration levels from the impact pile driving would exceed FTA's maximum acceptable level of 80 VdB with respect to human response at the Saratoga Townhomes. No other residential land uses are located within 300 feet. Construction activity using the impact pile driver, would most heavily impact the adjacent residential land uses if this construction were to occur during early morning hours.

Thus, the use of impact pile driving equipment during project construction activities at the project site could result in the exposure of existing nearby sensitive receptors to excessive ground vibration and vibration noise levels. This impact would be significant.

#### **Mitigation Measure 3.12-1a: Implement measures to reduce ground vibration**

To reduce ground vibration and noise impacts from construction activities, CADA shall require the construction contractor to implement the following measures:

- ▲ To the extent feasible, earthmoving and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to sensitive receptors. The total vibration level produced could be substantially less if multiple vibration sources are not operated at the same location at the same time.
- ▲ Where there is flexibility in the location of use of impact equipment such as pile drivers (if they are used), the equipment shall be operated as far away from vibration-sensitive sites as reasonably possible.
- ▲ Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.



**Mitigation Measure 3.12-1b: Develop and implement a vibration control plan**

CADA shall require the construction contractor to implement the following measures if pile driving is selected as a construction method:

- ▲ Pile driving shall be limited to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Pile driving shall not be conducted during nighttime hours.
- ▲ A vibration control plan shall be developed by the design-build team to be submitted to and approved by CADA prior to initiating any pile driving. Applicable elements of the plan will be implemented before, during, and after pile driving activity. The plan shall consider all potential vibration-inducing activities that would occur and require implementation of sufficient measures to ensure that nearby sensitive receptors are not exposed to vibration levels in excess of applicable thresholds. Items that shall be addressed in the plan include the following:
  - Conduct a pre-construction survey to identify any pre-existing structural damage to nearby buildings that may be affected by project generated vibration. Identify building type and integrity of existing structures that could potentially be damaged during vibration activities
  - Based on the pre-construction survey, establish the maximum allowable vibration levels that each existing building could be exposed to. If limits cannot be established then Caltrans recommended standards with respect to the prevention of architectural building damage; 0.2 in/sec PPV for normal dwelling houses, 0.1 in/sec PPV for normal buildings shall be used. Upon identification of buildings that are occupied at the time of pile driving, FTA's maximum-acceptable-vibration standard with respect to human response, 80 VdB, shall also not be exceeded.
  - Identification of minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures and preventing negative human response shall be established based on the proposed construction activities and locations and the maximum allowable vibration levels identified above, Factors to be considered include the specific nature of the vibration producing activity, local soil conditions, and the fragility/resiliency of the nearby structures. Initial setback requirements can be breached if a project-specific, site specific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures.
  - All pile driving generated vibration levels shall be monitored and documented at the nearest sensitive land use to ensure that applicable thresholds are not exceeded. Recorded data will be submitted on regular basis to the City. If it is found at any time by the construction contractor or CADA that thresholds are exceeded, pile driving will cease in that location and methods will be implemented to reduce vibration to below applicable thresholds, or an alternative pile installation method will be used at that location, such as cast-in-place or auger cast piles.

**Significance after Mitigation**

Implementation of Mitigation Measures 3.12-1a and 3.12-1b would ensure that pile driving would not occur during the more sensitive times of the day (i.e., late evening through early morning). Additionally, the mitigation measures would require CADA and the construction contractor to minimize vibration exposure to nearby receptors by locating equipment far from receptors as possible and by phasing operations. Further, if pile driving would be required, a vibration control plan would be prepared and implemented to refine appropriate setback distances and identify other measures to reduce vibration if necessary, and identify and implement alternative methods to pile driving if required. These measures would ensure that any ground-born vibration levels would remain below thresholds that prevent structural damage and human annoyance. If these thresholds cannot be achieved, then alternative pile installation methods must be used. Thus, this impact would be reduced to a **less-than-significant** level.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than significant.** As discussed under item “a,” the project would not expose existing off-site noise-sensitive receptors to a substantial increase in traffic noise. This impact would be **less than significant**.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than significant.** As discussed under item “a,” short-term project-related construction activity would not result in the exposure of persons to or generation of noise levels in excess of applicable standards because it would only occur during less noise-sensitive times of day (i.e., between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday) and therefore would be consistent with the construction noise exemption of Section 8.68.080 of the City’s Noise Control Ordinance.

Thus, construction generated noise would not result in a substantial temporary increase in ambient noise levels in the project vicinity above existing levels without the project. This impact would be **less than significant**.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No impact.** There are no public or private airstrips located within the vicinity of the project. The nearest publicly owned airport is Sacramento Executive Airport, approximately four miles southeast of the project site. Because of the distance of the project site from the nearest airport, the project would not expose people residing or working in the area to excessive noise levels from aircraft operations and **no impact** would occur.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No impact.** The project is not located within an airport land use plan, or within two miles of a public airport or public use airport. Additionally, the project is not located within 2 miles of a private airstrip; Sacramento Executive Airport is the closest airport and is located approximately 3.5 miles southeast of the project site. Thus, the project would not result in noise impacts related to the exposure of people residing or working in the project area to excessive aircraft-related noise levels. Because the project would not result in the development of any new noise-sensitive receptors, and because the project is not in close proximity to an airport or landing strip, the project would not result in the exposure of people to excessive noise levels from aircraft operations. There would be **no impact** related to noise exposure from aircraft activity.

### 3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. Population and Housing. Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.13.1 Environmental Setting

The proposed project site is occupied by a DGS warehouse and privately-owned surface parking along the midblock alley. No employees occupy the DGS warehouse. Employees are present when materials are moved in and out of the warehouse, and periodically for oversight and maintenance. The site does not contain any homes or residences.

#### 3.13.2 Discussion

**a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less than significant.** It is estimated that the project would generate approximately 50 workers during the peak of construction (Nystrom, pers. comm., 2017b). According to the latest labor data available from the California Employment Development Department (EDD), 30,700 residents in Sacramento County are employed in the construction industry (EDD 2016a). Based on the 2015 unemployment rate of 6.4 percent for Sacramento (EDD 2016b), approximately 1,965 construction employees could be available in Sacramento County to work on the proposed project. This existing number of residents who are in the construction labor force (labor force is defined as all of those people that are employed or are looking for employment), coupled with those of other areas within commute distance (e.g., Yolo, Placer, and El Dorado counties), would be sufficient to meet the demand for construction workers that would be generated by the project. Additionally, it is the nature of the construction industry for construction contractors to bid and work on projects based on their availability and need for work. As existing construction projects near completion, contractors may seek out new construction projects to maintain employment for the same workers. Therefore, it could be reasonably assumed that the project-generated demand for construction workers would not necessarily draw new workers to the area, but would provide continuation of employment for contractors and workers already in the region. Because construction workers serving the project can be expected to come from the local labor force in the City of Sacramento, Sacramento County, and surrounding areas, no substantial population growth or demand for new housing in the region as a result of these jobs would result. Therefore, the project would not generate the need for substantial additional housing in the city during construction.

Based on 13,000 sf of proposed retail space and an employment-generation rate of 1 job per 500 square feet of retail space, this project would generate 21 full-time-equivalent employees, which would represent approximately 0.001 percent of the City of Sacramento's estimated 213,700 employees in 2015. In 2015, the unemployment rate in the city was 6.4 percent (EDD 2016b). It is reasonable to anticipate that the 21 new jobs created by the project could be filled by existing residents.

The proposed 8<sup>th</sup> and R Street Parking Structure was anticipated in State, City, and regional plans and the 21 new retail jobs could be filled by the existing resident labor pool. For these reasons, the project would not generate new employment that would induce population growth such that there would additional demand for housing that could not be met by existing supply or by planned housing development. This impact would be less than significant.

**b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?**

and

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No impact.** The project would not displace existing housing or residents. Furthermore, no permanent employees occupy the DGS warehouse. Demolition of the warehouse for the proposed project would not lead to the displacement of people and would not necessitate construction of replacement housing elsewhere. No impact would occur.

### 3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. Public Services. Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.14.1 Environmental Setting

##### FIRE

The Sacramento Fire Department (SFD) provides fire prevention and protection services to the entire city, including the project site. Twenty-four fire stations and engine companies are strategically located throughout the city to provide assistance to area residents. Seven stations are located in the downtown and eastern sections of the city (SFD n.d.:8). SFD also operates eight truck companies, one rescue company, and 14 medic units (SFD n.d.:5).

The fire station closest to the project site is Station 1 at 624 Q Street, approximately 0.2 mile away. Station 1 would provide first responder service to the project site. This station is equipped with one engine and one medic transport with a staff of six personnel during one shift. In 2015, Station 1 responded to approximately 2,390 incidents (SFD n.d.:11).

The recommended standard for first fire unit to arrive to an incident is within 7 minutes of fire dispatch receiving the 911 call (for 90 percent of the calls) and 8-minute travel time or 11-minute total response time from fire dispatch receiving the call for an ambulance. The SFD current average response time is 8 minutes and 24 seconds to 90 percent of fire/Emergency Medical Services (EMS) incidents (Tunson, pers. comm., 2017).

An important requirement for fire suppression is adequate fire flow, which is the amount of water, expressed in gallons per minute, available to control a given fire and the length of time this flow is available. The total fire flow needed to extinguish a structural fire is based on a variety of factors, including building design, internal square footage, construction materials, dominant use, height, number of floors, and distance to adjacent buildings. Minimum requirements for available fire flow at a given building are dependent on standards set in the California Fire Code.

## POLICE

### City of Sacramento Police Department

Police protection services are provided by Sacramento Police Department (SPD) for areas within the city. Patrol units for downtown Sacramento originate at the Richards Station (300 Richards Boulevard) (Wann, pers. comm., 2017). Police headquarters are located at the Public Safety Center, Chief John P. Kearns Administration Facility (5770 Freeport Boulevard). The Central Command, providing services to the downtown area, includes mounted, bike, marine, and foot beat units (SPD n.d.:14).

SPD maintains an unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents. In 2015, SPD had 639 sworn employees (1.33 police officers per 1,000 residents) and 303 civilian employees. The 2015/2016 budget provided funding for 740 sworn and 292 civilian full-time equivalent positions (SPD n.d.:9, 11). This would allow for 1.54 police officers per 1,000 residents. In 2015, SPD responded to Priority 2 calls (those classified as emergency situations requiring immediate police response) in approximately 9.5 minutes (SPD n.d.:24). SPD does not have an adopted response time standard.

### California Highway Patrol

Police protection to State-owned property in the Capitol Area is provided by the California Highway Patrol (CHP) Capitol Protection Section (CPS). CPS is located at 1801 9<sup>th</sup> Street in Sacramento. This specific CHP office is responsible for providing police and safety services to the occupants and visitors to the State Capitol, Capitol Park, and hundreds of State-owned facilities in downtown Sacramento. CPS personnel, which includes 96 officers, are on duty all day and every day of the year (CHP 2017). Because the DGS warehouse is State-owned property, CHP concurrently provides first-responder services to the facility.

## SCHOOLS

The Sacramento City Unified School District (SCUSD) provides educational services to the City of Sacramento, including the project site. SCUSD serves over 43,000 students in 77 schools. The three schools that serve the project vicinity are William Land Elementary School, Sutter Middle School, and C.K. McClatchy High School. Enrollment numbers have remained below capacity over the last 5 years. Currently, each of these schools has available capacity for additional students (California Department of Education 2017).

### 3.14.2 Discussion

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

#### **Fire protection, police protection, schools, parks, and other public facilities?**

**Less than significant.**

**Fire.** The project would result in the replacement of a two-story warehouse building and surface parking lot with development of a six or seven-level parking structure as well as ground-level retail space. The potential for an increase in fires and accidents is inherent with any increase in development. As such, it is anticipated that the proposed project would result in an increased demand for fire-protection and emergency services.

The project site is located within the service area of SFD and Fire Station No. 1 would provide first responder service. SFD has equipment designed to fight multistory building fires, including a 150-foot aerial ladder used for high-rise structures. There are no standard criteria for nonemergency response times; however, the

average emergency response time for SFD is 8 minutes and 24 seconds to 90 percent of fire/EMS incidents (Tunson, pers. comm., 2017), which does not meet the 7-minute recommended standard. Although SFD has the primary responsibility for fire prevention and fire suppression in the city, firefighting agencies generally work together under mutual aid agreements during emergencies. These teaming arrangements are handled through the California Emergency Management Agency. Because the project site is located in a highly-urbanized area, currently served by SFD, replacement of the existing warehouse and surface parking with a new structure would not affect response times.

The State Fire Marshal would coordinate with the local fire authority, SFD, for water and fire access (Tunson, pers. comm., 2017). As part of the project, SFD and the State Fire Marshal would participate in the environmental review and project design processes by reviewing project design plans and recommend additional design features or other fire safety prevention measures, as necessary. SFD conducts regular inspections to enforce fire protection and building code and safety standards in existing structures and new construction. In addition, fire safe construction activities are encouraged through inspection and plan checks of site access for emergency equipment, and through the confirmation of the availability of water supplies for new construction. The project proposes a structure in an urban area where fire protection services for high rise buildings are already available. The new structure would be constructed according to necessary fire protection and safety requirements identified in the Uniform Fire Code, Uniform Building Code, and other applicable regulations such as the portions of the State of California Building Code. Therefore, impacts on fire protection facilities, equipment, and services would be less than significant.

**Police.** The majority of the project site is State owned property currently served by the CHP, and CHP CPS provides patrol services to State-owned facilities in the project vicinity. SPD provides patrol services to the other, non-State-owned facilities in the project vicinity. The project would replace an existing DGS warehouse and surface parking with a new parking structure primarily serving State employees and ground floor retail uses that serve the public. As a facility primarily occupied during the work-week by State employees, CHP would cover the parking portion of the building at that time. However, to the extent the facility serves the general public (i.e., the retail component and parkers during the weekend and evening), it would be the responsibility of SPD (CHP Chief Main, pers. comm., 2017).

Because CHP already provides service to the project site, the proposed project would not result in the need for additional equipment or police services beyond what is already provided by the CHP. The CPS unit of the CHP that serves the project site currently has adequate capacity to serve the proposed project (White, pers. comm., 2017). Additionally, the CPS unit participates in the Capitol Area Committee, through which CHP obtains information about planned additional State facilities and helps determine when additional staff, equipment, or facilities would need to be added.

Police services from SPD would be provided by SPD's Richards Station, approximately 2 miles north of the project site. SPD does not have an adopted response time standard. In 2015, SPD responded to Priority 2 calls in 9.5 minutes (SPD n.d.:24). Although the new parking structure would not be located in close proximity to the police station, police emergency response times would not be expected to increase, as emergency response often originates from squad cars on patrol beats, rather than the station itself. There are existing patrol beats that encompass the project site. SPD currently has adequate capacity to serve the project (Wann, pers. comm., 2017).

In addition, CHP and SPD share a concurrent jurisdictional relationship within the area surrounding the Capitol, including the project site. Therefore, the levels of service provided by these departments would be adequate to serve the project. This impact would be less than significant.

**Schools.** The new project-related employees (approximately 21) could increase the number of residents in Sacramento and the surrounding area and, thus, increase the number of school age children attending SCUSD schools. It is anticipated that the new employees at the project site would either be current residents of the City of Sacramento, or would commute from other areas within Sacramento County and the surrounding region, rather than relocating to Sacramento from outside the SCUSD service area.

Based on the most recent enrollment data, the three schools that serve the project site had a combined available capacity of 270 students (CDE 2017, City of Sacramento 2014). The increase in employment at the project site would not result in substantial numbers of new families moving into the SCUSD service area that would have school age children that would exceed existing available capacity at schools near the project site, or elsewhere within the SCUSD. Because the schools that serve the project site have adequate capacity to serve project students, no new school facilities would be required.

The project would not result in any substantial adverse physical impacts associated with the provision of or need for new or physically altered school facilities the construction of which could cause significant environmental impacts. This impact is less than significant.

**Parks.** See Section 3.15, "Recreation," below for information on parks.

**Solid Waste.** See Section 3.17, "Utilities," below for information on solid waste services.



### 3.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. Recreation. Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.15.1 Environmental Setting

Recreational facilities in the vicinity of the project site include more than 60 acres of parks serving the Capitol Area, including the 37-acre Capitol Park (approximately 0.5 mile away); the approximately 3-acre Roosevelt Park (approximately 0.1 mile away); the approximately 20-acre Southside Park (approximately 0.35 mile away), the approximately 3-acre Fremont Park (approximately 0.6 mile away); and other parks more distant from the project site.

Capitol Park encompasses 10 square blocks, bounded on the north by L Street, on the south by N Street, on the west by 10<sup>th</sup> Street, and on the east by 15<sup>th</sup> Street. Capitol Park is maintained by DGS. The dominant feature is the Capitol building itself and its office annex, but the park also includes memorials to veterans, rose gardens, shaded paved paths, and a wide variety of trees and shrubs.

The City owns and maintains Roosevelt Park, Southside Park, and Fremont Park. Roosevelt Park is located at 1615 9<sup>th</sup> Street, located between 9<sup>th</sup> and 10<sup>th</sup> Streets and P and Q Streets, about one block from the project site. This park includes picnic areas, a lighted baseball field, and a full-size soccer field. Southside Park is located at 2115 6<sup>th</sup> Street, located between 6<sup>th</sup> and 8<sup>th</sup> Streets and T and W Streets, about 4 blocks from the project site. This park includes picnic areas, playground, wading and swimming pool, jogging trail, par course with fitness stations, and lake with fishing piers. Fremont Park is located at 1515 Q Street between 15<sup>th</sup> and 16<sup>th</sup> Streets and P and Q Streets, about seven blocks from the project site. This park includes a playground, central seating area, individual picnic tables, and walkways.

#### 3.15.2 Discussion

**a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less than significant.** The project would construct a parking structure that includes ground-level retail on R Street that would employ approximately 21 workers. Daytime use of nearby parks by these employees could result in an incremental increase in the use of existing park facilities. These employees would likely use local parks and recreational facilities in the community, particularly Capitol Park and Roosevelt Park, which are within walking distance. Construction at or expansion of existing parks and recreational facilities would not be necessary as a result of this very small incremental increase in park/recreational facility use. It would be difficult to determine the extent of the wear and tear that would be attributed directly to the project, because most local parks and recreational facilities are widely used by local residents, employees, and visitors.

However, given the small number of employees generated by the proposed project (21) relative to the thousands of residents, employees, and visitors in the area, the proposed project would not result in a substantial physical deterioration, or substantial acceleration of physical deterioration, of any nearby parks or recreational facilities. Due to the limited number of workers generated by the project and their limited impact on local parks, this impact is considered less than significant.

**b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

**No impact.** The existing project site is occupied by a warehouse and surface parking; the site does not contain recreational facilities. The proposed project does not include any recreational facilities nor does it require the expansion of current recreational facilities (see discussion of Item (a) above). No impact would occur.

### 3.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. Transportation/Traffic. Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.16.1 Environmental Setting

##### Intersections

The study area focused on the following six intersections that address the primary travel routes to/from the proposed 8<sup>th</sup> and R Street Parking Structure. These intersections were selected due to their proximity to the site of the proposed project and consider the project’s size, location, and expected generation of trips. The study area includes not only the vehicular travel lanes, but also the bicycle, pedestrian, and transit facilities.

- ▲ Q Street / 8<sup>th</sup> Street
- ▲ Q Street / 9<sup>th</sup> Street
- ▲ Quill Alley / 8<sup>th</sup> Street
- ▲ Quill Alley / 9<sup>th</sup> Street
- ▲ R Street / 8<sup>th</sup> Street
- ▲ R Street / 9<sup>th</sup> Street

## Traffic Data Collection

Traffic counts were collected at the study intersections on Wednesday, February 15, 2017 during the a.m. (7–9) and p.m. (4–6) peak periods. During all counts, weather conditions were generally dry, no unusual traffic patterns were observed, and the Sacramento City Unified School District was in full session. In addition to collecting vehicle turning movements at the study intersections, all counts included pedestrian and bicycle activity.

## Study Periods

Based on the traffic data collection, the a.m. peak hour occurred from 7:45 to 8:45, and the p.m. peak hour within the entire study area occurred from 4:30 to 5:30. The a.m. and p.m. peak hours coincide with the expected peak commute times for office employees in downtown Sacramento, which is expected given that office buildings represent the predominant land use with the study area.

## Roadway Network

The study area is served by a system of gridded streets comprised of numbered north-south streets and lettered east-west streets, spaced approximately every 400 feet. Most portions of the street grid feature east-west running alleys located halfway between lettered streets, resulting in 200 feet of north-south spacing of public roadways. Key roadways within this system that would serve trips associated with the proposed project are described, as follows:

- ▲ Q Street is a primary three-lane, one-way eastbound roadway within the study area, and forms a couplet with P Street. The roadway originates from the Interstate 5 (I-5) off-ramps in the western portion of the study area. Curbside parking is located on both sides of the roadway.
- ▲ R Street is minor two-lane, two-way east-west roadway within the study area. Curbside parking is located on both sides of the roadway; the segment between 8<sup>th</sup> Street and 12<sup>th</sup> Street features perpendicular street parking. No sidewalks currently exist between 8<sup>th</sup> Street and 10<sup>th</sup> Street.
- ▲ 8<sup>th</sup> Street is primary three-lane, one-way northbound roadway within the study area, and forms a couplet with 7<sup>th</sup> Street. North of O Street, the roadway features shared light-rail tracks with vehicle traffic on the western-most travel lane, and curbside parking on the east side of the roadway. Between O Street and T Street, the roadway features curbside parking on both sides of the roadway. South of T Street, 8<sup>th</sup> Street is a minor two-lane, two-way roadway with curbside parking.
- ▲ 9<sup>th</sup> Street is a primary two-lane, one-way southbound roadway within the study area, and forms a couplet with 10<sup>th</sup> Street. Bicycle lanes and curbside parking are located on both sides of the roadway.
- ▲ Quill Alley is located mid-block between Q and R Streets and runs east-west.

Exhibit 3.16-1 presents the existing lane configurations in the study area and the existing peak hour traffic volumes.

## Trip Generation

Driveway traffic counts and peak parking supply data at two parking lots existing parking lots near the project site (12<sup>th</sup> and O St. and 7<sup>th</sup> and P St.) were obtained from December 2016 through February 2017. These two lots are primarily used by State office employees during daytime weekday conditions, similar to the anticipated users of the proposed R Street Parking Structure. The measured data was used to determine the a.m. and p.m. peak hour inbound and outbound vehicle trip rates for well utilized State employee serving parking lots in the vicinity of the proposed (see Table 3.16-1). The resulting a.m. peak hour parking trip generation rate is 0.50 trips per parking space, with 78 percent of trips inbound, and 22 percent of trips outbound. The p.m. peak hour parking trip generation rate is 0.61 trips per parking space, with 28 percent of trips inbound, and 72 percent of trips outbound.



- 1 Study Intersection
  - Project Site
  - Turn Lane
  - Traffic Signal
  - Stop Sign
- AM (PM) Peak Hour Traffic Volume

1. 8th St/Q St	2. 9th St/Q St	3. 8th St/Quill Alley	4. 9th St/Quill Alley
<p>8th St Q St</p> <p>197 (127) 1,366 (899)</p> <p>221 (326) 30 (136)</p>	<p>8th St 9th St Q St</p> <p>302 (957) 126 (115)</p> <p>1,271 (823) 125 (212)</p>	<p>8th St Quill Alley</p> <p>31 (22) 2 (1)</p> <p>46 (29) 3 (9)</p> <p>19 (4) 360 (242) 16 (1)</p>	<p>8th St 9th St Quill Alley</p> <p>55 (8) 357 (1,155) 15 (6)</p> <p>3 (1) 4 (13)</p> <p>1 (1) 2 (39)</p>
5. 8th St/R St	6. 9th St/R St		
<p>8th St R St</p> <p>34 (29) 15 (37)</p> <p>29 (13) 23 (39)</p> <p>14 (1) 332 (205) 10 (13)</p>	<p>8th St 9th St R St</p> <p>42 (32) 298 (1,150) 23 (25)</p> <p>16 (26) 11 (36)</p> <p>20 (32) 13 (38)</p>		

Source: Fehr & Peers 2017

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**Exhibit 3.16-1 Peak-hour Traffic Volumes and Lane Configurations – Existing Conditions**



**Table 3.16-1 Parking Trip Generation Rates from Local Data**

Parking Location	Parking Spaces	Available Spaces	Percent Utilization	Vehicle Counts						Parking Trip Generation Rates (Trips / Parking Space)					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Rate	In %	Out %	Rate	In %	Out %
Surface Parking Lots between 12th St / 13th St / O St / P St	256	22	91%	156	128	28	157	18	139	0.61	82%	18%	0.61	11%	89%
Surface Parking Lots between 7th St / 8th St / O St / P St	281	73	74%	113	83	30	168	73	95	0.40	73%	27%	0.60	43%	57%
<b>Total</b>	<b>537</b>	<b>95</b>	<b>82%</b>	<b>269</b>	<b>211</b>	<b>58</b>	<b>325</b>	<b>91</b>	<b>234</b>	<b>0.50</b>	<b>78%</b>	<b>22%</b>	<b>0.61</b>	<b>28%</b>	<b>72%</b>

Notes: Inbound and outbound vehicle counts at the parking entrances/exits, parking supply, and peak parking utilization data in the study area was collected in November 2016, as documented in the Existing Parking Supply and Availability memorandum for the DGS O Street Office Building Project.  
Source: Fehr & Peers, 2017

The rates documented in Table 3.16-1 were then used to estimate the trip generation potential of up to 831 parking spaces (an early estimate of potential parking spaces at the proposed facility) located in the R Street Parking Structure, as shown in Table 3.16-2. The ancillary retail proposed with the structure is conservatively calculated using rates from the Institute of Transportation Engineers *Trip Generation Manual*, and added to the trip generation of the parking structure. The resulting trip generation estimate shows that 428 a.m. peak hour trips and 547 p.m. peak hour trips are expected. These trips would be allocated to the two parking structure driveways located on 8<sup>th</sup> Street and 9<sup>th</sup> Street. Exhibit 3.16-2 presents the existing lane configurations in the study area and the existing-plus-project peak hour traffic volumes.

**Table 3.16-2 Project Trip Generation**

Project Component	Trip Rate Source	Quantity	Units	Trip Rates						Trips					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Rate	In %	Out %	Rate	In %	Out %	Total	In	Out	Total	In	Out
Parking	Local Data	831	Spaces	0.50	78%	22%	0.61	28%	72%	416	327	90	503	141	362
Retail	ITE Land Use 820 (Shopping Center)	13,000	Square Feet	0.96	62%	38%	3.71	48%	52%	13	8	5	48	23	25
<b>Total</b>										<b>429</b>	<b>335</b>	<b>95</b>	<b>551</b>	<b>164</b>	<b>387</b>

Notes:  
Trip rates for retail based on data published in the Institute of Transportation Engineers Trip Generation Manual (2012). The average rates were used to estimate trips for retail use (due to size of land use type). Use of fitted curve equation would result in overestimated trip generation for retail use.  
Source: Fehr & Peers, 2017

## Roadway System

Traffic operations at the study intersections were analyzed under weekday AM and PM peak hour conditions using procedures and methodologies contained in the Highway Capacity Manual (Transportation Research Board 2010) for calculating delay at intersections. These methodologies were applied using the SimTraffic software program, which considers the effects of lane utilization, turn pocket storage lengths, upstream/downstream queue spillbacks, coordinated signal timings, pedestrian crossing activity, and other conditions on intersection and overall corridor operations. Use of SimTraffic microsimulation analysis is appropriate given the presence of coordinated signal timing plans, close spacing of signalized intersections, and overall levels of traffic and peak hour congestion within the study area. Reported results are based on an average of 10 runs. The following procedures and assumptions were applied in the development of the SimTraffic model:



1. 8th St/Q St	2. 9th St/Q St	3. 8th St/Quill Alley	4. 9th St/Quill Alley
<p>8th St Q St</p> <p>197 (127) 1,479 (954)</p> <p>242 (411) 52 (225)</p>	<p>8th St 9th St Q St</p> <p>372 (991) 126 (115)</p> <p>1,293 (912) 238 (267)</p>	<p>8th St Quill Alley</p> <p>31 (22) 2 (1)</p> <p>46 (29) 3 (9)</p> <p>19 (4) 403 (416) 16 (1)</p>	<p>8th St 9th St Quill Alley</p> <p>55 (8) 540 (1,244) 15 (6)</p> <p>3 (1) 4 (13)</p> <p>1 (1) 2 (39)</p>
5. 8th St/R St	6. 9th St/R St		
<p>8th St R St</p> <p>34 (29) 15 (37)</p> <p>29 (13) 23 (39)</p> <p>14 (1) 482 (279) 10 (13)</p>	<p>8th St 9th St R St</p> <p>42 (32) 350 (1,363) 23 (25)</p> <p>16 (26) 11 (36)</p> <p>20 (32) 13 (38)</p>		

Source: Fehr & Peers 2017

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**Exhibit 3.16-2**

**Peak-hour Traffic Volumes and Lane Configurations – Existing Conditions Plus Project**



- ▲ Roadway geometric data were gathered using aerial photographs and field observations.
- ▲ Peak hour traffic volumes were entered into the model according to the peak hour of the study area.
- ▲ The peak hour factor was set at 1.0 in accordance with City of Sacramento Traffic Impact Study Guidelines.
- ▲ The counted pedestrian and bicycle volumes were entered into the model according to the peak hour measurements.
- ▲ Signal phasing and timings were based on existing signal timing plans provided by the City of Sacramento and field observations.
- ▲ Speeds for the model network were based on the posted speed limits.

### Level of Service Definitions

Each study intersection was analyzed using the concept of LOS. LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. Table 3.16-3 displays the delay range associated with each LOS category for signalized and unsignalized intersections.

**Table 3.16-3 Intersection Level of Service Definitions**

Level of Service	Description (for Signalized Intersections)	Average Delay (Seconds/Vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, and long cycle lengths. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Note: LOS = level of service; V/C ratio= volume-to-capacity ratio  
 LOS at signalized intersections and roundabouts based on average delay for all vehicles. LOS at unsignalized intersections is reported for entire intersection and for minor street movement with greatest delay.  
 Source: Transportation Research Board 2010

For signalized intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. For side-street stop controlled (SSSC) intersections, the delay and LOS for the overall intersection is reported along with the delay for the worst-case movement.

### INTERSECTION OPERATIONS

Table 3.16-4 and Exhibit 3.16-2 display the existing and existing-plus-project peak-hour intersection operations at the study intersections (refer to Appendix G for technical calculations).



**Table 3.16-4 Intersection Operations – Existing and Existing-Plus-Project Conditions**

Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Q Street / 8 <sup>th</sup> Street	Signal	AM	12	B	15	B
		PM	9	A	10	A
2. Q Street / 9 <sup>th</sup> Street	Signal	AM	4	A	5	A
		PM	7	A	8	A
3. Quill Alley / 8 <sup>th</sup> Street	SSSC	AM	1 (7)	A (A)	2 (7)	A (A)
		PM	2 (7)	A (A)	2 (13)	A (A)
4. Quill Alley / 9 <sup>th</sup> Street	SSSC	AM	1 (4)	A (A)	1 (7)	A (A)
		PM	2 (10)	A (A)	2 (15)	A (C)
5. R Street / 8 <sup>th</sup> Street	SSSC	AM	2 (8)	A (A)	2 (15)	A (C)
		PM	3 (8)	A (A)	2 (9)	A (A)
6. R Street / 9 <sup>th</sup> Street	SSSC	AM	1 (9)	A (A)	2 (10)	A (A)
		PM	4 (21)	A (C)	4 (28)	A (D)

Notes: LOS = Level of Service. SSSC = Side-Street Stop Control

<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to intersections are determined based on the overall LOS and average delay. Intersection LOS and delay is calculated based on the procedures and methodology contained in the HCM 2010 (TRB, 2010). All intersections were analyzed in SimTraffic.

Source: Fehr & Peers 2017

All project intersections currently operate at LOS A or B under both peak hours. Overall, the existing roadway system within the area can be characterized as operating efficiently. Motorists typically incur modest delays, do not experience substantial vehicle queues, and benefit from the coordinated traffic signal system along the primary commute corridors that connect downtown to the regional freeway system.

## CUMULATIVE CONDITIONS

The cumulative conditions for the transportation system relies on existing and future development accommodated under the City's General Plan, which is included in regional travel demand modeling. The most recent version of the SACMET regional travel demand model developed and maintained by the Sacramento Area Council of Governments (SACOG) was used to forecast cumulative (year 2036) traffic volumes within the project study area. The cumulative version of this model accounts for planned land use growth within the City of Sacramento according to the City's 2035 General Plan, as well as within the surrounding region. The SACMET model also accounts for planned improvements to the surrounding transportation system, including improvements identified in the City's "Grid 3.0" plan for the Central City, and incorporates the current MTP/SCS for the Sacramento region. The version of the model used to develop the forecasts was modified to include the most recent planned land uses and transportation projects within the City of Sacramento. Modifications to the model included additional transportation network and land use detail within the study area to improve accuracy.

Grid 3.0 projects in the immediate vicinity of the proposed project include the conversion of 8<sup>th</sup> Street from one-way (northbound) to two-way from P Street to T Street. Other nearby roadway network changes include the one-way (southbound) to two-way conversion of 7<sup>th</sup> Street from P Street to T Street, and a 3-lane to 2-lane reduction on P Street and Q Street between 9<sup>th</sup> Street and 15<sup>th</sup> Street to allow for the installation of planned on-street bikeway facilities. Under Cumulative conditions, the model also includes full buildout of the nearby DGS 1215 O Street Office Building Project and Resources Replacement Project.

A forecasting procedure known as the “difference method” was used to develop the Cumulative-No-Project and Cumulative-Plus-Project forecasts (Table 3.16-5). This method accounts for potential differences between the base year model and existing traffic counts that could otherwise transfer to the future year model and traffic forecast. This forecasting procedure is calculated as follows:

$$\text{Cumulative Traffic Forecast} = \text{Existing Count Volume} + (\text{Cumulative Model Forecast} - \text{Base Year Model Forecast})$$

**Table 3.16-5 Cumulative No Project and Cumulative Plus Project Conditions**

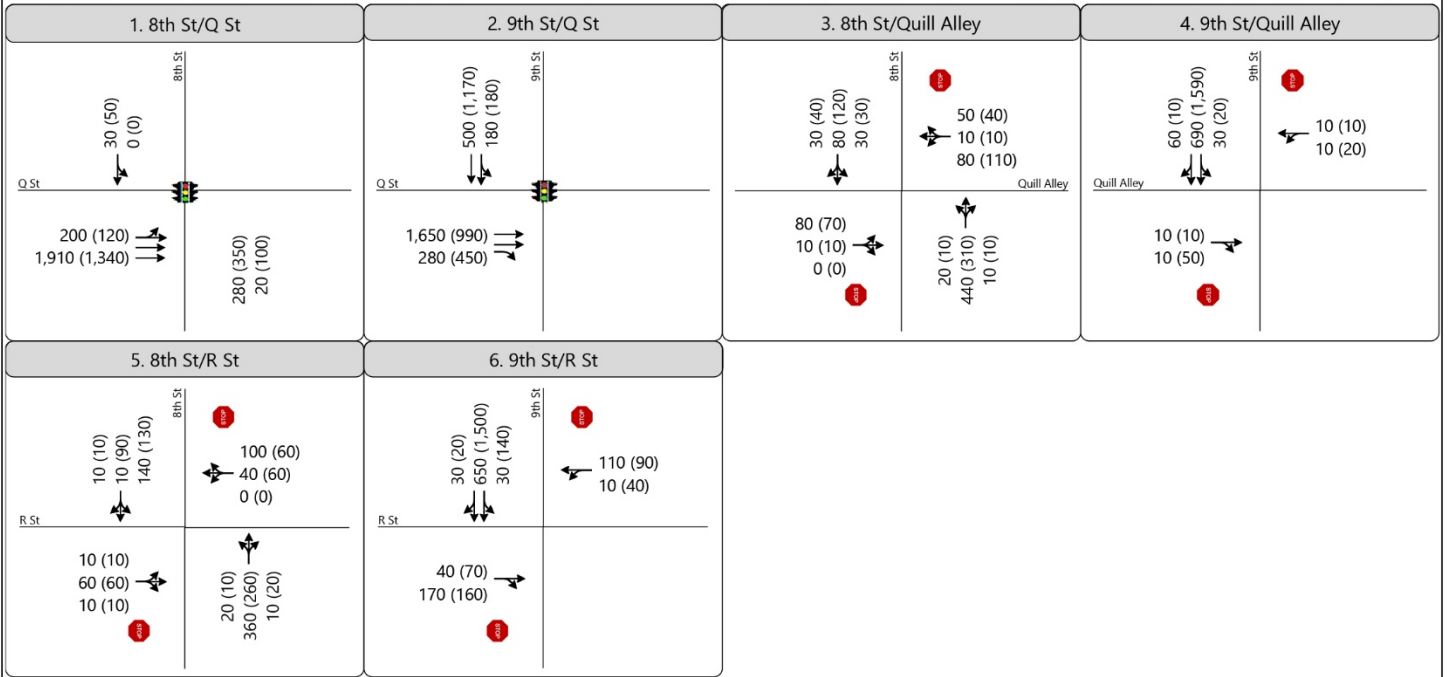
	Traffic Control	Peak Hour	Cumulative No Project Conditions		Cumulative Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Q Street / 8 <sup>th</sup> Street	Signal	AM	18	B	14	B
		PM	21	C	26	C
2. Q Street / 9 <sup>th</sup> Street	Signal	AM	15	B	13	B
		PM	14	B	16	B
3. Quill Alley / 8 <sup>th</sup> Street	SSSC	AM	25 (101)	D (F)	36 (130)	E (F)
		PM	17 (55)	C (D)	26 (91)	D (F)
4. Quill Alley / 9 <sup>th</sup> Street	SSSC	AM	1 (9)	A (A)	2 (13)	A (B)
		PM	2 (19)	A (C)	3 (34)	A (D)
5. R Street / 8 <sup>th</sup> Street	SSSC	AM	9 (22)	A (C)	25 (71)	D (F)
		PM	20 (77)	C (F)	32 (174)	D (F)
6. R Street / 9 <sup>th</sup> Street	SSSC	AM	4 (13)	A (B)	5 (14)	A (B)
		PM	22 (195)	C (F)	25 (256)	D (F)

Notes: LOS = Level of Service. SSSC = Side-Street Stop Control

<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to intersections are determined based on the overall LOS and average delay. Intersection LOS and delay is calculated based on the procedures and methodology contained in the HCM 2010 (TRB, 2010). All intersections were analyzed in SimTraffic.

Source: Fehr & Peers 2017

Exhibits 3.16-3 displays the cumulative no project and the cumulative plus project peak-hour intersection operations at the study intersections (refer to Appendix G for technical calculations). As shown in Table 3.16-5, under the cumulative no project condition, the project intersections operate at acceptable levels, LOS D or above. However, traffic operations in the cumulative no project condition worsens from existing conditions along the 8<sup>th</sup> Street northbound approach to Q Street due to the roadway conversion from three-lanes and one-way northbound, to two lanes and two-way travel. The addition of traffic on 8<sup>th</sup> Street and 9<sup>th</sup> Street increases the side-street stop delay on Quill Alley and R Street. It should be noted that the R Street/9<sup>th</sup> Street intersection would meet the peak hour traffic signal warrant under the cumulative no project condition (see Appendix G). This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated state guidelines. The future traffic signal shall be constructed when warranted, subject to review and approval of the City Traffic Engineer.



Source: Fehr & Peers 2017

X16010153 01 010

**Exhibit 3.16-3 Peak-hour Traffic Volumes and Lane Configurations – Cumulative No Project**



## PEDESTRIAN FACILITIES

Nearly all streets in the study area feature sidewalks on both sides of the roadway, and sidewalk widths typically range between 6 and 15 feet. Sidewalks are present on 8<sup>th</sup> Street and 9<sup>th</sup> Street adjacent to the project site. There are no sidewalks along R Street between 8<sup>th</sup> Street and 10<sup>th</sup> Street. Most sidewalks in downtown are separated from the roadway by on-street parking and landscaped planter strips, which feature shade trees. Crosswalks are typically provided on all approaches to intersections, and intersections between major streets typically feature marked crosswalks on all approaches. No marked crosswalks currently exist at R Street / 8<sup>th</sup> Street and R Street / 9<sup>th</sup> Street immediately adjacent to the project. Traffic signals within the study area operate on relatively short cycle lengths, and nearly all include walk phases for pedestrians on every cycle; combined, these features result in low levels of crossing delay for pedestrians.

## BICYCLE FACILITIES

There are no bicycle facilities on Q Street, R Street or 8<sup>th</sup> Street; however, there is a Class II bicycle lane on 9<sup>th</sup> Street and there are numerous bicycle facilities within the broader downtown study area. These include a Class I multi-use path along the Sacramento River, and Class II bicycle lanes along 5<sup>th</sup> Street, 10<sup>th</sup> Street, 11<sup>th</sup> Street, and 13<sup>th</sup> Street in the north/south directions and along T Street and Capitol Mall in the east/west directions.

## TRANSIT FACILITIES

Multiple transit options exist within the study area, including the Regional Transit (RT) Blue, Gold, and Green Line light rail lines, which all serve stations located in walking distance to the project site (the 13<sup>th</sup> and R Station, and the 8<sup>th</sup> and O Station). Multiple RT bus lines also serve the study area (RT Routes 2 and 51 run on 8<sup>th</sup> and 9<sup>th</sup> Streets directly adjacent to the project site, and RT Routes 6, 15, 34, and 38 are in walking distance), as well as the multitude of commuter bus routes that have stops within a ¼ mile of the project site. However, there are no bus stops located immediately adjacent to the proposed parking structure frontage.

### 3.16.2 Discussion

a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

and

b) **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

a) and b) Less than significant.

#### Existing and Existing-Plus-Project Conditions

As shown in Table 3.16-2, the project would result in 429 AM peak hour trips and 551 PM peak hour trips, which would be allocated to the two parking structure driveways located on 8<sup>th</sup> Street and 9<sup>th</sup> Street (refer to Appendix G for technical calculations). As presented in Table 3.16-4, all intersections would continue to operate at LOS B or better overall under existing-plus-project conditions. In addition, the parking structure design would also accommodate vehicles to prevent queuing into the roadway or disrupt traffic flow on 8<sup>th</sup>

and 9<sup>th</sup> Streets. The project would result in relatively minor changes in traffic operations within the study area. All intersections would maintain an acceptable overall LOS with the addition of the project. This would be a less-than-significant impact. (See (f), below, regarding project impacts on non-motorized travel and transit.)

### **Cumulative Plus Project Conditions**

Exhibit 3.16-4 displays the cumulative-plus-project peak-hour intersection operations at the study intersections (refer to Appendix G for technical calculations). The project would result in relatively minor changes in traffic operations within the study area. As presented in Table 3.16-5, all intersections would continue to operate at LOS D or better overall under cumulative-plus-project conditions. However, as described above, it should be noted that the R Street/9<sup>th</sup> Street intersection would meet the peak hour traffic signal warrant under the cumulative no project condition (see Appendix G). When measured against the significance criteria for effects to intersections, the project would not substantially degrade peak hour roadway system operation, nor would cumulative traffic create conditions inconsistent with General Plan Policy M 1.2.2. The City's policy was adopted to allow decreased levels of service (i.e., LOS F) in the urbanized Core Area of the City that supports more transportation alternatives and places residents proximate to employment, entertainment, retail and neighborhood centers and thus reduces overall vehicle miles traveled and results in environmental benefits (e.g., improved air quality and reduced GHG emissions). Based on this evaluation, the City determined that LOS F is considered acceptable during peak hours within the Core Area. Because cumulative traffic would not substantially degrade roadway operations nor conflict with City General Plan policy, cumulative impacts would be less-than-significant, and therefore the project would not contribute considerably to a significant cumulative impact. (See (f), below, regarding project contribution to cumulative non-motorized travel and transit.)

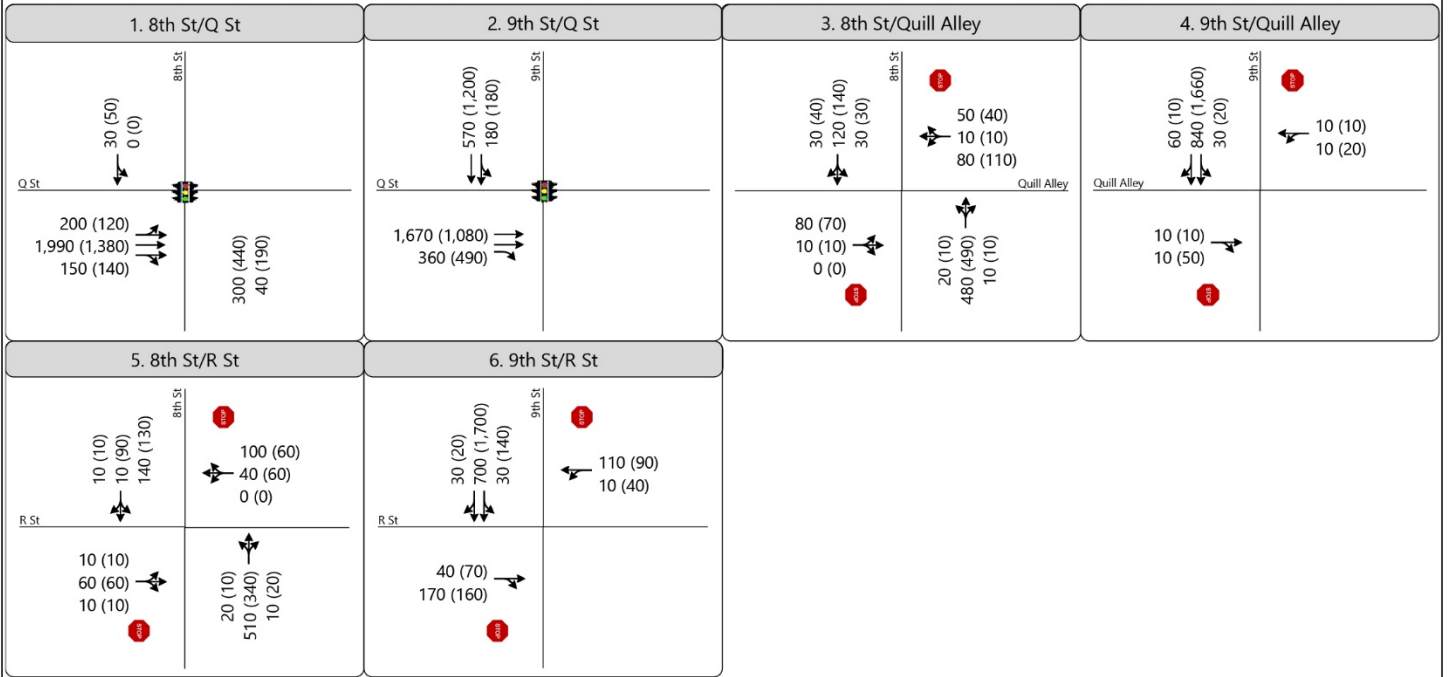
### **c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No impact.** The project site is not located within two miles of an existing public or private airstrip or associated airport land use plan area. The closest airport is Sacramento Executive Airport, located approximately four miles south of the project site. The Sacramento International Airport is located approximately 11 miles northwest of the project site. Therefore, there would be no air safety hazard to people working on the project sites and no impact would occur

### **d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less than significant.** Please see (e) below, regarding measures for safety during the demolition and construction phases of the project. Preparation of the required traffic control plan and compliance with the plan would minimize demolition and construction impacts related to interference with emergency response or evacuation. This impact would be less than significant.

The project site is located within downtown Sacramento with an existing street system. No modification of the street system would be required. However, the vehicular entry points for the new parking structure would be located on 8<sup>th</sup> and 9<sup>th</sup> Streets. The movements of vehicles into/out of the parking structure could increase hazards to pedestrians and bicyclists on these roads. To support driver safety and awareness for pedestrians and bicyclists at the entry/exit points, the parking structure would be equipped with textured pavement on the portion of sidewalk that would be traversed by vehicles to delineate this area, warning signage for motorists exiting the parking structure, and flashing lights and/or audible warning device to alert pedestrians of exiting vehicles. The project design would meet all City standards for line of site and other applicable safety requirements for vehicle entry and exit points. This impact would be less than significant.



Source: Fehr & Peers 2017

X16010153 01 011

**Exhibit 3.16-4 Peak-hour Traffic Volumes and Lane Configurations – Cumulative Plus Project**



**e) Result in inadequate emergency access?**

**Less than significant.** During demolition and construction, it may be necessary to restrict or redirect pedestrian, bicycle, or vehicular movements around the project site to accommodate demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours, which would be temporary. CADA would prepare a construction traffic control plan, consistent with Section 12.20.20 of the Sacramento City Code, that illustrates the location of the proposed work area; identifies the location of areas where the public right-of-way would be closed or obstructed and the placement of traffic control devices necessary to perform the work; shows the proposed phases of traffic control; and identifies the time periods when the traffic control would be in effect and the time periods when work would prohibit access to private property from a public right-of-way. The plan may be modified by the City at any time to eliminate or avoid traffic conditions that are hazardous to the safety of the public. The traffic control plan would also provide information on access for emergency vehicles to prevent interference with emergency response.

Preparation of the required traffic control plan and compliance with the plan would minimize demolition and construction impacts related to interference with emergency response or evacuation. In addition, the project would not modify the street system, and the parking structure would be constructed in a manner consistent with all applicable emergency access requirements. This impact would be less than significant.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less than significant.** Project construction may require restricting or redirecting pedestrian, bicycle, and vehicular movements at locations around the site to accommodate demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours. Construction traffic impacts would be localized and temporary; sufficient staging area would be available to the construction contractor reducing the need for use of streets and other active areas; and CADA or its contractor would prepare and implement a Construction Traffic Management Plan to reduce the temporary impacts to the degree feasible.

After construction is complete, the parking structure project would not remove any existing bicycle facilities nor interfere with any planned bicycle facilities, including those planned on 7<sup>th</sup> Street (south of P Street), 8<sup>th</sup> Street, N Street, P Street (east of 9<sup>th</sup> Street), and Q Street (east of 9<sup>th</sup> Street). Under cumulative conditions, further redevelopment of the R Street corridor is expected to be completed, which would include sidewalks between 9<sup>th</sup> and 10<sup>th</sup> Streets. Bicycle lanes are proposed on 8<sup>th</sup> Street with the conversion of the roadway to two lanes and two-way travel. The proposed project includes sidewalks on the north side of R Street between 8<sup>th</sup> and 9<sup>th</sup> Streets, immediately adjacent to the parking structure. In addition, the project would include painting the intersections of 8<sup>th</sup> and R Street and 9<sup>th</sup> and R Street for crosswalks as well as corner ramps and bulb-outs to support pedestrian safety. To support driver safety and awareness for pedestrians and bicyclists at the entry/exit points, the parking structure would be equipped with textured pavement on the portion of sidewalk that would be traversed by vehicles to delineate this area, warning signage for motorists exiting the parking structure, and flashing lights and/or audible warning device to alert pedestrians of exiting vehicles. The project design would meet all City standards for line of site and other applicable safety requirements for vehicle entry and exit points. The proposed project would not adversely alter existing or planned pedestrian, bicycle, or transit facilities in the study area.

Implementation of the proposed project would generate 21 new employees which would in turn generate demand for approximately three additional transit trips during the a.m. and p.m. peak hours.<sup>1</sup> Multiple transit options exist within the study area, including the Blue, Gold, and Green Line light rail lines, which all serve stations located in walking distance to the project site (the 13<sup>th</sup> and R Station, and the 8<sup>th</sup> and O Station). Multiple RT bus lines also serve the study area (including RT Routes 2 and 51 run on 8<sup>th</sup> and 9<sup>th</sup>

<sup>1</sup> Notes: Travel mode split is based on the 2016 State Employee Commute Survey. Mode split percentages are based on the 36 percent transit use noted for employees working in the City of Sacramento Core Area (page 2). Drive alone, carpool, and vanpool mode split percentages are based on all State employees in the Sacramento region (initially 57.0%, 14.3%, and 1.4%, respectively) factored down to account for the higher transit mode share in the Sacramento Core Area, where the project site is located.

Streets directly adjacent to the project site, and RT Routes 6, 15, 34, and 38 are in walking distance), as well as the multitude of commuter bus routes that have stops within a  $\frac{1}{4}$  mile of the project site. The increase in demand generated by the project can be easily accommodated by existing available transit. Further, operations at the study intersections along these bus routes would remain at LOS A or B. Therefore, the proposed project would not disrupt any existing or proposed transit facility, or degrade access to transit.

The project would have less-than-significant impacts on pedestrian, bicycle and transit facilities.



### 3.17 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. Tribal Cultural Resources. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</b>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 3.17.1 Environmental Setting

CEQA requires lead agencies to consider whether projects will impact tribal cultural resources. PRC 21074 states the following:

- a) “Tribal cultural resources” are either of the following:
  - 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    - A) Included or determined to be eligible for inclusion in the CRHR.
    - B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
  - 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Assembly Bill (AB) 52, signed by the California Governor in September of 2014, establishes a new class of resources under CEQA: “tribal cultural resources.” It requires that lead agencies undertaking CEQA review

must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration. AB 52 also requires revision to CEQA Appendix G, the environmental checklist. This revision would create a new category for “tribal cultural resources.” CEQA Sections 21084.2 and 21084.3 apply to effects on tribal cultural resources.

## CONSULTATION EFFORTS

During project planning, a Native American contact program was initiated. Phone calls were made and emails were sent to Tribal contacts at the United Auburn Indian Community (UAIC) and Wilton Rancheria on October 26, 2017 regarding proposed construction at the project site. Project information and a map of the project site was provided. A follow-up email was sent to UAIC on October 30, 2017. A follow-up phone call was made to the Wilton Rancheria on November 1, 2017. Neither Tribe has provided comments as November 2, 2017.

While other federally-recognized Tribes may claim the project area as part of their ancestral territory, no other Tribes have requested consultation or additional information.

### 3.17.2 Discussion

**Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

and

- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less than significant with mitigation incorporated.** Evidence of prehistoric occupation of the Sacramento region dates back several thousand years. Cultural deposits of most early or long-term occupation sites in the region are marked by cultural layers alternating with flood-deposited silts. Sites, such as one discovered on I Street, have cultural layers that are now 15 to 20 feet below the current street level (Hamilton et al. 2005). As described above in Section 3.5, while the project site has been developed with various uses over time, and past construction activities may have damaged or removed subsurface cultural resources, there is the potential for subsurface resources, including significant prehistoric archeological resources and resources that would qualify as a tribal cultural resource, to be present where there has been less ground disturbance or where native soils are still intact. It is also possible that artifacts and materials of importance to tribal entities could also have been deposited at the site with imported fill. Components of the project that require substantial earthmoving could disturb or destroy undisturbed and significant prehistoric deposits. There are no known significant prehistoric archeological resources or tribal cultural resources on the project site. Overall, the project site is considered to have a low to moderate potential for the existence of intact archaeological deposits. Because there is some potential for earthmoving activities associated with

construction to potentially affect significant prehistoric archeological resources, or resources that would qualify as tribal cultural resources, this impact is considered potentially significant.

### **Mitigation Measures**

Implement Mitigation Measure 3.5-1. Conduct mandatory cultural resources awareness training for all project personnel

Implement Mitigation Measure 3.5-2. Implement measures to protect previously unidentified cultural resources

### **Mitigation Measure 3.17-1: Monitoring and Response Measures for Potential Unknown Prehistoric Archaeological Resources and Tribal Cultural Resources**

This mitigation measure expands on the actions included in Mitigation Measures 3.5-1 and 3.5-2 to also address encountering unknown prehistoric cultural resources and tribal cultural resources. This mitigation measure reflects input provided by UAIC and Wilton Rancheria on two recent State office building environmental impact reports in downtown Sacramento. Where ground disturbing activities occur in native soils, or there is no evidence of extensive past ground disturbances, or evidence suggests that imported soils have a high probability of containing artifacts and materials of importance to tribal entities, a Native American monitor and a qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists will monitor ground-disturbing activities. The determination for initiating or ending monitoring disturbance of imported soils will be made based on coordination between the qualified archeologist and Native American monitor considering factors such as the source of the imported soil and whether any signs of potential artifacts had been observed, with a final determination made by CADA. The Native American monitor will be provided the opportunity to conduct a site meeting with construction personnel to convey cultural resources awareness information. If evidence of any prehistoric subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., lithic scatters, midden soils), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist and Native American representative can access the significance of the find. If after evaluation, a resource is considered significant, or is considered a tribal cultural resource, all preservation options shall be considered as required by CEQA, including possible data recovery, mapping, capping, or avoidance of the resource. If artifacts are recovered from significant prehistoric archaeological resources or tribal cultural resources, they shall be transferred to an appropriate tribal representative, or housed at a qualified curation facility. If artifacts or other materials must be removed, preference shall be given to transferring materials to an appropriate tribal representative and re-interring the material at a location on the project site. The results of the identification, evaluation, and/or data recovery program for any unanticipated discoveries shall be presented in a professional-quality report that details all methods and findings, evaluates the nature and significance of the resources, analyzes and interprets the results, and distributes this information to the public.

### **Significance after Mitigation**

Implementation of this mitigation measure would reduce the project's impact to a **less-than-significant** level by requiring construction monitoring and, in the case of a discovery, preservation options (including data recovery, mapping, capping, and avoidance) and proper care of significant artifacts if they are recovered, including re-interring material on the project site.

### 3.18 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. Utilities and Service Systems. Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.18.1 Environmental Setting

##### WATER DEMAND/SUPPLY

The City of Sacramento Department of Utilities is responsible for water services within the city limits, including the project site. The City provides drinking water from groundwater and surface water resources. Surface water is diverted at two locations: from the American River downstream of the Howe Avenue Bridge, and from the Sacramento River downstream of the confluence of the American and Sacramento Rivers. The City also draws groundwater from two subbasins of the Sacramento Valley Groundwater Basin, the North American Subbasin, located north of the American River, and South American Subbasin, located south of the American River.

In 2015, as reported in the 2015 Urban Water Management Plan, the City's water supply and demand was 84,832 af (27,643 mgd) (Table 3.18-1). The project site currently generates little water demand because the DGS warehouse has no permanent on-site employees or office space and there is no irrigated landscaping around the warehouse or the surface parking.

Projections of future population within the City's service area and sphere of influence are based on the 2035 General Plan. Planned water supplies shown in Table 3.18-1 are based on reasonably available volume,

which in some cases is less than the total right (or safe yields). The total safe yield for the Sacramento River is equal to the reasonably available volume (81,800 acre feet per year [afy]); for the American River it is 208,500 af in 2020 and increases to 245,000 af in 2030 through 2040; and for groundwater it is 25,205 af. As shown in Table 3.18-1, the City has ample water supplies to meet demand from 2020 through 2040. The surplus water supply, after meeting anticipated demands, represents 55 percent of the total supply in 2020 and decreases to 45 percent of total supply in 2040.

**Table 3.18-1 City of Sacramento Current and Planned Annual Water Demand and Sources of Supply<sup>1</sup>**

	2015 (af [mg])	2020 (af [mg])	2025 (af [mg])	2030 (af [mg])	2035 (af [mg])	2040 (af [mg])
Surface Water Supply	70,467 (22,962)	253,168 (82,495)	267,119 (87,041)	273,507 (89,123)	273,507 (89,123)	273,507 (89,123)
Groundwater Supply <sup>2</sup>	13,706 (4,466)	21,749 (7,087)	20,169 (6,572)	19,912 (6,488)	19,912 (6,488)	19,912 (6,488)
Recycled Water Supply <sup>3</sup>	0	1,000 (326)	1,000 (326)	1,000 (326)	1,000 (326)	1,000 (326)
Mutual Aid	659 (215)	0	0	0	0	0
<b>Total Water Supply</b>	<b>84,832</b> <b>(27,643)</b>	<b>275,917</b> <b>(89,908)</b>	<b>288,288</b> <b>(93,939)</b>	<b>294,419</b> <b>(95,937)</b>	<b>294,419</b> <b>(95,937)</b>	<b>294,419</b> <b>(95,937)</b>
<b>Water Demand<sup>4</sup></b>	<b>84,832</b> <b>(27,643)</b>	<b>123,229</b> <b>(40,154)</b>	<b>130,548</b> <b>(42,539)</b>	<b>139,882</b> <b>(45,581)</b>	<b>149,213</b> <b>(48,621)</b>	<b>162,029</b> <b>(52,797)</b>
Surplus (+)/Deficit (-)	0	152,688 (49,754)	157,740 (51,400)	154,537 (50,356)	145,206 (47,316)	132,390 (43,139)

Note: af = acre-feet; mg = million gallons; 1 acre-foot = 325,851 gallons

<sup>1</sup> Supplies and demand remain the same during normal, single dry, and multiple dry years because the City of Sacramento has sufficient water supply entitlements.

<sup>2</sup> Groundwater supplies are based on the City's firm capacity, which is 90 percent of the total well capacities.

<sup>3</sup> Recycled water is defined in the 2015 Urban Water Management Plan as municipal wastewater that has been treated and discharged from a wastewater facility for beneficial reuse. Recycled water supplies shown here represent projected supplies, but the City does not currently use recycled water.

<sup>4</sup> Includes residential, commercial and industrial, institutional/governmental, landscaping, and system losses.

Source: City of Sacramento 2016:4-3, 6-5, 6-10, 6-18, 7-10 through 7-12

## WATER TREATMENT

The City of Sacramento water supply is treated at two water treatment plants. The SRWTP, located just east of Interstate 5 and south of Richards Boulevard, treats water pumped from the Sacramento River about one-half mile downstream from the American River confluence (City of Sacramento 2016:3-4). The SRWTP permitted capacity is 160 mgd. The City's distribution system does not have physical constraints in conveying up to 160 mgd water from the SRWTP. In the 2015-2016 fiscal year, the SRWTP treated a total of 14,502 million gallons for an average of approximately 40 mgd.

The Fairbairn Water Treatment Plant (FWTP) is located on the south bank of the lower American River, approximately 7 miles upstream from its confluence with the Sacramento River. The City's FWTP reliable treatment and permitted capacity are both 160 mgd (City of Sacramento 2016:7-1 through 7-2). However, the pipelines conveying water from the FWTP to the rest of the system are not able to convey the full 160 mgd, and the conveyance of treated water from FWTP is limited to approximately 110 mgd. This physical constraint does not impact existing customers. The City is completing a rehabilitation at the FWTP to increase the reliable treatment capacity to match the permitted capacity of 160 mgd. During extremely dry years, the City agrees to limit diversions for water treated at FWTP to approximately 100 mgd (City of

Sacramento 2016:6-9). In the 2015-2016 fiscal year, an average of 25 mgd of water was treated at FWTP (Ewart, pers. comm., 2017).

Average treatment volumes at each of these treatment plants are below capacity. As of 2015-2016, using a conservative assumption for conditions when treatment at the FWTP during which treatment capacity is limited to between 64 mgd and 100 mgd, FWTP had 39 mgd to 75 mgd of capacity available to treat additional water demand. As of 2015-2016, the SRWTP had 120 mgd of capacity available to treat additional water demand.

## WASTEWATER AND WASTEWATER TREATMENT

Wastewater collection and treatment within the city is provided by the City of Sacramento and Regional San. The City of Sacramento Department of Utilities operates and maintains the CSS collection and treatment facilities. Regional San operates the regional interceptors and wastewater treatment plants serving the city except for the City's CSS collection and treatment facilities.

Wastewater and stormwater runoff from most of the central area of the city is collected by the City's CSS. The CSS has a total service area of 7,545 acres. 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 CSS and stormwater from the project site would flow into the separate stormwater drainage system. The CSS consists of the combined wastewater treatment plant (CWTP), pumping stations (Sumps 1/1A and 2/2A), Pioneer Reservoir, and in-line and off-line storage facilities. The collection system consists of trunks, interceptors, reliefs, force mains, laterals, and other pipelines, and has a total storage capacity of about 115 af (37 mg) (City of Sacramento 2013). The flows in the CSS are conveyed to two pumping stations (Sumps 1/1A and 2/2A) located near the Sacramento River (Central Valley RWQCB 2015:F-4). Up to 60 mgd of wastewater flows in the CSS are conveyed to the Regional San Force Main, which carries flows to the Regional San wastewater treatment plant (WWTP). When flows are greater than 60 mgd, the additional flows are conveyed to the CWTP via the CWTP Force Main and/or to Pioneer Reservoir via the Pioneer Interceptor. Both Regional San's WWTP and the CWTP discharge treated effluent to the Sacramento River.

Because there are no permanent workers at the existing warehouse at the project site, there is very little wastewater generated from the site.

## STORMWATER

The project site is approximately 1.4 acres in size, with an estimated impervious coverage of 95 percent. Using the Sacramento Method (Sacramento County 2017), peak runoff from this site is approximately 2.5 cfs during a 10- year storm event. Stormwater runoff at the project site is currently directed to the CSS. However, as stated above, as part of the project, 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.

## ELECTRICITY

The Sacramento Municipal Utility District (SMUD) provides electricity to the project site. SMUD transmits power to the downtown Sacramento area by a series of overhead and underground 115-kilovolt (kV) transmission lines that feed 12-kV and 21-kV distribution systems (SMUD 2017). The project site is served by 21-kV lines in R Street and Quill Alley.

## NATURAL GAS

The Pacific Gas and Electric Company (PG&E) supplies natural gas to the Sacramento area. In downtown Sacramento, PG&E has both high-pressure and low-pressure distribution systems. High-pressure system pipelines carry gas at approximately 40 pounds per square inch (psi). Low-pressure system pipelines, carry gas at about 0.25 psi. There are low-pressure gas lines located in R Street and 9<sup>th</sup> Street.

### 3.18.2 Discussion

#### a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

**Less than significant.** The quality of treated wastewater effluent that can be discharged to waterways within the Sacramento area is established by the Central Valley RWQCB through waste discharge requirements (WDRs) that implement the NPDES permit. WDRs are updated at least every 5 years. The Regional San WWTP and the City's CWTP are regulated through Central Valley RWQCB WDR Order No. R5-2016-0020 (NPDES No. CA 0077682) and WDR Order No. R5-2015-0045 (NPDES No. CA 0079111), respectively. These permits outline performance standards for the effluent discharged to the Sacramento River.

Based on the estimated water use for the new parking structure (see [d] below), wastewater generation is expected to increase by approximately 0.9 afy (803 gallons per day or 0.0008 mgd). This wastewater would be treated at the Regional San WWTP and CWTP, which have capacity to serve this limited increase (see [b] and [c] below). The project-related wastewater discharges would be considered commercial discharges, which are not currently subject to specific wastewater-treatment requirements. The type and volume of discharges from the proposed project would not cause Regional San or the City to exceed the RWQCB permit limitations. Therefore, this impact is considered less than significant.

#### b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

and

#### e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

**Less than significant with mitigation incorporated.**

**Water Treatment:** The estimated water demand for the project is 0.9 afy (803 gallons per day or 0.0008 mgd) (see[d] below). This demand is based on 3 afy per acre for approximately 0.3 acre of retail uses. This water demand represents a minimal increase in the City's overall anticipated system demand in 2020 of 123,229 afy (Table 3.18-1). As of 2015-2016, using a conservative assumption for conditions when treatment at the FWTP during which treatment capacity is limited to between 64 mgd and 100 mgd, FWTP had 39 mgd to 75 mgd of capacity available to treat additional water demand. As of 2015-2016, the SRWTP had 120 mgd of capacity available to treat additional water demand. There is sufficient water treatment capacity to serve the project and this impact is less than significant.

Any required water-delivery improvements would be constructed as components of the parking structure. The potential environmental effects of constructing underground utility lines are evaluated in other sections of this document.

**Wastewater Treatment:** The project site is served by the City's CSS for conveyance of wastewater. Based on the estimated water use for the new parking structure, wastewater generation is expected to increase by 0.9 afy (803 gallons per day or 0.0008 mgd). Stormwater from the project site would flow into the separate stormwater drainage system, and the peak stormwater runoff from the parking structure is projected to remain the same as current runoff given that there would be little to no change in the area of impervious surface. Therefore, the project would not increase stormwater discharge to the CSS. The City of Sacramento's current average dry weather flow to the Regional San WWTP is 18 mgd, and the City's operating agreement with Regional San allows the City to convey up to 60 mgd to the facility. Thus, during dry weather, the City's remaining available capacity at the Regional San WWTP would be 42 mgd, which would be sufficient to serve the project.

During storm events, the wastewater and stormwater flows in the CSS exceed 60 mgd. Excess flows are conveyed to the CWTP and Pioneer Reservoir for treatment before being discharged into the Sacramento River. During peak storm events, the CSS in-line storage and CWTP and Pioneer Reservoir treatment capacities are sometimes exceeded, which results in untreated combined sewer overflows being released to the Sacramento River. The City has constructed and is planning improvement projects to enhance the CSS capacity and operation, the effect of which has been to decrease overflow events from seven per year in the early 1990s before implementation of the Combined Sewer System Improvement Plan (CSSIP), to less than once per year in the past 10 years. Because the proposed project would result in stormwater from the project site being diverted to the City's separate storm drain system rather than the CSS, project implementation would result in reduced wet weather flows to the CSS. Nonetheless, contribution of wastewater to the CSS is considered a potentially significant impact due to the existing treatment exceedances during peak storm events.

The project-required wastewater connections or improvements would be constructed as components of the parking structure. The potential environmental effects of constructing underground utility lines are evaluated in other sections of this document.

## Mitigation Measures

### Mitigation Measure 3.18-1: Pay City's combined sewer development fee

Prior to connection of the project's wastewater system to the CSS, CADA shall pay the City's Combined Sewer Development Fee as defined in Chapter 13.08 of the City Code for their wastewater contributions to the CSS. This fee is used to fund an appropriate share of the capital costs of the CSS facilities needed to accommodate new development in the CSS area.

### Significance after Mitigation

Implementation of Mitigation Measure 3.18-1 would support the appropriate share of costs of CSS facilities, which would reduce the project's contribution to the CSS or wastewater treatment capacity to a less-than – significant level.

### **c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than significant.** The project site, which is occupied by a warehouse and surface parking, has approximately 95 percent impervious coverage and a peak stormwater-discharge flow of 2.5 cfs. Based on preliminary site plans, development of the parking structure would not substantially change the overall percentage of impervious surface. Therefore, no increase in drainage associated with the project is expected and the peak-discharge flow from this site would remain the same at 2.5 cfs.

Stormwater from the project site would flow into the City's 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. CADA is coordinating with the City Utilities Department about preferred drainage-system designs, including routing of the stormwater. If needed, CADA would work with the City to develop potential site-specific drainage designs to accommodate



potential local minor increases in drainage flow associated with stormwater routing. Because the peak runoff from parking structure is projected to remain the same as current runoff, any potential minor local increases would be addressed, and stormwater would flow into the separate stormwater drainage system, implementation of the project would not adversely affect the CSS or the Regional San wastewater treatment capacity. This impact is considered less than significant.

Any required stormwater facilities or improvements would be constructed as components of the parking structure. The potential environmental effects of constructing underground utility lines are evaluated in other sections of this document.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less than significant.** 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. The estimated water demand for the project is 0.9 afy. This demand is based on 3 afy per acre for 0.3 acre of retail uses. This water demand for the parking structure represents a minimal increase (0.001 percent) in the City's overall system demand of 84,832 afy in 2015. As shown in Table 3.18-1, the City provided water supply equal to the demand in 2015. The City is projected to have a surplus water supply of 152,688 afy in 2020 and 132,390 afy in 2040 during normal, single dry, and multiple dry years (see Table 3.18-1). When the project is completed and occupied in late 2019 or 2020, the estimated project water demand increase over existing conditions would represent approximately 0.0006 percent of the City's surplus water supply from 2020 through 2040.

The project would also reduce its water demand through project design and implementation of water conservation measures that meet California's Title 24 efficiency requirements. All plumbing fixtures in the building would be low-flow/high-efficiency fixtures. Landscaping would use drought tolerant native plants as another water-saving design measure. With implementation of the water-saving measures, the proposed project would be consistent with City policies related to reducing water demand through implementation of water conservation measures (Policies U 2.1.10 and U 2.1.12), and use of native and climate appropriate plants (Policy U 2.1.15).

Any required water-delivery improvements would be constructed as components of the parking structure. The potential environmental effects of constructing underground utility lines are evaluated in other sections of this document.

The City would have adequate water supply and infrastructure to serve the project. This impact is considered less than significant.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

and

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less than significant.** The project is estimated to generate approximately 500 cubic yards of construction and demolition waste during project construction, which would be reduced after meeting recycling and/or salvaging requirements. The project would employ approximately 21 workers at the retail development on the site of the proposed parking structure. Business waste disposal rates are calculated by CIWMB to range from 0.3 ton per employee per year for retail/general merchandise stores to 3.1 tons per employee per year for restaurants (CIWMB 2004). To estimate a single business-waste-disposal rate, the two anticipated extremes among the categories (0.3 and 3.1 tons per employee per year) were averaged, resulting in a generation rate of 1.7 tons per employee per year. An average business-waste-disposal rate of 1.7 tons per employee per year equates to 35.7 tons (47.6 cy) of waste generated annually by employees at the retail businesses in the parking structure at full buildout. Individual businesses and commercial properties are responsible for contracting their own solid-waste-collection service. Commercial solid-waste haulers can

dispose of the collected waste at any landfill facility or transfer station they select. Multiple landfills, including Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, and private transfer stations, are located throughout the region. The L and D Landfill has a remaining capacity of 4,100,000 cy and Sacramento County Kiefer Landfill has a remaining capacity of 112,900,000 cy (CalRecycle 2017). The project increase would represent approximately 0.001 percent of the L and D landfill's remaining capacity and approximately 0.00003 percent of the Sacramento County Kiefer Landfill. These facilities have adequate capacity for disposal of solid waste generated by the project. Therefore, this impact is considered less than significant.

### 3.19 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. Mandatory Findings of Significance.</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.

Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

#### 3.19.1 Discussion

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?**

**Less than significant with mitigation incorporated.** The 8<sup>th</sup> and R Street Parking Structure Project would not cause a significant change to the quality of the environment per the previous analysis provided in this Initial Study. The project site is occupied by a warehouse and surrounded by urban land uses. There are no areas of native habitats or vegetation in the project vicinity. The project site does not contain riparian habitats or other sensitive natural communities. The project site neither connects nor separates any significant wildlife habitat areas.

Although demolition of the warehouse and construction of a parking structure with ground-level retail would require removal of approximately 10 trees, the trees at the project site do not provide important wildlife

habitat. CADA has and will continue to coordinate with the City's urban forester regarding the removal of City street trees and any required tree protection, replanting, or replacement in compliance with the City's Tree Preservation Ordinance.

The existing warehouse building appears to provide roosting habitat for Mexican free-tailed bat. Although this is not a special-status species, maternity roosts are considered nursery sites. If construction occurs during the time of year that breeding bats may be present (early April to October), demolition of the building would cause noise, vibration, or physical disturbance that could directly or indirectly affect the survival of adult or young bats. Implementation of Mitigation Measure 3.4-1 would reduce potentially significant impacts to bat colonies to a less-than-significant level by surveying for bats prior to disturbance to potential active roosts, and minimizing impacts if they are present by excluding the bats from the roost habitat to be removed.

The project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 because there are no historical resources located on the proposed project site or in the project study area that qualify as CEQA historical resources. Because none are present, no historical resources would be materially impaired by demolition of the warehouse, project construction, or project operation.

Buried archaeological resources that may meet the definition of historical resource or unique archaeological resource are potentially present in the project footprint. However, Mitigation Measures 3.5-1 and 3.5-2 would reduce archaeological resource impacts to a less-than-significant level by requiring training for construction personnel, requiring work to stop if suspected archaeological resources are found, onsite evaluation by a qualified archaeologist, and any necessary recordation and curation. In addition, the potential discovery of human remains would be mitigated by implementation of Mitigation Measure 3.5-3, which requires work to stop if suspected human remains are found, communication with the county coroner, and the proper identification and treatment of the remains consistent with the California Health and Safety Code and the California Native American Historical, Cultural, and Sacred Sites Act.

The project would not substantially degrade the quality of the environment per the previous analysis provided in this Initial Study, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory.

**b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

**Cumulative Context**

During the 10-year period from 2000 to 2010, the population of the City of Sacramento increased from 407,018 to 466,488, or 14.6 percent (U.S. Census Bureau 2001, 2011). Population as of January 1, 2016, is estimated to be 485,683 (California Department of Finance 2016). Population growth in the city is projected to continue between 2020 and 2035, and most growth is expected to occur in the central city (City of Sacramento 2013:H 3-6). City of Sacramento population projections indicate that the city may have about 640,000 residents by 2035, an increase of approximately 174,000 residents, representing 21 percent of the region's total population.

On a broad geographic basis, the Sacramento metropolitan area as a whole is facing numerous regional issues pertaining to degradation of air quality, traffic generation, loss of biological habitat, loss of farmland,

and other environmental changes related to urban expansion. In response to these concerns, the City's 2035 General Plan favors developing inward, in and near existing developed areas, over outward into greenfields on the edge of the city. The General Plan growth pattern focuses on infill and reuse of underutilized properties, intensifying development near transit and mixed-use activity centers, and locating jobs closer to housing. The General Plan includes policies to reduce carbon emissions that contribute to climate change including encouraging mixed-use development that supports walking, biking, and use of public transit; "green building" practices; use of solar energy systems; architectural design to reduce heat gain, recycled construction materials; and water conservation measures (City of Sacramento 2015b). The project site is located within the R Street Corridor, a 27-block long, two-block wide special planning district within Sacramento's Central City Community. It was once a thriving warehouse district that is now transforming into a new, transit-oriented, mixed-use neighborhood.

### **Project Contribution to Cumulative Conditions**

The 8<sup>th</sup> and R Street Parking Structure Project is consistent with land use plans for both the State (CAP, CAP implementation Plan, and CAP Progress Report) and the City (R Street Corridor, land use designation and zoning). These plans call for redevelopment along the R Street Corridor and specifically anticipate parking and retail at the project site. The project would result in a parking structure with ground-level retail, activating the R Street frontage; as such, the project would be consistent with the objectives of applicable land use plans. The project site is occupied by a DGS warehouse and surface parking and surrounded by urban development. Redevelopment of the site with a parking structure and ground-level retail would not remove or construct housing and would not divide an established community. The 21 new retail jobs could be filled by the existing resident labor pool and would not generate new employment that would induce population growth such that there would additional demand for housing that could not be met by existing supply or by planned housing development. Furthermore, the project would not expand utilities or services that would support additional growth.

The project would be developed consistent with the Uniform Fire Code, Uniform Building Code, and other applicable regulations such as portions of the State of California Building Code. Because construction and operation of the project would comply with existing building standards, fire protection, safety requirements, and hazardous-materials regulations, the project would not contribute to cumulative hazards to the public due to seismic issues or through routine transport, use, disposal, or risk of upset of hazardous materials.

The new parking structure and retail space could result in a minor increase in public service and utility demands. The project site is in the urban Sacramento core that is currently served by utility and public service providers. The estimated water demand and wastewater generation for the project is 0.9 afy (803 gallons per day or 0.0008 mgd). This water demand represents a minimal increase in the City's overall anticipated system demand in 2020 of 123,229 afy (Table 3.18-1). The project is consistent with the planned land use for the site (parking), and the City has sufficient water, wastewater, and treatment capacity to serve the project during dry weather. Implementation of the project would not adversely affect the City's water supplies or treatment capacity, CSS, stormwater drainage, or wastewater treatment capacity or the ability of the City to continue to provide these utilities to future development.

Replacement of the warehouse with a new parking structure would have little to no change to the amount of impervious surfaces at the project site. There are no natural drainage features on the block, and stormwater drainage would be captured, treated, and directed to the City's separate storm drain system, consistent with City's Stormwater Quality Design and Procedures Manual (Sacramento County 2017). The project would not contribute to a cumulative increase in stormwater runoff, erosion, or subsequent contribution to flood flows.

There are no agriculture or forest resources, and no areas of native habitats or vegetation in the project vicinity. The project site does not contain riparian habitats or other sensitive natural communities. The project would not contribute to the cumulative regional loss of habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species. There is also no evidence that there are important mineral resources underlying the project site and potential effects

on mineral resources; therefore, the project would have no contribution cumulative mineral resource impacts.

Although the new parking structure would be approximately 40-feet taller than the existing warehouse, it would comply with the applicable height limit for the R Street Corridor. The architectural treatment of the new facility would be integrated with surrounding R Street development and would comply with the R Street Corridor design guidelines. The majority of street trees would be maintained, and CADA has coordinated with the City's urban forester and will comply with the City of Sacramento Tree Preservation Ordinance and policies of the City of Sacramento 2035 General Plan (City of Sacramento 2015) regarding any removal of City street trees. Therefore, the project would not contribute to a cumulative degradation of visual character or quality of the site or its surroundings.

The project would not substantially degrade or eliminate important examples of the major periods of California history or prehistory. Mitigation Measures 3.5-1 and 3.5-2 would reduce archaeological resource impacts to a less-than-significant level by requiring trained construction personnel, requiring work to stop if suspected archaeological resources are found, onsite evaluation by a qualified archaeologist, and determination of any necessary recordation. In addition, the potential discovery of human remains would be mitigated by implementation of Mitigation Measure 3.5-3, which requires work to stop if suspected human remains are found, communication with the county coroner, and the proper identification and treatment of the remains consistent with the California Health and Safety Code and the California Native American Historical, Cultural, and Sacred Sites Act. Furthermore, CADA is consulting with Tribes and will implement Mitigation Measure 3.17-1, which would reduce the project's impact to a less-than-significant level by requiring construction monitoring and, in the case of a discovery, preservation options (including data recovery, mapping, capping, and avoidance) and proper care of significant artifacts if they are recovered, including re-interring material on the project site. With these mitigation measures, the proposed project would not contribute to a cumulative loss or degradation of historic or pre-historic resources. As presented in Table 3.16-5 and Exhibit 3.16-4 of this Initial Study, the cumulative-plus-project peak hour intersection operations would continue to operate at acceptable (LOS E or better) conditions. However, as described in Section 3.16, "Transportation/Traffic," the R Street/9<sup>th</sup> Street intersection would meet the R Street / 9<sup>th</sup> Street intersection would meet the peak hour traffic signal warrant under the cumulative no project condition (see Appendix G) and traffic generated by the project would add further traffic to this intersection. However, this is not an adverse environmental affect; rather an indication that improvements to the intersection (i.e., installation of a traffic signal) would be appropriate. When measured against the significance criteria for effects to intersections, the project would not substantially degrade peak hour roadway system operation, nor would cumulative traffic create conditions inconsistent with General Plan Policy M 1.2.2. The City's policy was adopted to allow decreased levels of service (i.e., LOS F) in the urbanized Core Area of the City that supports more transportation alternatives and places residents proximate to employment, entertainment, retail and neighborhood centers and thus reduces overall vehicle miles traveled and results in environmental benefits (e.g., improved air quality and reduced GHG emissions). Based on this evaluation, the City determined that LOS F is considered acceptable during peak hours within the Core Area. Because cumulative traffic would not substantially degrade roadway operations nor conflict with City General Plan policy, cumulative impacts would be less-than-significant, and therefore the project would not contribute considerably to a significant cumulative impact.

As discussed in Section 3.3, "Air Quality," of this Initial Study, Sacramento County is designated as nonattainment with respect to the CAAQS and NAAQS for ozone and PM<sub>10</sub>, and nonattainment with respect to the NAAQS for PM<sub>2.5</sub>. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, regional air pollution is inherently cumulative. A project's individual emissions can contribute to existing cumulatively significant adverse air quality impacts. As explained in SMAQMD's Guide to Air Quality Assessment in Sacramento County (2016), if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, SMAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If project-related emissions do not exceed the identified mass emission thresholds, its emissions would not be

cumulatively considerable, and would not result in significant adverse air quality impacts. As presented in Tables Table 3.3-1 and 3.3-2 and as discussed in the analysis under item b) of Section 3.3, project-generated emissions from construction and operations would not exceed applicable thresholds. Therefore, project-generated emissions of criteria air pollutants and precursors would not violate or contribute substantially to an existing or projected air quality violation and would not be cumulatively considerable. This impact would be less-than-significant.

The discussion of greenhouse gas (GHG) emissions generated by project construction and operation in Section 3.7, "Greenhouse Gas Emissions," of this Initial Study are inherently cumulative. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. As discussed In Section 3.7 (a) and shown in Table 3.7-1, construction emissions associated with the project were estimated to total 446 MT CO<sub>2</sub>e and result in emissions of 297 MT CO<sub>2</sub>e/year, below the SMAQMD construction emissions thresholds of 1,100 MT CO<sub>2</sub>e/year. The operational GHG emissions associated with the project were analyzed using the City's CAP Checklist. The project is consistent with the applicable requirements included in CAP Checklist and would be consistent with the City's CAP and overall GHG reduction goals. Projects consistent with a local GHG reduction plan would also be consistent with overall State GHG reduction targets and adopted GHG reduction plans. Therefore, the project's contribution to the cumulative climate change impact would be less than significant.

Noise and vibration are localized issues in that they attenuate with distance, particularly vibration. Therefore, only reasonably foreseeable future development projects in the direct vicinity of the project site that would be under construction at the same time as the proposed project, would have the potential to add to anticipated project-generated noise and vibration, and thus result in a cumulative noise or vibration impact. However, there are no reasonably foreseeable future projects in the vicinity of the project site close enough, and where the construction period would overlap, for noise and vibration from the reasonably foreseeable future project to be heard at the project site, and vice versa. Furthermore, implementation of Mitigation Measures 4.8-1a and 4.8-1b would ensure that if construction involves pile driving, that it would not occur during the more sensitive times of the day (i.e., late evening through early morning). Additionally, the mitigation measures would require the applicant to minimize vibration exposure to nearby receptors by locating equipment far from receptors as possible and by phasing operations. If pile driving would be required, a vibration control plan would be prepared and implemented to refine appropriate setback distances and identify other measures to reduce vibration if necessary, and identify and implement alternative methods to pile driving if required. These measures would ensure compliance with recommended levels to prevent structural damage and human annoyance. Therefore, for stationary noise and vibration sources (project construction and building operation) there would not be a significant cumulative noise or vibration impact, and the noise and vibration generated by the 8<sup>th</sup> and R Street Parking Structure Project would not make a cumulatively considerable contribution to a significant cumulative impact.

While construction and stationary-source noise can be controlled on-site at the point of origin, traffic noise may extend beyond a project site along existing roadways and result in significant traffic noise impacts on sensitive uses along these roadways. Operation of the parking structure would generate a minimal number of new vehicle trips (see Section 3.16, "Traffic") and would not make a perceptible contribution to traffic noise (see Section 3.12, "Noise"). The types of standard duty cars and trucks associated with trips generated by the project would not generate perceptible groundborne vibration. If, under cumulative conditions, there were a significant cumulative traffic noise impact at a location where the project contributed vehicle trips, the noise contributed by the project would be imperceptible, and therefore would not be a significant contribution. The project would not make a cumulatively considerable contribution to a significant cumulative traffic noise impact.

The project's contribution to environmental impacts would be less than cumulatively considerable.

**c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than significant.** As discussed in the various sections throughout this CEQA document, the proposed project would not include uses which could result in substantial adverse effects on human beings. The project entails a less-than-significant impact to human beings. No additional mitigation beyond existing noise mitigation (Mitigation Measures 3.8-1a and 3.8-1b), compliance with building standards, and compliance with hazardous materials regulations would be required.