

700 Block of K Street  
Draft Environmental  
Impact Report  
SCH 2010112014

February 2011



Prepared for:  
City of Sacramento and  
Redevelopment Agency of  
the City of Sacramento

# **700 Block of K Street**

Sacramento, California

P 10-087

Draft Environmental Impact Report

SCH 2010112014

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## CHAPTER 1: INTRODUCTION

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**Chapter 1**

**Introduction**

This Environmental Impact Report (EIR) for the 700 Block of K Street project (proposed project) was prepared in accordance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Sections 21000-21178), as amended, and the Guidelines for the Implementation of CEQA (CA Code, Title 14, Sections 15000-15387) (CEQA Guidelines). The City of Sacramento and the Redevelopment Agency of the City of Sacramento (RDA) are the co-lead agencies for the environmental review of the proposed project, with the City of Sacramento acting as the Lead Agency per Section 15051(c) of the CEQA Guidelines. As required by CEQA Guidelines Section 15121, this Draft EIR assesses the potential environmental impacts resulting from approval, construction, and implementation of the proposed project and identifies mitigation to either eliminate or reduce the potentially adverse environmental impacts, when feasible.

**Purpose of EIR**

CEQA requires that a Local Agency prepare an EIR on any project that may have a significant effect on the environment. The purpose of an EIR is not to recommend approval or denial of a project, but to provide decision-makers, public agencies, and the public with an objective and informative document that fully discloses the potential environmental effects of a proposed project. The EIR process is specifically designed to objectively evaluate and disclose potentially significant direct, indirect, and cumulative impacts of a proposed project; to identify alternatives that reduce or eliminate a project's significant effects; and to identify feasible measures that mitigate significant effects of a project. In addition, CEQA requires that an EIR identify those adverse impacts that remain significant after mitigation.

**Type of Document**

As used in this Draft Environmental Impact Report (Draft EIR), the term “project” refers to the activity being approved that would be subject to several discretionary approvals by the City and the RDA. See Chapter 3, Project Description, for the entitlements associated with the proposed redevelopment of the proposed project site.

In accordance with Article 11.5, Master Environmental Impact Report, of the CEQA Guidelines, this EIR is tiered from the Master EIR prepared for the City's 2030 General Plan (SCH 2007072024). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor and on the City's web site at: [www.cityofsacramento.org/dsd/planning/environmental-review/eirs/](http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/).

The City of Sacramento and the RDA reviewed the proposed project and, on the basis of the whole record before it, determined that the project is an anticipated subsequent project identified and described in the Master EIR. This EIR incorporates by reference the Master EIR and analyzes the additional potentially significant environmental effects and any new or additional mitigation measures or alternatives that were not identified in the Master EIR. The mitigation measures from the Master EIR that are applicable to the proposed Specific Plan are identified in Chapter 4.1 and the Initial Study.

Pursuant to Section 15177(2) an Initial Study was prepared to analyze whether the proposed project may cause any additional significant effects on the environment that were not previously examined in the Master EIR (See Chapter 7). Based on the findings in the Initial Study, an EIR was prepared. This EIR is a *project-*

*level EIR* pursuant to CEQA Guidelines Section 15161. A project EIR examines the environmental impacts of a specific development project. The purpose of the analyses is to determine the changes in the environment that would result from the project, including planning, construction, and operation.

Furthermore, in accordance with Section 21158 of CEQA, this EIR is focused on the project-specific potentially significant effects on the environment that were not addressed in the Master EIR. The analyses in the Initial Study determined that the potential impacts to cultural resources would be potentially significant; and therefore, this EIR focuses on that issue area.

### **EIR Process**

In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) was released on November 1, 2010 for a 30-day agency and public review period. The NOP was distributed to responsible agencies, interested parties, business owners, residences, and landowners within the project area. The purpose of the NOP was to provide notification that an EIR for the project would be prepared and to solicit guidance on the scope and content of the document. A summary of the comments received on the NOP is included in each technical chapter. A copy of the NOP and NOP response letters received are included in Appendix A.

A public scoping meeting was held on November 18, 2010. Responsible agencies and members of the public were invited to attend and provide input on the scope of the EIR. No comments were received.

This Draft EIR will be circulated for public review and comment for a period of 45 days. Upon completion of the public review period, a Final EIR will be prepared that will include written comments on the Draft EIR received during the public review period and the City's responses to those comments. The Final EIR will address any revisions to the Draft EIR made in response to public comments. The Final EIR will also include the Mitigation Monitoring Program (MMP). The Draft EIR and Final EIR together will comprise the EIR for the proposed project.

Before the City and RDA can approve the project, they must first certify that the EIR was completed in compliance with CEQA, that the City Council and the RDA reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City and RDA. The City Council and the RDA will also be required to adopt Findings of Fact for those impacts determined to be significant and unavoidable and adopt a Statement of Overriding Considerations.

### **Organization of the Draft EIR**

This Draft EIR includes nine principal parts:

- Summary of Impacts and Mitigation Measures (Chapter 2) presents an overview of the results of the environmental analyses.
- The Project Description (Chapter 3) describes the location of the proposed project, existing conditions within the project area, and the nature and location of specific elements of the proposed project, as well as requested project entitlements and/or approvals.
- The technical analyses (Chapter 4) include analyses of direct or primary impacts that would, or could, result from implementation of the proposed project on cultural resources.

- CEQA Considerations (Chapter 5) includes the discussions that are required by CEQA. These discussions are growth inducement, irreversible or unavoidable environmental impacts, and the significant environmental effects that cannot be avoided if the project is implemented.
- Chapter 6, Alternatives, includes a description of the project alternatives. An EIR is required by CEQA to describe a range of alternatives to the project that would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. The comparative merits of the alternatives are evaluated. The impacts of the alternatives are qualitatively compared to those of the proposed project. The alternatives described in this EIR are:
  - No Project/No Development
  - Complete Historic Preservation Alternative
- Chapter 7 includes the Initial Study, which reviews the proposed project and states whether the construction and/or implementation of the project would have project-specific effects that remain significant after implementation of General Plan policies or mitigation from the City's 2030 General Plan MEIR: The issues that do are analyzed in the Draft EIR. The Initial Study is considered the full analysis of those issues that do not remain significant.
- A list of the references used throughout the Draft EIR is included in Chapter 8.
- Chapter 9 includes a list of authors and contributors of the Draft EIR and the Initial Study.
- The Appendices contain the items providing support and documentation of the analyses performed for this DEIR, in addition to the NOP and responses to the NOP.

### **Contact Persons**

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## CHAPTER 2: SUMMARY

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**Chapter 2**

**Summary**

**Introduction**

This section summarizes the proposed project, the potential issues of concern as indicated by the responses to the Notice of Preparation (NOP), the proposed project impacts, and applicable mitigation measures (Table 2-1).

Implementation of the proposed project would result in significant impacts to cultural resources. CEQA Guidelines Section 15382 defines a significant effect as a substantial, or potentially substantial, adverse change in any physical conditions within the area affected by the project including land, air, water minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

CEQA Guidelines Section 15126.4 requires that an EIR describe feasible mitigation measures which could minimize significant adverse impacts. Implementation of mitigation measures would either: reduce the impact to a less-than-significant level or leave the impact as significant and unavoidable.

Table 2-1 details the following for impacts analyzed in the Draft EIR: the proposed project's impacts, the significance of the impact after implementation of the General Plan Master Environmental Impact Report (Master EIR) mitigation measure and/or policies, additional mitigation measures that could be implemented, and the significance of the impact after the mitigation measure(s) is applied.

Impacts analyzed in the Initial Study are listed, as are the project's significance for each impact after implementation of mitigation/ policies included in the Master EIR for the General Plan.

**Summary of the Proposed Project**

Currently, the project site is comprised of eleven underutilized parcels. The proposed project site is almost fully built out with a mix of buildings that were constructed beginning in the late 1800's through the 1950's. A small parcel at the south-westernmost edge of the site adjacent to the alley at 7<sup>th</sup> Street is vacant... Retail establishments and restaurants previously occupied the ground floors of the buildings, with residential and office uses in the upper levels of some buildings. This portion of the block is representative of the original historic fabric of K Street, with some of the properties listed in the Sacramento Register of Historic and Cultural Resources.

The 700 Block of K Street project (proposed project) proposes a mixed-use development with residential and retail/restaurant/entertainment uses and a parking garage. The development densities would be below those assumed for the site in the Master EIR for the City of Sacramento's 2030 General Plan.

As part of the proposed project, the majority of the existing building facades along K Street would be renovated in order to maintain the existing pedestrian scale and storefront characteristics. The proposed project would redevelop the existing structures along K Street with retail and restaurant uses, and convert the upper floors of several buildings to residential uses. The entire south half of the half block, along the alley, is proposed for demolition and construction of a single five-story residential building over a two-level parking garage. The first level of the garage would be below grade.

This proposed project would also install the infrastructure connections for development of the site.

### **Potential Issues of Concern**

Responses to the NOP were received from the Sacramento Metropolitan Air Quality District (SMAQMD), the Sacramento Regional County Sanitation District (SRCSD), and the Sacramento Area Bicycle Advocates (SABA). Appendix A includes the NOP and the NOP responses. The following summarizes the comments received on the NOP that identify potential issues of concern:

#### SMAQMD:

- The District requested analyses of both construction and operational activities. The District included its standard construction mitigation measures.
- A statement that preparation of an operational air quality mitigation plan is required if the project's operational emissions exceed the District's thresholds.
- The District requested analyses of enhanced bicycle facilities on the site to minimize criteria pollutants and greenhouse gas emissions as an alternative to the project.
- A statement was made that all projects are subject to District rules and regulations in effect at the time of construction.
- The District requested a climate change discussion that includes the regulatory framework of GHG emissions, a determination of significance based on the framework, and an analysis of construction and operational emissions resulting from the project.

#### SRCSD:

- SRCSD provided general information about their facilities and treatment capacities.
- The allowable flows from the City to Sump 2 were stated.
- SRCSD stated that impacts associated with providing and expanding sanitary sewer conveyance and treatment must be considered by the City and included within environmental impact reports.
- A certificate of compliance from the Sacramento Area Sewer District and Sacramento Regional County Sanitation district is required prior to permit issuance. All payments for sewer impact fees must be paid.

SABA:

- Asked for provision of short-term and long-term bicycle parking using the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines*.
- Requested the showers and clothing lockers for employees.
- Requested unbundling parking costs from residential and commercial rents.
- Requested a reduction in vehicle parking quantity.

### **Alternatives to the Proposed Project**

The EIR analyzes the following alternatives to the proposed project:

- No Project Alternative – This alternative assumes that the project site would be developed consistent with the currently allowed land uses, zoning, and development intensities; however, the parcels would not be merged and there would not be a cohesive plan for development of the eleven parcels. Each parcel would be developed individually from the others.
- Complete Historic Preservation Alternative –assumes that no significant impacts to listed or eligible historic resources would occur.

### **Summary Table**

Table 2-1, Summary Table, is organized to correspond with the environmental issues discussed in Chapters 4 and 7. The table is arranged into two sections. The first section summarizes the impacts and mitigation measures from Chapter 4.1, Cultural Resources. The second section summarizes the impacts from Chapter 7, the Initial Study.

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible.

This EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, the City's General Plan. Applicable plans, policies, and regulations are identified and described for each issue area and within the relevant impact analysis.

Table 2-1  
 Summary Table  
 Impacts from Draft EIR

Impact Number	Impact Statement	Project Significance after Mitigation/ Policies Included in the General Plan MEIR	Additional Mitigation for Project	Residual Significance
Impact 4.1-1	Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (700, 716, and 726 K Street and historic alley facades) as defined in CEQA Guidelines Section 15064.5.	Potentially Significant	<p>MM 4.1-1</p> <p>(a) The following resources shall be removed and/or protected prior to any demolition or construction activities that could result in loss or damage. A demolition plan shall be reviewed and approved by the City's Preservation Director prior to construction. The resources shall be rehabilitated or reinstalled in locations approved by the City's Preservation Director.</p> <ul style="list-style-type: none"> <li>• 700 K Street: Interior multi-level volume of space alongside the arched windows on the west wall of the structure.</li> <li>• Historic Alley Facades: rear wall of 712/ 714 K Street. In addition to the wall's re-installation at a new location, provide interpretation on-site of the historic 19<sup>th</sup> century alley district elements that are to be demolished. The interpretation shall include a permanent metal exhibit incorporating historic and current photographs and descriptions of all the 19<sup>th</sup> century alley facade district's features and their history. The exhibit's design and locations shall be approved by the City's Preservation Director.</li> </ul> <p>(b) 716 K: Prior to submittal for building permits on this building, detailed design plans and elevations for the building's K Street entry and facade will be submitted for review and approval by the Preservation Director such that original materials and character-defining features will be</p>	<p>Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary</p> <p>Less than significant for project work involving the eligible structures and features.</p> <p>For those properties, the project will comply with the Secretary of the Interior's Rehabilitation Standards for work involving significant character-defining features or will not involve any</p>

			<p>retained and rehabilitated, and the missing original projecting bay will be reconstructed, in accordance with the Secretary of the Interior's Standards for Rehabilitation and for Reconstruction respectively.</p> <p>(c) 726 K: Prior to submittal for building permits on this building, design plans and elevations for the building's K Street entry and façade will be submitted for review and approval by the Preservation Director such that original materials and character-defining features will be retained and rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation, and that any additions or new construction at the façade or entry area will be designed in accordance with the Secretary of the Interior's Standards for Rehabilitation.</p> <p>MM 4.1-2 If there are no feasible means of preserving the necessary character defining features of the resource, as part of the Disposition and Development or other activity that could adversely affect a feature of a hollow sidewalk, the applicant shall work with the City Preservation Director to determine an appropriate mitigation fee to cover the cost of preserving the same length of hollow sidewalk in a different location, based on the existing condition of the hollow sidewalks along K Street and the applicable Secretary of Interior Standards for the preservation of such resource. This fee must be paid before permits for demolition and/or construction are issued. The mitigation fee may consist of a contribution to a City Preservation Fund, as established by the City Council as grant provider for historic buildings.</p> <p>MM 4.1-3 The following shall apply to any ground disturbing activities associated with development of the project.</p> <p>a. Prior to any excavation, grading or other construction on the project site, and in consultation with Native American Tribes and the City's Preservation Director: a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground-disturbing activities as part of the project, which plan</p>	<p>work on the features.</p>
<p>Impact 4.1-2</p>	<p>Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (hollow sidewalks) as defined in CEQA Guidelines Section 15064.5.</p>	<p>Potentially Significant</p>	<p>Less than Significant</p>	
<p>Impact 4.1-3</p>	<p>Implementation of the 700 K Street project could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>Potentially Significant</p>	<p>Less than Significant</p>	



<p>shall be approved by the City's Preservation Director. Testing in accordance with that plan will then ensue by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from those tests and present that report to the City's Preservation Director. Should any findings be considered as potentially significant, further archaeological investigations shall ensue as approved by the Preservation Director, by the qualified archaeologist, and the archaeologist shall prepare reports on those investigations and evaluations relative to eligibility of the findings to the Sacramento, California or National Registers of Historic Places and submit that report to the City's Preservation Director, State Historic Preservation Officer, and appropriate Native American Tribal representative/s if applicable, with recommendations for treatment, disposition, or reburials of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director, based upon the findings of the reports, as to whether on-site monitoring during any project-related excavation or ground-disturbing activities by a qualified archaeologist will be required.</p>		
<p>b. Discoveries during construction: For those projects where no on-site archaeological monitoring was required, in the event that any historic or prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and a qualified archaeologist will be consulted to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archaeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, representatives of the City, including the City's Preservation Director, and the qualified archaeologist shall coordinate to determine the appropriate course of action. All significant cultural</p>		

<p>materials recovered shall be subject to scientific analysis and professional museum curation, or reburial in accordance with Tribal consultations if required. A report shall be prepared by the qualified archeologist according to current professional standards.</p>		
<p>c. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p>		
<p>d. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p>		
<p>e. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p> <p>If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner, and City's Preservation Director, shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take</p>		

Impact 4.1-4	Implementation of the 700 K Street Block project, in conjunction with other development in the City, could cause a substantial change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5.	Potentially Significant	<p><i>place within the immediate vicinity of the find until the identified appropriate actions have taken place. Work can continue on other parts of the project site while the unique archeological resource mitigation takes place.</i></p> <p>MM 4.1-4 Implement Mitigation Measure 4.1-1 and Mitigation Measure 4.1-2</p>	Significant and Unavoidable
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Table 2-1  
 Summary Table  
 Impacts from Initial Study

Impact Statement	Project Significance after Mitigation/ Policies Included in the General Plan MEIR
<b>1. Air Quality</b>	
A. Result in construction emissions of NO <sub>x</sub> above 85 pounds per day	Less than Significant
B. Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day	Less than Significant
C. Violate any air quality standard or contribute substantially to an existing or projected air quality violation	Less than Significant
D. If project emissions of NO <sub>x</sub> and ROG are below the emission thresholds, it is assumed that the emissions of PM <sub>10</sub> are below the threshold as well.	Less than Significant
E. Result in CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm)	Less than Significant
F. Result in exposure of sensitive receptors to substantial pollutant concentrations	Less than Significant
G. Result in TAC emissions that could adversely affect sensitive receptors	Less than Significant
<b>2. Biological Resources</b>	
A. Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected	Less than Significant
B. Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal	Less than Significant
C. Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)	Less than Significant
<b>3. Cultural Resources</b>	
(See Impacts from Draft EIR above)	

Table 2-1  
 Summary Table  
 Impacts from Initial Study

Impact Statement	Project Significance after Mitigation/ Policies Included in the General Plan MEIR
<b>4. Geology, Soils, and Mineral Resources</b>	
A. Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?	Less than Significant
B. Directly or indirectly destroy a unique paleontological resource?	Less than Significant
<b>5. Hazards and Hazardous Materials</b>	
A. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities	Less than Significant
B. Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials	Less than Significant
C. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities	Less than Significant
<b>6. Hydrology and Water Quality</b>	
A. Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project	Less than Significant
B. Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood	Less than Significant
<b>7. Noise and Vibration</b>	
A. Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases	Less than Significant
B. Result in residential interior noise levels of 45 dBA L <sub>dn</sub> or greater caused by noise level increases due to the project	Less than Significant
C. Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance	Less than Significant



Table 2-1 Summary Table Impacts from Initial Study	
Impact Statement	Project Significance after Mitigation/ Policies Included in the General Plan MEIR
D. Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction	Less than Significant
E. Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations	Less than Significant
F. Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic	Less than Significant
<b>8. Parks and Open Space</b>	
A. Result in increased use of existing parks or recreational facilities such that substantial physical deterioration of these facilities could occur	Less than Significant
B. Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan	Less than Significant
<b>9. Public Services</b>	
A. Would the project require, or result in, the construction of new, or the expansion of existing, facilities related to the provision of police and fire protection and schools.	Less than Significant
<b>10. Public Utilities</b>	
A. Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?	Less than Significant
B. Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?	Less than Significant
<b>11. Transportation and Circulation</b>	
A. Roadway segments: degrade peak period Level of Service (LOS) from A, B, C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the	Less than Significant

Table 2-1  
 Summary Table  
 Impacts from Initial Study

Impact Statement	Project Significance after Mitigation/ Policies Included in the General Plan MEIR
Volume to Capacity Ratio (V/C ratio) by 0.02 or more.	
B. Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more	Less than Significant
C. Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?	Less than Significant
D. Transit: adversely affect public transit operations or fail to adequately provide for access to public?	Less than Significant
E. Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?	Less than Significant
F. Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?	Less than Significant
<b>12. Urban Design and Visual Resources</b>	
A. Create a source of glare that would cause a public hazard or annoyance?	Less than Significant
B. Create a new source of light that would be cast onto oncoming traffic or residential uses?	Less than Significant

## CHAPTER 3: PROJECT DESCRIPTION

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**Chapter 3**

**Project Description**

The site of the proposed project is 1.2 acres in size and is approximately one half of a city block located on the south side of K Street between 7<sup>th</sup> and 8<sup>th</sup> streets. The project site is bounded by public streets on three sides and the K/L alley public right-of-way to the south.

The proposed project site is almost fully built out with a mix of two and three story buildings that were constructed beginning in the late 1800's through the 1950's. Retail establishments and restaurants previously occupied the ground floors of the buildings, with residential and office uses in the upper levels of some buildings. This portion of the block is representative of the original historic fabric of K Street, with some of the resources listed in the Sacramento Register of Historic and Cultural Resources.

The 700 Block of K Street project (proposed project) proposes a mixed-use development with 153 residential units, 63,780 square feet of retail/restaurant/entertainment uses and a parking structure.

This proposed project would also provide the infrastructure necessary for development of the site with the proposed uses.

**Project Location**

Currently, the north half of the 700 Block of K Street is comprised of eleven underutilized parcels. The following Assessor's Parcel Numbers comprise the project site: 006-0096-002, -003, -004, -005, -006, -007, -008, 009, -010, -018, and 019 (see Figure 3-1 at the end of this chapter).

The site is bordered by the 20-foot wide K/L alley, the Greyhound Bus Station and a now-vacant single-room-occupancy hotel to the south, 7<sup>th</sup> Street and the Westfield Downtown Plaza Shopping Center, garage and an office building to the west, K Street Mall, St Rose of Lima Park and commercial, retail and office buildings to the north, and 8<sup>th</sup> Street and currently-vacant parcels to the east.

Light rail tracks belonging to Sacramento Regional Transit front the project site on the north, east and west, and a Light Rail station is located on K Street.

**Project Background**

K Street was one of the City's original commercial corridors, and continued to thrive as such until the 1960s and 1970s, when many retail businesses either collapsed or moved as a large portion of the population began to move from the city to the suburbs. Since that time, the ground levels of the buildings on the block have experienced a constantly changing list of retail uses punctuated by periods of vacancy. The upper floors have been used as apartments and small offices, but like the ground floors have experienced periods of vacancy and changing tenants.

In the late 1960s, K Street was converted to a pedestrian-only mall in an attempt to replicate the feeling of a suburban mall, which at the time was becoming increasingly popular. However, even with design changes in some of the structures and the introduction of Regional Transit's Light Rail line, the K Street pedestrian mall has not proven successful in supporting retail activity. The City is currently undertaking a 'Cars on K Street'

project to reopen the portion of K Street from 8<sup>th</sup> Street to 12<sup>th</sup> Street to cars, immediately east of the project. K Street fronting the 700 block will remain closed to vehicular traffic.

The proposed project site is in the Central City Community Plan area of the City. The site is designated 'Central Business District' (CBD) in the City's General Plan. According to the City's General Plan, the vision for the Central Business District (CBD) is a vibrant downtown core that will continue to serve as the business, governmental, retail, and entertainment center for the City and region. Increasing the amount of residential development in this area will add vitality to the CBD by extending the hours of activity and serving as a built-in market for retail, service, and entertainment development. This land use designation provides for mixed-use development, either in single, or mixed- use, or high-rise developments that have easy access to transit.

The proposed project area is zoned Central Business District (C-3 Central Business District Zone – Special Planning District) (C-3 CBD), which applies to a 67-block portion of the Central City and is intended for the most intense retail, commercial, and office developments in the City. This is the only zoning classification without height limits.

### **Existing Setting**

The Greyhound bus depot is currently located south of, and adjacent to, the project site at 715 L Street. A new station is under construction on Richards Boulevard. The bus depot functions that are currently on L Street will move to the new site by Summer 2012, prior to anticipated construction of the proposed project. For these reasons, the environmental analyses of this project do not include consideration of the Greyhound depot.

The roads surrounding the project site are level along K Street, and slope down about six feet on 7<sup>th</sup> Street and 8<sup>th</sup> Street to the alley. The alley slopes down a few more feet to the center of the alley between 7<sup>th</sup> and 8<sup>th</sup> Streets.

The site is almost fully built out with structures on all parcels, with the exception of a small vacant parcel located at 1111 7<sup>th</sup> Street, at the south-westernmost corner of the project site. There is a courtyard along the alley that is shared by 712 and 716 K Street (see Figure 3-2 at the end of this chapter).

With the exception of a retail use on the ground floor at 724 K Street, all structures are currently vacant.

All of the buildings have full basements and all have second stories, with a third story on the buildings at 708 and 718 K Street. The buildings are constructed of some combination of concrete block, brick, steel, and/or wood. As previously stated, the ground floors of the buildings were previously used for retail and restaurants. Although some of the ground floor retail spaces extended down into the basements, most basements were used for storage. The buildings with third floors previously housed apartments and/or offices.

There are historic structures on the project site. 700 and 712/ 714/ 716 K Street are listed as landmark structures in the Sacramento Register. One structure, 726 K Street, appears eligible for listing in the Sacramento Register and California Register. The historic alley façade district on the K/L Alley between 7<sup>th</sup> Street and 8<sup>th</sup> Street and certain remnants of the hollow sidewalks/raised streets district are not nominated, but appear to be eligible for listing in the Sacramento Register.<sup>1</sup>

In addition to the historic resources, the proposed project is located in a high sensitivity area which may be underlain by possible archeological resources.

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<sup>1</sup> Historic Environment Consultants, *Cultural Resources Report, 700 Block K Street, Sacramento, CA*, February 1, 2011, Page 49. See Appendix B.



The proposed project is located within the Combined Sewer System (CSS) area. In this area, stormwater and sanitary sewer share a single system, with flows transmitted to the Sacramento Regional Wastewater Treatment Plant. The City provides water to the properties.

The City provides police and fire protection to the project site. The proposed project site is located in the Sacramento City Unified School District.

The St Rose of Lima Park light rail station is adjacent to the project site at 7<sup>th</sup> Street and K Street, which serves both the Gold and Blue lines of Regional Transit. The Gold line is also served by a station at 8<sup>th</sup> Street.

Bus stops are located on 7<sup>th</sup> Street and 8<sup>th</sup> Street, adjacent to the 700 Block of K Street.

Seventh Street is two-way fronting the proposed project site and 8<sup>th</sup> Street is one-way, to the north, fronting the site on the east.

Due to the age of the existing structures, there is the presence of asbestos containing materials, lead based paint, PCB-containing electrical and hydraulic fluids, and/or chlorofluorocarbons.<sup>2</sup>

### **Proposed Project Elements**

Currently there are two proposals for merger of the parcels on the project site. Either all eleven parcels would be merged into one parcel or a condominium map would be filed to divide the commercial and residential uses. These two potential mapping proposals would result in the same environmental effects and; therefore, this environmental review would apply to either proposal.

Almost all of the north portions of the structures facades on the north half of the property would be renovated and the historic structures' facades would be rehabilitated or partially reconstructed. The proposed retail uses would primarily face K Street, with a retail use proposed on 8<sup>th</sup> Street.

Portions of the demising wall between the buildings at 700 K Street and 704 K Street would be demolished and a new structure built in its place with the internal configurations to join with the new use proposed for the former banking building at 700 K Street.

The project also proposes to demolish the rear approximately 60 feet of five of the structures (704,708, 712/714, 720, and 724 K Street) on the south half of the site and replace them with a five-story residential building over a two-level parking garage. The first level of the parking garage would be below ground level, with the second level at grade, and would be accessible via the alley (see Figures 3-3 through 3-13 at the end of this chapter).

The proposed new building would be approximately 85 feet tall, with the occupied space at a maximum of 75 feet. The highest existing building height on the project site is approximately 44 feet.

Access to the proposed parking garage would be from the K/L alley in order to minimize disruption to pedestrian activity on the streets. Delivery of goods to the commercial spaces would also be from the alley.

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<sup>2</sup> See Chapter 7, Section 5, Hazards and Hazardous Materials, of this Draft EIR.

The residences above the first floor retail along K Street would be accessed from varying points along K Street and 8<sup>th</sup> Street. The residences on the south side of the parcel would be accessed through a main entrance on 8<sup>th</sup> Street and a secondary entrance on 7<sup>th</sup> Street.

**Structures**

Table 3.1 summarizes the existing and proposed square footages of the structures on the project site. The various elements of the proposed project are more particularly described below.

<b>Existing and New Construction (in square footage)</b>										
	Address									<b>Total</b>
	700*	704*	708*	712/714*	716*	720*	724*	726*	730*	
<b>Existing Area</b>	11,580	15,790	25,040	14,400	4,800	22,400	28,030	8,640	4,420	135,100
<b>Demolition Area</b>	0	5,943	15,626	7,276	0	12,812	19,264	0	0	60,921
<b>Remodeled Area</b>	11,580	9,847	9,414	7,124	4,800	9,588	8,766	8,640	4,420	74,179
<b>New Construction Area</b>										
<b>Basement</b>										26,243
<b>1<sup>st</sup> Floor</b>										26,243
<b>2<sup>nd</sup> floor</b>										19,904
<b>3<sup>rd</sup> Floor</b>										19,904
<b>4<sup>th</sup> Floor</b>										19,904
<b>5<sup>th</sup> Floor</b>										19,904
<b>6<sup>th</sup> Floor</b>										23,579
<b>Roof Top</b>										1,714
<b>Total</b>										157,395
<b>Total Commercial Area</b>										
										63,780
<b>Total Residential Area (153 dwelling units)</b>										
										173,156
Note:										
* The areas are totals of all floors at each address.										

700 K Street

The building is currently unoccupied. This two-story structure (formerly Pacific States Building and subsequently the Men’s Wearhouse) is listed on the Sacramento Register as a historic landmark. The project proposes to rehabilitate the façade to reflect its locally historic period of significance.

Several of the existing central columns in the interior would be removed. Some of the first- and second-floor space from a new structure to be built on the adjacent parcel to the east (704 K Street) would be incorporated into this space. Portions of the existing engaged columns on the east wall of the current two-story high interior would be retained and incorporated in such a way as to differentiate between the two buildings’ interior spaces.

The proposed use for this building is a 500-occupant live music venue. A portion of the second floor, above the current ceiling, would be raised to create additional area for the venue.

Auxiliary access for performers and personnel would be on 7<sup>th</sup> Street, while the proximity of the venue to the alley would provide for easier delivery of music equipment.

#### 704 K Street

This building (former Joe Sun building) is a two-story structure. A portion of the second floor space would be occupied by a separate and distinct retail business, creating a buffer between the proposed music venue to the west and the proposed residential units on the second floor of the neighboring building (708 K) to the east. There is a narrow two-story building façade at 1109 7<sup>th</sup> Street that is a wing of the building at 704 Street and was originally constructed to provide delivery access on 7<sup>th</sup> Street.

A restaurant and bar is proposed for the ground floor of this building. Separate from the restaurant and bar, would be a lobby created to provide access to two separate spaces, the 3,600 square foot basement and a 1,200 square foot space on the second floor. The basement is proposed for a business that would complement the neighboring music venue. The second floor space is proposed for a retail business.

#### 708 K Street

This 3-story building formerly housed the Flagstone Hotel which provided residential units on the second and third floors. A retail establishment currently occupies the ground floor.

The ground floor would be divided into two spaces that would be approximately 1,750 square feet each. Retail and restaurant/bar uses are proposed on the ground floor.

A 2,200 square foot rooftop deck is proposed for additional restaurant seating.

The second and third floors would be renovated for four two-story residential uses.

#### 712/ 714 K Street

This structure is a registered historic landmark in the Sacramento Register<sup>3</sup> and the K Street façade would be rehabilitated to reflect its locally historic period of significance. Retail and restaurant uses are proposed in the basement and on the ground floor. The second floor would be renovated for two residential units.

A lobby is proposed on K Street to provide access to the 3,300 square foot basement, which is proposed for a retail use.

A brick wall forms the south-facing façade of this building, visible now from the alley. To help interpret the historic-defining characteristics of the wall, it would be salvaged and reconstructed as an exterior wall facing into the proposed roof deck on 708 K Street.

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<sup>3</sup> The building is listed along with the now separate building at 716 K Street as a landmark in the Sacramento Register, reflecting the time of its designation as a landmark when a retail business incorporated two buildings into one retail entity. Subsequently, the two buildings under that address were separated back to the original individual address listings: 712/ 714 K Street and 716 K Street (Historic Environment Consultants, *Cultural Resources Report, 700 Block K Street, Sacramento, CA*, February 1, 2011, Page 23.)

#### 716 K Street

This two-story building is proposed for a 1,800 square-foot retail use on the ground floor. The second story would be renovated for two residential units. The façade would be rehabilitated to reflect the original features of the building.

#### 720 K Street

The existing structure is a two-story building with a basement. A restaurant/bar is proposed for the first story and basement. The ground floor interiors would be removed partially to create a mezzanine to the basement.

A lobby is proposed for the ground floor of the building to serve as an entry to fifteen proposed second-story residential units that would span across 708, 712/ 714, 716, 720, and 724 K Street. Three second-story residential units are proposed for 720 K Street, with one unit extending to a third story.

#### 724 K Street

This two-story structure was the former WT Grant Building. The proposed use for the ground floor and basement of this building is a restaurant/bar.

The second story would be renovated for four apartments.

#### 726 K Street

This building consists of two stories. A two-tiered mezzanine is proposed to incorporate the ground and second floors. Retail uses are anticipated in this building.

There is an exterior mural on the east wall which dates from the 1970's. The proposed project would restore the mural, which contributes to the historic importance of the building. The K Street façade would be rehabilitated.

The basement of the building would be connected to the proposed five-story apartment building on the south side of the parcel<sup>4</sup>. Space for tenant amenities would be included, which would have access from K Street.

#### 730 K Street

This two story structure is proposed for approximately 1,400 square feet of retail space on the ground floor. The second floor would be renovated to house three apartment units, with pedestrian access from 8<sup>th</sup> Street.

#### Proposed New Structure

Portions of the existing structures that front the alley would be removed and replaced with a new 7-story structure.

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<sup>4</sup> The structure would be seven stories, with a garage on the two lower levels and the five-story apartment building in the upper floors.

A two-level, 91-space parking garage is proposed, with one parking level sloping down below grade and the other parking level sloping up, above grade. Access would be provided through two openings along the alley. The top of the structure would be formed by a concrete podium. A five-story 134 unit residential apartment building would be constructed on top of the podium.

The main pedestrian entrance to this new building would be from 8<sup>th</sup> Street. The existing basement under 726 K Street would be converted into a community area for the apartments.

At the street level in the southeast corner of the new building would be a 3,550 square foot grocery market. Deliveries would be from the alley via a dedicated grocery loading area. The ground-level portion of the parking garage would be west of the grocery market.

On the second level would be a 5,069 square foot roof-top garden, in addition to residential units. The top level would have 16 apartments that have mezzanine levels.

### **Utilities**

The project site is currently served by utilities and new connections would be made from existing pipes/ lines, with the possible exception of water. A new waterline may be necessary to provide adequate fire flows to the project site. If necessary, the new line would connect to the transmission main in 7<sup>th</sup> Street and extend along the site's K Street frontage. SMUD would use the existing underground transformer and would install another transformer in the proposed parking garage. See Section 10 of the Initial Study (Chapter 7) for further description of utilities serving the site.

### **Street Improvements**

Currently the K/L Alley is closed to public traffic because it is used by the Greyhound Bus Terminal. As part of the proposed project, the applicant would repair/reconstruct the deteriorated portions of the existing alley fronting the project site and would allow vehicular access from both 7<sup>th</sup> Street and 8<sup>th</sup> Street. The alley grades would not change.

The repair or replacement/reconstruction of the deteriorated portions of curb, gutter, and sidewalk fronting the project site on K Street, 7<sup>th</sup> Street, and 8<sup>th</sup> Street would be required. Improvements that meet the American with Disabilities Act (ADA) standards could be required at the southeast corner of K and 7<sup>th</sup> Street and southwest corner of K and 8<sup>th</sup> Street.

### **Construction Staging Areas**

The construction staging area(s) for the proposed project would either be the vacant area of the 800 Block owned by the RDA or one of the two vacant parcels on the south side of the alley on the 700 Block. The two parcels are currently used for parking and do not have any biological resources or sensitive receptors that could be affected by such a use.

### **Project's Consistency with Land Use Controls**

The approval of the proposed project the Disposition and Development Agreement and related documents would result in a project consistent with long-standing City Council, Agency and community direction. It would be in keeping with the Cultural and Entertainment District Master Plan, the Amended Merged Downtown Redevelopment Plan and Five-Year Strategy as well as the City's 2030 General Plan and Central



City Community Plan. The project, as proposed, is consistent with the City's General Plan and does not require an amendment to the Plan.

The land use designations in the General Plan define the appropriate types, densities, and function of uses for each land use designation. The project, as proposed is consistent with the General Plan designation of Central Business District and the zoning designation of C-3 (commercial).

### **2030 General Plan Policies**

Below is a summary of the General Plan policies that particularly directed the design of the proposed project.

#### **Goal LU 1.1 – Growth and Change**

LU 1.1.5 Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

#### **Goal LU 2.6 - City Sustained and Renewed**

LU 2.6.2 Redevelopment and Revitalization Strategies. The City shall employ a range of strategies to promote revitalization of distressed, under-utilized, and/or transitioning areas, including:

- Targeted public investments.
- Development incentives.
- Redevelopment assistance.
- Public-private partnerships.
- Revised development regulations and entitlement procedures.
- Implementation of City- or SHRA-sponsored studies and master plans.

LU 2.6.3 Sustainable Building Practices. The City shall promote and, where appropriate, require sustainable building practices that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable.

LU 2.6.4 Existing Structure Reuse. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste.

#### **Goal LU 2.7 – City Form and Structure**

LU 2.7.6 Walkable Blocks. The City shall require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

LU 2.7.8 Screening of Off-street Parking. The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.

Goal LU 4.4 Urban Neighborhoods

LU 4.4.5 Parking and Service Access and Design. The City shall require that, to the degree feasible, parking and service areas in urban neighborhoods be accessed from alleys or side streets to minimize their visibility from streets and public spaces. Curb cuts for driveways should not be allowed along the primary street frontage.

LU 4.4.6 Mix of Uses. The City shall encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.

Goal LU 5.6 – Central Business District

LU 5.6.1 Downtown Center Development. The City shall encourage development that expands the role of the Central Business District as the regional center for commerce, arts, culture, entertainment, and government.

LU 5.6.3 Mixed-Use Downtown Development. The City shall support a mixed use, vibrant Central Business District by encouraging innovative mixed-use development resulting in development consistent with Sacramento's commitment to environmental sustainability.

Goal H-1.2 Balanced Communities

H-1.2.4 The City shall actively support and encourage mixed-use retail, employment and residential development around existing and future transit stations, centers and corridors.

Goal HCR 2.1 – Identification and Preservation of Historic and Cultural Resources

HCR 2.1.11 Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

HCR 2.1.13 Adaptive Reuse. The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.

Goal M 6.1 – Managed Parking

M 6.1.2 Reduce Minimum Parking Standards. The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles.

M 6.1.4 Reduction of Parking Areas. The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs.

### **Central City Community Plan Area**

The Central City Community Plan (CCCP) area is provides a refinement of the goals and objectives of the General Plan to serve as a guideline for development specifically within the CCCP. The primary goal of the CCCP is to continue revitalizations of the Central City to provide a viable living, working, shopping, and cultural environment with a full range of day and night activities for residents, employees, and visitors.

CC.LU 1.3 Interrelated Land Uses – The City shall provide for organized development of the Central City whereby the many interrelated land use components of the area support and reinforce each other and the vitality of the community.

CC.LU.1.7 Central Business District – The City shall improve the physical and social conditions, urban aesthetics, and general safety of the Central Business District.

CC. CHR. 1.1 Preservation. The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City.

CC.H.1.1 Mixed Use Buildings. The City shall provide the opportunity for a mixture of housing with other uses in the same building or on the same site at selected locations to capitalize on the advantages of close-in living.

### **JKL Community Workshop**

The JKL Corridor Strategy Plan (2004) and the 2007 – 2011 Downtown Sacramento Partnership Strategic Action Plan identified the 700 and 800 blocks of K Street as a key target area for economic development for the following reasons:

- The site connects two regional destinations, the Downtown Plaza and the Convention Center.
- The 700/800 blocks of K and L Streets continue to experience high vacancy rates and significant blight.
- The property's footprint is relatively large and could support significant housing, retail and commercial uses.
- Development of the site could provide uses that would assist in the elimination of blight and would bolster current and recently completed investments made in the downtown area including Westfield Downtown Plaza, the Citizen Hotel, the Cosmopolitan, and three new entertainment venues on the 1000 block of K Street.

The proposed project is consistent with the JKL Community Workshop objectives for the 700 block of K Street site including:

- Create a mixed use development project that enhances downtown providing for a range of uses including retail, office and range of residential housing that will aid in the revitalization of downtown;
- Provide pedestrian and destination-oriented commercial uses in an emerging entertainment district that will draw a large number of people. benefit residents and visitors to the Central Business District;
- Promote the development of urban housing in the Central Business District.
- Create a development that is financially feasible through the reuse of valuable City resources (historic structures at 700 and 712/714 K Street) without negatively effecting City resources,

including the City's Capitol View Projection Corridor.

- Serve as a catalyst redevelopment project, assisting in attraction of additional quality development to the area and K Street.

### **Capitol View Protection Corridor**

The project site is located within the Capitol View Protection Corridor. The western half of the block is limited to a height of 450 feet and the eastern portion is limited to 400 feet. The proposed building heights are significantly below these limits, with proposed heights of buildings and structural features below 100 feet.

### **Project Schedule and Phasing**

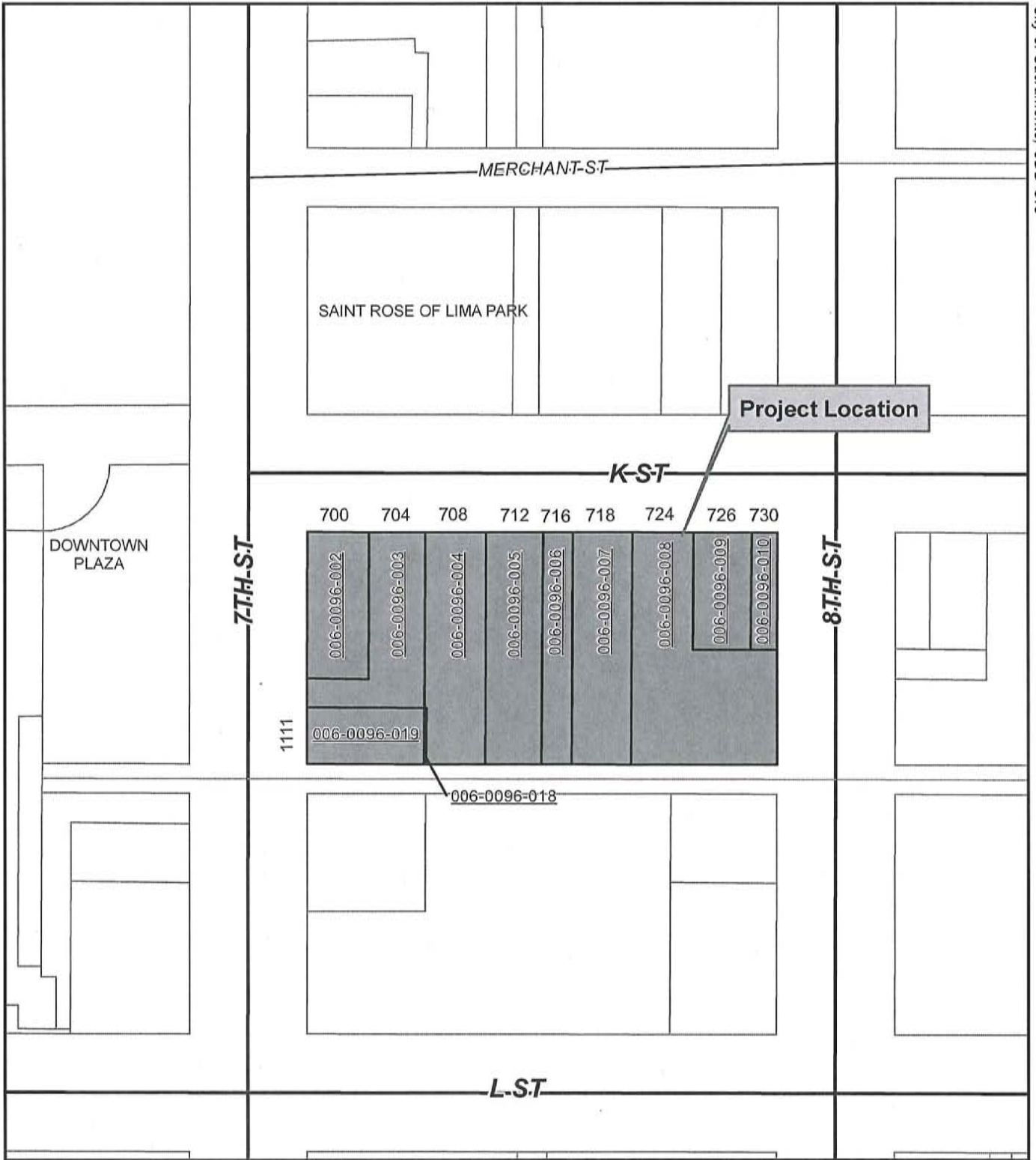
The project would be constructed in one phase. Construction would start in 2012 and last 18 to 24 months. All businesses and residential units are anticipated to open at the same time.

### **Project Entitlements**

- Special Permit – Major Project for a mixed use project over 75,000 square feet.
- Special Permit – Alcohol to establish bar/pubs
- Special Permit – Parking to partially waive parking for new residential units
- Certificate of Appropriateness – for rehabilitation of Landmarks
- Design Review Approval – for exterior alterations and design of new structures
  
- Approval of Project Concept
- Disposition and Development Agreement
- Regulatory Agreements
- Finance Agreements
  
- Either all eleven parcels would be merged into one parcel through an administrative process with the City's Department of Transportation or a tentative map would be submitted to the Community Development Department to divide the commercial and residential uses into two parcels total.

### **Project Objectives**

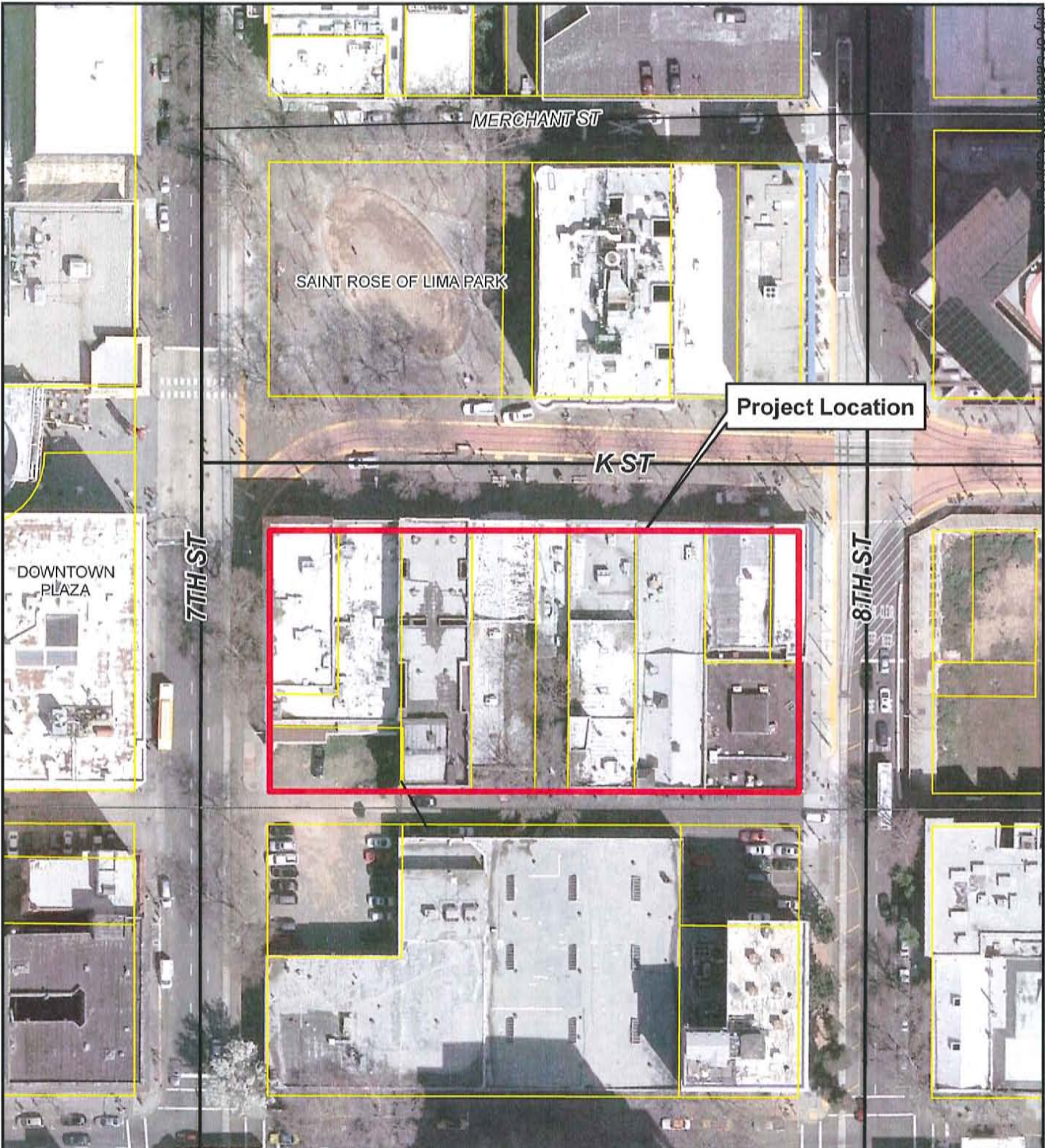
- Bring high density, transit-oriented, mixed use development to the block.
- Enhance the pedestrian environment on K Street.
- Reactivate K Street.
- Replace uneconomical land uses with a vibrant mixed-use community to help revitalize downtown.
- Provide a neighborhood retail center.
- Provide additional housing opportunities in the Central Business District.
- Rehabilitate the K Street facades of the Landmark buildings and rebuild and/or renovate the other K Street facades in order to retain the general scale and historic character of this block of buildings along K Street.



**Figure 3-1**  
**700 Block of K Street**  
**Location Map**







0 Feet 200

Aerial Photography from March 2009.



**Figure 3-2**  
**700 Block of K Street**  
**Aerial Photography**



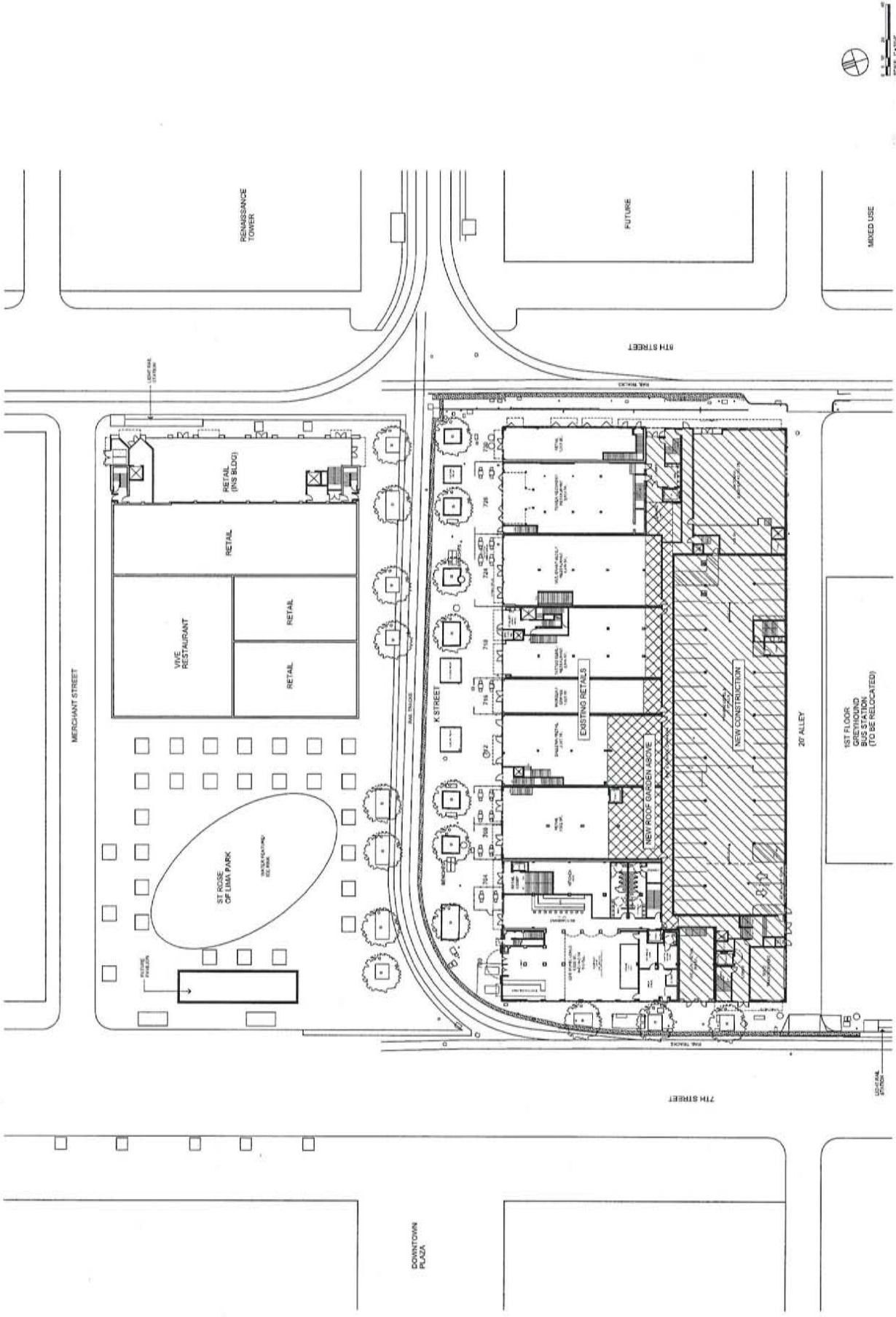


Figure 3-3

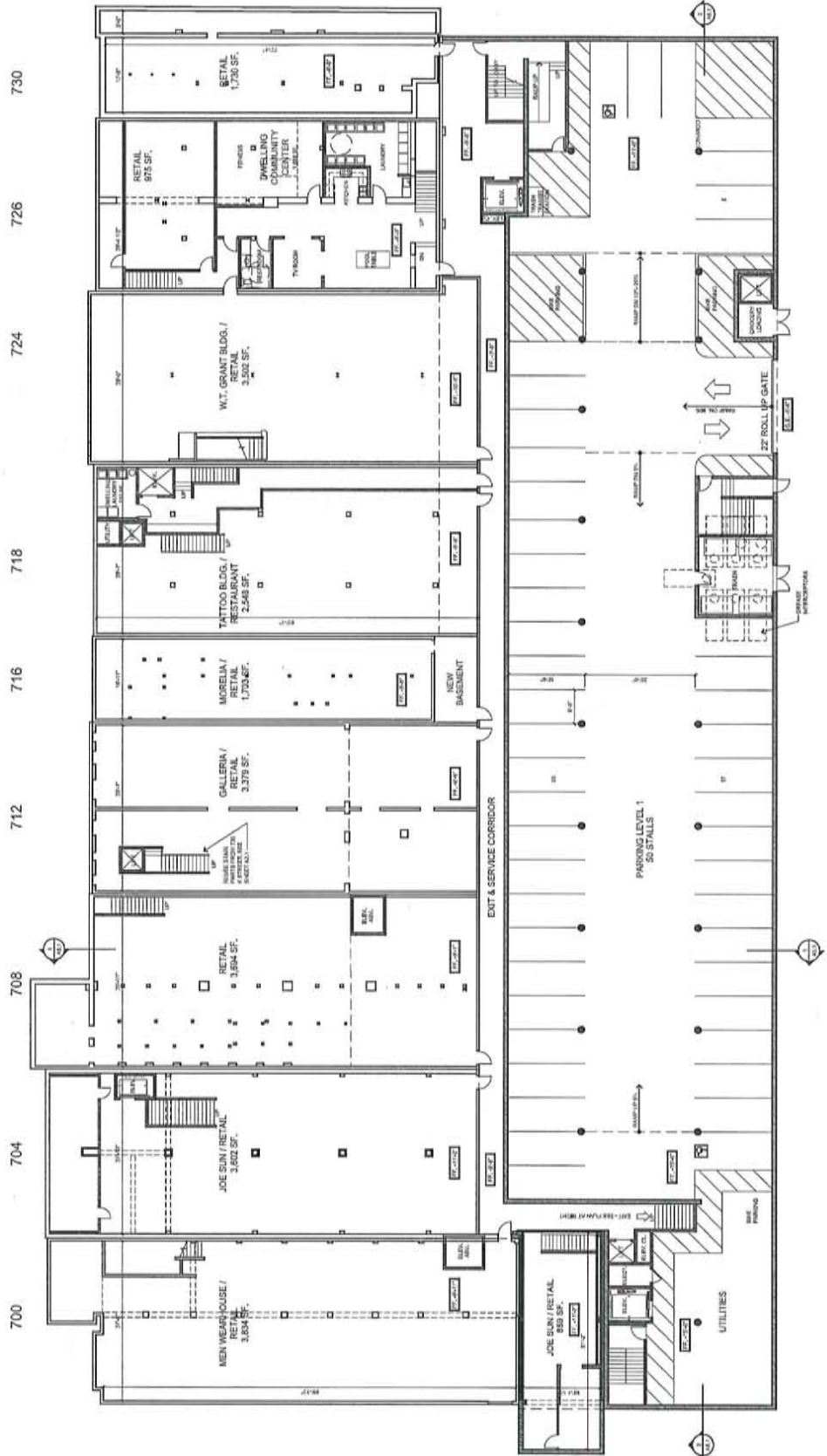
SITE PLAN

**700 BLOCK**  
700 K STREET SACRAMENTO, CA



**WALL LEGENDS**

-  DASHED LINE TO REMAIN
-  RETAIN WALL
-  RETAIN WALL BODY/WOOD



**Figure 3-4**

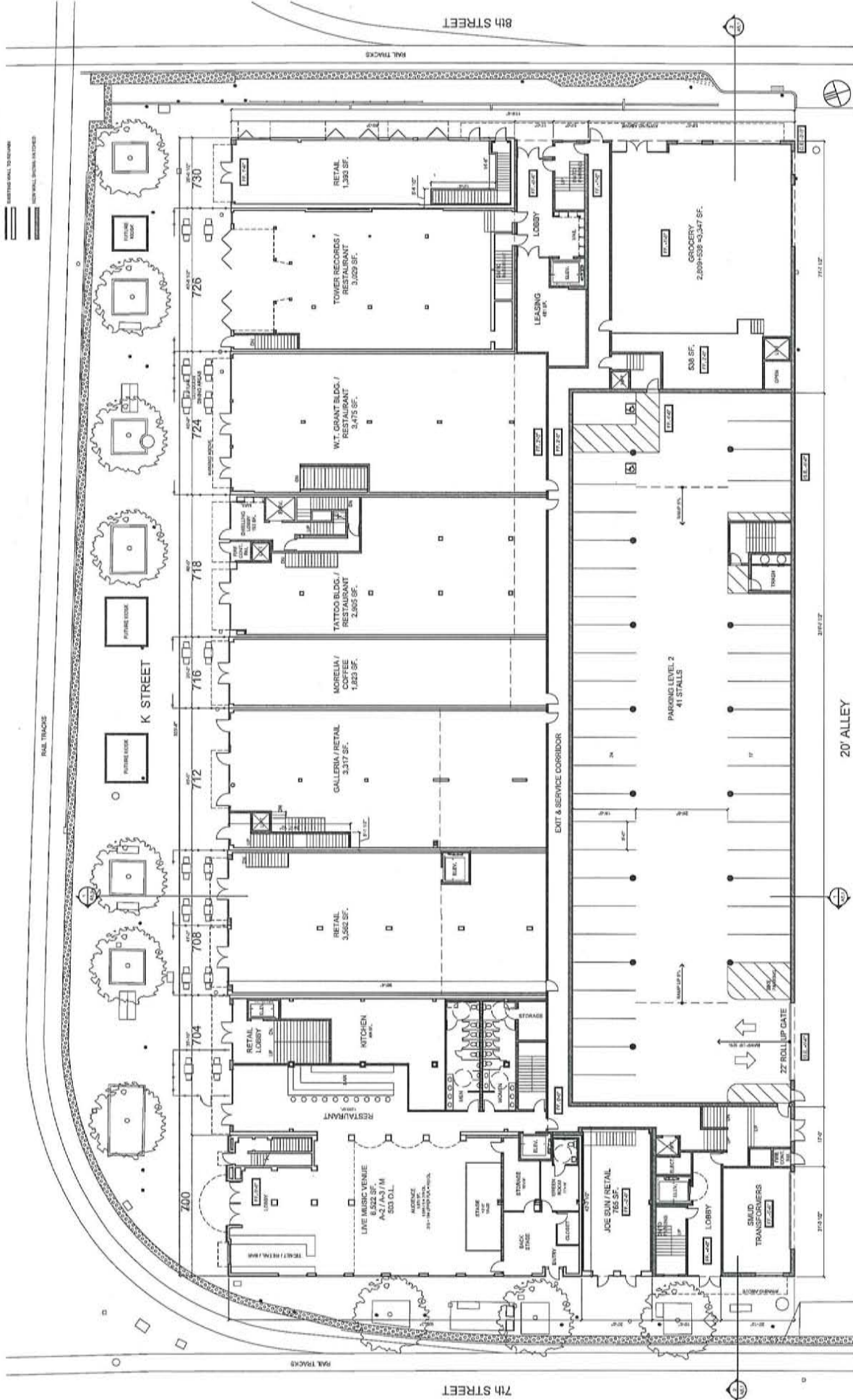
**BASEMENT FLOOR PLAN**

**700 BLOCK**  
700-K STREET SACRAMENTO, CA



**WALL LEGENDS**

- EXISTING WALL TO REMAIN
- NEW WALL TO BE ADDED



**Figure 3-5**

**1ST FLOOR PLAN**

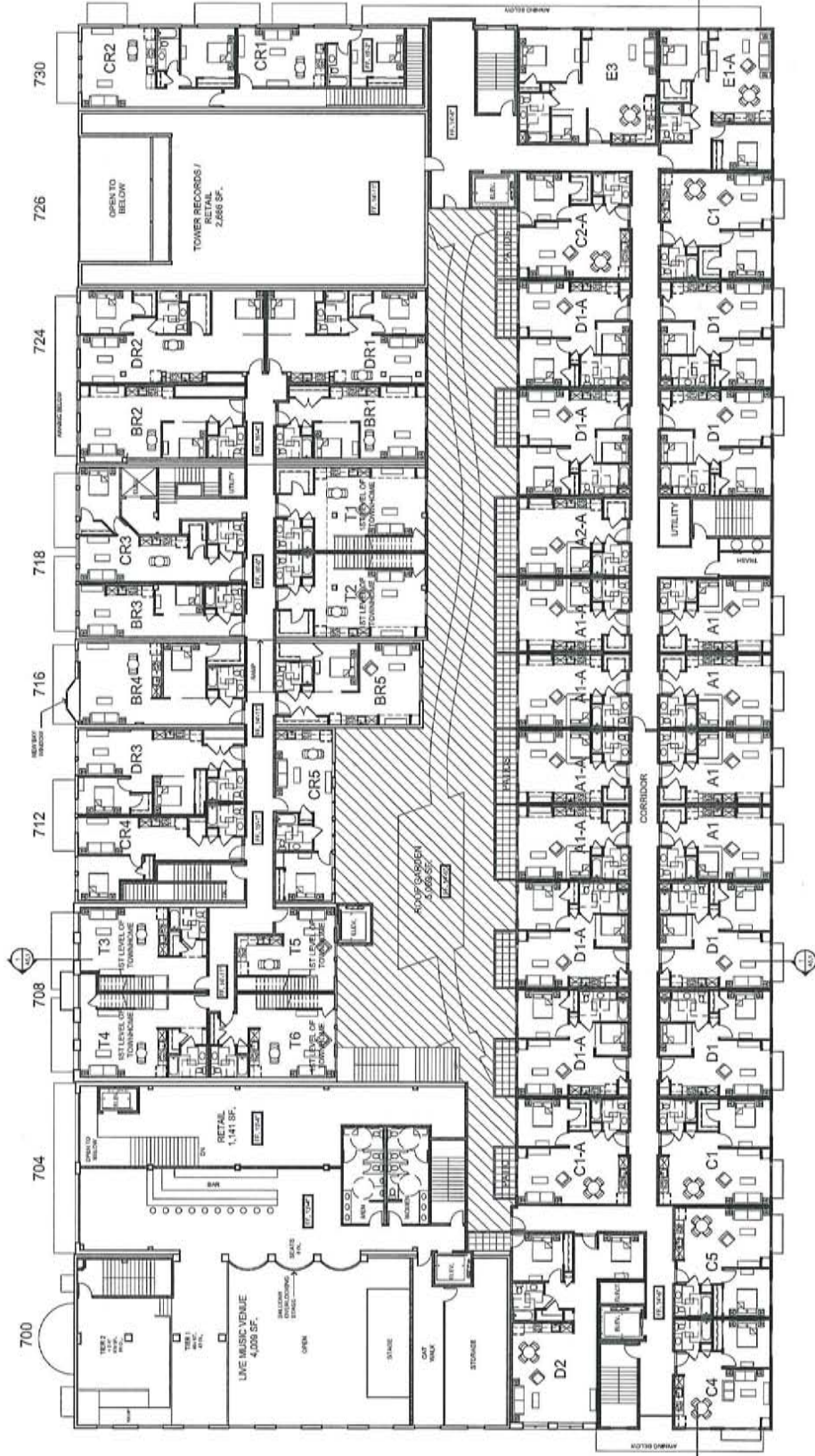
**700 BLOCK**  
700 K STREET SACRAMENTO, CA





**WALL LEGENDS**

- EXISTING WALL TO REMAIN
- NEW WALL (SHOWN IN RED)



**Figure 3-6**

**700 BLOCK**  
700-K STREET, SACRAMENTO, CA

**2ND FLOOR PLAN**

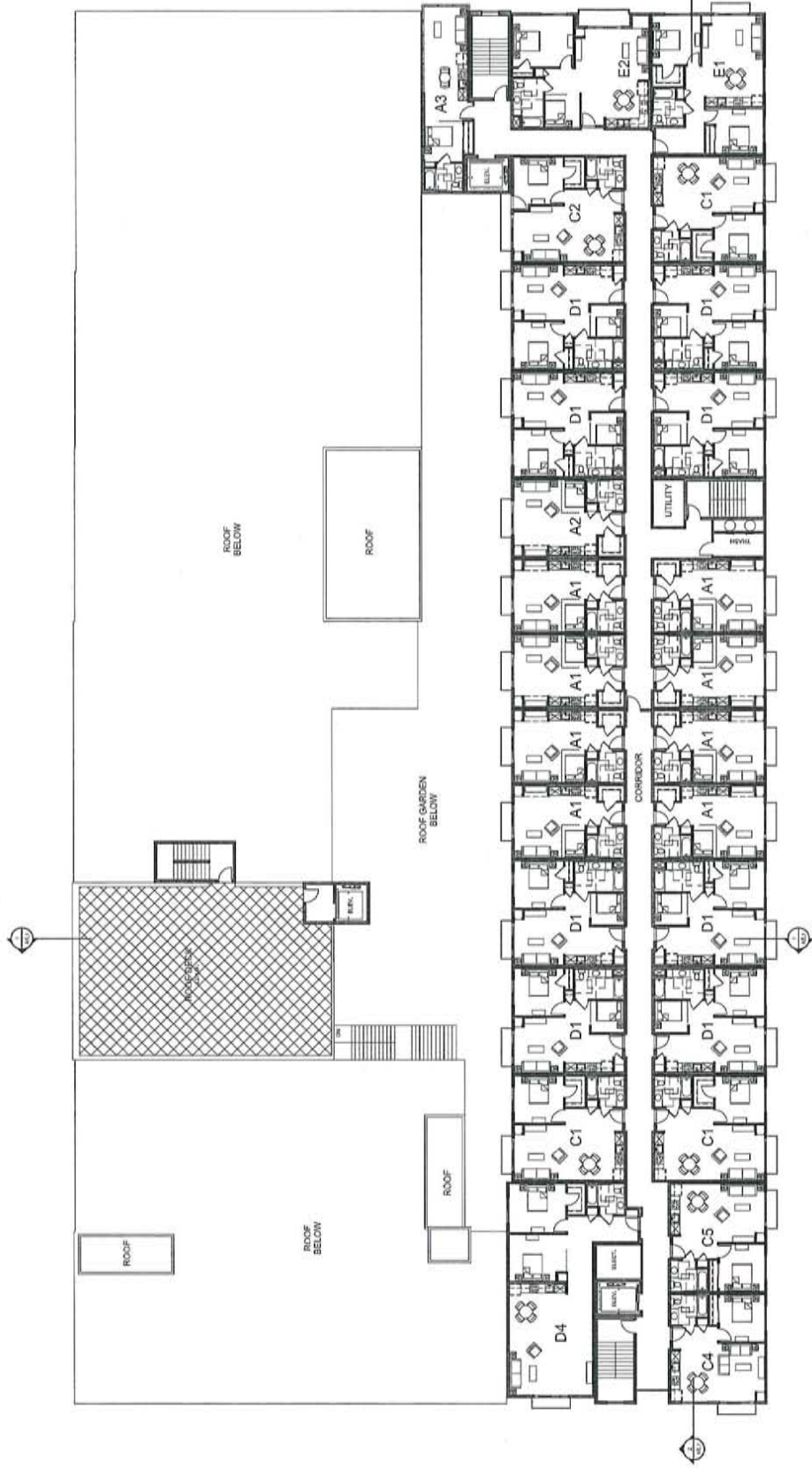
CITY DEVELOPMENT, INC.  
**D&S**  
ARCHITECTS





**WALL LEGENDS**

- ▬ PARTITION WALL TO BE DEMOLISHED
- ▬ NEW WALL TO BE CONSTRUCTED
- ▬ EXISTING WALL TO REMAIN



**Figure 3-8**

**4TH FLOOR PLAN**

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**700 BLOCK**  
700 K STREET SACRAMENTO, CA

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CITY DEVELOPMENT, INC.  
**DSS**  
DEVELOPMENT

WALL LEGENDS

- ORIGINAL EXISTING
- NEW WALLS TO REMAIN
- NEW WALLS TO BE REMOVED

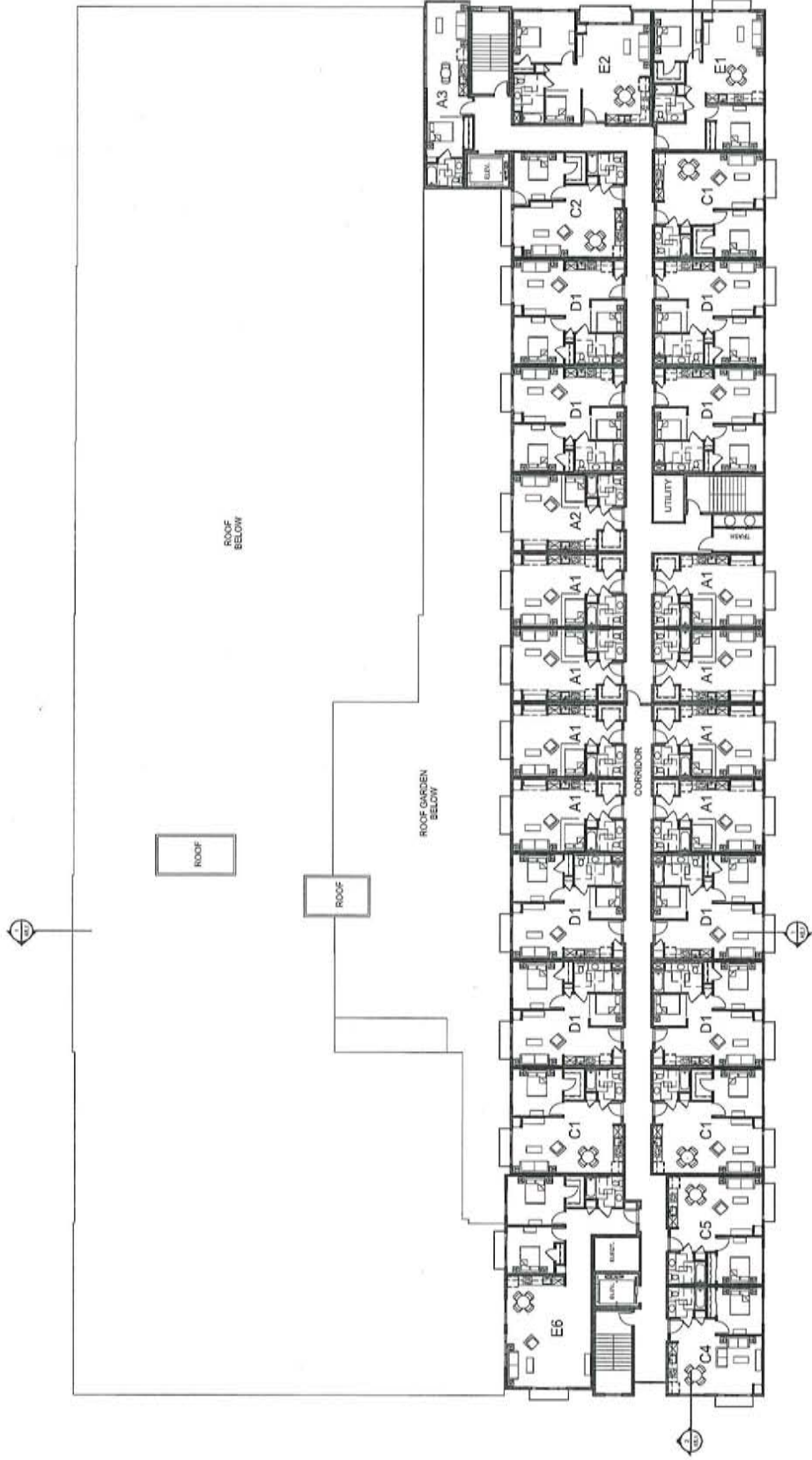


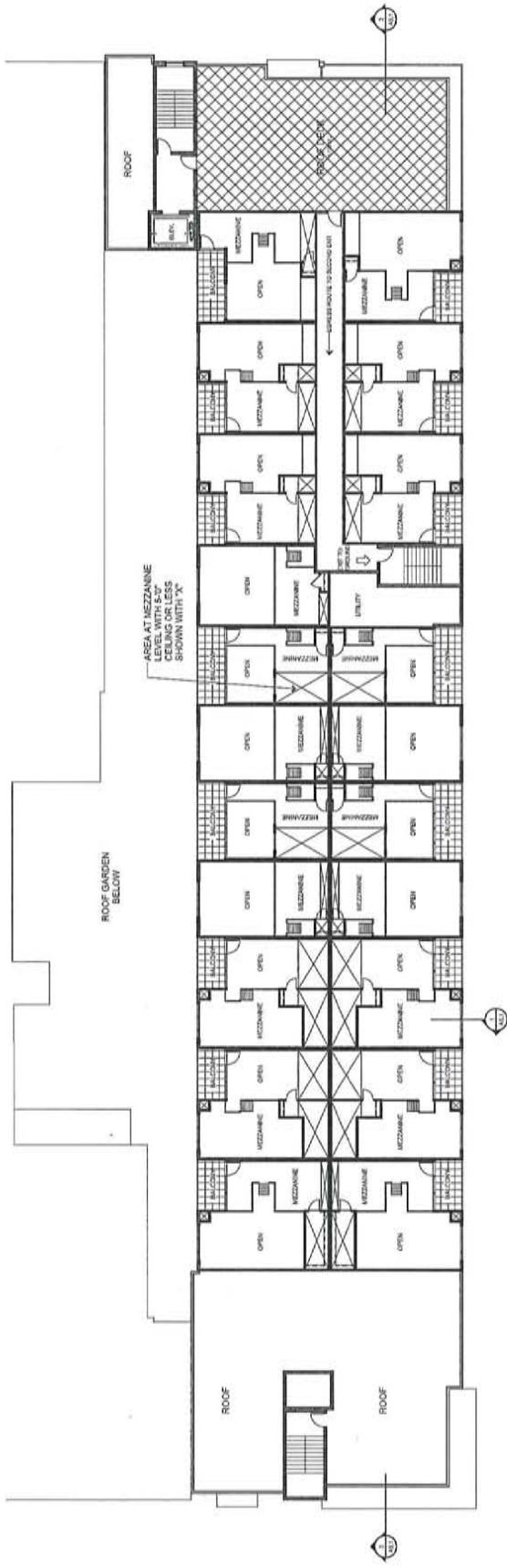
Figure 3-9

6TH FLOOR PLAN

700 BLOCK  
700-K STREET SACRAMENTO, CA



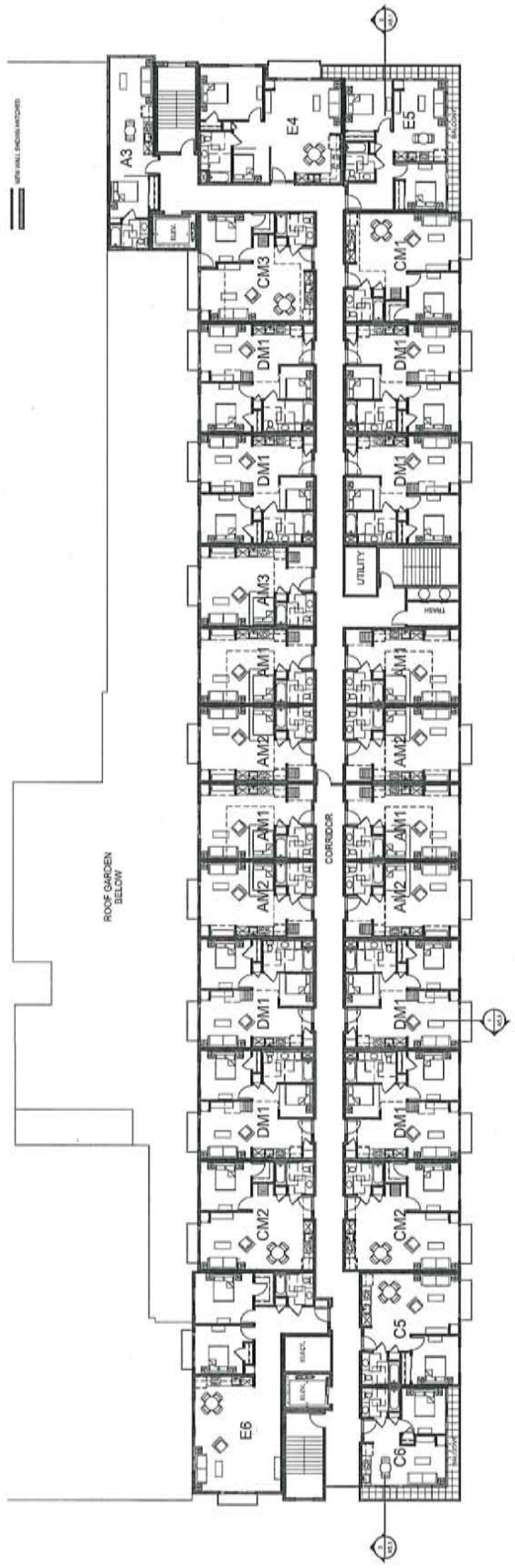




WALL LEGENDS



MEZZANINE FLOOR / ROOF DECK PLAN



6TH FLOOR PLAN

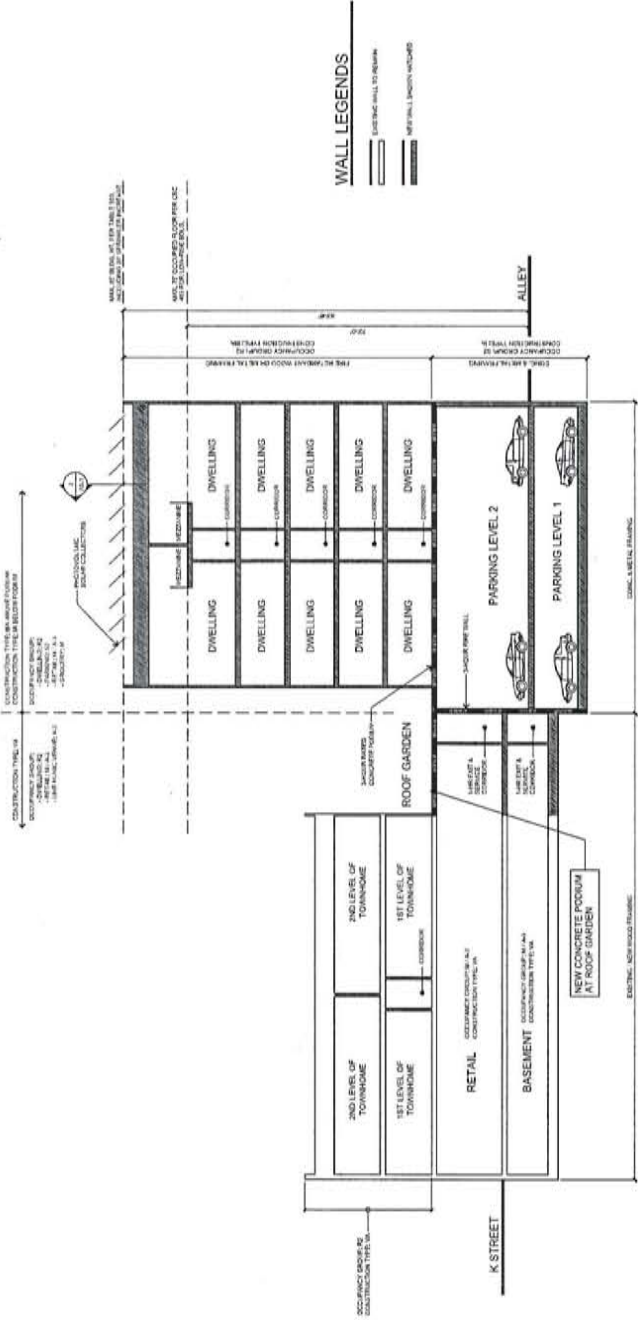


Figure 3-10

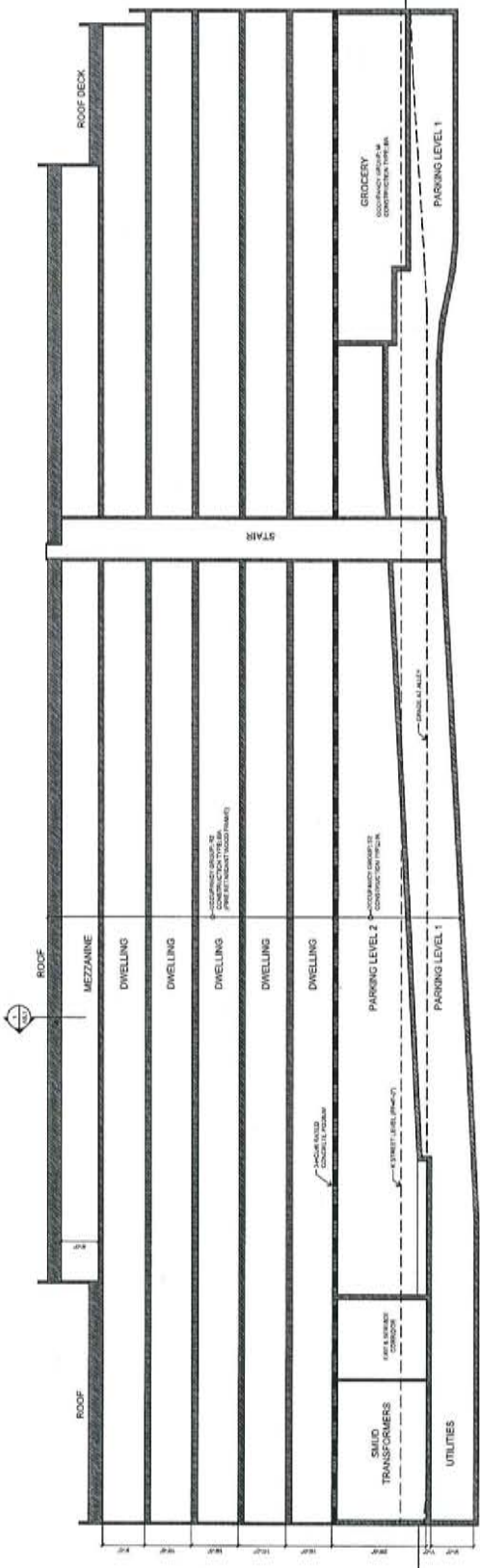
6TH FLOOR PLAN AND MEZZANINE FLOOR

700 BLOCK  
700 K STREET SACRAMENTO, CA





SECTION 1



SECTION 2



Figure 3-11

BUILDING SECTIONS

700 BLOCK  
700 K STREET, SACRAMENTO, CA

CITY DEVELOPMENT, INC.  
DSS  
DESIGN SERVICES









## 4.0: INTRODUCTION TO THE ANALYSIS

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<b>Chapter 4.0</b>	<b><i>Introduction to the Analysis</i></b>
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Chapter 4.1 is considered the technical chapter of this environmental impact report (EIR) because it analyzes the potential environmental impacts related to the construction and implementation of the proposed project at the 700 Block of K Street. As a result of the Initial Study for this project (see Chapter 7), a determination was made that the proposed project could result in significant impacts to cultural and historic resources and; therefore, an environmental impact report was necessary.

The chapter begins with a description of the environmental setting for the issue area. The section describes the physical environmental conditions of the project area and the vicinity, as they existed at the time the Notice of Preparation was published November 1, 2010. This constitutes the “baseline” physical conditions by which the City determines whether an impact is significant.

The regulatory context comes next. This section of the chapter provides the federal, State, and local regulations that would apply to the proposed project and that could reduce or eliminate potentially significant impacts. The impact analyses assume compliance with these regulations.

This section also informs the reader of the applicable General Plan policies that would reduce or eliminate the significant impacts associated with the proposed project.

The next section consists of the impact analyses and the proposed mitigation measures. The following table appears at the beginning of each impact analysis and provides the reader of a summary of the analysis:

Impact Number	Impact Statement (what impact is being analyzed)	
Informs whether the Central City Community Plan Area generates more or additional impacts for this issue area than the remainder of the City		
<b>Mitigation/ polices included in General Plan MEIR applicable to project</b>	Includes mitigation and policies from General Plan that would directly mitigate/eliminate significant impacts of the project	
<b>Project significance after mitigation/ polices included in General Plan MEIR</b>	<i>Potentially Significant</i>	
<b>Additional Mitigation for Project</b>	<b>Mitigation Measure Number</b>	<i>Text of the mitigation</i>
<b>Residual Significance</b>	<i>The level of environmental impact after implementation of the mitigation/ polices included in the General Plan MEIR and proposed mitigation for the 700 Block of K Street project.</i>	

**Terminology Used in the Document**

*Thresholds of Significance*

The thresholds of significance serve as the basis for judging the level of significance of an impact. In the Draft EIR, the impact statements are based on the thresholds of significance and in the Initial Study the checklist questions are based on the thresholds.

*Less than Significant Impact*

Construction and implementation of the proposed project would not result in substantial adverse changes to the environmental conditions.

*Potentially Significant Impact*

The proposed project could cause a substantial adverse change to environmental conditions that can be mitigated to less-than-significant levels through implementation of feasible mitigation measures.

*Significant and Unavoidable Impact*

Significant and Unavoidable impacts result in substantial adverse changes to the environmental conditions that cannot be mitigated to a less-than-significant level with implementation of all feasible mitigations measures.

*Cumulative Impact*

Cumulative impacts are those that occur from the incremental effect or impact of the project when added to, or combined with, other closely related past, present and reasonably foreseeable future projects outside of the project site. Cumulative impacts can result from individually minor, but collectively significant, project taking place over a period of time. Because the analysis for this proposed project is tiered from the City's General Plan Master EIR, a determination is made whether the cumulative analyses in the Master EIR are adequate for this subsequent project.

*Mitigation Measure*

'Mitigation' includes:

- Avoiding the impact altogether by revisions to the project as proposed to not take a certain action or parts of an action
- Minimizing impacts by limiting the degree or magnitude of the project and its implementation
- Rectifying the impact by repairing, rehabilitation, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.



## 4.1: CULTURAL RESOURCES

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**Chapter 4.1**

**Cultural Resources**

This chapter evaluates the effects of the Proposed Project on cultural and historic resources within the 700 Block of K Street. The information in this chapter outlines the cultural and historic resources identified within the project area, evaluates potential impacts from the proposed project to those resources, and proposes measures to mitigate the potential impacts to the extent feasible.

Analysis in this Chapter is largely based upon information, findings and policies within the Sacramento 2030 General Plan and its certified Master Environmental Impact Report, the City of Sacramento and the Cultural Resources Report prepared for the proposed project.

The Master EIR for the 2030 General Plan is hereby incorporated by reference, in particular Chapter 6.4, Cultural Resources.

As noted in Section 4 B. of the Initial Study, this chapter also addresses potential impacts to paleontological resources. See Impact 4.1.3.

No comments pertaining to the protection of cultural or historic resources were received in response to the Notice of Preparation.

**Environmental Setting**

The proposed project site is almost fully built out with a mix of buildings that were constructed beginning in the late 1800's through the 1950's. This portion of the block is representative of the original historic fabric of K Street. According to Figure 6.4-2, of the Master EIR, the project site has protected historic resources. More specifically, three of the buildings on the proposed project site are listed on the Sacramento Register of Historic and Cultural Resources.

K Street was one of the City's original commercial corridors and continued to thrive as such until the 1960s and 1970s, when many retail businesses either collapsed or moved as a large portion of the population began to move from the city to the suburbs. Since that time, the ground levels of the buildings on the block have experienced a constantly changing list of retail uses punctuated by periods of vacancy, along with alterations to their respective storefront facades on the ground floor levels. The upper floors have been used as apartments and small offices. Currently only one storefront is occupied.

In the late 1960s, K Street was converted to a pedestrian-only mall in an attempt to replicate the feeling of a suburban mall, which at the time was becoming increasingly popular. However, even with design changes in some of the structures and the introduction of Regional Transit's Light Rail line, the K Street pedestrian mall has not proven successful in supporting retail activity. The City is currently undertaking a 'Cars on K Street' project to reopen the portion of K Street from 8<sup>th</sup> Street to 12<sup>th</sup> Street to cars. Due to certain of the light rail alignments, K Street fronting the 700 block will remain a pedestrian-only/bicycle/transit mall at this time.

According to Figure 6.4-1, of the Master EIR, the project site is within an area of high archeological sensitivity. These areas are known to have, or are adjacent to, recorded archaeological resources. The proposed project site was previously disturbed due to the construction of structures, including some with basements. However, earthwork associated with the proposed project could result in disturbance of

previously unknown archeological resources due to the proposed rehabilitation of the basements and construction of structural elements of the proposed building.

The proposed project site contains three historic structures listed in the Sacramento Register, and four historic structures that may be eligible for listing in the California Register of Historical Resources, a 19<sup>th</sup> century “alley façade” district which may be eligible for listing in the Sacramento Register and possibly the California Register, and includes elements of the Raised Streets/Hollow Sidewalks potential district which may be eligible for listing in the Sacramento, California and National Registers of Historic Places..

<b>Table 4.1-1</b>			
<b>Existing Historic Features within the 700 Block of K Street</b>			
<b>Structures Listed on the Sacramento Register</b>			
<b>Address</b>	<b>Historic Occupant</b>	<b>Most Current Occupant</b>	<b>Listing</b>
700 K Street	Pacific States Building	Men’s Wearhouse	Landmark Structure. listed in the Sacramento Register
712/ 714 and 716 K Street*	Buckley/Boyne Buildings		Landmark Structures, listed in the Sacramento Register
<b>Structure Meeting the Criteria for Listing (Sacramento Register and/or California Register)</b>			
726 K Street	Burt’s Shoes	Tower Records	Building appears to meet the criteria for listing in the Sacramento Register and the California Register
<b>Structures Not Nominated but Appear Eligible for Sacramento Register Listing</b>			
Historic Alley Façade District (the portion of the K/L Street alley between 7 <sup>th</sup> Street and 8 <sup>th</sup> Street)			
Raised Streets/ Hollow Sidewalks District			
Note:			
The building is listed along with the now separate building at 716 K Street as a landmark in the Sacramento Register, reflecting the time of its designation as a landmark when a retail business incorporated two buildings into one retail entity. Subsequently, the two buildings under that address were separated back to the original individual address listings: 712-714 K Street and 716 K Street (Historic Environment Consultants, <i>Cultural Resources Report, 700 Block K Street, Sacramento, CA</i> , February 1, 2011, Page 23.)			
<i>Source: Historic Environment Consultants, Cultural Resources Report, 700 Block K Street, Sacramento, CA, February 1, 2011.</i>			

### **Regulatory Setting**

The following regulations related to the protection of cultural and historic resources would be applicable to the proposed project during construction.

#### ***Federal***

There are no federal regulations that are directly applicable to the proposed project for the protection of cultural and historic resources.

## **State**

### **California Environmental Quality Act (CEQA)**

Under CEQA, public agencies are tasked to identify and consider the effects of their actions on both “historical resources” and “unique archaeological resources.” Pursuant to PRC, Section 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.”

### **Historical Resources**

“Historical resource” is a term with a defined statutory meaning (PRC, Section 21084.1 and CEQA Guidelines Section 15064.5 (a) and (b)). The term embraces any resource listed in or determined to be eligible for listing in the California Register of Historical Resources (California Register). The California Register includes resources listed in or formally determined eligible for listing in the National Register, as well as some California State Landmarks and Points of Historical Interest. A project is deemed to have a significant effect on the environment if it would cause “substantial adverse change” to the significance of an historical resource (CEQA Section 15064.5 (b)). A substantial adverse change with regards to a historical resource is defined under CEQA as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Section 15064.5 (b)(1)). CEQA Guidelines Section 15064.5 (b)(2) provides further detail regarding substantial adverse change.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be “historical resources” for the purposes of CEQA, unless a preponderance of evidence indicates otherwise or the historic integrity has been compromised. (PRC, Section 5024.1; California Code of Regulations, Title 14)

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified through a historical resources survey process, lead agencies have a responsibility to evaluate them against the California Register criteria prior to making a finding as to a proposed project’s impact on historical resources (PRC, Section 21084.1; CEQA Guidelines, Section 15064.5 (a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

1. Is historically or archeologically significant; or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals or California; and
2. Meets any of the following criteria:
  - a. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
  - b. Is associated with the lives of persons important in our past;
  - c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

or

- d. Has yielded, or may be likely to yield, information important in prehistory or history.

Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, workmanship, materials, location, feeling, and association of the resource.

CEQA Guidelines Section 15064.5 (b) (3) indicates that a project involving a historic resource and where the work complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (1995) shall be considered mitigated to a less-than-significant level. Projects that are determined to comply with the Standards would be exempt from further CEQA review (unless other elements of the environment are impacted,) and projects that do not comply with the Standards then could be subject to additional environmental review.

### ***Archaeological Resources***

CEQA also requires lead agencies to consider whether projects would impact "unique archaeological resources." PRC, section 21083.2 (g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person" (PRC, Section 21083.2 (g)).

Treatment options under Section 21083.2 of the PRC include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds the artifacts would not meet one more of the criteria for defining a "unique archaeological resource").

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications, such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to, museums, historical commissions, associations and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

Section 7050.5 (b) of the California Health and Safety code specifies protocols when human remains are discovered. The code states:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10



(commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC.

CEQA Guidelines Section 15064.5 (e) also requires that excavation activities be stopped whenever human remains are uncovered and that the County Coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency is required to consult with the appropriate Native Americans as identified by the NAHC and directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the appropriate Native American group(s) for the treatment and disposition of the remains.

### **Local**

#### **City of Sacramento 2030 General Plan Policies**

The following General Plan policies would apply to the proposed project.

**HCR 2.1.11 Compatibility with Historic Context.** The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

**HCR 2.1.12 Contextual Elements.** The City shall promote the preservation rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, signs) related to the historic resource.

**HCR 2.1.13 Adaptive Reuse.** The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.

**HCR 2.1.14 Demolition.** The city shall consider demolition of historic resources as a last resort, to be permitted only if the rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.

**HCR 2.1.15 Archaeological Resources.** The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.

#### **Central City Community Plan (CCCP)**

There is a community policy, applicable to the proposed project that is unique to the CCCP that is intended to supplement the citywide policies in the General Plan.

**CC.HCR. 1.1 Preservation.** The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City.

#### **City of Sacramento Historic Preservation Chapter of the City Code, Chapter 17.134**

The City of Sacramento's Historic Preservation program was established to identify, protect, and encourage the preservation, use or adaptive re-use of the City's rich and diverse historic and cultural resources; to safeguard these resources as valuable assets to the City; provide consistency with state and federal regulations; and ensure that new development neither compromises the resource's eligibility, nor has a significant negative impact on the resource, and to ensure that the proposed project is compatible with the historic resource.

The City of Sacramento's historic preservation program is a Certified Local Government (CLG) program, certified by the National Park Service and the State Office of Historic Preservation (OHP) under the National Historic Preservation Act. As a CLG, the City has adopted a Historic and Cultural Resources Element in its 2030 General Plan and includes a Historic Preservation Chapter in its City Code, which establishes the City's Preservation program. Pursuant to that chapter, the City conducts surveys and designates historic and cultural resources utilizing criteria for listing properties in its Sacramento Register of Historic & Cultural Resources, which criteria is very similar to the criteria used for listing in both the National Register of Historic Places and the California Register of Historical Resources. The City's program includes a Preservation Commission, project review standards which are the Secretary of the Interior's Standards for the Treatment of Historic Properties, and provides for certain incentives to assist property owners with the preservation, adaptive reuse and maintenance of their property.

#### *Sacramento Register of Historical and Cultural Resources*

The Sacramento Register includes all designated historic resources adopted by ordinance by the City Council, including individually-designated City Landmarks and all designated City Historic Districts and Contributing Resources within Historic Districts.

The following are the criteria for listing on the Sacramento Register (17.134.170(A) (1)):

- associated with events that have made a significant contribution to the broad patterns of the history of the city, region, state, or nation;
- associated with the lives of persons significant in the city's past;
- embodies the distinctive characteristics of a type, period or method of construction;
- represents the work of an important creative individual or master;
- possess high artistic values; or
- has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state, or the nation.

There are five additional factors to be considered during the nomination process. These factors, as stated in the Historic Preservation Chapter of the City Code (17.134.170 (A)(2)), are:

- A structure removed from its original location is eligible if it is significant primarily for its architectural value or it is the most important surviving structure associated with a historic person or event.
- A birthplace or grave is eligible if it is that of a historical figure of outstanding importance and there is no other appropriate site or structure directly associated with his or her productive life.
- A reconstructed building is eligible if it is historically accurate, if the structure is presented in a dignified manner as part of a restoration master plan; and if no other original structure survives that has the same association.
- Properties that are primarily commemorative in intent are eligible if design, age, tradition, or symbolic value invests such properties with their own historical significance.
- Properties achieving significance within the past fifty years are eligible if such properties are of exceptional importance.

### ***Methodology***

Historic Environment Consultants prepared a Cultural Resources Report in February 2011 in order to provide a review of the historic architecture and assessment of the resources located in the proposed project site. The purpose was to review and assess the historic and architectural values of the properties and assess their eligibility for listing in the Sacramento and California Registers, and to consider what potential impacts would occur if the properties were to be proposed for alteration or demolition as part of the proposed project. The report assessed the site based on the background history of each property.

The North Central Information Center (NCIC) is the official Cultural Resources Information Center for this area of the State. In accordance with Public Resources Code (PRC) Section 21000 (et seq.), the NCIC was asked to ascertain all known and potential archeological resources within the Project Area. As of the release date of this document for public review, the City has not yet received a response from the NCIC. If a response is received prior to the certification of the EIR, the City will incorporate the letter and the findings into the Final EIR and, if necessary, revise the analysis in the Draft EIR. As a worst-case scenario, this analysis assumes that there are previously undiscovered cultural resources within the proposed project site.



<p><b>Impact 4.1-1</b></p>	<p><b>Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (700, 716, and 726 K Street and historic alley facades) as defined in CEQA Guidelines Section 15064.5.</b></p>	
<p>Central City Community Plan Area is not an area of the City that would generate more or additional impacts to historical resources than area covered by the General Plan (Page 6.4-26, Master EIR).</p>		
<p><b>Mitigation/ polices included in General Plan EIR applicable to project</b></p>	<p>HCR 2.1.11 Compatibility with Historic Context                  HCR 2.1.12 Contextual Elements                  HCR 2.1.13 Adaptive Reuse                  HCR 2.1.14 Demolition</p>	
<p><b>Project significance after mitigation/ policies included in General Plan EIR</b></p>	<p><i>Potentially Significant</i></p>	
<p><b>Additional Mitigation for Project</b></p>	<p><b>MM 4.1-1</b></p>	<p><i>MM 4.1-1</i></p> <p><i>(a) The following resources shall be removed and/or protected prior to any demolition or construction activities that could result in loss or damage. A demolition plan shall be reviewed and approved by the City's Preservation Director prior to construction. The resources shall be rehabilitated or reinstalled in locations approved by the City's Preservation Director.</i></p> <ul style="list-style-type: none"> <li>• <i>700 K Street: Interior multi-level volume of space alongside the arched windows on the west wall of the structure.</i></li> <li>• <i>Historic Alley Facades: rear wall of 712/ 714 K Street. In addition to the wall's re-installation at a new location, provide interpretation on-site of the historic 19<sup>th</sup> century alley district elements that are to be demolished. The interpretation shall include a permanent metal exhibit incorporating historic and current photographs and descriptions of all the 19<sup>th</sup> century alley facade district's features and their history. The exhibit's design and locations shall be approved by the City's Preservation Director.</i></li> </ul> <p><i>(b) 716 K: Prior to submittal for building permits on this building, detailed design plans and elevations for the building's K Street entry and façade will be submitted for review and approval by the Preservation Director such that original materials and character-defining features will be retained and rehabilitated, and the missing original projecting bay will be reconstructed, in accordance with the Secretary of the Interior's Standards for Rehabilitation and for Reconstruction respectively.</i></p> <p><i>(c) 726 K: Prior to submittal for building permits on this building, design plans and elevations for the building's K Street entry and façade will be submitted for review and approval by the Preservation Director such that original materials and character-defining features will be retained and rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation, and that any additions or new construction at the façade or entry area will be designed in accordance with the Secretary of the Interior's Standards for Rehabilitation.</i></p>
<p><b>Residual Significance</b></p>	<p><b><i>Significant and Unavoidable</i></b> for significant changes in the significance of historic resources</p>	



	<p><i>of the historic alley facades within the project boundary</i></p> <p><b>Less than significant</b> for project work involving the eligible structures and features. For those properties, the project will comply with the Secretary of the Interior's Rehabilitation Standards for work involving significant character-defining features or will not involve any work on the features.</p>
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This portion of the 700 Block contains an unusually intact group of commercial buildings from the late 19<sup>th</sup> through the early 20<sup>th</sup> centuries. The buildings have retained an unusual degree of consistency in terms of size and scale that reflects a sense of time and place, whose image was established in the 1870s or 1880s. There is an intent by the City to preserve the historic buildings and retain the general scale and character of this block along K Street.

Resources listed in a local historic register are to be considered historically significant for the purposes of CEQA. In accordance with CEQA, any substantial adverse change to a significant historical resource is considered a significant environmental impact. Specifically, a 'substantial adverse change' is demolition, destruction, relocation, or alteration that would impair the building's historic significance (CEQA Guidelines Section 15064.5(b)).

The work proposed to structures that are not in listed either in the Sacramento Register or identified as potentially eligible for listing in the Sacramento, California, or National Registers, would not have a significant impact upon the significant character-defining features of the resources.

The historic façade district ("Greyhound Alley" district) appears to be eligible for listing in the Sacramento and potentially the California Registers. The project would demolish the significant character-defining features and; therefore, the demolition would have a substantial adverse change to those resources. Therefore, the demolition of the rear portion of the buildings at 704, 708, 712/ 714, 720, and 724, which are included within the potentially-eligible historic alley facade district, would result in significant impacts to historic resources.

Four buildings, 700, 716, 726, and 730 K Street, would not require exterior demolition for the construction of the new residential/parking structure.

As determined in the cultural resources study for the proposed project, except as noted below, it is largely the facades of the four historic listed and potentially-eligible buildings along K Street that represent the significant character-defining features of the resources facing K Street.

There are three structures on the proposed project site that are currently listed in the Sacramento Register. The façade of the building at 700 K Street would be rehabilitated as part of the project and demolition is proposed only to certain elements of the interior, which have seen considerable alteration, such that it is not certain what features may be original or even over fifty years old. The rear portions of the listed and/or potentially eligible buildings at 712/714 and 716 and 726 K Streets would be demolished; however, as noted in Table 4.1-2 it is the K Street façades of these structures which are the significant features of the structures. The façades would be rehabilitated as part of the proposed project.

The structure at 726 K appears to be eligible for listing on the Sacramento and the California Registers, largely due to its significant K Street façade and storefront elements.

The buildings at 700 K Street and 712/714 K Street not result in substantial adverse changes to their historic facades because the proposed rehabilitation work would comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties. CEQA Guidelines Section 15064.5 (b) (3) indicates that a project involving a historic resource and where the work complies with the Secretary’s standards shall be considered mitigated to a less-than-significant level.

As shown on the preliminary plans for the project, the proposed design of the facades at 716 K Street and 726 K Street may not comply with the Secretary of the Interior’s standards for the treatment of historic properties. Implementation of Mitigation Measure 4.1-1 (b) and (c) would require compliance with the Standards for the facades of these two buildings, which would reduce the potentially significant impact to a less-than-significant level.

With implementation of Mitigation Measure 4.1-1(b) and (c) and the proposed design of a new façade for 704 K Street that would reflect its surrounding historical context, the K Street facades of the entire block would maintain the historic scale and characteristics of the K Street.

The project would entirely demolish the remaining structure at 1111-7<sup>th</sup> Street, and the building at 1108, 1110, and 1112 8<sup>th</sup> Street. These buildings are not listed and are not eligible for listing; therefore, their demolition would not have a significant impact upon historic resources.

The proposed demolition of the rear portions of the buildings at 704, 708, 712/ 714, 720, and 724 K Street would result in the loss of significant features and characteristics that contribute to the scale, size, and overall image of the potentially-eligible “Greyhound alley façade” district. The elements at the rear of these buildings convey a sense of time and place reflecting the City’s unique early downtown history. Although no portion of the building at 716 K Street would be demolished in order to construct the proposed new structure because the building is shorter than the others fronting K Street, the building would no longer be adjacent to the alley. As defined by CEQA, the loss of these resources would be a substantial adverse change to these historic resources, resulting in a *significant and unavoidable impact*.

<b>Impact 4.1-2</b>	<b>Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (hollow sidewalks) as defined in CEQA Guidelines Section 15064.5.</b>	
Central City Community Plan Area is not an area of the City that would generate more or additional impacts to historical resources than area covered by the General Plan (Page 6.4-26, Master EIR).		
<b>Mitigation/ polices included in General Plan EIR applicable to project</b>	HCR 2.1.12 Contextual Elements HCR 2.1.14 Demolition	
<b>Project significance after mitigation/ policies included in General Plan EIR</b>	<i>Potentially Significant</i>	
<b>Additional Mitigation for Project</b>	<b>MM 4.1-2</b>	<i>If there are no feasible means of preserving the necessary character defining features of the resource, as part of the Disposition and Development or other activity that could adversely affect a feature of a hollow sidewalk, the applicant shall work with the City Preservation Director to determine an appropriate mitigation fee to cover the cost of preserving the same length of hollow sidewalk in a different location, based on the existing condition of the hollow sidewalks along K Street and the applicable Secretary of Interior Standards for the preservation of such resource. This fee must be paid before permits for demolition and/or construction are issued. The mitigation fee may consist of a</i>

		<i>contribution to a City Preservation Fund, as established by the City Council as grant provider for historic buildings.</i>
<b>Residual Significance</b>	<b><i>Less than Significant</i></b>	

Between 1863 and 1871 some streets in the central part of downtown were elevated to avoid the recurrent flooding from the Sacramento and American Rivers. The City filled the center of the streets to raise the elevations, but the individual property owners were responsible to construct the brick retaining walls along the street sides to retain the fill and to create their own solutions to provide the sidewalk between the elevated street level and their buildings. The buildings were either jacked up to the new street level or new stories were added to the original street level structure. These hollow sidewalks were originally accessible from the basements, but gradually the owners closed off their former sidewalk access. The hollow sidewalks are eligible for listing in the Sacramento Register and the California Register due to their historic and cultural importance.

According to the preliminary findings of a study titled “Raised Streets and Hollow Sidewalks, Sacramento”<sup>1</sup> (August 2009), there are hollow sidewalks along the K Street and 8<sup>th</sup> Street frontages. More specifically, the building survey conducted as part of the preparation of the project’s cultural resources report, found elements of the “Raised Streets/Hollow Sidewalks” district in the basement of 730 K Street.<sup>2</sup> Brick piers with stepped bases are visible in the basement, as are the two brick buttresses under the sidewalk. This building is not proposed for demolition.

As previously noted in the project description, approximately the rear 60 feet of some of the structures fronting K Street would be demolished as part of the proposed project. Because the street frontages would not be demolished, it is not anticipated that the project would result in impacts to the hollow sidewalks. However, if field conditions make necessary structural enhancements to the portions of buildings fronting K Street and 8<sup>th</sup> Street, there is a potential that the hollow sidewalks could be affected. This would be a potentially significant impact. Implementation of Mitigation Measure 4.1-2 would require payment of a fee to mitigate for the loss of the resource if no feasible means of preserving the character-defining features of the hollow sidewalk is available.

Although not anticipated, the project could result in significant impacts to the hollow sidewalks fronting the proposed project site. Payment of the mitigation fee required by Mitigation Measure 4.1-2 would reduce the impact to a *less-than-significant* level by ensuring the preservation of the same length of another hollow sidewalk in another location in the City.

<b>Impact 4.1-3</b>	<b>Implementation of the 700 K Street project could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.</b>
Central City Community Plan Area is not an area of the City that would generate more or additional impacts to archeological resources than area covered by the General Plan (Page 6.4-32, Master EIR).	
<b>Mitigation/ polices included in General Plan EIR applicable to project</b>	HCR 2.1.15 Archaeological Resources
<b>Project significance after mitigation/ policies</b>	<i>Potentially Significant</i>

<sup>1</sup> Page and Turnbull, *Raised Streets and Hollow Sidewalks*, Sacramento, PowerPoint presentation, August 5, 2009.

<sup>2</sup> Historic Environment Consultants, *Cultural Resources Report, 700 Block K Street, Sacramento, CA*, February 1, 2011, Page 37. See Appendix B.

<p><b>included in General Plan EIR</b></p>	
<p><b>Additional Mitigation for Project</b></p>	<p><b>MM 4.1-3</b></p> <p><i>The following shall apply to any ground disturbing activities associated with development of the project.</i></p> <p><i>a. Prior to any excavation, grading or other construction on the project site, and in consultation with Native American Tribes and the City's Preservation Director: a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground-disturbing activities as part of the project, which plan shall be approved by the City's Preservation Director. Testing in accordance with that plan will then ensue by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from those tests and present that report to the City's Preservation Director. Should any findings be considered as potentially significant, further archaeological investigations shall ensue as approved by the Preservation Director, by the qualified archaeologist, and the archaeologist shall prepare reports on those investigations and evaluations relative to eligibility of the findings to the Sacramento, California or National Registers of Historic Places and submit that report to the City's Preservation Director, State Historic Preservation Officer, and appropriate Native American Tribal representative/s if applicable, with recommendations for treatment, disposition, or reburials of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director, based upon the findings of the reports, as to whether on-site monitoring during any project-related excavation or ground-disturbing activities by a qualified archaeologist will be required.</i></p> <p><i>b. Discoveries during construction: For those projects where no on-site archaeological monitoring was required, in the event that any historic or prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and a qualified archeologist will be consulted to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City, including the City's Preservation Director, and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation, or reburial in accordance with Tribal consultations if required. A report shall be prepared by the qualified archeologist according to current professional standards.</i></p> <p><i>c. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</i></p> <p><i>d. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall</i></p>



		<p>be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>e. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p> <p>If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner, and City's Preservation Director, shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. Work can continue on other parts of the project site while the unique archeological resource mitigation takes place.</p>
<b>Residual Significance</b>	<b>Less than Significant</b>	

As previously noted, the project site is located in an area of high archeological sensitivity because of its relative proximity to the confluence of the two rivers. The City has had a long cultural history and is known to have been occupied by Native American groups for thousands of years prior to settlement by non-native peoples. Both prehistoric and historic archaeological resources have been identified throughout the City, and most notably in the downtown. Native American burials and artifacts were found at the corner of I Street and 10 Street during the construction of the new City Hall. Historic period archaeological resources are abundant downtown due to the raising of the surface street level in the late 1800's, which created basements out of the first floors of many buildings.

Implementation of the proposed project would include ground disturbing activities such as excavations for development and trenching for new utility connections. It is possible for buried resources to be uncovered during any subsurface construction activity, and such resources and their immediate surrounding matrix could be damaged if not adequately protected; thereby resulting in a *potentially significant* impact.

General Plan Policy HCR 2.1.15 requires compliance with protocols that protect or mitigate impacts to archeological resources, including prehistoric resources. For the purposes of this Draft EIR, the following mitigation applies to any paleontological resources that may be discovered during development of the project site. Such resources may be present in fossil-bearing soils and rock formations below the ground surface. Although the City is not highly sensitive for such resources, some discoveries have been made in the past<sup>3</sup>. As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in Section 15064.5(a) (3) (D) of the CEQA Guidelines.

<sup>3</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.5-25.

Mitigation 4.1-3 outlines a plan to test the proposed project site prior to excavation or other ground-disturbing activities, and to address any uncovered archeological resources. While unforeseen archeological resources or Native American resources may still be found during any ground disturbing activities, the mitigation will significantly reduce potential impacts to resources by ensuring that construction is halted immediately upon discovery and the resources are appropriately handled. Therefore, with mitigation, this impact is considered *less than significant*.

### Cumulative Impacts

The cumulative context for historic resources is the County of Sacramento. Archeological resources are generally understood on a much wider geographical context; therefore, the cumulative context is the known territory of the local Native American population, which considers portions of seven counties.

As stated in the Master EIR for the 2030 General Plan (Page 6.4-31), the potential loss of cultural resources could result from future development in Sacramento County and the other areas that formed the territory of local Native American populations. This was determined to be a Significant and Unavoidable impact. The City Council adopted a Statement of Overriding Considerations for the impact. The proposed project would not result in a greater potential impact to archeological resources than the projects envisioned in the Master EIR. For this reason, the proposed project would not result in a greater contribution to the cumulative impacts to archeological resources than examined in the Master EIR.

<b>Impact 4.1-4</b>	<b>Implementation of the RDSP, in conjunction with other development in the City, could cause a substantial change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5.</b>	
<b>Additional Mitigation for Project</b>	<b>MM 4.1-4</b>	<i>Implement Mitigation Measure 4.1-1 and Mitigation Measure 4.1-2</i>
<b>Residual Significance</b>	<b><i>Significant and Unavoidable</i></b>	

The potential for the continued loss of historic resources in the City was determined to be Significant and Unavoidable in the City's Master EIR for the General Plan. As noted in Impact 4.1-1, the proposed project would have significant and unavoidable impacts to specific historic resources. For this reason, development of the proposed project would result in a cumulatively considerable impact to historic resources.

For these reasons, the project's contribution to the cumulative loss or damage of historic resources would be *Significant and Unavoidable*.

#### ***Mitigation Measure***

*None available.*

**Chapter 5**

**CEQA Considerations**

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. Therefore, as part of this analysis, the EIR must identify:

1. significant environmental effects of the proposed project;
2. significant environmental effects that cannot be avoided if the proposed project is implemented;
3. significant irreversible environmental changes that would result from implementation of the proposed project;
4. growth-inducing impacts of the proposed project; and
5. mitigation measures proposed to minimize the significant effects.

Chapter 2 of this Draft EIR, Summary, provides, in tabular form, a list of all of the potential impacts associated with construction and implementation of the 700 Block of K Street project, the levels of significance prior to mitigation, the proposed mitigation measures(5), and the resulting level of significance.

Chapter 6 of this Draft EIR, Alternatives, provides the analyses of the proposed alternatives to the project that could reduce the Significant and Unavoidable impacts of the project.

**(1) Significant Environmental Effects**

Chapter 4 of this EIR provides a comprehensive identification of the proposed project's significant environmental effects, including the level of significance both before and after mitigation.

Impact 4.1-1: Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (700, 716, and 726 K Street and historic alley facades) as defined in CEQA Guidelines Section 15064.5. *(Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary. Less than significant with mitigation for project work involving the eligible structures and features. For those properties, the project will comply with the Secretary of the Interior's Rehabilitation Standards for work involving significant character-defining features or will not involve any work on the features.*

Impact 4.1-2: Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (hollow sidewalks) as defined in CEQA Guidelines Section 15064.5. *(Less than significant with mitigation)*

Impact 4.1-3: Implementation of the 700 K Street project could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5. *(Less than significant with mitigation)*

Impact 4.1-4: Implementation of the RDSP, in conjunction with other development in the City, could cause a substantial change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5. *(Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary.)*

## **(2) Significant Environmental Effects that Cannot be Avoided if the Proposed Project is Implemented**

Significant impacts that can be mitigated to some extent, but not to a level of insignificance are called “Significant and Unavoidable” impacts. As noted in Chapter 4 the project-specific and cumulative impacts that cannot be mitigated to a less-than-significant level if the project is approved as proposed include:

Impact 4.1-1: Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (historic alley facades) as defined in CEQA Guidelines Section 15064.5. *(Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary.)*

Impact 4.1-4: Implementation of the 700 Block of K Street project, in conjunction with other development in the City, could cause a substantial change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5. *(Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary.)*

## **(3) Significant Irreversible Environmental Effects**

Uses of nonrenewable resources during all phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- The project would involve a large commitment of nonrenewable resources; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Development of the proposed project would result in the continued commitment of the project area to urban development, thereby precluding any other uses for the lifespan of the project. Restoration of the site to a less developed condition would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment.

Although fully developed, the block is not currently occupied, with the exception of one retail business. Therefore, the use of the full project site through the development and occupation of viable uses would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts are increased generation of pollutants and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water resources during construction activities. Operations associated with future uses would also consume natural gas and electrical energy.

Resources that would be permanently and continually consumed by project implementation include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. With respect to operational activities, compliance with all applicable building codes, planning policies, and standard conservation features, would ensure that natural resources are conserved to the maximum extent possible. It is also possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. Nonetheless, construction activities related to the



proposed project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels, natural gas, and gasoline for vehicles and construction equipment.

#### **(4) Growth Inducing Impacts**

An EIR must discuss the ways in which a proposed project could foster economic and/or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity in the region, or through the establishment of policies that directly or indirectly encourage additional growth.

#### **Economic Growth**

Direct and indirect growth may also result from economic growth generated by a project. In addition to the employment generated by development consistent with the proposed project, additional local employment could be generated through what is commonly referred to as the “multiplier effect”. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project. Indirect employment includes those additional jobs that are generated through the expenditure of direct employment associated with the project. For example, workers in the retail portions of the proposed project would spend money in the local economy and the expenditure of that money would result in additional jobs. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.

Induced employment follows the economic effect of employment beyond the expenditures of the employees within the proposed project to include jobs created by the stream of goods and services necessary to support businesses within the proposed project. For example, when a manufacturer buys or sells products, the employment associated with those inputs or outputs are considered induced employment.

Increased future employment generated by employee spending ultimately results in physical development to accommodate those employees. It is the site conditions, characteristics, and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although an economic effect is assumed to result from the development of the proposed project, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the Sacramento metropolitan region and beyond.

#### **Physical Growth**

Although growth inducement itself is not considered an environmental effect, it could potentially lead to physical environmental effects. Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations.

The proposed project would be developed in an area that contains established land uses and supporting infrastructure (roads, water distribution, wastewater and drainage collection, and energy distribution). A new waterline may be necessary in order to provide adequate fire flows; however, this line would serve only the proposed project. No other new infrastructure would be needed in order to serve the additional development envisioned by the project (See Section 10 of the Initial Study).

No offsite public utility facilities are necessary. No street improvements are necessary that would expand the capacity of a street or allow more traffic in an area. For these reasons, the proposed project would not induce growth in areas outside of the 700 Block of K Street.

### **Economic Effects**

When an employee or resident from the project goes out to lunch, the person who serves the project employee lunch holds a job that was indirectly caused by the proposed project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered induced employment.

The multiplier effect also considers the secondary effect of employee and resident expenditures. Thus, it includes the economic effect of the dollars spent by those employees and residents who support the employees of the project.

### **Impacts of Induced Growth**

The proposed project would increase the residential population within the Central City in accordance with the planned level because the project is in compliance with the existing General Plan designation and zoning category. The project could also serve as a catalyst for other residential and commercial growth in the downtown area. The General Plan assumed redevelopment of the downtown; therefore, the impacts of induced growth resulting from the 'catalyst' effect of the project were previously considered and addressed in the Master EIR for the General Plan.

## CHAPTER 5: CEQA CONSIDERATIONS

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**Chapter 5**

**CEQA Considerations**

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. Therefore, as part of this analysis, the EIR must identify:

1. significant environmental effects of the proposed project;
2. significant environmental effects that cannot be avoided if the proposed project is implemented;
3. significant irreversible environmental changes that would result from implementation of the proposed project;
4. growth-inducing impacts of the proposed project; and
5. mitigation measures proposed to minimize the significant effects.

Chapter 2 of this Draft EIR, Summary, provides, in tabular form, a list of all of the potential impacts associated with construction and implementation of the 700 Block of K Street project, the levels of significance prior to mitigation, the proposed mitigation measures(5), and the resulting level of significance.

Chapter 6 of this Draft EIR, Alternatives, provides the analyses of the proposed alternatives to the project that could reduce the Significant and Unavoidable impacts of the project.

**(1) Significant Environmental Effects**

Chapter 4 of this EIR provides a comprehensive identification of the proposed project's significant environmental effects, including the level of significance both before and after mitigation.

Impact 4.1-1: Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (700, 716, and 726 K Street and historic alley facades) as defined in CEQA Guidelines Section 15064.5. *(Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary. Less than significant with mitigation for project work involving the eligible structures and features. For those properties, the project will comply with the Secretary of the Interior's Rehabilitation Standards for work involving significant character-defining features or will not involve any work on the features.*

Impact 4.1-2: Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (hollow sidewalks) as defined in CEQA Guidelines Section 15064.5. *(Less than significant with mitigation)*

Impact 4.1-3: Implementation of the 700 K Street project could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5. *(Less than significant with mitigation)*

Impact 4.1-4: Implementation of the RDSP, in conjunction with other development in the City, could cause a substantial change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5. *(Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary.)*



## **(2) Significant Environmental Effects that Cannot be Avoided if the Proposed Project is Implemented**

Significant impacts that can be mitigated to some extent, but not to a level of insignificance are called “Significant and Unavoidable” impacts. As noted in Chapter 4 the project-specific and cumulative impacts that cannot be mitigated to a less-than-significant level if the project is approved as proposed include:

Impact 4.1-1: Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (historic alley facades) as defined in CEQA Guidelines Section 15064.5. (*Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary.*)

Impact 4.1-4: Implementation of the 700 Block of K Street project, in conjunction with other development in the City, could cause a substantial change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5. (*Significant and Unavoidable for significant changes in the significance of historic resources of the historic alley facades within the project boundary.*)

## **(3) Significant Irreversible Environmental Effects**

Uses of nonrenewable resources during all phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- The project would involve a large commitment of nonrenewable resources; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Development of the proposed project would result in the continued commitment of the project area to urban development, thereby precluding any other uses for the lifespan of the project. Restoration of the site to a less developed condition would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment.

Although fully developed, the block is not currently occupied, with the exception of one retail business. Therefore, the use of the full project site through the development and occupation of viable uses would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts are increased generation of pollutants and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water resources during construction activities. Operations associated with future uses would also consume natural gas and electrical energy.

Resources that would be permanently and continually consumed by project implementation include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. With respect to operational activities, compliance with all applicable building codes, planning policies, and standard conservation features, would ensure that natural resources are conserved to the maximum extent possible. It is also possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. Nonetheless, construction activities related to the

proposed project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels, natural gas, and gasoline for vehicles and construction equipment.

#### **(4) Growth Inducing Impacts**

An EIR must discuss the ways in which a proposed project could foster economic and/or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity in the region, or through the establishment of policies that directly or indirectly encourage additional growth.

##### **Economic Growth**

Direct and indirect growth may also result from economic growth generated by a project. In addition to the employment generated by development consistent with the proposed project, additional local employment could be generated through what is commonly referred to as the “multiplier effect”. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project. Indirect employment includes those additional jobs that are generated through the expenditure of direct employment associated with the project. For example, workers in the retail portions of the proposed project would spend money in the local economy and the expenditure of that money would result in additional jobs. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.

Induced employment follows the economic effect of employment beyond the expenditures of the employees within the proposed project to include jobs created by the stream of goods and services necessary to support businesses within the proposed project. For example, when a manufacturer buys or sells products, the employment associated with those inputs or outputs are considered induced employment.

Increased future employment generated by employee spending ultimately results in physical development to accommodate those employees. It is the site conditions, characteristics, and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although an economic effect is assumed to result from the development of the proposed project, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the Sacramento metropolitan region and beyond.

##### **Physical Growth**

Although growth inducement itself is not considered an environmental effect, it could potentially lead to physical environmental effects. Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations.

The proposed project would be developed in an area that contains established land uses and supporting infrastructure (roads, water distribution, wastewater and drainage collection, and energy distribution). A new waterline may be necessary in order to provide adequate fire flows; however, this line would serve only the proposed project. No other new infrastructure would be needed in order to serve the additional development envisioned by the project (See Section 10 of the Initial Study).

No offsite public utility facilities are necessary. No street improvements are necessary that would expand the capacity of a street or allow more traffic in an area. For these reasons, the proposed project would not induce growth in areas outside of the 700 Block of K Street.

### **Economic Effects**

When an employee or resident from the project goes out to lunch, the person who serves the project employee lunch holds a job that was indirectly caused by the proposed project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered induced employment.

The multiplier effect also considers the secondary effect of employee and resident expenditures. Thus, it includes the economic effect of the dollars spent by those employees and residents who support the employees of the project.

### **Impacts of Induced Growth**

The proposed project would increase the residential population within the Central City in accordance with the planned level because the project is in compliance with the existing General Plan designation and zoning category. The project could also serve as a catalyst for other residential and commercial growth in the downtown area. The General Plan assumed redevelopment of the downtown; therefore, the impacts of induced growth resulting from the 'catalyst' effect of the project were previously considered and addressed in the Master EIR for the General Plan.

## CHAPTER 6: ALTERNATIVES

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<i>Chapter 6</i>	<i>Alternatives</i>
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The purpose of this chapter is to identify and describe alternatives to the proposed project that would reduce or eliminate the significant impacts associated with construction and implementation of the 700 block of K Street project, while still meeting most, if not all, of the project objectives.

As noted in Chapter 3, Project Description, the objectives for the proposed project are:

- Bring high density, transit-oriented, mixed use development to the block.
- Enhance the pedestrian environment on K Street.
- Reactivate K Street.
- Replace uneconomical land uses with a vibrant mixed-use community to help revitalize downtown.
- Provide a neighborhood retail center.
- Provide additional housing opportunities in the Central Business District.
- Rehabilitate the K Street facades of the Landmark buildings and rebuild and/or renovate the other K Street facades in order to retain the general scale and historic character of this block of buildings along K Street.

As noted in Chapter 4, the only Significant and Unavoidable impacts associated with the proposed project fall into one environmental issue area: cultural resources.

#### **Historic and Cultural Resources**

Implementation of the 700 K Street project could cause a substantial change in the significance of historical resources (700 K Street and historic alley facades) as defined in CEQA Guidelines Section 15064.5.

#### **Alternatives Considered and Dismissed from Further Consideration**

The City gave consideration to a range of alternatives to the proposed project that could reduce or eliminate the Significant and Unavoidable impact to historic resources. Those alternatives that would have impacts identical to, or more severe than, the Proposed Project or that would not meet most of the project objectives were considered and then dismissed from further consideration. The following alternative was also considered and dismissed from further consideration.

#### **Alternative Site**

Section 15126.6(f)(2)(B) requires that the Lead Agency disclose the reasons for not considering an alternative project site. This alternative for the proposed project was dismissed from further consideration. Such an alternative would eliminate the Significant and Unavoidable impact to historic resources by not requiring the demolition of the K/L alley within the project boundary. However, the goal of the proposed project is the redevelopment of a specific block of the City.

The City's redevelopment strategy focuses on two nodes: the 10<sup>th</sup>/K block and the 700/800 blocks. Over the past several years the Redevelopment Agency acquired the parcels on the project site with the intent of redevelopment of the site. The site allows for a transit oriented development (with light rail on three sides of the site and bus service on two sides) creating housing near an employment base and supporting SMART growth principles. Because the Agency does not own adjoining parcels of sufficient size at the 10<sup>th</sup>/K block, this type of master planning for redevelopment of an entire one-half block is not possible.

### **Alternatives Considered in this EIR**

This EIR considers two alternatives to the proposed project.

#### **No Project Alternative**

This alternative assumes that the project site would be developed consistent with the currently allowed land uses, zoning, and development intensities; however, the parcels would not be merged and there would not be a cohesive plan for development of the eleven parcels. Each parcel would be developed individually from the others. This alternative must consider the effects of forgoing the project. The purpose of analyzing this alternative is to allow decision-makers to compare the impacts of the proposed project to the impacts of not approving the project as proposed.

This alternative assumes development of the parcels that do not require demolition or disturbance to the historic façades in the K/L Alley.

It is important to note that the proposed project would not result in significant and unavoidable impacts to any environmental resource area except historic resources. As with this No Project/Existing Zoning Alternative, the proposed project would also develop in accordance with the existing land use and zoning designations for the site.

This alternative would result in essentially the same impacts as assumed for the project site in the Master EIR for the General Plan, as both analyses assumed development of the sites in accordance with the General Plan designations.

Because a variety of land uses and densities could be developed on the project site in accordance with the existing zoning, it is too speculative to determine development assumptions for the site for a quantitative comparison to the proposed project. Therefore, the impacts are examined qualitatively. The traffic impacts are assumed to be the same since both the project and this alternative would comply with the development densities allowed by the Zoning Code.

The same footprint as the proposed project would be developed; therefore, the effects related to the location of development, such as the potential loss of archeological resources and exposure to hazards and hazardous materials would be the same.

It is assumed that the air impacts would be less with this alternative because no demolition would take place.

The impacts to public utilities (water, wastewater, and stormdrainage) are anticipated to be the same because of the need to supply fire flows to any structure that is renovated.

The impacts to noise are assumed to be less with this alternative when compared to the proposed project because it is not anticipated that the entertainment venue, roof top garden, and roof decks would be constructed without a single vision for the block.

The impacts to public services (police, fire, and schools) and the attendant environmental impacts could be similar with this alternative, because both the proposed project and the alternative could result in more residents in an area that has been determined to currently require more public service facilities.

Implementation of the mitigation measures to protect archeological resources identified in this DEIR would be required and the developers of the individual parcels would be required to comply with federal and State regulations and the City Code regarding such resources.

Potential impacts to hollow sidewalks could occur with this alternative because the development of a parcel could result in the need to make structural changes that could impact the hollow sidewalks. Implementation of the mitigation measure for this impact would reduce these impacts to a less-than-significant level.

This alternative would not meet any of the objectives established for this project. The individual parcels would develop individually, in accordance with the Zoning Code and the General Plan, without the benefit of an overall plan for an established vision. However, the alternative would eliminate the significant impact to historic resources because demolition of the K/L alley facades within the project boundary would not be required.

### **Complete Historic Preservation Alternative**

#### **Historic Preservation Alternative**

This alternative would require the block to be developed without the significant and unavoidable impacts to the K/L alley facades within the project boundary.

This alternative assumes that the eleven parcels of the block would be merged and developed as a cohesive whole. As with the No Project/ Existing Zoning Alternative, the impacts associated with this alternative are described qualitatively because a variety of land uses and densities could be developed on the project site.

It is important to note that the proposed project would not result in significant impacts to any environmental resource area except historic resources. As with this alternative, the proposed project would also develop in accordance with the existing land use and zoning designations for the site.

This alternative would result in essentially the same impacts as assumed for the project site in the Master EIR for the General Plan, as both analyses assumed development of the sites in accordance with the General Plan designations.

This alternative would meet some of the objectives established for this project; however, without the development of the new structure that would house 134 residential units and provide parking for the residential uses, it is unlikely that high density, transit oriented development could be developed.

### **Environmentally Superior Alternative**

CEQA requires that an EIR identify the environmentally superior alternative (Section 15126(e) of the CEQA Guidelines). If the environmentally superior alternative is the “no project” alternative, the identification of an environmentally superior alternative among the other alternatives is required.

The potential impact resulting from demolition of historic resources could be avoided by the No Project Alternative. This alternative would not require demolition of the historic resources and; thereby would eliminate the Significant and Unavoidable Impact associated with the proposed project.

#### **Preferred Alternative**

The Complete Historic Preservation Alternative is considered to be the preferred alternative in that it would eliminate the Significant and Unavoidable impact associated with the demolition of a historic resource. This alternative would restore the existing alley façades and leave them intact. This would preclude the development of the proposed parking garage to serve the residences and the construction of a new structure that could provide 134 residential units. Leaving the alley façades intact could essentially eliminate the possibility of providing on-site parking. Although this alternative would result in fewer significant impacts than the proposed project, it would not meet the project objectives of fully redeveloping this block and offering a high density mix of uses.



## CHAPTER 7: INITIAL STUDY

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**Chapter 7**

**Initial Study**

**Anticipated Subsequent Project  
Under the 2030 General Plan Master EIR**

This Initial Study was prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

The City of Sacramento, Community Development Department, reviewed the proposed project and, on the basis of the whole record before it, determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR (SCH 2007072024) and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c), and (d)) to identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are applicable to the proposed project are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA, and on the City's web site at:

[www.cityofsacramento.org/dsd/planning/environmental-review/eirs/](http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/)

<b>1. Air Quality</b>  <i>Impacts to air quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Result in construction emissions of NO <sub>x</sub> above 85 pounds per day		X
B. Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day		X
C. Violate any air quality standard or contribute substantially to an existing or projected air quality violation		X
D. If project emissions of NO <sub>x</sub> and ROG are below the emission thresholds, it is assumed that the emissions of PM <sub>10</sub> are below the threshold as well.		X
E. Result in CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm)		X
F. Result in exposure of sensitive receptors to substantial pollutant concentrations		X
G. Result in TAC emissions that could adversely affect sensitive receptors		X

This section is tiered from the Master EIR for the City’s General Plan, in particular Chapter 6.1, Air Quality.

All city wide air quality impacts and mitigation measures identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.1-23 of the Master EIR).

**Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

No mitigation measures related to the protection of air quality were adopted as a part of the Master EIR.

**Notice of Preparation Responses**

The Sacramento Metropolitan Air Quality Management District (SMAQMD) sent a response to the NOP (see Appendix A). They requested that the EIR include:

- Analyses of both construction and operational activities. The District included its standard construction mitigation measures. [See analyses below.]
- Preparation of an operational air quality mitigation plan if the project’s operational emissions exceed the District’s thresholds. [Not applicable to this project as the operational emissions did not exceed the thresholds.]

- Analyses of enhanced bicycle facilities on the site to minimize criteria pollutants and greenhouse gas emissions as an alternative to the project. [The project as proposed complies with the policies and rules for the provision of bicycle facilities. This request for enhanced bicycle facilities will be passed on to the decision makers for their consideration.]
- A statement that all projects are subject to District rules and regulations in effect at the time of construction. [See C. below.]
- A climate change discussion that includes the regulatory framework of GHG emissions, a determination of significance based on the framework, and an analysis of construction and operational emissions resulting from the project. [The City included its standard analysis and discussion of greenhouse gas emissions resulting from the project, which complies with existing City policy on the issue.]

### **Answers to Checklist Questions**

A. Nitrous oxides (NO<sub>x</sub>) are emitted by diesel-fueled equipment as a part of the fuel-combustion process. The estimated emissions of NO<sub>x</sub> due to the demolition and construction of the proposed project was determined using the URBEMIS 2007 (Version 9.2.4) program (see Appendix C). As noted in the Project Description, approximately 60 feet of the rear of seven of the structures on the project site are proposed for demolition prior to the start of construction. Approximately 60,921 square feet would be demolished. The project applicant proposes to construct approximately 157,395 square feet of new construction. No roadway improvements, other than rehabilitation/ repair of existing facilities are necessary for the project.

As shown in Table 1, the anticipated emissions of NO<sub>x</sub> during project demolition and construction are well below the threshold of significance; therefore, in accordance with SMAQMD policy, mitigation of NO<sub>x</sub> emissions is not required.<sup>1</sup>

Because the proposed project would not exceed the threshold, project-specific mitigation is not required. However, the SMAQMD has adopted Rules that are applicable to various activities, including construction. All contractors must comply with these rules during demolition and construction.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. Therefore, this issue is fully addressed in this Initial Study.

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<sup>1</sup> SMAQMD website (<http://www.airquality.org/ceqa/mitigation.shtml>), accessed January 6, 2011.



<b>Anticipated Construction and Operational Emissions (lbs/day)*</b>			
	<b>ROG</b>	<b>NOx</b>	<b>PM<sub>10</sub> (PM<sub>2.5</sub>)</b>
<b>Construction**</b>	<b>191.90</b>	<b>16.18</b>	<b>1.11 (0.98)</b>
Significance Threshold	--	85	85
Exceed Threshold?	--	No	No
<b>Operational</b>	<b>48.91</b>	<b>49.77</b>	<b>73.85 (30.08)</b>
Significance Threshold	65	65	<b>Do ROG or NOx emissions exceed thresholds?</b>
Exceed Threshold?	No	No	No
Notes:			
* URBEMIS modeling generated results for emissions during both summer and winter. The highest values were used in this table as worst case scenarios.			
** 'Construction' includes both demolition and construction.			
<i>Source: URBEMIS 2007, Version 9.2.4, Combined Annual Emissions Reports (Tons/Year), run 12/15/2010 (See Appendix C).</i>			

**B.** When combined in the atmosphere, reactive organic gases (ROG) and NOx emissions are considered the primary ozone precursor emissions. These pollutants would be generated during project operation from such equipment as furnaces, water heaters/boilers, facility maintenance equipment, consumer products, and the motor vehicle traffic resulting from the project. As shown in Table 1, above, modeling of the project using the URBEMIS program resulted in anticipated emissions below the thresholds of significance.

General Plan Policy ER 6.1.2 requires review by the City of proposed projects to ensure that feasible measures to reduce operational emissions for ROG and NOx are incorporated into project design. This would be done during the review of the project plans.

Because the proposed project is not anticipated to exceed thresholds of these two emissions, compliance with Policy ER 6.1.3 is not required. This policy that requires reduction of emissions by 15% applies only to projects that would exceed the SMAQMD operational thresholds.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. Therefore, this issue is fully addressed in this Initial Study.

**C.** The Sacramento Valley is considered as a non-attainment area for ozone and PM10. The analysis specifically addressed the emissions of ROG, NOx, and particulate matter (PM) resulting from the proposed project and determined that the project would not result in substantial emissions of these pollutants of concern for the Air District (see Appendix C). Sacramento County is considered in attainment for the other pollutants of concern. The proposed project is subject to District rules and regulations in effect at the time of construction.

The project proposes land uses consistent with the site's General Plan designations and does not include uses that would generate or result in substantial emissions of other pollutants of concern.

For these reasons, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation not considered in the Master EIR. Therefore, this issue is fully addressed in this Initial Study.

**D.** PM is generated during construction primarily during grading activities, which involve clearing and leveling the site using heavy equipment. Demolition also results in the generation of PM. PM emissions also occur during a lesser extent during other phases of construction. As determined in B, above, the anticipated emissions of ROG, during operation of the proposed project, and NO<sub>x</sub>, during construction and operation of the project, are below the thresholds of significance. Therefore, it is assumed that the emissions of PM are also below the threshold.

Because the proposed project would not exceed the threshold, project-specific mitigation is not required. However, the SMAQMD has adopted Rules for the reduction of PM that are applicable to various activities, including construction. All contractors must comply with these rules during demolition and construction.

For this reason, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. Therefore, this issue is fully addressed in this Initial Study.

**E.** Motor vehicles are the primary source of carbon monoxide (CO) emissions, with the highest ambient concentrations near congested intersections. Development of the proposed project would add traffic to, and change traffic flows, on the City's road network. Increasing traffic volumes and lowering levels of service at busy intersections would tend to increase CO levels. However, the results of the traffic analysis for the proposed project determined that the proposed project would not substantially increase the amount of traffic on the local roads and would not result in significant reductions in levels of service at intersections (see Section 11 of this Initial Study). Furthermore, existing CO levels in Sacramento are relatively low (see Table 6.1-1, Page 6.1-4 of the Master EIR) and the CO emission rates from vehicles are expected to decline substantially from the present average values.<sup>2</sup>

For these reasons, the proposed project is not anticipated to result in CO concentrations that exceed the State standards. The proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. Therefore, this issue is fully addressed in this Initial Study.

**F and G.** Diesel particulate matter is considered a toxic air contaminant (TAC) by the SMAQMD. The Greyhound bus station is currently located across the K/L alley from the project site and generates large amounts of diesel particulate matter when the buses are idling. It is assumed for this analysis that the station will be relocated to Richards Boulevard prior to occupancy of any part of the proposed project. The new station is under construction and anticipated to be completed in 2011, prior to the anticipated start of construction of the proposed project (2012).

High volumes of diesel-fueled vehicles on major roadways, such as I-5 and Highway 99, also generate substantial concentrations of diesel particulate matter; however, the project site is not located within 500 feet of a roadway with an average traffic volume of 100,000 vehicles per day. Therefore, the future residents would not be exposed to substantial concentrations of diesel-particulate matter.

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<sup>2</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.1-17.

There are no facilities in the project area that are considered to generate substantial concentrations of pollutants or other air emissions considered toxic. For this reason, the future sensitive receptors on the project site (residents) are not considered at risk for exposure to substantial concentrations of pollutants or toxic air contaminants.

There are no residential facilities in the area adjacent the proposed project site. As noted in the analyses of potential pollutants in A through D, above, the proposed project is not anticipated to emit substantial concentrations during construction and operation. In addition, the proposal is a mix of land uses, to include residential, retail, and restaurants. None of these proposed land uses would result in substantial emissions of pollutants.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. Therefore, this issue is fully addressed in this Initial Study.

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in significant and unavoidable impacts due to significant emissions of NO<sub>x</sub> during construction activities, operational emissions of NO<sub>x</sub> and ROG (ozone precursors) during implementation of the Plan, and emissions of particulate matter during construction activities. The City Council adopted a Statement of Overriding Considerations for these impacts. Implementation of the General Plan was determined to have a less than significant impact due to conflicts or obstructions of implementation of regional air quality plans, emissions of CO, and emissions of TAC. Similarly the cumulative effects of development in accordance with the General Plan were determined to result in significant and unavoidable impacts due to the emissions of NO<sub>x</sub>, ROG, and particulate matter, which also were overridden by the City Council. The emissions of CO and TAC were determined to be less than significant at the cumulative level.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not propose construction methods or operations that would result in a greater level of air emissions than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

The protection of air quality during construction and implementation of the project would not result in growth inducing impacts.

### **Finding**

The project would have no additional substantial project-specific environmental effects relating to air quality. No further analysis is necessary.

### **Greenhouse Gas Emissions Discussion**

As part of its action in approving the 2030 General Plan, the City Council certified the Master Environmental Impact Report (Master EIR) that evaluated the environmental effects of development that is reasonably anticipated under the new general plan. The Master EIR includes extensive discussion of the potential effects

of greenhouse gas emissions. The Master EIR discussions regarding climate change are incorporated here by reference. See:

- Draft EIR: 6.1 Air Quality (Page 6.1-1)
- Final EIR: City Climate Change Master Response (Page 4-1)
- Errata No. 2: Climate Change (Page 12)

These documents are available at: [www.cityofsacramento.org/dsd/planning/environmental-review/eirs/](http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/) and at the offices of the Community Development Department at 300 Richards Boulevard, Third Floor, Sacramento, California.

The proposed project is consistent with the General Plan designation for the project site (CBD); therefore, the greenhouse gas emission discussion in the General Plan Master EIR addressed the potential emissions from the proposed project site. Because the amount of emitted CO<sub>2</sub> can be calculated for a specific project on the site, the project's greenhouse gases (GHG) emissions (construction and operational) are discussed below.

#### Short-term Construction Emissions

During construction of the project GHG emissions would be emitted from the operation of construction equipment and from worker and building supply vendor vehicles. The total CO<sub>2</sub> emissions generated by the construction of the project would be approximately 694.5 metric tons per year for construction of the project. These emissions would equate to approximately 0.0014 percent of the estimated GHG emissions for all sources in California (483 million metric tons).<sup>3</sup>

#### Long-term Operational Emissions

The largest source of greenhouse gas emissions associated with the proposed project would be on- and off-site motor vehicle use. CO<sub>2</sub> emissions, the primary GHG emission from mobile sources, are directly related to the quantity of fuel consumed. CO<sub>2</sub> emissions during operation of the project at full build-out of the proposed project would be approximately 2,165 metric tons, which equates to 0.004 percent of California's total emissions.

The development would be required to comply with current California building codes that require structures to incorporate energy efficient materials and design.

#### Ongoing Activities for the Reduction of GHG Emissions in the City

The 2030 General Plan included direction to staff to prepare a Climate Action Plan for the City. Staff has continued work on this plan since adoption of the 2030 General Plan. The Climate Action Plan will provide additional guidance for the City's ongoing efforts to reduce GHG emissions. The tentative completion date for the Climate Action Plan is December 2011. This Plan's purpose is to reduce the City's operational emissions.

Action continues at the State and federal level to combat climate change. In December 2009 the Environmental Protection Agency listed greenhouse gases as harmful emissions under the Clean Air Act.

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<sup>3</sup> See Appendix C for the URBEMIS modeling results for CO<sub>2</sub>.



The EPA action could eventually result in regulations that would have as their purpose the reduction of such emissions.

The Master EIR concluded that GHG emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable (Errata No. 2, Page 12). The Master EIR includes a full analysis of GHG emissions and climate change, and adequately addresses these issues.

The project is consistent with the City's goals as set forth in the 2030 General Plan and Master EIR relating to reduction of GHG emissions. The project would not impede the City's efforts to comply with AB 32 requirements. The project would not have any significant additional environmental effects relating to GHG emissions or climate change.

<b>2. Biological Resources</b>  <i>Impacts to biological resources may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR.</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected		X
B. Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal		X
C. Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)		X

This section is tiered from the Master EIR for the City's General Plan, particularly from Chapter 6.3, Biological Resources.

All city wide impacts and mitigation measures for biological resources identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to biological resources than the area covered by the General Plan (Page 6.3-54 of the Master EIR).

**Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

No mitigation measures related to the protection of biological resources were adopted as a part of the Master EIR.

**Notice of Preparation Responses**

No responses related to biological resources were received in response to the NOP.

**Answers to Checklist Questions**

**A.** The proposed project is consistent with the General Plan designation for the project site and proposes residential, retail, and restaurant uses. None of these uses are considered to create potential health hazards or materials that could pose a hazard to plant or animal populations.

Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

**B.** The project site is currently covered with structures, with the exception of a small parking lot at the rear of 700 and 704 K Street and a small courtyard at the rear of 712 and 716 K Street. The courtyard is planted

with ornamental trees. There are street trees along the 7<sup>th</sup> Street and K Street frontages.

St Rose of Lima Park is north of the project site, across K Street. The small park is bordered by ornamental trees. Undeveloped parcels on the north half of the 800 block of K Street lie adjacent to the project site to the east. The remainder of the project area is developed.

According to the California Department of Fish and Game Natural Diversity Database (CNDD), there are protected animal and plant species in the area of the proposed project (see Appendix D). However, the protected species are not anticipated to occur on or near the project site because the necessary habitats are not present. As previously noted, the project area is within the Central City area and, more particularly the project site is previously developed. The project site is covered with structures or pavement with only some ornamental trees in the courtyard.

As acknowledged in the Master EIR, Page 6.3-33, urban areas do not support a wide diversity of biological resources; therefore, the construction of the proposed project would not result in direct impacts to such species.

There are no Heritage trees on the proposed project site.

For these reasons, the proposed project would not result in the reduction of habitat or populations of threatened or endangered species of plant and animals. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

C. The project site is not adjacent to regulatory waters and there are no wetlands on, or adjacent to, the site. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in significant and unavoidable impacts due to the creation of potential hazards to plants and animals, reduction of the quality of habitat or reduction of population below self-sustaining levels of special status species, loss of riparian habitat, loss of wetlands or other waters of the United States, and the loss of sensitive natural communities. The City Council adopted a Statement of Overriding Considerations for these impacts. Implementation of the General Plan was determined to have a less than significant impact due to potential violations of the City Code related to the protection of trees, in particular Heritage trees. The cumulative effects of development in accordance with the General Plan were determined to result in less-than-significant impacts to biological resources.

The project does not propose construction methods or operations that would result in greater impacts to biological resources than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

The protection of biological resources would not result in growth inducing impacts.

**Finding**

The proposed project would have no additional project-specific environmental effects related to biological resources than examined in the Master EIR and the issue does not need to be addressed further.



<b>3. Cultural Resources</b>  <i>Impacts to cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5 of the CEQA Guidelines	X	

This section is tiered particularly from Chapter 6.4, Cultural Resources, of the Master EIR. For the purposes of this discussion, the term ‘cultural resources’ includes both archeological and historic resources.

See Section 4, Geology, Soils, and Mineral Resources, of this Initial Study for a discussion of potential impacts to paleontological resources.

**Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

No mitigation measures related to the protection of cultural resources were adopted as a part of the Master EIR.

**Notice of Preparation Responses**

No responses related to cultural resources were received in response to the NOP.

**Answers to Checklist Question**

A. The proposed project site is fully built out with a mix of buildings that were constructed beginning in the late 1800’s through the 1950’s. This portion of the block is representative of the original historic fabric of K Street. According to Figure 6.4-2, of the Master EIR, and the proposed project’s cultural resources report, the project site has protected historic resources.

According to Figure 6.4-1, of the Master EIR, the project site is within an area of high archeological sensitivity. These areas are known to have, or are adjacent to, recorded archaeological resources. The proposed project site was previously disturbed due to the construction of structures, including some with basements. However, earthwork associated with the proposed project could result in disturbance of previously unknown archeological resources due to the proposed rehabilitation of the basements and construction of the new structural elements of the proposed buildings.

For these reasons, the proposed project could result in significant effects to specific cultural resources that were not addressed in the Master EIR and the potential impacts will be analyzed in Chapter 4.1 of Draft EIR for this project.

**Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

See Chapter 4.1 of the Draft EIR for this project.

**Finding**

Construction of the proposed project could result in substantial adverse changes in the significance of historic and archaeological resources; therefore, these issues are analyzed in the Draft EIR for the project.

<b>4. Geology, Soils, and Mineral Resources</b>  <i>Impacts from geological features, soils conditions, or mineral resources may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards		X
B. Directly or indirectly destroy a unique paleontological resource	X	

This section is tiered from the Master EIR for the City’s General Plan particularly from Chapter 6.5, Geology, Soils, and Mineral Resources, of the Master EIR.

All city wide impacts and mitigation measures for geological features or soil conditions identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.5-28 of the Master EIR).

As shown on Figure 6.5-3, of the Master EIR, the proposed project site is within Mineral Resource Zone-1, which indicates areas with sufficient information available that no significant mineral deposits are present, or there is little likelihood for their presence. The site was previously disturbed and there are no known mineral resources on, or adjacent to the proposed project site. For these reasons, this issue will not be addressed further.

**Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

No mitigation measures related to geological or soil conditions were adopted as a part of the Master EIR.

**Notice of Preparation Responses**

No responses related to geology or soils were received in response to the NOP.

**Answers to Checklist Questions**

A. As noted on Page 6.5-20 of the Master EIR, although the proposed project site is relatively distant from known earthquake faults, structures could be subject to the effects of ground shaking caused by seismic events located in other areas. The resulting vibration could cause damage to structures and could cause ground failure such as liquefaction.

The proposed project site lies within an area subject to liquefaction. Soil in the vicinity of the site is identified by the United States Department of Agriculture - Soil Conservation Service as Urban land complex (USDA,

1993). Soils in the Urban land complex are formed in fill material derived from nearby soils and sediments that were used to elevate the land surface in low flood plains.<sup>4</sup>

The proposed project would be required to comply with Chapter 16, Structural Design Requirements, of the California Building Code (CBC), which would reduce the primary and secondary risks associated with seismically induced ground shaking. In addition, adherence requirements in the CBC related to soils and foundations would mitigate the potential hazards due to liquefaction.

General Plan Policy EC 1.1.2 requires geotechnical investigations to determine the potential for earth shaking and liquefaction due to seismic events, as well as expansive soils and subsidence problems, on sites where these hazards are potentially present. Because of the potentials for liquefaction and seismic shaking at the site, a geotechnical investigation would be required prior to the approval of the design of the structures for the proposed project site. The geotechnical investigation for the proposed project would result in site-specific recommendations, which the project applicant would be required to enact during project design and construction.

Compliance with the regulatory framework that addresses geologic and seismic issues and enactment of the recommendations in the geotechnical investigation would ensure protection against such hazards. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

B. The City of Sacramento is not highly sensitive for paleontological resources, although some discoveries have been made in the past. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Although the potential is very low, earth disturbing activities associated with the proposed project could affect the integrity of a paleontological site, causing a significant change in the significance of the resource (see Page 6.5-25 of the Master EIR).

These resources are considered to be historical resources, as defined in Section 15064.5(a) (3) (D) of the CEQA Guidelines. As such, a project that may cause a substantial adverse change in the significance of a paleontological resource is considered a project that may have a significant effect on the environment. For this reason, this issue is addressed in Chapter 4.1 of the Draft EIR.

Implementation of General Plan Policy HCR 2.1.15 would require compliance with protocols that protect or mitigate impacts to paleontological resources. Mitigation to reduce or eliminate potential significant impacts to such resources will be developed and analyzed in Chapter 4.1 of Draft EIR for this project.

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in less-than-significant impacts due to seismic hazards, unstable soil conditions, and soil erosion, for both the project level and cumulative conditions. No mitigation was required.

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<sup>4</sup> EEI, *Phase I Environmental Site Assessment for K Street Corridor* (700, 704, 730, 731, 800, 802, & 816 K Street, 809 & 815 L Street, APN's: 006-0096-002; -003; -010; -024; 006-0098-003; -004; -008; -021; and -014), Sacramento, California, February 16, 2006.



The project does not propose construction methods or operations that would result in impacts due to geologic or soil hazards than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

A discussion of growth inducement is not necessary for the analysis of potential impacts due geologic and seismic conditions.

**Finding**

The proposed project would have no additional project-specific environmental effects related to geology and soils conditions than examined in the Master EIR. No further analysis is necessary. Potential impacts to paleontological resources are analyzed in Chapter 4.1.

<b>5. Hazards and Hazardous Materials</b>  <i>Impacts due to hazards and/or hazardous materials may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities		X
B. Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials		X
C. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities		X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.6, Hazards and Hazardous Materials.

All city wide impacts and mitigation measures for hazards and hazardous materials identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts due to hazards and hazardous materials than the area covered by the General Plan (Page 6.6-28 of the Master EIR).

Two Phase 1 Environmental Site Assessments (ESAs) were prepared for the site in February and March 2006 (see Appendix E). Each Phase 1 addressed different parcels that are included in the overall block of properties. The purpose of the Phase 1 ESAs was to assess the presence or likely presence of an existing, historical, or threatened release of any hazardous substances or petroleum products into structures, soil, and/or groundwater beneath the property.<sup>5</sup>

The Phase 1 ESAs identified the following Potential Environmental Conditions (PECs) in the 700 Block:

- The presence and improper storage of chemical compounds, including paint, sealant, and roofing tar, in the basement at 712/ 714K Street. Evidence of spills or releases of these compounds was not noted in the report.
- The potential presence of asbestos containing materials (ACM), lead-based paint (LBP), light ballasts and electrical equipment that may contain polychlorinated biphenyls (PCBs), heating, air conditioning, and refrigeration that may contain chlorofluorocarbons (CFS), mercury switches, etc.
- Several businesses in the vicinity of the K Street corridor have had releases of various chemical compounds including, but not limited to, volatile organic compounds (VOCs), fuels such as diesel

<sup>5</sup> EEI, *Phase I Environmental Site Assessment, K Street Corridor, 700, 704, 730, 731, 800, 802, & 816 K Street, 809 & 815 L Street, APN's: 006-0096-002; -003; -010; -024; 006-0098-003; -004; -008; -021, and -014*, Sacramento, California, February 16, 2006, Page 1.

and gasoline, fuel components, and total petroleum hydrocarbons. This issue was further studied in the Phase 2 ESA that was performed for the proposed project and the results are stated below.

Prior to any renovation or demolition activities at the project location, an interior survey would be required to evaluate the presence of these materials, as well as any other potential environmental concerns, such as aboveground/underground fuel tanks, elevator shafts, hydraulic lifts, and floor drains.<sup>6</sup>

In December 2010, a Phase 2 ESA was prepared to assess the PECs identified in the two Phase 1 ESAs and to conduct a Hazardous Building Materials Survey (HBMS) (see discussion of HBMS in B. below). Access was gained to the portions of the property that were inaccessible during the preparation of the Phase 1s.

### **Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

No mitigation measures related to protection from hazards and hazardous materials were adopted as a part of the Master EIR.

### **Notice of Preparation Responses**

No responses related to hazards or hazardous materials were received in response to the NOP.

### **Answers to Checklist Questions**

**A.** As part of the Phase 2 ESA soil borings for the collection of soil samples and the installation and sampling of soil vapor probes were dug (see C. below for the analysis related to soil vapors).

The investigations performed during the preparation of the Phase 1 site assessment found no physical evidence of contamination, distressed vegetation, petroleum-hydrocarbon stained soil, illegal dumping, or improper waste storage/handling, with the exception of the maintenance work shop in the basement of 712/ 714K Street and in the basement of 726 K Street. Minor surface staining was noted in the maintenance area of 712/ 714K Street, and minor stained concrete near a generator was noted in the basement of 726 K Street.<sup>7</sup> Improved housekeeping practices in the maintenance area located in the basement of 712/ 714K Street were recommended, including spill prevention of chemicals and protection of the dirt floor from chemical spills.<sup>8</sup>

As part of the Phase 2, soil samples were taken from this area, as well as, within the basements of various buildings on the proposed project site in a manner that provided for a representative distribution of sample locations throughout the property. No physical signs of impacts such as staining, odors, or discoloration were observed in the borings.<sup>9</sup>

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<sup>6</sup> EEI, *Phase I Environmental Site Assessment, K Street Corridor, 700, 704, 730, 731, 800, 802, & 816 K Street, 809 & 815 L Street, APN's: 006-0096-002; -003; -010; -024; 006-0098-003; -004; -008; -021, and -014*, Sacramento, California, February 16, 2006, Page i.

<sup>7</sup> EEI, *Phase I Environmental Site Assessment, K Street Corridor, 700, 704, 730, 731, 800, 802, & 816 K Street, 809 & 815 L Street, APN's: 006-0096-002; -003; -010; -024; 006-0098-003; -004; -008; -021, and -014*, Sacramento, California, February 16, 2006, Page 27.

<sup>8</sup> EEI, *Phase I Environmental Site Assessment, K Street Corridor, 700, 704, 730, 731, 800, 802, & 816 K Street, 809 & 815 L Street, APN's: 006-0096-002; -003; -010; -024; 006-0098-003; -004; -008; -021, and -014*, Sacramento, California, February 16, 2006, Page 29.

<sup>9</sup> Ninyo & Moore, Geotechnical and Environmental Sciences Consultants, *Phase II Environmental Site Assessment, 700 Block of K Street Properties*, Sacramento, California, December 30, 2010, Page 6.

The analyses of the soils samplings and field work determined that there are no significant amounts of contaminated soils on the project site. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

**B.** Construction of the proposed project requires the demolition and renovation of structures that pre-date the ban on the use of asbestos and lead in building construction; therefore, for the purposes of this analysis it is assumed that such materials are present in the structures. Demolition and construction activities could result in the disturbance and release these materials.

Due to the age of the existing structures, building materials could have been used that are currently considered hazardous materials. Therefore, in December 2010 a HBMS<sup>10</sup> was performed to evaluate the potential hazards associated with the building materials (see Appendix E). The assessment did not include a subsurface assessment of hazardous materials, such as asbestos-containing or tar-covered pipes.

Suspect materials not tested as part of the HBMS must be tested prior to renovation or demolition activities. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

The abatement of asbestos would fall under the requirements of both the federal National Emissions Standard for Hazardous Air Pollutants regulations and the Sacramento Metropolitan Air Quality Management District (SMAQMD) (Rule 902). The Occupational Health and Safety Administration (OSHA) requirements apply whenever materials with any detectable amounts of lead are disturbed. LBP that is removed as part of the proposed project would require handling as a California Title 22 hazardous waste.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material. There are specific disposal requirements in Rule 902 for friable asbestos-containing material (easily crumbled), including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

ACMs, asbestos containing construction materials (ACCM), LBP, lead containing paint (LCP), and miscellaneous hazardous building materials are present in the buildings within the proposed project site. Because the materials are currently in good, undisturbed condition, exposure of building occupants is expected to be negligible. Currently, only 724 K Street is occupied by a retail merchant on the ground floor.

The materials would be damaged or disturbed during the proposed renovation or demolition activities, thereby releasing asbestos fibers or lead dust, creating a potential health hazard.<sup>11</sup>

Compliance with federal, State, and local regulations would protect people from potentially hazardous materials during the development of the proposed project. As outlined in the HBMS, the following would be required during the demolition and construction activities associated with the proposed project:

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<sup>10</sup> Ninyo & Moore, *Hazardous Building Materials Survey, Ten Parcels within the K Street Corridor, Sacramento, California*, December 31, 2010.

<sup>11</sup> Ninyo & Moore, *Hazardous Building Materials Survey, Ten Parcels within the K Street Corridor, Sacramento, California*, December 31, 2010, Page 14.



- Prior to renovation or demolition work that would disturb identified ACMs/ACCMs, a licensed asbestos abatement removal contractor shall remove the ACMs/ACCMs in compliance with the most recent applicable federal, State, and local laws, regulations, standards, and/or codes governing abatement, transport, and disposal of ACMs/ACCMs.
- Prior to renovation or demolition work that would disturb identified LBP/LCP, a licensed LBP/LCP abatement/stabilization removal contractor shall remove the LBP/LCP in compliance with the most recent applicable federal, State, and local laws, regulations, standards, and/or codes governing abatement, transport, and disposal of LBP/LCP.
- Prior to demolition or renovation activities, potential mercury-containing thermostats/switches, PCB-containing items (light ballasts, transformers, etc.), fluorescent light tubes, exit signs, air conditioning units, and freon-containing refrigeration systems should be removed and properly recycled or disposed of by a licensed contractor according to all applicable federal, State, and local laws/regulations.
- There is a possibility that additional suspect ACMs, LBP, LCP, or other miscellaneous hazardous building materials would be discovered during building renovations or demolition. Therefore should additional suspect materials not sampled or assessed in the HBMS report be uncovered during demolition/renovation activities, (a) samples of suspect materials should be collected for laboratory analysis and activities that may impact the materials should cease until laboratory analytical results are reviewed or (b) the materials should be assumed to be hazardous and handled as such.

Various regulations and guidelines pertaining to the abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities. These requirements include SMAQMD Rule 902 pertaining to asbestos abatement, Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations. Asbestos and lead abatement must be performed and monitored by contractors with certifications from the State Department of Health Services. The California Occupational Safety and Health Administration (Cal/OSHA) has regulations concerning the use of hazardous materials. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

General Plan Policy 3.1.1 would require that the existing buildings and proposed project site be investigated for the presence of hazardous materials and/or waste contamination prior to development. Appropriate measures to protect the health and safety of all possible users and adjacent properties are required.

Compliance with the rules and regulations (including General Plan policy) would ensure that workers and the public are protected from asbestos, lead, and other hazardous materials. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

C. The project proposes a parking structure with a subsurface level and subsurface structures within the block would be rehabilitated or constructed on some of the parcels. Groundwater levels in the site vicinity range from approximately 15 feet below ground surface (bgs) to 20 feet bgs, with the flow direction ranges from southeast to northeast.<sup>12</sup>

More generally, two groundwater zones are noted as being present in this area of the city: an upper sand zone that occurs from approximately 20 to 30 feet bgs; and lower sand zone that occurs from approximately

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<sup>12</sup> Ninyo & Moore, Geotechnical and Environmental Sciences Consultants, *Phase II Environmental Site Assessment, 700 block of K Street Properties*, Sacramento, California, December 30, 2010, Page 4.

30 to 80 feet bgs. At least two groundwater plumes containing various volatile organic compounds (VOCs) could result in the exposure of people to existing contaminated groundwater during construction and/or dewatering activities. One plume is associated with the Railyards, the southern boundary (of the Railyards Specific Plan area) which is located approximately 1/3 mile north-northwest of the site. The boundary of the plume appears to extend to northwest corner of 7th and K Streets, over a portion of the proposed project site. The plume contains various VOCs and is present in the lower sand zone. The other plume appears to originate from a source south of the 700 Block site around 7th Street, and P and Q Streets; however the source is not specified. The boundary of the plume, as shown at the time of the investigation, appears to extend beneath the entire 700 Block site and beyond to between J and I Streets. The plume contains primarily 1,4-Dioxane<sup>13</sup> and is present in the lower sand zone.<sup>14</sup>

Because the approximate depth to the contaminated groundwater is 30 to 80 feet bgs, it is not anticipated that construction of the proposed project would encounter the contaminated groundwater. The lowest level structure would be approximately ten feet bgs. In addition, the structures do not require non-standard foundation work or footings. However, if contaminated groundwater is encountered, remediation activities would be required by the Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), and Sacramento County Environmental Management Department (SCEMD) prior to continuance of construction activities. In addition, all dewatering activities would be subject to the requirements of the City's Department of Utilities Engineering Services Policy No. 0001 (adopted as Resolution No. 92-439 by the City Council), which protects water quality by monitoring dewatering activities and ensuring that all groundwater discharges are free of contamination. The City does not allow permanent dewatering for projects.

Based on the results soil vapor samples, releases of VOC compounds through volatilization may have occurred in the site vicinity, potentially resulting in the presence of VOCs detected in soil vapor beneath the proposed project site.<sup>15</sup>

No significant environmental impacts were detected in the soil vapor samples collected from the six vapor probes installed at the site during the Phase 2 investigation. The VOC concentrations detected were not at levels above the residential land use effects screening level of California Human Health Screening Levels. In addition, based on the results of the Health Risk/Hazard Characterization, there did not appear to be a concern with regard to human health risk. Based on the findings of the Phase 2 investigation, further investigation for hazardous releases at the site is not warranted, and that no remedial measures are required at this time.<sup>16</sup>

As stated, it is not anticipated that construction of the proposed project would encounter contaminated groundwater because of the depth to the groundwater and the anticipated depths of ground disturbance during demolition/ construction of the project. However, if groundwater is encountered, compliance with the rules and regulations would ensure that workers and the public are protected from groundwater contamination and hazardous soil vapors from the contaminated groundwater during construction.

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<sup>13</sup> A solvent for organic and inorganic compounds. The US Environmental Protection Agency (EPA) classified 1,4 dioxane as a probable human carcinogen. (<http://www.epa.gov/ttn/atw/hlthef/dioxane.html>, accessed January 16, 2011).

<sup>14</sup> Ninyo & Moore, Geotechnical and Environmental Sciences Consultants, *Phase II Environmental Site Assessment*, 700 block of K Street Properties, Sacramento, California, December 30, 2010, Pages 2 and 3.

<sup>15</sup> Ninyo & Moore, Geotechnical and Environmental Sciences Consultants, *Phase II Environmental Site Assessment*, 700 Block of K Street Properties, Sacramento, California, December 30, 2010, Page 14.

<sup>16</sup> Ninyo & Moore, Geotechnical and Environmental Sciences Consultants, *Phase II Environmental Site Assessment*, 700 Block of K Street Properties, Sacramento, California, December 30, 2010, Page 14.

Permanent dewatering for foundations or basements would not be allowed because the CSS does not have adequate capacity. Therefore, such structures would be designed without the need for permanent dewatering.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in less-than-significant impacts due to exposure of people to hazards and hazardous materials during construction and operation of the project, for both the project level and cumulative conditions. No mitigation was required.

The project does not propose demolition or construction methods that would result in greater releases/exposure of hazards and hazardous materials than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

A discussion of growth inducement is not necessary for the analysis of potential impacts due geologic and seismic conditions.

### **Finding**

Assuming compliance with all regulations, rules, and policies, the proposed project would have no additional project-specific environmental effects related to hazards and hazardous materials than examined in the Master EIR and the issue does not need to be addressed further.

<b>6. Hydrology and Water Quality</b>  <i>Impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project		X
B. Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood		X

This section is tiered from the Master EIR for the City’s General Plan, in particular, Chapter 6.7, Hydrology and Water Quality.

All city wide impacts and mitigation measures for hydrology and water quality identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to hydrology and water quality than the area covered by the General Plan (Page 6.7-36 of the Master EIR).

See Section 10 for a discussion of the storm drainage system for the project. This section addresses potential impacts to hydrology and water quality during construction and stormwater runoff, in post-construction conditions.

**Notice of Preparation Responses**

No responses related to hydrology or water quality were received in response to the NOP.

**Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

**Mitigation Measure 6.7-6 - General Plan Policy ER 1.1.5 - No Net Increase:** The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100- year storm event.

**Answers to Checklist Questions**

A. The project area is essentially flat. Surface drainage generally flows south toward the City sewer system and eventually into the Sacramento River, located approximately one-half mile west of the site. The proposed project site is currently fully developed with structures and other impervious surfaces; therefore, the amount of stormwater runoff is not anticipated to increase as a result of the proposed project.



Both the demolition and construction necessary for the project would result in land-disturbing activities, such as grading, excavation, and trenching. The exposure of soils during these activities could result in the potential for soil erosion and sedimentation in runoff during precipitation. Construction equipment has the potential to leak fuels, oils, and other construction-related hazardous materials, which would pose a threat to surface or groundwater quality. Sediment and contaminants could be transported downstream to the Sacramento River and its downstream drainages and water bodies.

There are several regulatory mechanisms that control construction activities to minimize, to the maximum extent practical, the degradation of water quality. The contractor(s) for the project would be required by the City to comply with the City's Stormwater Quality Improvement Plan (SQIP) to reduce the pollution carried by stormwater to water bodies. Because the project site is over one acre (1.2 acres), the City would require coverage under the National Pollutant Discharge Elimination System (NPDES) Permit and include erosion and sediment control plans. These permits contain limits on allowable concentrations and mass emissions of pollutants contained in discharges. Best Management Practices (BMPs) are a wide variety of measures that can be taken to reduce pollutants in stormwater runoff.

In addition, the City would also require the contractor's(s)<sup>17</sup> erosion and sediment control plan to include BMPs to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction. Implementation of these measures would comply with State and federal water quality regulations and reduce potential impacts to a less-than-significant level.<sup>17</sup> During construction the City would inspect the construction area to verify that the measures specified in the erosion and sediment control plan are properly implemented and maintained.

General Plan Policy ER 1.1.7 requires that contractors comply with Section 15.88 of the City Code (erosion and sediment control) and City Code Section 13.16 (stormwater management and discharge control).

Once construction is complete, General Plan Policy U4.1.4 requires the preparation of drainage plans for proposed developments in order to determine the necessary drainage improvements to meet City standards and to comply with the NPDES permit. See Section 10 for further discussion of the proposed storm drainage facilities for the project.

A 91-space parking garage is proposed as part of the development. Currently there are no parking spaces on the project site, so this proposal would add potential sources of contamination to stormwater runoff. Runoff from urban development typically contains a variety of substances including oils, grease, fuel, and the byproducts of combustion.

Through the SQIP, new development is required to implement stormwater quality treatment and/or BMPs in project design. Post-construction stormwater quality controls require the use of source control runoff reduction and treatment control measures set forth in the *Stormwater Quality Manual for Sacramento and South Placer Regions*. These measures include treatment control, such as swales, filter strips, media filters, and infiltration controls and housekeeping practices, such as spill prevention, proper storage, and clean-up procedures. General Plan Policy ER 1.1.4 requires new development to protect the quality of water bodies through measures that are consistent with the City's NPDES permit. Policy 1.1.6 requires control of stormwater runoff to prevent or reduce downstream erosion and to protect riparian habitat.

Compliance with the regulatory framework that addresses water quality issues would ensure protection of water quality, both during construction and implementation of the proposed project. Therefore, the

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<sup>17</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.7-25.

proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

**B.** As shown on the Flood Insurance Rate Map for the project area, the project site is located in Zone X<sup>18</sup>, which is an area protected from a 1-percent chance or greater flood hazard (i.e. 100-year flood) by levees. None of the proposed improvements for the project would occur on or near the levees and; therefore, the project could not compromise the level of flood protection provided by the levees. For these reasons, the project would not substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in less than significant impacts due to potential degradation of water quality during construction and implementation of individual projects within the City. The General Plan also determined that the cumulative impacts related to development were also less than significant. The potential impacts due to exposure of people and property to local and regional 100-year floods were determined to be less than significant. No mitigation was adopted for this issue area.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not propose construction methods or operations that would result in a greater level of impacts to hydrology and water quality than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

A discussion of growth inducement is not necessary for the analysis of potential impacts to hydrology and water quality.

### **Finding**

The proposed project would have no additional project-specific environmental effects related to hydrology and water quality than examined in the Master EIR and the issue does not need to be addressed further.

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<sup>18</sup> Federal Emergency Management Agency, Flood Insurance Rate Map, City of Sacramento, Sacramento County, , Panel 25 of 30, Community Panel Number, 060266 0025 F, Map Revised July 6, 1998.

<b>7. Noise and Vibration</b>  <i>Impacts due to noise and vibration may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases		X
B. Result in residential interior noise levels of 45 dBA L <sub>dn</sub> or greater caused by noise level increases due to the project		X
C. Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance		X
D. Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction		X
E. Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations		X
F. Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic		X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.8, Noise and Vibration.

All city wide impacts and mitigation measures for noise and vibration identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.8-51 of the Master EIR).

**Notice of Preparation Responses**

No responses related to noise and vibration were received in response to the NOP.

**Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

The following General Plan policies would avoid or lessen environmental impacts as identified in the Master EIR and are considered mitigation measures for the following project-level and cumulative impacts.

**General Plan Policy EC 3.1.5 – Interior Vibration Standards:** The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at

nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

**General Plan Policy EC 3.1.6 – Vibration Screening Distances:** The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the Federal Transit Administration (FTA) screening distance criteria.

**General Plan Policy EC 3.1.7 – Vibration:** The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.

### Answers to Checklist Questions

**A.** The existing uses adjacent to the proposed project site include retail uses, offices, and an urban park (St Rose of Lima). The Hotel Berry is south of the project site, across the alley and the Bel Vue Hotel is located across 8<sup>th</sup> Street and to the southeast. Neither hotel is currently in operation. There are no other noise-sensitive receptors in the project vicinity.

Along this portion of K Street, the major sources of noise are attributable to light rail noise and the ambient noise of cross traffic at numbered streets. The City's normally acceptable exterior noise category for urban residential infill, mixed-use projects, and offices is 70 dBA.<sup>19</sup> There are no such standards for retail or restaurant uses. According to the *Environmental Noise Assessment* prepared for the proposed project (see Appendix F), predicted Year 2030 traffic noise levels at the project site are 67.5 dB Ldn due to traffic on 7<sup>th</sup> Street and 67.3 dB Ldn due to traffic on 8<sup>th</sup> Street.<sup>20</sup> The predicted Year 2030 noise level due to light rail operations adjacent to the project site is 67 dB Ldn.<sup>21</sup> The predicted cumulative light rail and traffic noise levels is 71 dB Ldn at the project site.<sup>22</sup>

No balconies are proposed for the residential units above the retail and restaurant uses along K Street. The proposed newly constructed building would sit back from K Street approximately 145 feet. The project proposes balconies on the residential units in the new structure; therefore, there would be balconies that would be exposed to traffic noise levels of approximately 67 dB Ldn on 7<sup>th</sup> and 8<sup>th</sup> Streets. The City's General Plan states that the "normally acceptable" noise exposures for urban residential infill projects do not apply to balconies on multi-story and multi-family structures.

The proposed rooftop garden and three rooftop decks would be exposed to both the light rail and traffic noise. The rooftop garden (for use by the residents) would be on the second floor and interior to the site, surrounded on three sides (alley, 7<sup>th</sup> Street, and 8<sup>th</sup> Street) with structures that are four stories above it. This area would be set back from K Street by about 107 to 127 feet. One rooftop deck would be on K Street, on top of the three story building at 708 K Street with the other on top of the second story at 700 K Street. The decks would be used by commercial operators on the project site.

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<sup>19</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.8-24.

<sup>20</sup> j.c. brennan & associates, *Environmental Noise Assessment, 700 K Street, Sacramento County, California*, November 30, 2010, Page 8.

<sup>21</sup> j.c. brennan & associates, *Environmental Noise Assessment, 700 K Street, Sacramento County, California*, November 30, 2010, Page 9.

<sup>22</sup> j.c. brennan & associates, *Environmental Noise Assessment, 700 K Street, Sacramento County, California*, November 30, 2010, Page 9. Note that the cumulative analysis assumed that K Street is open to traffic and that the traffic volumes and resulting traffic noise along K would be similar to 7<sup>th</sup> Street and 8<sup>th</sup> Street.



The proposed roof decks could generate noise that results in noise that is above the normally acceptable range for the adjoining residential units. For this reason, additional soundproofing measures are proposed for the construction of the structure. Soundboards would be installed between the finish and sub floors on all residential units with direct impacts to the use of the rooftops in addition to 'z-channels' between the framing and drywall. Glass walls with a high sound transmission class (STC) ratings would surround the roof decks on the sides not adjacent to buildings.

The proposed entertainment venue would be located at the corner of K Street and 7<sup>th</sup> Street. (700 K Street) This location at an intersection would provide exteriors on the north and west sides. The proposed use next door, at 704 K Street, would be occupied by uses that either would complement the neighboring venue or retail uses that would create a buffer between the entertainment venue and the proposed residences at 708 K Street (note there is not a '706' K Street).

Any entertainment use established within the proposed project would be subject to the provisions of City Code Section 5.108, Entertainment Permits, more specifically Section 5.108.100, Observation of Noise Abatement Laws Required.

General Plan Policy EC 3.1.3 requires new development to include noise mitigation to assure 45 dBA Ldn for residences. Standard construction practices, consistent with the Uniform Building Code, typically provide an exterior to interior noise reduction of 20 to 25 dB, assuming that air conditioning is included for each unit. Because the cumulative future exterior noise levels are predicted to be 71 dB Ldn, all residential units which have windows facing K Street, 7<sup>th</sup> Street, and 8<sup>th</sup> Street would have STC 30 rated windows and sliding glass doors. These building features would reduce the interior noise to acceptable levels.

As noted in the Traffic and Circulation analysis, traffic generated by the proposed project would not be considered substantial and would not degrade levels of service on roadways or intersections to unacceptable levels. The existing streets in the vicinity of the project site would have adequate capacity to accommodate the project-generated traffic volumes without any significant traffic related impacts (see Section 11). Because the project would not result in significant impacts to traffic flow in the project vicinity, it is not anticipated that noise generated from the new trips due to development of the project would significantly increase noise in the project area.

The future tenants and residents of the proposed project would be provided with an acknowledgement that they are in an urban environment and that they would experience the noises associated with urban environments such as, from vehicle radios, pedestrians, and other entertainment venues.

For these reasons and because the project applicant proposes the additional measures for soundproofing and noticing, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study

**B.** There are no existing residential units adjacent to the proposed project site. Due to the relatively low volume of generated traffic and the existing noise environment in the Central City, the traffic generated by the proposed project is not anticipated to result in significant increases in noise at residential uses elsewhere in the project area.

Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

C. Development of the proposed project would generate noise both during demolition of the existing structures and construction and rehabilitation activities. Chapter 8.68 of the City Code exempts noise due to the erection, excavation, demolition, or alteration of structures as long as the activities are limited to between the hours of 7 a.m. and 6 p.m. Monday through Saturday and between the hours of 9 a.m. and 6 p.m. on Sunday. However, the Code requires that internal combustion engines be equipped with suitable exhaust and intake silencers that are in good working order in order for this exemption to be in effect. There are no sensitive noise receptors adjacent to the proposed project. If pile driving is necessary in order to construct the proposed project, the quieter sonic pile drivers would be required as a condition of project approval.

Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

D. The proposed project would demolish portions of the existing structures on the project site in order to construct a new structure and would rehabilitate the remaining structures. The project would involve all buildings on the project site; and therefore, protection of the structures to remain from construction-induced vibration would be part of the project.

There are commercial and office uses on the west, north, and southern sides of the project site. As shown on the table, only impact pile driving or, possibly, sonic pile driving would be anticipated to create vibration above 0.5 inches per second. It is not currently known whether pile driving would be necessary for the proposed project; but as a worse-case-scenario, this analysis assumes that it is. For this reason, it would be a condition of approval that the project use sonic pile drivers with pre-drilled holes, unless engineering studies are submitted to the City that shows this is not feasible and cost-effective.

The right of way widths of 7<sup>th</sup>, 8<sup>th</sup>, and K Streets are 80-foot wide. Therefore, as shown, in the table, vibration resulting from other types of construction activities is not anticipated to be an issue to structures across these streets from the project site.

<b>Equipment</b>		<b>PPV at 25 feet (in/sec)</b>
Pile Driver (impact)	Upper Range	1.518
	Typical	0.644
Pile Driver (sonic)	Upper Range	0.734
	Typical	0.170
Vibratory Roller		0.210
Hoe Ram		0.089
Large Bulldozer		0.089
Caisson Drilling		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozer		0.003

*Source: PBS&J/EIP, Railyards Specific Plan Draft Environmental Impact Report, (SCH 2006032058) August 2007, Page 6.8-23.*

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

E. The proposed project site is not adjacent to, or near, a major highway. Therefore, vibration due to highway traffic is not an issue for this proposed project.

As noted on Page 6.8-45 of the General Plan Master EIR, the potential for structural damage resulting from vibration caused by the light rail tracks would be very rare under any circumstance, but vibration-induced disruption could occur if the uses are close enough to the rail lines. There are light rail tracks on the north, east, and west sides of the proposed project site. As noted on Page 6.8-23, Table 6.8-2, of the Master EIR, the critical distances from the right of way of light rail lines for residential land uses is 150 feet and 100 feet for land uses with primarily daytime uses<sup>23</sup>. General Plan Policy EC 3.1.6 requires new residential and commercial projects located adjacent to light rail lines to follow the Federal Transportation Agency (FTA) screening distance criteria. The project does not propose residential uses on the ground floors. The FTA screening criteria are not applicable to the proposed retail uses and restaurants on the ground floors of the existing buildings and the parking garage in the proposed new structure.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

F. There are two structures that are listed on the Sacramento Register of Historic and Cultural Resources that would be renovated as part of the proposed project and their historic facades restored to their historically significant appearances. Because these structures are part of the construction area of the project, the impacts due to exposure to vibration would be considered in the construction of the project. Portions of the alley façade and courtyard are potentially eligible for listing; however, the project proposes to demolish it as part of the project. For these reasons, the project's potential impacts to historic structures due to construction vibration will focus on the adjacent historic structures.

The historic Bel Vue Hotel is located across 8<sup>th</sup> Street and to the southeast. The right of way width of 8<sup>th</sup> Street is 80 feet. Because of its distance from the proposed project site, it is not anticipated that the demolition and construction activities related to the proposed project would result in impacts due to vibration (see Table 2).

The Greyhound Bus Station is currently located across the K/L Alley from the project site. The structure may be eligible for individual listing in the National Register of Historic Places. The alley is twenty feet wide and both the proposed structure on the project site and the depot appear to be on or near the parcel lines; therefore, as shown in Table 2, pile driving and other construction methods could result in vibration peak particle velocities greater than 0.2 inches per second if pile driving is required or equipment such as vibratory rollers are used in close proximity to the parcel lines.

As previously noted in D above, it is not currently known whether pile driving would be necessary for the proposed project; but as a worse-case-scenario, this analysis assumes that it is. The project would be conditioned to use sonic pile drivers with pre-drilled holes (except as previously noted).

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<sup>23</sup> These distances are based on the Federal Transit Administration screening distance criteria.

A construction vibration analysis for the proposed project was conducted (see Appendix F). The analysis concluded that the use typical construction equipment would not exceed the thresholds or the criteria for causing damage to buildings, as shown in the analysis.<sup>24</sup>

General Plan Policy EC 3.1.7 requires assessment of the damage potential of vibration-induced construction activities in close proximity to historic buildings and requires enactment of feasible measures to ensure that no damage would occur. Therefore, prior to any demolition or construction activities on the project site, a qualified engineer shall determine whether the Greyhound building needs protection during either or both the demolition and construction activities on the proposed project site. If so, then the engineer shall determine the type and level of protection that is necessary. The project applicant would be responsible for repairing any damaged areas to pre-existing conditions.

The Master EIR for the City's General Plan determined that compliance with Policy EC 3.1.7 would ensure that all feasible measures be implemented to ensure that no damage would occur. The impact related to vibration effects on historic structures was determined to be less than significant.<sup>25</sup>

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project would include construction methods, building designs, and operational methods that would reduce the potential noise and vibration impacts to less-than-significant project levels.

The project would not result in greater levels of noise or vibration than previously analyzed in the Master EIR; and therefore, would not result in an individually minor, but collectively significant, project impacts.

A discussion of growth inducement is not necessary for the analysis of potential impacts due to increased noise and vibration.

### **Finding**

Construction of the proposed project would result in less-than-significant impacts due to noise and vibration; therefore, no further analysis is necessary.

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<sup>24</sup> j.c. brennan & associates, Construction Vibration Analysis for the 700 K Street Project, January 21, 2011, Page 3.

<sup>25</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.8-46.



<b>8. Parks and Open Space</b>  <i>Impacts to parks and open space may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Result in increased use of existing parks or recreational facilities such that substantial physical deterioration of these facilities could occur		X
B. Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan		X

This section is tiered from the Master EIR for the City’s General Plan, in particular Chapter 6.9, Parks and Open Space.

All city wide impacts and mitigation measures for parks and open space identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.9-23 of the Master EIR).

**Mitigation Measures from 2030 General Plan Master EIR that Apply to the Project**

No mitigation measures related to the protection of park facilities and open space were adopted as part of the Master EIR.

**Notice of Preparation Responses**

No responses related to recreational facilities were received in response to the NOP.

**Answers to Checklist Questions**

**A.** The proposed project would add approximately 153 residential units. The City of Sacramento, Department of Parks and Recreation (Department), uses a factor of 1.76 persons per household for multi-family residential uses for the calculation of required parkland. Therefore, the 153 units proposed for the project would equal approximately 270 new residents. According to Table 33, 0.68 acres each of community-serving and neighborhood-serving parkland would be required for the proposed project.

The community-serving parkland dedication requirement can be met through the payment of Quimby in-lieu fees. These fees may be pooled and used for acquisition of a community park site to serve the area or to make improvements to existing parks serving the Central City Community Plan Area. The Department determines which parks should be developed/ improved in accordance with the City’s Parks and Recreation Master Plan.

Table 3 Required Parkland Dedication (per City Code Chapter 16.64)		
270 New Residents	Community Serving (2.5 acres/1000 persons)	0.68 acres
270 New Residents	Neighborhood Serving (2.5 acres/1000 persons)	0.68 acres

In addition to Quimby dedications through City Code Chapter 16.64, the proposed project would be subject to the requirements of City Code Chapter 18.44.060 (Park Development Impact Fee). The applicant would contribute to the funding for improvements to neighborhood and community parks. All new development, including residential, commercial, and office, is required to meet the needs of, and address, the impacts caused by the additional people residing or employed on the property as a result of the development.

The required park impact fees for the residential and commercial areas would be at the infill rate. The payment of the required fees for the provision of expanded and/or new park facilities would assist the City in meeting the service level goals due to the increase in population resulting from the proposed project. Therefore, this project would not result in a substantial physical deterioration of existing parks or recreational facilities. For this reason, the project would not create the need for new or expanded recreational facilities beyond what was anticipated in the General Plan. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

**B.** The proposed project is consistent with the General Plan land use designations and the existing zoning requirements of the project site. For this reason, the project would not create the need for new or expanded recreational facilities beyond what was anticipated in the General Plan. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

**Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in less than significant impacts related to increased use of existing parks or recreational facilities and the need for construction or expansion of recreational facilities, beyond that anticipated in the General Plan.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not propose development that would result in a greater level of impacts to park and recreational facilities than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

The provision of park and recreational facilities are not considered growth inducing.

**Finding**

The project would have no additional substantial project-specific environmental effects related to park and recreational facilities. No further analysis is necessary.

<b>9. Public Services</b>  <i>Impacts to public services may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR.</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Would the project require, or result in, the construction of new, or the expansion of existing, facilities related to the provision of police and fire protection and schools		X

This section is tiered from the Master EIR for the City's General Plan, particularly from Chapter 6.10, Public Services.

All city wide impacts and mitigation measures for public services identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Pages 6.10-13, 6.10-24, and 6.10-46 of the Master EIR).

The Master EIR for the 2030 General Plan addressed the provision libraries and emergency services as part of the analyses related to the provision of public services. As noted on Page 6.10-47 of the 2030 General Plan, a joint powers agency between cities in the region and Sacramento County is responsible for the planning, construction, and operation of libraries in the City. Similarly, private organizations are responsible for addressing the medical needs of the City and responding accordingly (Page 6.10-66 of the Master EIR). For these reasons, the provision of these two public services will not be further analyzed for the proposed project.

**Mitigation Measures from 2030 General Plan Master EIR that Apply to the Project**

No mitigation measures related to the provision of public services were adopted as part of the Master EIR.

**Notice of Preparation Responses**

No responses related to public services were received in response to the NOP.

**Answers to Checklist Question**

**A (1) Police Protection**

The proposed project site is within the Central Command area of the Sacramento Police Department (SPD), currently housed north of the project site on Richards Boulevard. According to the Master EIR, the facility is able to serve the existing needs within the downtown but will not be able to support the projected growth that would result from the development projected for the downtown areas. A new police facility will be required for full buildout of the Central Command area.<sup>26</sup>

<sup>26</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.10-2.

The SPD does not have an adopted officer to resident ratio; however, unofficial goals of 2.0 to 2.5 sworn police officers per 1,000 residents and 1 civilian support staff per 2 sworn officers is maintained. The City of Sacramento assumes approximately 2.5 persons per household. Therefore, the proposed 153 residential units would generate approximately 383 residents.<sup>27</sup> Therefore, the proposed project would generate the need for approximately 1 (0.8 to 1.0) sworn officer, with an attendant civilian staff member (0.5).

As stated in the Master EIR, "Because future development anticipated under the 2030 General Plan would be required to comply with the general plan policies, adequate police services would be provided to serve the anticipated increase in demand. Through the implementation of these policies the proposed project (buildout under the General Plan) would result in a less-than-significant impact."<sup>28</sup>

General Plan Policy PHS 1.1.1 requires a Police Master Plan to address staffing needs, facility needs, and service goals. Policy PHS 1.1.4 requires the City to ensure that the development of fire facilities and delivery of services keeps pace with development and growth in the City.

The proposed project would be consistent with the General Plan designation of the site and would be compliant with the current zoning category. For this reason, the project would not create the need for new or expanded police facilities beyond what was anticipated for the site in the General Plan. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

## **A (2) Fire Protection**

The Sacramento Fire Department stated that the existing fire facilities within the City are already staffed at or beyond capacity and cannot accommodate the additional staff needed to serve future development under the General Plan.<sup>29</sup>

General Plan Policy PHS 2.1.1 requires a Fire Master Plan to address staffing needs, facility needs, and service goals. Policy PHS 2.1.5 requires the City to ensure that the development of fire facilities and delivery of services keeps pace with development and growth in the City.

As with the provision of police protection, although development anticipated under the 2030 General Plan would require new and/ or expanded facilities to provide fire protection, compliance with the General Plan policies would result in a less-than-significant impact.

For this reason, the project would not create the need for new or expanded fire protection facilities beyond what was anticipated for the site in the General Plan. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study

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<sup>27</sup> Note that this approximate population for the project site is probably higher than the actual would be due to the relatively small sizes of the units and the urban nature of the residences.

<sup>28</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.10-12.

<sup>29</sup> City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.10-23.



**A (3) Schools**

As shown on Figure 6.10-2 of the Master EIR, the proposed project site is located in the Sacramento City Unified School District.

<b>Table 4</b>			
<b>Student Generation</b>			
<b>Type of School</b>	<b>Multi-Family Generation Rate</b>	<b>Number of Dwelling Units</b>	<b>Number of Students Generated</b>
<b>Elementary</b>	0.1	153	15.3 (16)
<b>Middle</b>	0.02	153	3.06 (4)
<b>High</b>	0.03	153	4.59 (5)
<b>Total</b>			<b>25</b>
<i>Source: Generation rates are from: City of Sacramento, Sacramento 2030 General Plan Master Environmental Impact Report (2009), Page 6.10-44, Table 6.10-16.</i>			

The proposed project would be consistent with the General Plan designation of the site and would be compliant with the current zoning category. For this reason, it is assumed that the number of students assumed to be generated by the proposed project would be similar to the number of students assumed for the area in the Master EIR. As shown in Table 4, approximately 25 students could be generated by the development of the proposed project.

The increase in students resulting from the development of proposed residential land uses could contribute to the need for new / or expanded school facilities. The location and timing of new and/or expanded school facilities would be determined through the preparation of the school district's facilities Master plan. The environmental review of such facilities would be undertaken by the school district.

Senate Bill 50 is a school construction funding measure that was approved on the November 1998 ballot. The Senate Bill created the School Facility Program for eligible school districts to obtain State bond funds. State funding requires matching local funds that generally come from developer fees, such as those that would be required for development of the proposed project. The passage of SB 50 eliminated the ability of cities and counties to require full mitigation of school impacts and replaced it with the ability for school districts to assess fees directly to offset the costs associated with increasing school capacity as a result of new development.

The payment of statutory fees by developers required by SB 50 are "deemed to be complete and full mitigation" of the impacts of new development, although SB 50 acknowledges that payment of developer fees and State funding do not fully fund the required new school facilities. New development associated with the proposed project would be required to pay a fee, per SB 50, toward the provision of school facilities.

For the above reasons, although implementation of the RDSP would generate additional elementary, middle, and high school students in the RDSP area, the impact is considered less than significant.

The project would not create the need for new or expanded school facilities beyond what was anticipated in the General Plan. Therefore, the proposed project would not result in an additional significant environmental

effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study

**Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in less-than-significant impacts to the provision of police and fire protection, as well as schools. Although full buildout of the General Plan would result in the need for expanded and new facilities for all three public services, it was determined that compliance with General Plan policies regarding the provision of police and fire protection, and payment of the developer impact fees would ensure that adequate protection would be provided to serve the anticipated increase in demand. Payment of the fees per Senate Bill 50 is considered complete mitigation for the purposes of CEQA. Similarly, the cumulative effects of development in accordance with the General Plan were determined to result in less than significant impacts to the provision of police and fire protection and the provision of schools for the above reasons.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not development that would result in more significant impacts to public services than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

The proposed project would not construct new or expanded facilities for the City's Police and Fire Departments, nor would it dedicate a new site for such facilities. Therefore, the project is not considered growth inducing.

**Finding**

The proposed project would have no additional project-specific environmental effects related to the provision of public services than examined in the Master EIR and the issue does not need to be addressed further.

<b>10. Public Utilities</b>  <i>Impacts to public utilities may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments		X
B. Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts		X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.11, Public Utilities.

All city wide impacts and mitigation measures for public utilities identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Pages 6.11-40, -63, -69 of the Master EIR).

Solid waste disposal, electricity and natural gas, and telecommunications were addressed in the Master EIR. The analysis of solid waste disposal determined that with the remaining capacity and expected lifespans of the landfills used by the City, combined with the continued use of transfer stations, the increased solid waste generated by development under the General Plan would not exceed capacity of the landfills (see Page 6.11-74 of the Master EIR). Because the proposed project is consistent with the General Plan designation for the site, this issue will not be addressed further.

The provisions of electricity and natural gas in the City are by others. PG & E and SMUD are responsible for the planning, construction, and provision of energy in the City. Because the proposed project is consistent with the General Plan designation for the site, these issues will not be analyzed further.

SMUD has underground electric lines and a vault in K Street. The existing electric transformer (in the vault) would serve the retail and restaurant portions of the project, while a new transformer would serve the residential units. The new transformer would be installed in the proposed new building; and therefore, the installation would not result in any significant impacts not addressed by the other issue areas in this environmental review.

PG & E would provide natural gas service to the project site. As stated in the Master EIR, "because PG & E's demand projections are continuously updated, and PG & E's system has ample capacity to ensure continued levels of service to all customers within the region, PG & E has stated that it can supply natural gas upon buildout of the General Plan without jeopardizing other existing or projected service commitments".<sup>30</sup>

<sup>30</sup> City of Sacramento, 2030 General Plan Master Environmental Impact Report, certified March 2009, Page 6.11-86.

Private organizations are responsible for the planning, construction, and provision of telecommunication facilities. For this reason, this issue will not be addressed further.

### **Mitigation Measures from the 2030 General Plan Master EIR that Apply to Project**

No mitigation measures that would apply to the proposed project were adopted as part of the Master EIR.

### **Notice of Preparation Responses**

The Sacramento Regional County Sanitation District sent a response to the NOP (see Appendix A).

- They provided general information about their facilities and treatment capacities. [This information was considered in the preparation of this section.]
- The allowable flows from the City to Sump 2 is stated [This information was considered in the preparation of this section.]
- They stated that impacts associated with providing and expanding sanitary sewer conveyance and treatment must be considered by the City and included within environmental impact reports. [See analysis below.]
- A certificate of compliance from the Sacramento Area Sewer District and Sacramento Regional County Sanitation district is required prior to permit issuance. All payments for sewer impact fees must be paid. [This information has been conveyed to the project applicant.]

### **Answers to Checklist Questions**

A. The proposed project site is fully built out and over the years the structures have been occupied. The proposed project is consistent with the General Plan land use designation and the Zoning designation for the site.

#### Water

The Master EIR for the General Plan used a series of formulas to estimate the water demand at full buildout of the 2030 General Plan. These demand figures are based on acreage, rather than land use types. The proposed project is consistent with the General Plan land use designation and the Zoning designation for the site. For this reason, the density of development per acre allowed for the proposed project site would be the same as allowed in the 2030 General Plan; and therefore, the amount of water demand is anticipated to be the same as assumed in the General Plan.

As previously noted, although the City has a sufficient water supply to serve full buildout of the General Plan, there is not currently enough capacity to divert and treat the water.<sup>31</sup> To address this issue, several proposed General Plan policies call for the City to plan and provide reliable water service to serve all residents. The General Plan has polices that ensure that development does not outstrip the availability of adequate water diversion and treatment capacity to meet the water demand for such development. General Plan Policy U.2.1.3 requires the City to plan, fund, and provide water treatment infrastructure to meet projected water

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<sup>31</sup> City of Sacramento, *2030 General Plan Master Environmental Impact Report*, certified March 2009, Page 6.11-33.



demands. New development is required to provide adequate facilities or pay its fair share of the cost of new facilities to provide service to accommodate growth without adversely impacting current service levels (General Plan Policy U.1.1.6). General Plan Policy U.2.19 requires that water supply capacity and infrastructure are in place prior to granting building permits for new development.

The City would improve and expand the capacities of the facilities for diversion and treatment of water through capital improvement programs. The City adopted Mitigation Measure 6.11-2 (a) (b) as part of the 2030 General Plan to require the City to reduce any potentially significant impacts due to construction/ implementation of any additional diversion and treatment facilities to less-than-significant levels, to the extent feasible.<sup>32</sup> Mitigation Measure 6.11-2 (a) and (b) in the 2030 General Plan acknowledges that future potable water supply facilities have not yet been approved or constructed. Therefore, the mitigation requires the City to develop measures to reduce any potentially significant impacts due to construction/ operation of any facilities to less-than-significant levels, to the extent feasible.<sup>33</sup> As noted on Page 6.11-38 of the Master EIR for the General Plan, the impact related to the provision of potable water for the City is significant and unavoidable because the facilities are not currently in place to serve the City at full buildout. The City Council adopted a Statement of Overriding Considerations for this impact when they approved the General Plan in March 2009.

The potential impact related to water supply for the proposed project was previously considered and mitigated to the extent feasible through the processing of the City's Master EIR. The City's Urban Water Management Plan provided the water use assumptions for the General Plan. The project does not propose land uses that could result in a greater demand for treated water than the land uses assumed for the project area in the Urban Water Management Plan.

#### Sewer and Storm Drainage

The project site is outside the boundaries of the Sacramento Area Sewer District, but within the Urban Service Boundary and SRCSD. SRCSD would provide the ultimate conveyance and treatment of the sewerage generated from this site, but the City's Utility Department approval would be required for local sewage service.

The older Central City area is served by a system in which the sanitary sewage and storm drainage area collected and conveyed in the same system of pipelines, referred to the Combined Sewer System (CSS). Within the area served by the CSS, during dry weather and small storm events, combined flows are conveyed to Sump 2A, located on Riverside Drive, which pumps up to 60 million gallons per day (mgd) of combined wastewater to the Sacramento Regional Wastewater Treatment Plant (SRWTP).

During storm events, when CSS flows are greater than 60 mgd, the excess flows are routed to the Combined Wastewater Treatment Plant (CWTP) and Pioneer Reservoir for storage. If flow volume exceeds storage capacity, City operators release flows to the Sacramento River after primary treatment. If the treatment capacity of the SRWTP, CWTP and Pioneer Reservoir and the hydraulic capacity of Pioneer Reservoir is exceeded, additional CSS flows are discharged directly into the Sacramento River. The capacity of the CSS is constrained by the terms of a directive under a National Pollutant Discharge Elimination System (NPDES) permit.

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<sup>32</sup> City of Sacramento, *2030 General Plan Master Environmental Impact Report*, certified March 2009, Page 6.11-38.

<sup>33</sup> City of Sacramento, *2030 General Plan Master Environmental Impact Report*, certified March 2009, Page 6.11-38.

The SRWTP is currently permitted to treat an average dry weather flow of 181 mgd and a daily peak wet weather flow of 392 mgd. The majority of the treated wastewater is discharged into the Sacramento River. Currently, the ADWF is approximately 165 mgd. For the year 2020, the ADWF is projected to be 218 mgd.<sup>34</sup>

As noted in the Master EIR for the 2030 General Plan, an expansion of the SRWTP from 181 mgd ADWF to 218 ADWF is anticipated to accommodate projected demands from all contributors through Year 2020. This increase is necessary to serve both the City and areas outside of the City. An EIR was certified that evaluated the environmental effects of expanding the plant capacity to 218 ADWF. It was determined that a significant and unavoidable impact associated with construction-related air emissions would result. All other impacts were determined to be less-than-significant or could be mitigated to a less-than-significant level through implementation of mitigation.<sup>35</sup>

Although the amount of sewer flows from the project site would increase over existing conditions, it is anticipated that the wastewater flows resulting from development of the site would be similar to the amount that was currently assumed in the Year 2030 planning for the SRWTP. For this reason, the potential impact related to wastewater treatment for the proposed project was previously considered and mitigated to the extent feasible through the processing of the City's Master EIR.

Currently, payment of the Combined System Development Fee for any construction that would increase wastewater flows to the system is considered full mitigation of impacts.

The potential impact related to wastewater and storm drainage treatment and conveyance for the proposed project site was previously considered and mitigated to the extent feasible through the processing of the City's Master EIR. The project does not propose land uses that could result in a greater demand for CCS facilities than the land uses assumed for the project area in the General Plan.

Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

**B.** Because both the project site and the project area are currently developed water, sewer, and storm drainage infrastructure are in place.

Water taps for the proposed project can be taken off of the 8-inch diameter water mains in the K/L alley and 8<sup>th</sup> Street, as well as the 10-inch main in 7<sup>th</sup> Street. The pipes are large enough to supply domestic water for the proposed uses; however, a water supply test would be required of the project to determine whether adequate fire flows are available with the existing pipes. If the distribution lines surrounding the site are not large enough to provide the fire flows, the applicant would be required to upsize lines to the extent necessary. Because a transmission main is adjacent to the site in 7<sup>th</sup> Street, it is assumed that if installation of a new waterline is necessary, a new line in the K/L alley could tap into the transmission main. One or more new fire hydrants may be necessary. The installation of this pipe and the hydrant(s), if necessary, would not result in significant environmental impacts because both would be installed within previously paved areas and the areas of disturbance would be relatively small.

The project would connect to a 12-inch CSS pipe in either the K/L alley or K Street. The pipes have sufficient capacity to serve the increase sewage flows to the pipe.

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<sup>34</sup> City of Sacramento, 2030 General Plan Master Environmental Impact Report, certified March 2009, Page 6.11-49.

<sup>35</sup> City of Sacramento, 2030 General Plan Master Environmental Impact Report, certified March 2009, Page 6.11-59.

Because the site is currently developed, the proposed project would not increase the amount of storm drainage from the site. No storm drainage improvements would be necessary. There are existing trench drains and drop inlets around the project site that would serve the proposed project.

No permanent dewatering of basement or other subsurface structures would be allowed. Any subsurface structure that encounters groundwater would be required to be designed as a 'bathtub' or 'boat', which would allow the structure to 'float' in the groundwater.

As noted, the project site is currently served with public utilities and only minor upgrades or extensions of lines are necessary to serve the proposed project. All of the necessary improvements would be within either existing paved areas or within areas that would be disturbed as part of other features of the project (such as the concrete alley improvements) so that significant environmental impacts would not result.

Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in less than significant impacts, both at the project and cumulative levels, to facilities for solid waste, energy, and telecommunications. The increased demand for potable water was determined to be in excess of the City's existing diversion and treatment capacity and; therefore, could require the construction of new water supply facilities. This impact was determined to be significant and unavoidable and was overridden by the City Council. Similarly, the increased demand for wastewater treatment would require new treatment facilities, construction of which would result in a significant and unavoidable impact. The City Council adopted a Statement of Overriding Considerations for this impact. The cumulative impacts related to water treatment and wastewater treatment were determined to be significant and unavoidable. Again, the City Council adopted Statements of Overriding Considerations.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not propose development that would result in more significant impacts to public services than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

The proposed project would not upsize pipe sizes, extend pipes to previously unserved areas or make other improvements to utility systems that could induce new growth. Therefore, the project is not considered growth inducing.

### **Finding**

The proposed project would have no additional project-specific environmental effects related to the provision of public utilities than examined in the Master EIR and the issue does not need to be addressed further.

<b>11. Transportation and Circulation</b>  <i>Impacts resulting from traffic generated by the project or changes in circulation are considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Roadway segments: degrade peak period Level of Service (LOS) from A, B, C or D (without the project) to E or F (with project) OR the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more		X
B. Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more		X
C. Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity		X
D. Transit: adversely affect public transit operations or fail to adequately provide for access to public		X
E. Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle		X
F. Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians		X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.12, Transportation and Circulation.

All city wide impacts and mitigation measures for traffic and circulation identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.12-95 of the Master EIR).

*Intersection and Roadway LOS Standards Applicable to the Project*

The project is located within the Core Area (the Core Area is bounded by C Street, the Sacramento River, 30th Street, and X Street) as designated by the 2030 General Plan and is governed by M 1.2.2 (a) as shown below. Within the Core Area, LOS F is acceptable during peak hours, provided that the project provides improvements to other parts of the citywide transportation system within the project site vicinity (or within



the area affected by the project's vehicular traffic impacts) to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. Road widening or other improvements to road segments are not required.

For impacts related to Level of Service (LOS), no feasible mitigation measures were identified by the Master EIR. Although no feasible mitigation measures were available for LOS impacts, the City's General Plan, Mobility section includes a number of policies designed to reduce transportation impacts and promote sustainable orderly growth. There are several inter-related policies included in the Mobility element of the General Plan.

*General Plan Policies Significant to the Proposed Project*

- **M 1.2.1 Multimodal Choices.** The City shall promote development of an integrated, multimodal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.
- **M 2.1.5 Continuous Network.** The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.
- **M 3.1.1 Transit for All.** The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors, including seniors, the disabled and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations.
- (see also subsection below titled, Mitigation Measures for the 2030 General Plan Master EIR that Apply to the Project)

**Roadway System - Regional Access**

Regional vehicular access to Downtown Sacramento is provided primarily by the freeway system that serves the central areas of Sacramento. Interstate 5 (I-5) is a north-south facility located just west of Downtown. Access from Downtown to I-5 is provided via I, L and P Streets, and access from I-5 to Downtown is provided via J and Q Streets. To the south, I-5 provides access to southern portions of the City and County, as well as other Central Valley communities. To the north, I-5 provides access to I-80, northern portions of the City and County, Sacramento International Airport, and other Central Valley communities.

The east-west US Route 50 (US 50) lies approximately 1.5 miles south of Downtown. Access to US 50 from Downtown is provided via 9th and 15th Streets to the 11th and 16th Street on-ramps. Access from US 50 to Downtown is provided from the 16th and 10th Street off-ramps. To the east, US 50 serves eastern portions of the City and County and extends into El Dorado County. To the west, US 50 extends via the Pioneer Bridge to West Sacramento and Yolo County.

Business Loop Interstate 80 (Business 80), also known as State Route 51 between US 50 and Auburn Avenue, lies approximately 2 miles east of Downtown. Although access between Downtown and Business 80 is available at several locations along the east edge of Central City, more direct access to Business 80 is provided via State Route 160 (SR 160) via 12th and 16th Streets. SR 160 provides access to North Sacramento,

northeastern portions of the City and County, South Natomas via Northgate Boulevard, and I-80 extending into Placer County.

### **Roadway System - Local Access**

Downtown Sacramento is served by a grid street system. North-south streets have numbered street names and east-west streets have lettered street names. Near Downtown, many streets operate as one-way facilities. In general, the one-way streets carry three travel lanes, with parking permitted along both curbs. Two-way streets generally have one lane in each direction with parking on both sides of the street. To accommodate critical traffic volumes and turning movements in selected locations, parking has been prohibited to provide additional lanes. Most major intersections in Downtown are signal-controlled.

Important east-west streets for Downtown access include H, J, N, Q, and X Streets, which are one-way eastbound, and I, L, P, and W Streets, which are one-way westbound. Capitol Mall is a two-way east-west facility that extends from the Tower Bridge to the State Capitol at 10th Street. Capitol Mall has two to three lanes in each direction between the Tower Bridge and 9th Street, separated by a wide grass median. Between 9th and 10th Streets, the roadway includes a mid-block traffic circle.

Important north-south streets for Downtown access include 3rd, 7th, 9th, 12th, and 15th Streets, which are one-way southbound (except for a portion of 3rd street between L and J Street) and 5th, 8th, 10th, and 16th Streets, which are one-way northbound (except for a portion of 5th Street between J and L Streets).

Between 7th and 8th Streets, K Street is limited to pedestrians, bicycles and transit vehicles. A recently approved project would reopen K Street from 8th Street to 13th Street to cars. Tenth Street is one-way northbound, with three through travel lanes. North of J Street, 12th Street is one-way southbound with three travel lanes. The easterly lane is shared with the southbound light rail track, and automobiles / trucks in this lane must turn left onto eastbound 12th Street. A separate northbound light rail track is located to the east of the southbound left turn lane. Between J and K Streets, 12th Street is two-way, with two southbound and one northbound travel lanes. The northbound lane is shared with the northbound light rail track, and automobiles / trucks in this lane must turn right onto eastbound J Street. A separate southbound light rail track is located between the northbound and southbound automobile / truck lanes. South of K Street, 12th Street accommodates two southbound and one northbound travel lanes.

Regional transit operates light rail trains along K Street between 7th and 12th Streets.

11th Street is a pedestrian-only facility between the alleys one-half block north and one-half block south of K Street. South of K Street, 11th Street accommodates only southbound traffic exiting the City Parking Garage.

The alley to the south of the 11th and K intersection extends from 12th Street westerly to 7th Street. The alley is one-way westbound between 12th and 10th Streets. There is no vehicular access between the alley and 11th Street. All alley traffic enters the alley at 12th Street and departs the alley at its intersection with 10th Street.

Seventh Street is two-way fronting the proposed project site and 8th Street is one-way, to the north, fronting the site on the east.

## **Pedestrian System**

Throughout the study area, sidewalks are provided on both sides of the majority of City streets. Pedestrian signals are included at most signalized intersections. Many pedestrians are observed in the study area, accessing residences, offices, businesses, and transit services. Between 7th and 12th Streets, K Street is currently limited to pedestrians, bicycles and transit vehicles; however, the recently approved Cars on K project would add vehicles to K Street from 8<sup>th</sup> Street to 12<sup>th</sup> Street. Eleventh Street is a pedestrian-only facility between the alleys one-half block north and one-half block south of K Street.

## **Bicycle System**

In the immediate site vicinity, on-street bikeways exist on 11th Street, 13th Street, and G and H Streets east of 16th Street. On street bikeways are proposed along G and H Streets north of K Street.

## **Transit System**

The Cathedral Square light rail station is located on K Street between 10th and 12th Streets. The St Rose of Lima Park light rail station is adjacent to the project site at 7<sup>th</sup> Street and K Street, which serves both the Gold and Blue lines of Regional Transit. The Gold line is also served by a station at 8<sup>th</sup> Street.

Regional Transit bus routes 30, 31, 36, 62, 63, 64, and 141 operate along J Street. Many other RT bus routes operate within a few blocks of the site, particularly along L Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, 9<sup>th</sup> Street, and 10<sup>th</sup> Street.

## **Mitigation Measures for the 2030 General Plan Master EIR that Apply to the Project**

**Mitigation Measure 6.12-1 - General Plan Policy M 1.2.2 - LOS Standard:** The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

**a. Core Area Level of Service Exemption-**LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.

**b. Level of Service Standard for Multi-Modal Districts-**The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light

rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

- Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.

### **Notice of Preparation Responses**

The Sacramento Area Bicycle Advocates sent a response to the NOP (see Appendix A). They recommended the following mitigation measures be considered for the proposed project.

- Provision of short-term and long-term bicycle parking using the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines*. [This issue will be passed on to the decision makers for their consideration.]
- Provision of showers and clothing lockers for employees. [This issue will be passed on to the decision makers for their consideration.]
- Unbundling parking costs from residential and commercial rents. [This issue will be passed on to the decision makers for their consideration.]
- Reduction in vehicle parking quantity. [An entitlement requested by the project applicant is a special permit in order to partially waive the parking requirements for the new residential units. The project proposes 153 residential units and proposes 91 parking spaces.]

### **Answers to Checklist Questions**

**A., B., C.** The project land use is consistent with the 2030 General Plan land use approved for the project site. A comparison of the trip generation rates for the typical land uses (Institute of Transportation Engineers (ITE), *Trip Generation*, 8<sup>th</sup> Edition) indicate that the expected trip generation for the proposed project does not exceed the trip generation thresholds that demonstrate a need for a traffic study. Table 5 shows the number of trips that would be generated by the proposed project. In summary the project has the potential to generate about 942 new external daily trips on an average day. Of the external trips, approximately 45 trips would occur during the weekday morning peak and 82 trips during the weekday evening peak hour.

The external trips were derived by adjusting the ITE trip generation estimates to account for high transit ridership; high levels of walking and bicycle use, internal trips between the different land uses within the project and the interactions of land uses in the downtown area. Finally, adjustment was made to account for the exiting uses. No pass-by trips were assumed for downtown retail uses because it is not convenient to drive by, park and stop to shop as would be in the case in suburban locations. Most of these trips would be served by non-motorized travel modes - walking or biking.



TABLE 5									
VEHICULAR TRIP GENERATION									
Land Use	Size	Unit	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips	Total Trips
<b>Trip Generation Volume – Proposed Uses</b>									
Shopping Center (ITE 820 Land Use)	63.78	1000 s.f.	5070	72	46	118	223	242	465
Apartment (ITE 221 Land Use)	153	o.d.u.	1171	16	62	78	64	34	98
Reduction for Walk, Bike Travel, and Transit Accessibility (50%)			(3120)	(45)	(54)	(99)	(144)	(138)	(282)
<b>Trip Generation Volume – Existing Uses</b>									
Shopping Center (ITE 820 Land Use)	50.517	1000 s.f.	4357	64	40	104	191	207	398
Reduction for Walk, Bike Travel, and Transit Accessibility (50%)			(2178)	(32)	(20)	(52)	(96)	(103)	(199)
<b>New External Trips</b>			<b>942</b>	<b>11</b>	<b>34</b>	<b>45</b>	<b>48</b>	<b>34</b>	<b>82</b>

Source: Institute of Transportation Engineers' Trip Generation, Eight Edition

Therefore, traffic generated by the project would not be considered substantial and would not degrade Level of Service on roadways, intersections or any freeway facilities to unacceptable levels. The existing streets in the vicinity of the project site would have adequate capacity to accommodate the project generated traffic volumes without any significant traffic related impacts. The intersection, roadway and freeway facility impacts are less than significant.

**D.** The project is located adjacent to Regional Transit's light rail station and would not result in uses that would generate transit trips that exceed what is assumed for the site. The project is consistent with the zoning designation for the proposed site. Therefore, it is not anticipated that transit ridership resulting from the project would adversely affect public transit operations. The project is considered a transit-oriented project and is designed in part to take advantage of the immediate access to the Light Rail system. The impact of the proposed project on the transit system is less than significant.

**E.** The proposed project would result in the addition of residents, employees, patrons, and/or visitors to the site, some of whom would travel by bicycle. The proposed project would not result in any substantial changes to the existing or future bikeway system. The project is not anticipated to hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway. The project is not anticipated to result in unsafe conditions for bicyclists. All the roadway improvements would be designed and constructed to the satisfaction of the Traffic Engineering Division and this would ensure that there would be an adequate access by bicycle to the project site. The impact of the proposed project on the bicycle facilities is less than significant.

F. The proposed project is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian/motor vehicle conflicts. Curb ramps that meet the requirements of the American with Disabilities Act are proposed. All the street improvements, to include driveways, curb cuts, and ramps would be designed and constructed to the satisfaction of the Traffic Engineering Division and this would ensure that there would be an adequate and safe access by pedestrians to the project site. Therefore, pedestrian impacts are considered less than significant.

### **Summary of Analysis under the 2030 General Plan Master EIR, including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in significant and unavoidable impacts to various roadway segments and freeway segments that would not meet Levels of Service standards. The City Council adopted a Statement of Overriding Considerations for these impacts. Implementation of the General Plan was determined to have less than significant impact to transit, bicycle, pedestrian, and parking facilities. Similarly, the cumulative impacts related to Levels of Service on various roadways and freeways were determined to result in significant and unavoidable impacts. The City Council also overrode these impacts. The cumulative impact on transit facilities was determined to be less than significant.

Subsequent to the certification of the Master EIR, the Cars on K Street project was approved, which will reopen K Street from 8<sup>th</sup> Street to 12<sup>th</sup> Street to cars. The traffic analysis prepared for the proposed project took into account the anticipated changes in traffic circulation that would result from the Cars on K project. In addition, plans are in progress for the reopening of the Hotel Berry. In the Master EIR for the General Plan, the hotel was assumed at full occupancy.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not propose development that would generate more traffic than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

The proposed project would not widen roadways, construct new roads, widen an intersection, or make other improvements to roads that could induce new growth. Therefore, the project is not considered growth inducing.

### **Finding**

The proposed project would have no additional project-specific environmental effects related to traffic and circulation than examined in the Master EIR and the issue does not need to be addressed further.

<b>12. Urban Design and Visual Resources</b>  <i>Impacts to urban design or visual resources may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:</i>	<b>Effect will be studied in the EIR</b>	<b>No additional significant environmental effect</b>
A. Create a source of glare that would cause a public hazard or annoyance		X
B. Create a new source of light that would be cast onto oncoming traffic or residential uses		X

This section is tiered from the Master EIR for the City’s General Plan, in particular Chapter 6.13, Urban Design and Visual Resources.

All city wide impacts and mitigation measures for urban design and visual resources identified for the entire General Plan Policy Area apply to the Central City Community Plan area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.13-30 of the Master EIR).

**Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project**

Master EIR Mitigation Measure 6.13-1:

*The City shall amend the Zoning Code to prohibit new development from:*

1. *using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;*
2. *using mirrored glass;*
3. *using black glass that exceeds 25 percent of any surface of a building; and,*
4. *using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.*

The Zoning Code has not yet been amended to include the restrictions identified in Mitigation Measure 6.13-1. The restrictions would be applied to the project, if applicable, to ensure that the potential impact identified in the Master EIR is less than significant.

**Notice of Preparation Responses**

No responses related to visual resources were received in response to the NOP.

**Answers to the Checklist Questions**

A. As part of the Master EIR, the City adopted Mitigation Measure 6.13-1 in order to prevent excessive glare from new development. Compliance with this mitigation measure would ensure that the project would not create glare that could result in a hazard or annoyance to the public. Therefore, the proposed project

would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

**B.** The project site is located in the Central Business District that currently has a significant amount of ambient light from existing uses. However, the new development associated with the proposed project would result in additional sources of light from exterior building lighting, lights in the parking garage, and headlights of vehicular traffic. The portion of K Street that fronts the project site is closed to vehicles; but, 7<sup>th</sup> and 8<sup>th</sup> Streets have vehicular traffic. Because of the project's location in the downtown, there are no residential units on ground floors, either adjacent to the project site or proposed for the project site.

The project proposes 91 parking spaces for the 153 residential units in the parking garage, so it is assumed that not all residents would generate vehicular traffic in the area. The parking garage would be located at the rear of the project site, adjacent to an alley and, therefore, would not result in a new source of light that would be cast onto oncoming traffic.

For these reasons, the project would not create a new source of light that would be cast onto oncoming traffic or residential uses. The proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. This issue is fully addressed in this Initial Study.

### **Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts**

Implementation of the General Plan was determined to result in less than significant impacts due to additional light resulting from new development in the City. Mitigation was adopted to ensure that glare associated with new development, particularly, in the downtown area would be reduced to less-than-significant levels. Similarly, the cumulative effects of development in accordance with the General Plan were determined to result in less than significant impacts.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not propose development that would result in more impacts due to light and glare than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

The issues of urban design and visual resources do not result in growth inducing impacts.

### **Finding**

The proposed project would have no additional project-specific environmental effects related to visual resources than examined in the Master EIR and the issue does not need to be addressed further.



13. Mandatory Findings of Significance	Yes or No
A. Does the project have the potential to 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Yes
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.)	No
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No

**Answers to Checklist Questions**

**A.** As noted in Section 2, Biological Resources, the proposed project is located on a site that is fully developed in the Central Business District. There are no known protected biological species on the project site. The Master EIR, Page 6.3-33, includes a statement that urban areas do not support a wide diversity of biological resources. For this reason it is assumed that the construction and operation of the proposed project would not result in direct impacts to such species.

As noted in this Initial Study, the only issue area with the potential for significant impacts is cultural resources (archeological and historic), in addition to paleontological resources. This project could result in the elimination of important examples of California history or prehistory. For this reason, these issues are analyzed in the Draft EIR.

**B.** As noted for each of the issue areas in this Initial Study, the project is consistent with the General Plan and zoning designations for the project site; and therefore, would not result in a level of development that exceeds what was assumed in the cumulative analyses for the various issue areas in the Master EIR. The environmental analyses for the proposed project were tiered from the Master EIR and can depend on the cumulative analyses associated with full buildout of the General Plan.


**C.** As indicated in the analyses in this Initial Study, the project would not result in either direct or indirect substantial adverse effects on human beings.

The environmental factor checked below would potentially be affected by this project.

	Air Quality		Noise and Vibration
	Biological Resources		Parks and Open Space
X	Cultural Resources		Public Services
	Geology, Soils, and Mineral Resources		Public Utilities
	Hazards and Hazardous Materials		Transportation and Circulation
	Hydrology and Water Quality		Urban Design and Visual Resources

On the basis of the Initial Study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

  
 \_\_\_\_\_  
 Signature

Feb 15, 2011  
 \_\_\_\_\_  
 Date

Jennifer L Hageman  
 \_\_\_\_\_  
 Printed Name

## CHAPTER 8: REFERENCES

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**Chapter 8**

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## CHAPTER 9: AUTHORS AND CONTRIBUTORS

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**Chapter 9**

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