REPORT TO COUNCIL

City of Sacramento
915 I Street, Sacramento, CA 95814-2604
www.cityofsacramento.org

Staff Report
January 17, 2006

Honorable Mayor and Members of the City Council

Subject: Department of General Services (DGS) West Side Projects Draft Environmental Impact Report (DEIR) Comments and alternative selection

Location/Council District: Districts 1 and 3

Recommendation:

Adopt a Resolution approving:
1) City staff comments (see Exhibit A) on the DEIR for the West Side Projects;
2) West End Alternative 3 as the City-preferred alternative for the West End Office Complex;
3) A modified alternative would place all Central Plant functions at the current Central Plant location or, if that is not possible, Central Plant Alternative 2.

Contact:	Micah Runner, Sr. Project Manager, (916) 808-5448
Presenters:	Micah Runner, Sr. Project Manager
Department:	Economic Development
Division:	Citywide
Organization No:	4453

Summary:

The West Side Projects include the West End Office Complex and the Central Plant renovation. In preparation of the Draft Environmental Impact Report (DEIR) the Department of General Services has narrowed the options for each of the projects (the Office Complex and the Central Plant) to three alternatives. Economic Development staff has worked with Planning, Transportation, Utilities, Historical Preservation, Parks, Environmental Services and the Capitol Area Development Authority (CADA) staff in review of the three alternatives for each project. The purpose of this report is to obtain City Council approval of submittal of the City staff comments on the DEIR for the West Side Projects and to formally select a City of Sacramento preferred alternative based on the DEIR.

For the Central Plant renovation staff recommends that DGS select: 1) A revised alternative that would place all Central Plant facilities at the current site of the Central Plant; or 2) Alternative 2 of the DEIR. Both of these alternatives allow for housing at the R Street garage site and would keep the Cooling Towers off the docks property.

The recommendation for the West End Office Complex is Alternative 3, as it includes housing and retains the Heilbron House at its current location.

Committee/Commission Action:

On April 5, 2005 the Law & Legislation Committee voted to support Assembly Bill 1663 relating to the authority of DGS to include housing in the West Side Projects. AB 1663 was approved on September 9, 2005.

Background Information:

The State of California has approved legislation giving DGS the authorization to design and construct 1.4 million gross square feet of new office on Blocks 203 and 204 (bounded by 7th, 8th, N and O streets), and a remote parking facility on R Street between 8th and 9th streets.

This project includes the renovation or relocation of the historic Heilbron house located on the northwest corner of 7th and O streets. EDAW was selected by DGS as the CEQA consultant and Dreyfus & Blackford was selected as the Master Architect.

DGS has also received authorization to renovate the current State Central Plant located at 625 Q Street. This project envisions an expansion and renovation of the existing plant, and will address the Cease and Desist Order issued by the Central Valley Regional Water Quality Control Board to bring the discharges of heated water into compliance with temperature criteria for the Sacramento River. EDAW was selected as the CEQA consultant and Capital Engineering was selected as the Master Engineer.

Discussions between the DGS and the City regarding the City's involvement in the planning of these two projects have been going on for over a year. The City has emphasized the need for the State of California to be sensitive to Sacramento's developing downtown and long-term plans. DGS has selected three alternatives for each project component as part of the DEIR process. There is no preferred alternative in the DEIR at this time.

Each of the alternatives includes 1.4 million square feet of office space located in the two towers, located on the southeast corner of 7th and N streets and the northwest corner of 8th and P streets, with parking provided in the garage planned for R Street.

Points of discussion between the City and DGS center around the following issues:

1. Whether housing should be included as a part of the West End development;
2. Location of the thermal storage tanks associated with the Central Plant renovation;
3. Compliance with the R Street Corridor plan; and
4. Whether the Heilbron House should remain in its current location or be moved.

Below is a summary of how the three West Side alternatives differ.

Alternative 1
- No housing on the West End site
- Move Heilbron house to another location
- Garage is 55' without housing, 72' with housing, 122' with Cooling Towers
- Largest amount of open space

Alternative 2
- No housing on the West End site
- Heilbron house stays at the current location
- Garage is 65' without housing, 85' with housing, 135' with Cooling Towers

Alternative 3
- Three levels of housing included on the West End site
- Heilbron house stays at the current location
- Garage is 65' without housing, 85' with housing, 135' with Cooling Towers

The Central Plant alternatives all include an above-ground thermal energy storage (TES) tank which is roughly 140' x 80' and 6-8 cooling towers which are 50' x 50'. The following is a description of how they are different:

Alternative 1 - TES and cooling towers are located on a currently privately held block on the south side of Q between 7th and 8th

Alternative 2 - TES is located at the Central Plant and the Cooling Towers are located at the Garage site

Alternative 3 - TES is located at the Central Plant and Cooling Towers are located at the Docks and Central Plant

The important discussion items moving forward at this time with the Department of General Services include:

- Docks Master Plan – The City of Sacramento is in the process of development planning for the Docks Area where the current well and outfall are located for the State Central Plant. The first priority for the City is to find an alternative that will allow the State to abandon the use of the property in the Docks Area.
- Infrastructure – When the project alternative is selected there will be a Memorandum of Understanding negotiated with the State to pay its fair share of impacts to the City's infrastructure.

On September 6, 2005 staff presented draft recommendations with the understanding that the DEIR was not completed at that time. Staff recommended the West End Alternative 3 and Central Plant Alternative 2, with the following additional comments:

- Allow the housing on the West End Office Complex to be up to 75 feet to allow for another level of parking for Capital Athletic Club

- Find ways to keep the City involved in the process (for example, presentations on design to the Design/Preservation Board)
- Allow for public night and weekend parking at the R Street garage
- Design the project to enhance access to and use of the adjacent light rail station
- Incorporate pedestrian-friendly improvements throughout the project

The City-preferred option for the Central Plant is a revised alternative that is not included in the DEIR, but which is currently being considered by DGS. It would locate all of the Central Plant activities at the current Central Plant site. This plan meets DGS' interest in having all Central Plant functions at the current site, and it also benefits the City by not locating the Cooling Towers at the Docks and keeping the Cooling Towers off the R Street garage. If DGS determines that this revised alternative is not feasible, staff recommends that the City support Central Plant Alternative 2, as described above.

Financial Considerations: None

Environmental Considerations: None

Policy Considerations:

The State of California is not subject to the normal review process. There are no City of Sacramento approvals that the Department of General Services needs to build this project.

Emerging Small Business Development (ESBD):

No goods or services are being purchased.

Approved by: Wendy S. Saunders
Economic Development Director

Recommendation Approved:

Cassandra H. Jennings
Ray Kerridge
Interim City Manager

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Pg 5 Resolution
Pg 6-43 Exhibit A – Draft EIR comments

DEPARTMENT OF GENERAL SERVICES (DGS) WEST SIDE PROJECTS DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) COMMENTS AND ALTERNATIVE SELECTION

BACKGROUND

A. The West Side Projects include the West End Office Complex and the State Central Plant renovation. In preparation of the Draft Environmental Impact Report (DEIR), the Department of General Services has narrowed the options for each of the projects to three alternatives.

B. City Economic Development staff has worked with Planning, Transportation, Utilities, Historical Preservation, Parks, Environmental Services and the Capitol Area Development Authority (CADA) staff in review of the three alternatives for each project.

C. The purpose of this resolution is to obtain City Council approval of the City staff comments on the DEIR for the West Side Projects and to formally select a City of Sacramento preferred alternative based on the DEIR.

D. On September 6, 2005 staff presented draft recommendations with the understanding that the DEIR was not completed at that time.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

A. The City staff comments (see Exhibit A) on the DEIR for the West Side Projects are approved.

B. The West End Alternative 3 is approved as the City-preferred alternative for the West End Office Complex.

C. The City-preferred Central Plant alternative, which places all Central Plant functions at its current location, is approved as the City-preferred alternative for the Central Plant. If that alternative is not feasible, Central Plant Alternative 2 is approved as the City-preferred alternative.

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Exhibit A – Draft EIR Comments

Exhibit A

DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

915 I STREET
THIRD FLOOR
SACRAMENTO, CA
95814

December 29, 2005

Mr Robert Sleppy, Chief
Environmental Services Section
Real Estate Services Division – Professional Services Branch
State of California, Department of General Services
PO Box 989052
West Sacramento, CA 95798

SUBJECT: Draft Environmental Impact Report for the Capitol West Side Projects (SCH#2005032038) - Comments from the City of Sacramento

Dear Mr. Sleppy:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the Capitol West Side Projects. Enclosed are copies of comments received from various City staff, boards and commissions during the public review period.

The Sacramento City Council will be considering staff comments and making recommendations on the City's Preferred Alternatives for the projects at their January 10, 2006 meeting. The comments and recommendations of the City Council will be submitted under separate cover.

If you have any questions regarding City staff comments, please feel free to contact me at 808-2022, or specific staff members directly. Thanks again for this opportunity, and we look forward to reviewing your responses in the Final EIR.

Sincerely,

Erik de Kok, Associate Planner
Environmental Planning Services

Enclosures

cc: ECC-05-010

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DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

915 I STREET
3RD FLOOR
SACRAMENTO, CA
95814

MEMORANDUM

Date: December 28, 2005

To: Bob Sleppy, State of California, Department of General Services

From: Erik de Kok, Associate Planner, Environmental Planning Services

SUBJECT: ENVIRONMENTAL PLANNING SERVICES - COMMENTS ON CAPITOL WEST SIDE PROJECTS DEIR

The following are comments on the Draft EIR from the City's Environmental Planning Services.

(NOTE: A COMMENT ON AN IMPACT OR MITIGATION MEASURE APPLIES TO EVERY SUBSEQUENT IMPACT OR MITIGATION MEASURE THAT IS BASED ON THE FIRST INSTANCE. SIMILARLY, ALL COMMENTS APPLY TO EVERY SUBSEQUENT USE OF THE INFORMATION IN THE DEIR.

IN GENERAL: IT IS DIFFICULT IN SOME INSTANCES TO DETERMINE WHERE A MITIGATION MEASURE ENDS AND WHERE THE ANALYSIS RESUMES)

VOLUME 1a

1 Introduction

Page 1-1
Bulleted list is not inclusive of all of the topics addressed in chapter

Page 1-1, 5th paragraph, last sentence
'. *is currently necessary to address operational and capacity deficiencies as well as to ensure continued safe, reliable, and efficient heating and cooling for* <u>*existing and proposed*</u> *State buildings.'*

Page 1-2, 1st paragraph
The State law authorized the development of the West End Complex. Was an environmental review prepared for the West End Complex before the legislation was passed? If so, please include a brief summary of the review.

1-2, last paragraph, last sentence
Please clarify the following: Will the proposed project include an amendment to the CAP?

Page 1-6 and Page 2-17: Regional and Local Actions/Permits: A Permit from the City Department of Parks and Recreation, Urban Forest Services Division, is required for any pruning, trimming or removal of any City tree within the public right-of-way, as well as the removal or certain activities within the drip-line of any Heritage trees, pursuant to sections 12.56 and 12 64 of the Sacramento Municipal Code (see also further comments from Urban

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Forest Services regarding Volume 1b, Chapter 4.13).

4.4 Transportation and Circulation

Page 4.4-11
Existing Pedestrian and Bicycle Facilities: The description of existing conditions does not adequately describe existing crosswalks and pedestrian flows within the project area

Page 4.4-20 and -2
"The State has sufficient available parking spaces elsewhere to accommodate [the loss of 40 surface parking spaces] (e.g. more than 850 available spaces at peripheral parking lots between W Street and X Street)." How does DGS plan to transport employees to and from these peripheral lots? The traffic analysis should take these new trips into account, including new shuttle bus trips. Designated passenger loading and unloading areas planned adjacent to the Central Plant and West End Office Complex sites should be designed to facilitate these shuttle services, any impact to on-street parking as a result of these loading areas should be noted and analyzed accordingly in this EIR.

Page 4.4-44
Mitigation Measure 4.4-WE1f, 4.4-WE2f, 4.4-WE3f, 4.4PS1f, and 4.4-PS2f: Increased Transit Ridership: If coordination with Regional Transit is considered a feasible mitigation measure, and impacts are reduced to less than significant, then all Mitigation Measures regarding traffic impacts in this Draft EIR involving the City of Sacramento should also be considered feasible.

Page 4.4-45
Mitigation Measure 4.4-WE1g, 4.4-WE2g, and 4.4-WE3g: Adverse Effects on Peak-Hour Operations on Seventh and Eighth Streets from West End Office Complex Loading Docks: Who will be responsible for monitoring and enforcement of this mitigation measure?

Page 4.4-49
Exhibit 4.4-3, Exisiting-Bicycle-Facility Map: The following existing facilities should be added to the map:

- off-street bike lanes are designated around the perimeter of Capitol Park
- on-street bike lanes are located on Front Street from Capitol south to Broadway
- on-street bike lane on T Street from 3rd Street to 18th Street
- on-street bike lanes on 6th and 8th Streets south of T Street
- on-street bike lane on 5th Street from V to Broadway
- on-street bike lane on V Street from 5th to 6th and 8th to 18th Streets
- on-street bike lane on Broadway from Front Street to Riverside Blvd
- on-street bike lane on Capitol Ave from 15th to 17th Streets
- on-street bike lanes on 18th Street from G to O Streets and R St to Broadway
- on-street bike lanes on 17th Street from O to R Streets
- on-street bike lane on O Street from 17th to 18th Streets
- on-street bike lane on R Street from 17th to 18th Streets

4.6 Noise

Page 4.6-12
The "Existing Noise Environment" includes the levee along the Sacramento River. The noise analysis does not consider potential ground vibration impacts on the existing levee due to the construction impacts of Central Plant Alternative 1. If potentially significant impacts would occur, adequate mitigation should be proposed to reduce any potential risks to the ongoing safety and viability of the levee to a less than significant level

4.9 - Hazardous Materials and Public Health

Page 4.9-3
What materials are anticipated to be transported?

Page 4.9-3
4th paragraph, last sentence: The sentence does not seem applicable to the proposed project

Page 4.9-7
5th paragraph, last sentence: Please clarify whether the structure at 805 R Street is the structure noted in the 2nd sentence of the 3rd paragraph

4.10 – Wind and Microclimate

Page 4.10-7: Suggest the inclusion of an explanation of the methodology used to reduce the wind speed criteria used by San Francisco to explain how the standards of significance were derived.

4.11 – Public Services

Page 4.11-9
Impact 4.11-CP1a, 2nd sentence: Mitigation should not rely solely on comments made by an agency during project review as the mitigation for impacts. The DEIR should include appropriate mitigation.

Page 4.11-10
Impact 4.11-CP1b: Suggest moving this impact to the water supply discussion in the Utilities and Infrastructure chapter.

Is sufficient water available to supply the necessary fire-flow requirements? Would new or expanded offsite facilities be necessary?

Page 4.11-11
Suggest adding a discussion of how the determination was made that adequate capacity for the proposed project exists at the landfill and transfer systems.

Page 4.11-14
1st paragraph, last sentence: the analysis should include a determination whether the existing infrastructure has sufficient capacity for the increased fire flows.

Page 4.11-16
1st paragraph: The analysis does not determine whether the increased demand for fire-protection facilities, equipment, and services is adequate to serve the proposed project. The determination is deferred to a later time.

Page 4.11-17

5th paragraph: The analysis does not include a discussion whether the non-recyclable materials from demolition would not significantly impact landfill capacity

4.12 – Utilities and Infrastructure

Page 4.12-6
Last paragraph, last sentence: The analysis should examine the impacts of discharge to Sacramento River from now until the cease of the discharge in 2010.

Page 4.12-10
The existing setting discussion should include the water treatment plant.

Page 4.12-13
1st paragraph: What purveyors are included within the City's Sacramento River POU?

Page 4.12-14
Wastewater Collection and Treatment: All exhibit numbers are incorrect in this discussion.

Page 4.12-15
3rd paragraph, last sentence: When will the expansion be completed?

Page 4.12-15:
6th paragraph: Would flows from the proposed project go to Sump 1/1A?

7th paragraph, 3rd sentence: Where does primary treatment occur?

Page 4.12-21:
Last paragraph: Would the 2nd and 3rd wells be abandoned as part of the project?

Page 4.12-23
4th paragraph, last sentence: Does this statement account for water used for irrigation and, therefore, not considered in wastewater calculations?

Page 4.12-25
1st paragraph: Suggest the addition of a discussion about the "separate drainage system". Would the drainage continue to go there after completion of proposed project? If so, is there sufficient capacity?

Page 4.12-29:
Last paragraph, 4th sentence: How much of the current water useage does the deep well at the Central Plant supply? Suggest the inclusion of information that deep well has capacity to supply the water needed by the proposed project.

Page 4.12-30
Last paragraph, 4th sentence: Suggest the addition of a discussion of the potential for new alignments due to the results of the hydrant-flow test in Section 3.5.1.

Page 4.12-31
The analysis for Impact 4.12-CP1c appears to be programmatic in that the discussion is based on what the City would prefer as opposed to what is proposed.

Please clarify that the storm drainage would be routed to either the Sump 52 or CSS and not a new drainage pattern.

Page 4.12-32
3rd paragraph: Why is an expected concentration of 500 ppm considered likely to be of little significance? It exceeds the threshold for no restrictions.

MM 4.12-CP1d: Mitigation measure. Defers the development of mitigation measures for impact and, therefore, analysis of potential impacts of the mitigation may not be analyzed by this EIR.

Page 4.12-34
6th paragraph, last sentence: The potential impacts due to the removal of the transformers should be addressed in the hazards section.

Last paragraph: What is the existing electrical load at the Plant? Is it the same as the proposed project?

Page 4.12-35
Impact 4.12-CP1g:
Should this impact discuss the amount of electricity generated by the cogeneration activities?

2nd paragraph: This EIR should discuss and analyze the potential impacts due to the improvements to SMUD facilities. Would any new lines be installed within existing streets? If not, then this EIR does not address the potential impacts. Would the upgrade of the substation require an additional footprint? The list of project components in Chapter 3 does not include the potential for ground disturbing activities at this site

3rd paragraph: There is no information that supports the statement that the project would not adversely affect

SMUD's capacity or infrastructure.

Page 4.12-37
1st paragraph, 2nd sentence: Please clarify sentence. Does "if constructed" refer to the Alternative or the WTP? If it applies to the WTP, what impacts are anticipated if the new WTP is not constructed? Are there sufficient groundwater supplies to meet the increased demand?

4th paragraph: why is it assumed that a 7% increase in impervious surface would not result in an increase in discharge from the site?

Page 4.12-46
Last paragraph: What are the impacts if the improvements are not constructed at the time of occupancy?

Page 4.12-47
2nd paragraph: Is there sufficient capacity to serve the retail/commercial uses? How was the adequacy of natural gas facilities to serve the proposed housing units determined?

Page 4.14-21
Impact Statement: Should the Impact be "Impact 4.14-C*R*1a?

Page 4.14-22
1st paragraph, last sentence: Please clarify this sentence. What would trigger the need for additional construction monitoring? Monitoring is already required, what would be different with this monitoring?

4.13 Biological Resources

Page 4.13-4
4th paragraph, 1st sentence: Was the Fish Migration Study submitted to RWQCB in December?

Page 4.13-11
4th paragraph, last sentence: Would the heritage tree be subject to the City's ordinance?

Page 4.13-13
1st paragraph, next to last sentence: Would the State be required to protect these trees under the City's ordinance?

Page 4.13-17
2nd paragraph: Would the continued use of the outfall until the project is completed represent a short-term significant and unavoidable impact?

Page 4.13-18
6th paragraph, 2nd sentence: Suggest that term "project activity" be changed to "construction activity".

6th paragraph, last sentence: Suggest that "nest" be changed to "nesting birds, eggs, or their young".

Page 4.13-19
Mitigation Measure 4.13-CP1b: add statement that the State shall own the site before removal of the trees is allowed.

The means for future monitoring of the health and conditions of the trees should be included in the mitigation.

4.14 Cultural Resources

Page 4.14-3
Last sentence: Add that the proposed project could have indirect impacts on the Stanford Mansion if project features degrade the historical significance.

Page 4.14-21

Mitigation Measure 4.14-CP1a: Defers the research, analysis, and development of mitigation measures for impact to preparation of a future plan.

The criteria by which the resources shall be evaluated for significance should be developed and used in the analysis in this DEIR

The last sentence in the mitigation measure should specify the provisions for additional construction monitoring.

Page 4.14-24
Mitigation Measure 4.14-CP1c: This mitigation measure should reference the preparation of the Research Design and Treatment Plan The measure should not assume its existence.

Page 4.14-25
Mitigation Measure 4.14-CP2a: The term "northeast and southwest corners of Block 261" do not define the limits of the area to be monitored Suggest either a defined area or make the mitigation applicable to the entire block.

Page 4.14-32
Mitigation Measure 4.14-WE1c: There is no discussion of how the implementation of the measure would reduce the impacts to a less-than-significant level The 3rd paragraph states that the relocation itself would result in the loss of integrity and affect the historic association

4.15 – Aesthetics, Light, and Glare

Page 4.15-25
Last paragraph: would compliance with LEED Guidelines reduce the amount of light created to a level that complies with City regulations (acknowledging that the State does not need to comply with the City's regulations)?

Page 4.15-26
2nd paragraph, 2nd sentence: Please confirm that the height of the expanded facilities would generally match the height of the existing building

4 – Cumulative Impacts

Page 5-5
Exhibit numbers 14 and 17 do not provide project information about their contribution to the cumulative context.

Page 5-6
Exhibit Number 25: suggest removal of the hotel rooms from the table because they are not considered residential units

Page 5-8
2nd paragraph, last sentence: please explain why make assumption that the new jobs would be filled by the existing resident labor pool.

Page 5-11
1st paragraph: the discussion does not address the cumulative parking impact because the *Parking Master Plan* is not yet complete. The analysis should address the potential cumulative impact.

Page 5-13
Last paragraph: The noise and air quality (page 5-12, 3rd paragraph, 2nd sentence) discussions are not consistent about the existence of sensitive receptors within the project area.

Discussions for cumulative Air and Noise need to consider the potential for housing units in the West End Office Complex Alt 3.

Page 5-17
3rd paragraph, 5th sentence, (2): the hazards section should address the potential impacts due to installation of

remediation extraction wells, or other remediation facilities, to contain plume if it is affected by cessation/reduction of operation of Ranney well

Page 5-17
Last paragraph, 4th sentence: Suggest inclusion of an explanation of why there would not be other projects in the vicinity that could result in accelerated ground-level winds.

Page 5-19
Last paragraph: Suggest inclusion of a cumulative analysis of other water users dependent upon the same source of water as the City.

Page 5-21
2nd paragraph, 1st sentence: Suggest clarification of whether the Master Plan EIR concludes that the expansions would result in a less-than-significant impact or if it is assumed.

Page 5-22
1st paragraph, 2nd sentence: Suggest an approach to analysis similar to the provision of public services (3rd paragraph, Page 5-18).

8 – Alternatives Analysis

Page 8-18
2nd paragraph, 6th paragraph: Suggest clarification of sentence to reflect that the No Project-No Development would not reduce the current demand for utilities

5 - Growth Inducing Impacts

Page 6-3
5th paragraph, 2nd sentence: Suggest clarification of sentence to reflect that an expansion of service capacity would be necessary, but that the expansion would not remove barriers to growth because they would serve only the proposed project.

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MEMORANDUM

Date: December 28, 2005

To: Erik Dekok, Environmental Planner, DSD

From: Jesse Gothan, Associate Engineer, DSD

CC: Samar Hajeer, Senior Engineer

SUBJECT: Capitol West Side Project

Thank you for the opportunity to review and comment on the Capitol West Side Project DEIR. Comments from Development Engineering & Finance, along with those from the City Department of Transportation, are as follows:

1. All three project alternatives include crossing the light rail tracks to enter the parking garage on block 203. There is a conflict with the RT light rail and the traffic entering and exiting the loading docks and the garage. Potential hazards would be trucks entering and exiting and blocking light rail, as well as vehicles entering and exiting during peak hours. Traffic operation at this location is very complicated. Expected delays in vehicles entering and exiting the parking garage at this location in the peak hour is not evaluated and presented in the traffic section. Queuing of vehicles waiting to enter the garage with the present of the light rail was not evaluated by showing queuing and lost time of the signal. Lost time in cycle length due to the present of the light rail should be assumed in the traffic analysis.

2. Parking garages shall be designed with sufficient sight visibility for exiting drivers. Drivers should be able to see pedestrians within 25 feet of the edge of the egress. Pedestrians should be alerted of exiting vehicles.

3. The traffic section analyzed the most intense alternative (Alternative 3). Please note that alternative three with its proposed driveways and loading dock represent the least impacts on the project vicinity intersections. Alternative 1 and 2 show different locations for the garages driveways and loading docsk. If Alternative1 or 2 is to be chosen, then the traffic section is considered inadequate since it did not address impacts of the project. More traffic analysis is required for local traffic taking into consideration the location of the West End Office project driveways for the garages and loading area. Different locations of garage driveway and loading areas affect the traffic circulation in the project vicinity and project trip distribution. We recommend that additional analysis to be done assuming Alternative 1 garage driveways and loading docks to show impacts of the project in the intersections in the vicinity of the project. These intersections include but not limited to:

- 8th St and O St
- 8th St and N St
- 8th St and Capitol Ave
- 7th St and Capitol Ave
- 7th St and N St.
- 7Th St and O St
- 7th St and P St

4. The un-signalized east-west pedestrian crossing at 7th/O St is not evaluated in the traffic section. With the additional traffic from the West Side Office project, a signalized intersection should be considered. Additionally, with the defined mitigation measure (Mitigation Measure4.4 WE1d, 2d, 3d, c) which deals with the existing Capitol Towers driveway and the potential pedestrian conflicts with the new garages of the proposed project, **a full signalized intersection** should be considered as a mitigation measure for this impact.
   a. Provide signal concept report for 7th and O Street. The concept report shall include analysis of the proposed parking garage ADT's, loading docks and light rail trains and the following:
      i. Existing conditions: vehicle, pedestrian, and bike volumes, street dimensions, nearby land uses, handicap ramps, and transit facilities, signal warrants satisfied.
      ii. Future conditions: projected vehicular, pedestrian, and bike volumes, anticipated roadway changes
      iii. Recommendations: Analysis of proposed lane configuration, signal phasing, crosswalk operations,
   b. Figures: graphic depicting existing and future traffic volumes and land configurations (Comment 26).

5. There are significant pedestrian trips introduced by this project. The parking garage at block 266 will have extensive pedestrian traffic from block 266 to the new office towers. The City recommends bulb-out construction at several locations in the vicinity of the project. Exceptions include where there would be conflicts with existing bus stops and/or mitigation measures. Traffic signal poles and all other appurtenances shall be relocated for the construction of bulb-outs, drainage DI's shall be relocated as necessary for drainage and out of the path of curb ramps. The City may ask for bulb-outs at additional locations if found necessary and feasible depending upon the final design of the proposed project.

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List of locations for bulb-outs:

a. All corners of the intersection of 7th St and N St except where infeasible due to existing light rail tracks;

b. All corners of the intersection of 8th St and N St except where infeasible due to existing light rail tracks;

c. All corners of the intersection of 7th St and O St except where infeasible due to existing light rail tracks;

d. All corners of the intersection of 8th St and O St except where infeasible due to existing light rail tracks;

e. All corners of the intersection of 7th St and P St;

f. All corners of the intersection of 8th St and P St;

g. All corners of the intersection of 8th St and Q St;

h. All corners of the intersection of 7th St and Q St;

i. The proximate side of the intersection of 8th Street and R Street;

j. The proximate side of the intersection of 9th Street and R Street.

k. The City may require the State to construct the bulb-outs for Central Plant project at the locations for which there is a need to replace the existing curb ramps to meet the ADA requirements

6. CCTV cameras and Emergency Vehicle (EV) preemption devices shall be installed at the intersections if any of the following conditions are met:

   a. Signalization of the intersection or modification of the existing intersection and/or signal

   b. Implementation of the traffic impact mitigation measures as proposed into the DEIR at any of the following intersections:

      i. Intersections along P Street at 3rd Street, 4th Street, 5th Street, and 5th Street. At a minimum, CCTV cameras and EV preemption devices shall be installed at P Street and 3rd Street, and P Street and 5th Street intersections

      ii. 3rd Street and Capitol Mall Drive Intersection: the CCTV cameras and EV preemption devices including video detection devices may need to be installed (if not already installed by others) depending on the proposed signal timing adjustments at different approaches and the proposed reconfiguration of the intersection.

   c. Replacing the signal that was removed during construction and that needs modifications for any reasons

   d. Traffic Control Plan / Construction Management Plan: the City may require to install CCTV cameras and EV preemption devices at certain locations based on the review of the Traffic Control Plan / Construction Management Plan depending on the extent of the potential for traffic impacts of construction activities and/or traffic conditions at the impacted locations.

7. Upgrade the signals at following locations as per the details specified to ensure compliance with pedestrian safety and/or ADA requirements if not already in place:
   a. The intersections of 8th St at Q Street, and P Street: Ped Push Buttons, Audio Ped Signals, and Count Down Ped Heads
   b. The intersection of 8th St and O Street: Ped Push Buttons, Audio Ped Signals, Count Down Ped Heads, Controller and software, and Fail Safe devices

8. Considering the proximity of the proposed projects to the Southside Park neighborhood, Traffic Engineering requests the State to contribute a lump sum payment of $ 15,000 towards future traffic calming efforts as part of the City's Neighborhood Traffic Management Program (NTMP) for the said neighborhood. The subject NTMP is immediately south of the West End Project (R Street on the north, W Street on the south, 2nd/3rd on the west and 12th Street on the east.

9. Install Ornamental street lighting facilities of approved design and illumination in the locations and manner approved by the City manager's designee. Street lighting shall be installed on the proximate side of all frontages and along pedestrian paths of travel between the R street garage (Block 266) and the West End Office complexes (Blocks 203, Blocks 204). This shall include both sides of 7th and 8th street.

10. For location of pick-up and drop-off for the daycare facility, no specific plans are provided at this stage. This location of pick up/ drop off of the day care is subject to review and approval of the City of Sacramento, Development Engineering and Finance Division. The DEIR stated that as a minimum 50% of children attending this child care facility would be state employees' children, but the other 50% would require an appropriate location for pick up/ drop off facility. The location and design of this facility is subject to review and approval of City of Sacramento, Development Services Department.

11. Remove and replace any deteriorated curb, gutter, and/or sidewalk per City standards and to the satisfaction of Development Engineering and Finance. Frontage improvement shall be designed and constructed on the proximate sides of all project boundaries as needed and determined by the City. Sidewalk shall be repaired on blocks between the Block 266 garage and the Office Towers. ADA curb ramps and bulb-outs shall be constructed as directed by the City (comment 5).

12. Trenching lines shall be overlaid by a minimum 1" thick full-street overlay over the extent of the trenching this will require re-striping of existing lanes and other demarcation. Plan review shall include Regional Transit. Track Warrant permit is required for any work done within 15 feet of RT tracks.

13. Alley abandonment application for the Alleys on Block 204 and/or Block 264 should be submitted to the City of Sacramento for approval. Otherwise alley must be fully improved per city standards and to the satisfaction of Development Engineering and Finance. Please contact Cesar Narvaez at 808-7873 for alley abandonment application.

14. Remove and replace any deteriorated alleys and/or alley entries. Alley at the R street garage shall be repaired per City standards. Alley entries shall be constructed per City standards and to the satisfaction of development engineering and finance.

15. The traffic section did not address traffic operation at alley entries at the R Street garage, there will be considerable vehicle traffic entering this site. As shown in the traffic section, there will be a need to provided 3lanes for vehicles entering the garage in the a.m. peak and exiting the garage in the p.m. peak hour, but did not consider traffic operation in the alley and the nearby streets. Possible solution includes conversion to one-way and/or widening the alley entry beyond 20 feet and relocate the proposed driveways further distance in the alley so that vehicles will queue in the alley and not in the nearby streets need to be explored and discussed in the traffic section. Please revise the traffic section accordingly.

16. A traffic control Plan shall be prepared and submitted to City of Sacramento. The Traffic Control Plan is subject to review and approval by the City of Sacramento.

17. Mitigation Measure 4.4-CP1a stated that "The construction management plan shall include, but is not limited to, the following items:---". Please note for encroachment within the public right of way, an encroachment permit is required. An application for encroachment permit should be submitted to City of Sacramento for review and approval. Also, please include in this mitigation measure that a Traffic Control Plan should be prepared and submit to City of Sacramento for review and approval.

18. Mitigation Measure 4.4-CP1a. Please include the following" off site improvement plans should be submitted to City of Sacramento for review and approval".

19. Mitigation Measure 4.4 WE1a, etc. page 2-42 stated that " Portions of the plan related to City right-of-way shall be reviewed and approved by the City" Please include that an off site improvement plans shall be submitted to City of Sacramento, Development Services Department for review and approval.

20. Mitigation Measure 4.4-WE1d,--(b) page 2-49: indicated that as a mitigation measure the traffic signal timing at the eastbound, though, westbound through, and southbound movements would be adjusted to match the traffic demands. This mitigation measure should give very clear information of what exactly needs to be done. Is this to be done by changing cycle length or adding more second to each movement. Please clarify what exactly this mitigation measure requires to be done.

21. Mitigation Measure 4.4-WE1d,--(b) page 2-49: indicated the addition of a south bound right turn lane to be added to Third St. Is there any right of way available to implement this mitigation measure? Is there any other feasible mitigation measure to mitigate this impact??

22. Mitigation Measure 4.4-WE1d,--(c) page 2-49: This mitigation measure involve restricting exit movements at the Capitol Towers Apartments parking lot on 7th and O Street. Please note that the mitigation measure defined in the DEIR would affect and existing development and the proposed project needs to define mitigation measure that is acceptable to the existing community. We prefer that the State contact the community and explore this improvement. Another mitigation measure would be more appropriate to look at and explore is to install a full traffic signal at this intersection. By the new signal, a safe pedestrian crossing would be provided and movement from/to the existing driveway would be provided and the impact would be mitigated. Please include the traffic analysis to determine the feasibility of installing a full traffic signal at 7th / O st intersection

23. Almost in all mitigation measures there is a statement that says" However, while the state will negotiate with the City to provide funding for the roadway improvements associated with this mitigation measure, ...the State cannot guarantee that the necessary improvements will be implemented, of if implemented, that they will be completed prior to the addition of project-generated vehicle trips...." Please note that the City of Sacramento policy is to condition development project to implement all mitigation measures associated with the development project if the impact is defined in the baseline plus project scenario. For those mitigation measures that are defined in the Cumulative plus project scenario, the City has a funding mechanism to implement all future improvements and developers are asked to pay fair share amount toward that improvement. This fair share is calculated as a percentage of the total cost of improvement depending on percentage of project trips.

24. Mitigation Measure 4.4-WE1g, 2g, 3g page 2-53. include the State shall prohibit the use of the loading docks at the West End Office Complex during the peak traffic periods of 7-9 a.m and 4-6 p.m. Please note that the evening hours is required to be extended to 9:00 pm taking into consideration the volume of traffic on 7th Street and 8th Street and most State offices operate 8:00a.m- 5:00p.m.

25. The proposed office building will replace the existing parking on the 204 lot. This will reduce the available public parking spaces in the downtown area. The State did not propose any alternative locations for those businesses that use this location. The City recommends that the state work with the City to provide alternatives for the existing parking spaces on lot 204. The loss of this parking shows the infeasibility of precluding parking on P Street as a mitigation measure.

26. A signal concept report for 7th and O Street or any other new signalized intersection should be prepared and submit to the City of Sacramento for review and approval. The concept report shall include analysis of the proposed parking garage ADT's, loading docks and light rail trains and the following:
    i. Existing conditions: vehicle, pedestrian, and bike volumes, street dimensions, nearby land uses, handicap ramps, and transit facilities, signal warrants satisfied.
    ii. Future conditions: projected vehicular, pedestrian, and bike volumes, anticipated roadway changes
    iii. Recommendations: Analysis of proposed lane configuration, signal phasing, crosswalk operations, Figures: graphic depicting existing and future traffic volumes and land configuration

27. Page 4.4-23, Other signal warrants are appropriate for these locations... The pedestrian warrants may be applicable at the R street intersections.

28. Page 4.4-37, The proposed office building will replace the existing parking on the 204 lot. The State did not propose any alternative locations for those businesses that use these parking locations. The City recommends that the state work with the City to provide alternatives for the existing parking spaces on lot 204. The proposed loss of this parking makes precluding parking on P Street as a mitigation measure infeasible, spaces are already being lost.

29. Page 4.4-39 (a) The proposed office building will replace the existing parking on the 204 lot. The State did not propose any alternative locations for those businesses that use these parking locations. The City recommends that the state work with the City to provide alternatives for the existing parking spaces on lot 204. The proposed loss of this parking makes precluding parking on P Street as a mitigation measure infeasible, spaces are already being lost.

From: Laura Sainz
To: Erik deKok
Date: 12/28/2005 2:31:06 PM
Subject: Re: Comments: Capitol West Side Projects DEIR

Our (ED) comments are as follows:

We understand that the alternatives consider new infrastructure/facilities on the State Dept. of Parks and Recreation property located west of Front Street in the Docks Area. The City completed a very extensive community planning process for the Docks Area. Ideally, in an effort to support the community planning process that proposed high density, infill development in the Docks Area, the State will strongly consider alternatives that do not include infrastructure/facilities that will impede on the redevelopment of the Docks Area. Alternative, the State will work with the City to identify ways to incorporate the necessary facilities/infrastructure in the Docks Area in a way that is compatible with the new project.

Laura Sainz
Downtown Development Group
City of Sacramento, Economic Dev Dept
1030 15th Street, 2nd floor
Sacramento, CA 95814

916-808-2677 (PHONE)
916-808-8161 (FAX)

>>> JP Tindell 12/13/05 5:12 PM >>>
We have one general comment on the proposed Capitol West Side Projects Draft EIR: the Department of Parks and Recreation has been concerned about any alternative(s) that would construct cooling facilities underground in Roosevelt Park. This would have the potential to take out of service for a considerable time period a City park that is heavily used by both residents and workers in the Downtown area. We understand this is no longer an alternative under final consideration.

We will be relying on:
1) City Economic Development staff to comment on potential impacts of the proposed alternatives to the development of the Docks area
2) City Long Range Planning and/or CADA staff to comment on potential impacts of the proposed alternatives on the R Street Street Corridor Plan

I will also be providing a few minor handwritten changes for Chapters 2 and 4 to you (hand delivering).

Please contact me if you require additional information.

J.P. Tindell, Advance Planning Manager
Park Planning, Design & Development Svcs.
Parks and Recreation Department
915 "I" Street, 5th Floor, Sacramento, CA 95814
Phone: 916-808-1955
Fax: 916-808-8266
OPTIMIZING THE EXPERIENCE OF LIVING
THROUGH PEOPLE, PARKS AND PROGRAMS!
jptindell@cityofsacramento.org

Department 2005-2010 Master Plan: www.cityofsacramento.org/parksandrecreation/masterplan/

CC: Brian Abbanat; Duane Goosen; Janet Baker; Joe Benassini; JP Tindell; Micah

DEVELOPMENT SERVICES
DEPARTMENT
PLANNING DIVISION
PRESERVATION OFFICE

CITY OF SACRAMENTO
CALIFORNIA

915 "I" STREET
3ND FLOOR
NEW CITY HALL
SACRAMENTO, CA
95814

MEMORANDUM

TO: Erik deKok

FROM: Roberta Deering

RE: Comments: Capitol West End Projects DEIR

1. Especially due to high probability of archaeological resources, add two mitigations for archaeological, cultural resources impacts:

   A. Provide effective 24-hour security on all project sites, especially after demolition and before and during construction, to keep looters from the sites' archaeological resources, in consultation with the State Office of Historic Preservation. The statement, p. 4.14-23, that "Provisions will be made for additional construction monitoring as necessary" are not adequate.

   B. Utilize space, either in the Heilbron House or space in or adjacent to the retail component of the West End Office Projects, to allow for suitable interpretation of the prehistory and historical archaeology of the project sites, including artifacts that may be found at the sites during construction, in consultation with the State Office of Historic Preservation. Also note on p. 4.14-23, second paragraph, there is no mention of where the report on the archaeological work is to be "stored", nor how the information is to be "distributes to the public." Other uses for the house, post project construction, should also be considered, such as residential, or mixed uses: residential, retail, office, and gallery space – either for archaeological interpretive center or art collections of the state.

2. The West End Office Complex Alternative #1, which proposes the move of the Heilbron House, will not be adequately evaluated for impacts on the resource without including and without evaluating any receiving sites in the environmental document. National Register eligibility of the resource under other criteria than just architecture should also be researched.

3. Protecting the Heilbron House during project construction is not adequately addressed in the environmental document.

4. Page 4.14-1, first sentence, the cultural resources section of CEQA documents is to look at cultural resources, which includes more than just "architectural" resources.

5. The federal undertaking that would trigger the 106 and NEPA review is not identified. On page 4.14-1, there is an incorrect statement that, "Because the Heilbron House is listed on the NRHP, Section 106 of the National Historic Preservation Act... of 1966...requires federal agencies to take into consideration the potential effects..." This is not correct; Section 106 and NEPA processes are invoked only when there is a federal undertaking. If there is a/are federal undertaking/s on the project, that/those undertaking/s should be identified in this document.

6. Corrections as to dates of documents in Cultural Resources section:

   A. p. 4.14-4 and -5: City of Sacramento's Preservation Element of the General Plan was adopted in April, 2000, not 1997.
   B. P. 4.14-5: first paragraph under bullets – the City of Sacramento's historic preservation ordinance, Title 15, Chapter 15.124 of the City Code, established a Design Review & Preservation Board, and a local register of historic resources... in June 2001, not 1997;
   C. Date of Central City Community Plan needs to be confirmed, one date on p. 4.14-5 and another on p. 4.15-3.
   D. P. 4.14-14, confirm State Historic Preservation Office's responsibility for the Heilbron House pursuant to Public Resources Code Section 5025(d). Doubt it is to "maintain" the property, as stated at top of this page.

General comments on the project:

Support Office Complex alt #3 with Heilbron retained in place and residential with it;
Support archaeological work between demolition and construction phase.
Support Garage alt.#2 with housing and no garage access from R Street; would also be better to have all garage access off alley, none from any street.

DESIGN REVIEW &
PRESERVATION BOARD

CITY OF SACRAMENTO
CALIFORNIA

915 "I" STREET
New City Hall
3ND FLOOR
SACRAMENTO, CA
95814

December 22, 2005

TRANSMITTAL MEMORANDUM

TO: State of California Department of General Services;
City of Sacramento City Council; City of Sacramento City Planning Commission.

FROM: Roberta Deering, as Secretary to the Design Review & Preservation Board

RE: **Capitol West Side Projects – Central Plant Renovation & West End Office Complex – and Projects' Draft Environmental Impact Report (M05-095)**

At its December 21, 2005, meeting the Design Review and Preservation Board (Board) reviewed the subject proposed projects and the Draft Environmental Impact Report (DEIR) on the projects.

The Board expressed its appreciation for the State DGS's process and coordination with the public and the city on these projects, and had the following comments:

I. Project Comments:

A. Include in the design/build criteria for both the office complex and central plant renovation projects:
   a. strong language requiring building setbacks at the streetwall, both above and below ground, for the benefit of canopy street trees' crowns and their rootballs; and,
   b. language that would limit expanses of uninterrupted streetwalls to no more than ¼ block in length, in order to help in the creation of an "active street life".

B. Consider incorporating the office complex Alternative #1's taller, more slender towers into Alternatives #2 and #3, to allow for somewhat more building wall/massing variety at grade and at the street level.

C. Comply with CADA's proposed R Street streetscape plans/section design on the R Street Garage project, noting that it would not include street trees on the R Street frontage.

D. Retain the Heilbron House on its historic, current site.

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E. Strong recommendation to pursue Office Complex Alternative #3 for its' maximization of residential components, with retail components, as well as for its responsiveness to the Heilbron House's setting, in order to avoid future dead zones and provide a visual connection between the historic Heilbron and Stanford Mansions. Alternative #3 also provides for a transition between the office buildings on the east and the residential scale structures on the west sides of the street.

F. Retail component concentration along "O" Street at light rail station is strongly supported.

G. Retain all Heritage Trees.

H. Pursue garage Alternative P2's mixed use housing, retail and garage project in order to avoid any more single-use parking garages and to incorporate cooling towers into the mix.

I. Pursue garage alternatives with driveway/vehicular entrances/exits from alley, not from streets.

J. Involve an artist, with talents and expertise in similar endeavors, early on in the design/build phase in the development of the cooling towers design to become a new landmark in the city.

K. Involve archaeologists working on the project in the development of an on-site interpretive center and program; maximize the on-site public display of the artifacts and other findings related to the project's sites pre-history and history, vs. boxing the materials and storing them in a warehouse.

L. Hold a juried design competition for the design of the new structures' and landscape.

M. Include the city's Design Review & Preservation Board in the development of design criteria for the West End Office Complex by the Master Architect.

N. Incorporate existing city design guidelines in the project's design criteria.

O. Involve the Master Architect in developing design criteria for the Central Plan Renovation and cooling towers project.

P. Investigate use options for the Heilbron House, including gallery/interpretive center, residential, commercial and day care uses.

II. DEIR Comments

A. The proposed mitigation measure that would provide for up-front archaeological research and for on-site work between demolition and new construction is strongly supported.

B. Provide an additional mitigation measure that would include specific means to

effectively protect the project sites from looters during the time between demolition and construction.

C. Provide for additional mitigation of the projects' impacts upon cultural resources through on-site interpretive exhibits and programs related to the sties' pre-history and history.

D. Unless receiving sites for the Heilbron Mansion are identified and evaluated as part of Alternative #1, the impact on historic resources cannot be adequately identified or mitigated.

E. Additional research and evaluation of historical significance for the Heilbron Mansion listing should be undertaken to adequately identify the impacts of moving the structure off its original site under Alternative #1.

F. Additional mitigation that would include specific means to effectively protect the Heilbron Mansion during either its move or construction, under all three alternatives, needs to be included.

G. Provide a mitigation measure that would incorporate effective building setbacks – above and below ground – to assure the maintenance and growth of tall canopy street trees and root balls on all sites, noting the R Street exception.

H. If a "106 Review" or NEPA environmental review are in fact required for these projects, the federal undertaking that would trigger these processes should be indentified.

I. The proposed central plant alternative directly west of the Governor's Square residential block could have significant impacts that should be evaluated. There may not be mitigation measures that would lessen these impacts to less than significant levels. Therefore, to minimize the impacts, recommend move the thermal storage tank to block 264 and put cooling towers on the proposed parking structure.

J. Additional evaluation of parking ratios and parking space needs may be necessary to develop alternatives or mitigation measures that would effectively lessen the parking impacts on city streets.

#82

DEPARTMENT
OF UTILITIES

ENGINEERING
SERVICES DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1395 35th AVENUE
SACRAMENTO, CA
95822-2911

PH 916-808-1400
FAX 916-808-1497/1498

December 16, 2005

To: Erik de Kok

From: Terry L Paxton, Department of Utilities

Subject: Environmental Clearing House documents for review and comment (ecc-05-010) DEIR for the Capital West Projects -- CA State Dept of General Services

A review of the projects has resulted in the following comments:

Water: see attached Memorandum from Brett Ewart.

Combined System: The report addresses our previous comments adequately. Any works constructed in an existing alley will need to preserve the City's access to existing facilities. Any relocating of existing facilities will need to be approved by the City and be in conformance with City Standards. All work will need to be performed to the satisfaction of the City.

A copy of the aerial showing the approximate location of existing drainage and sewer facilities is enclosed for your information.

We have no further comments at this time but reserve the right to further comment as more specific information becomes available. The contact persons for water, sewer, drainage and water quality are as follows:

Kim Yee for Combined	(808-1423)
Dan Sherry Water	(808-1419)

cc Dave Brent
Kim Yee
Dan Sherry

CITY OF SACRAMENTO
DEPARTMENT
OF UTILITIES

Making a Difference in Your Neighborhood

28

DEPARTMENT
OF UTILITIES

ENGINEERING
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1395 35th AVENUE
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95822-2911

PH (916) 264-1400
FAX (916) 264-1497

December 16, 2005
BE:be

MEMORANDUM

TO: Capitol West Side Project Developers

FROM: Brett Ewart, Assistant Engineer

SUBJECT: **DISTRIBUTION SYSTEM IMPROVEMENTS AND BOUNDARY CONDITIONS FOR CAPITOL WEST SIDE PROJECT**

The Capitol West Side project has been incorporated into the City's regional hydraulic model to verify boundary conditions and fireflow capacity at two locations along the project boundary. Please refer to the attached map and graphs for location of proposed improvements, analysis points and associated results.

The following assumptions were incorporated into this review:

1. The proposed project has a Max Day demand of 103 gpm.
2. A preliminary fireflow volume of 6000 gpm was considered.
3. Max Day conditions were prevalent.
4. A 12-inch main will be constructed on P St, between 7th and 8th St.
5. A 12-inch main will be constructed on N St, between 6th and 8th Street. Connections will be made between at all crossings with the existing system, including the 24-inch Transmission main in 6th street
6. The existing 8-inch main in the O/P Alley, between 7th and 8th St will be abandoned.

Based on these criteria, a Maximum Day Demand condition, steady state modeling analysis was performed. Two (2) hydraulic capacity curves were prepared for the proposed development to represent the capacity of the existing system after proposed improvements are incorporated.

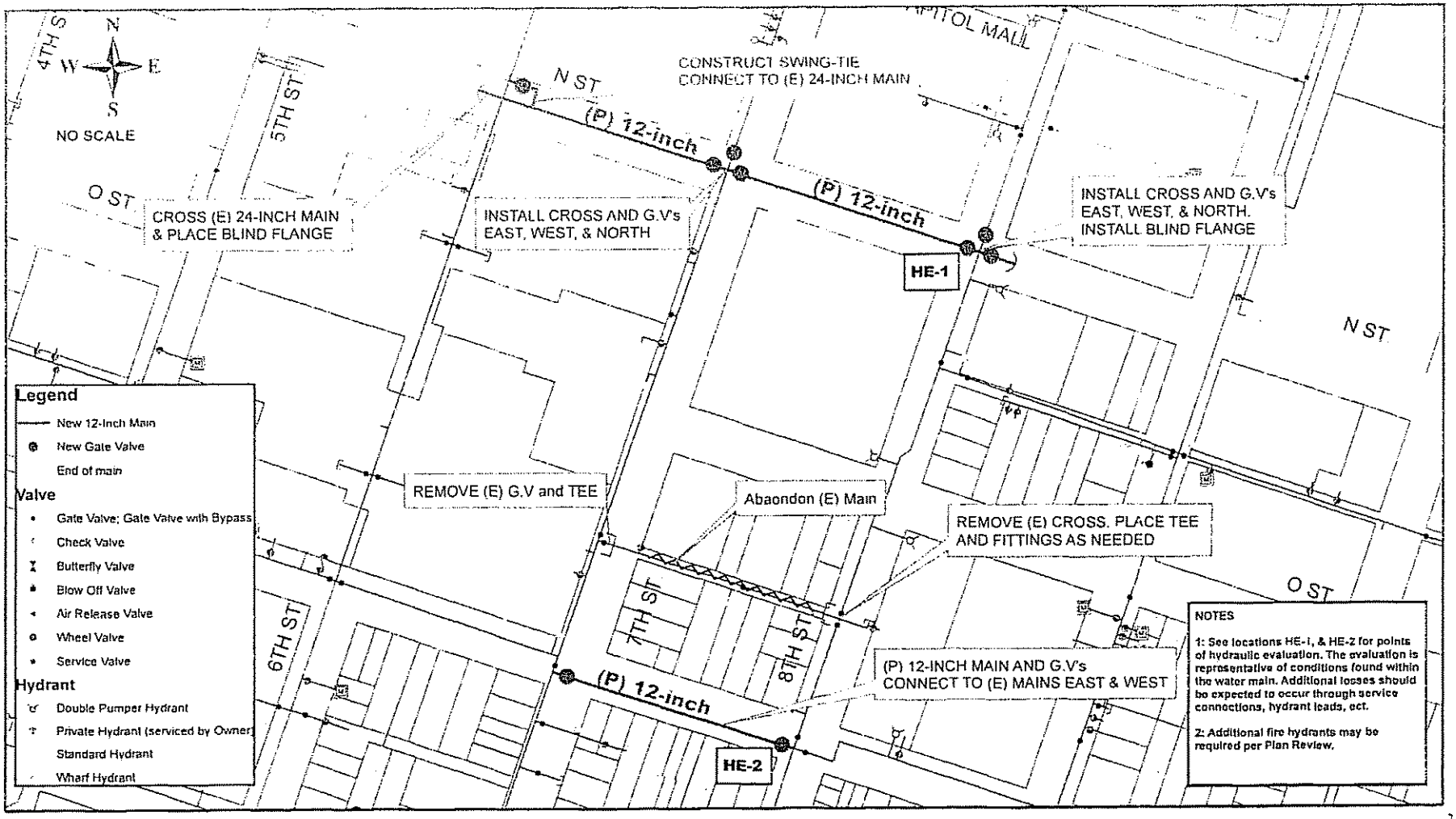
Results indicate adequate capacity exists to serve this development once improvements are constructed.

Please note that the plan review process may require adjustments to items identified within the attached conceptual exhibit. This may include alignment modifications, additional fire hydrants, ect.

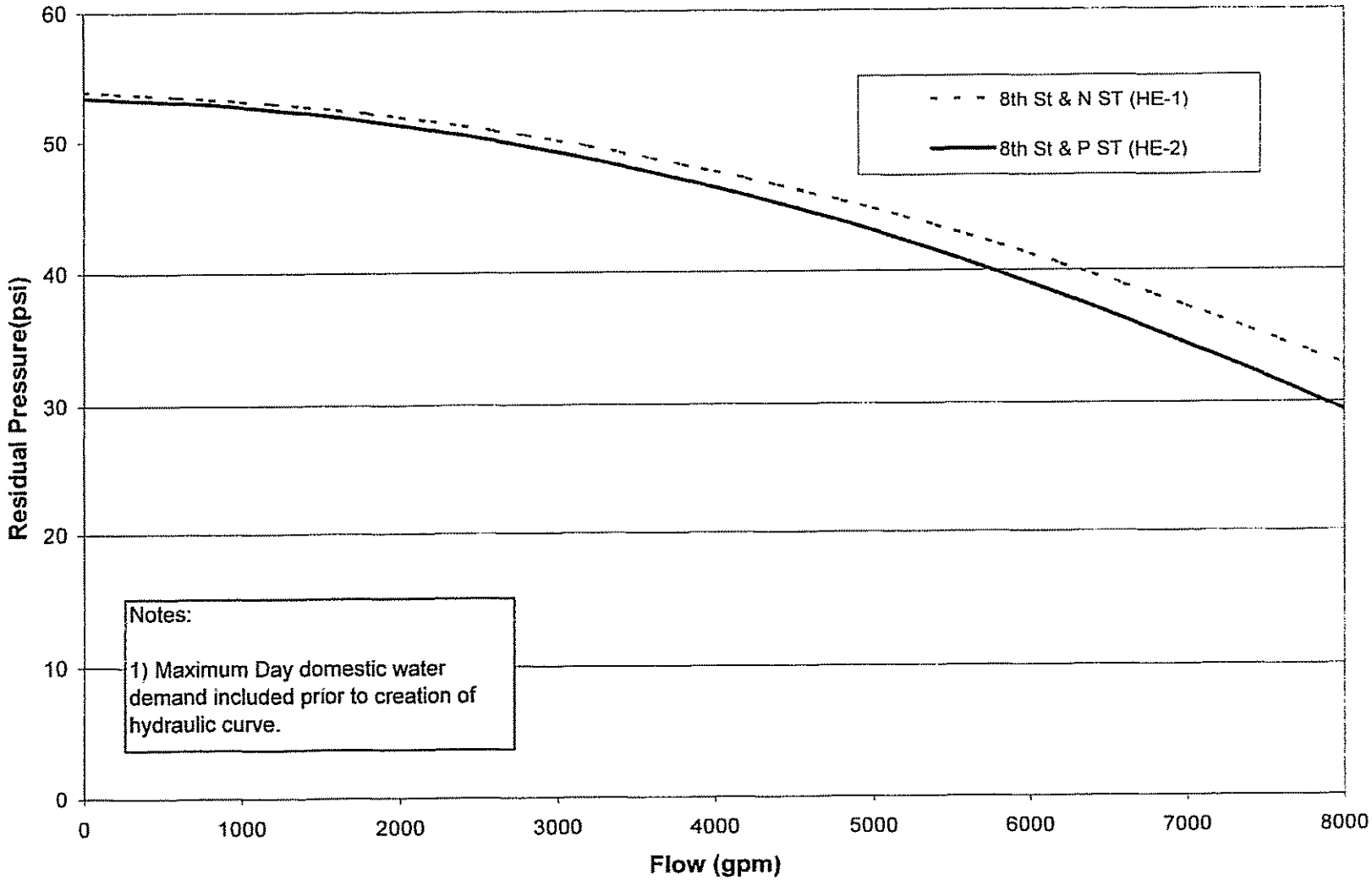
Should you have any further questions please do not hesitate to contact me at 808-1725.

cc: Dan Sherry, Supervising Engineer

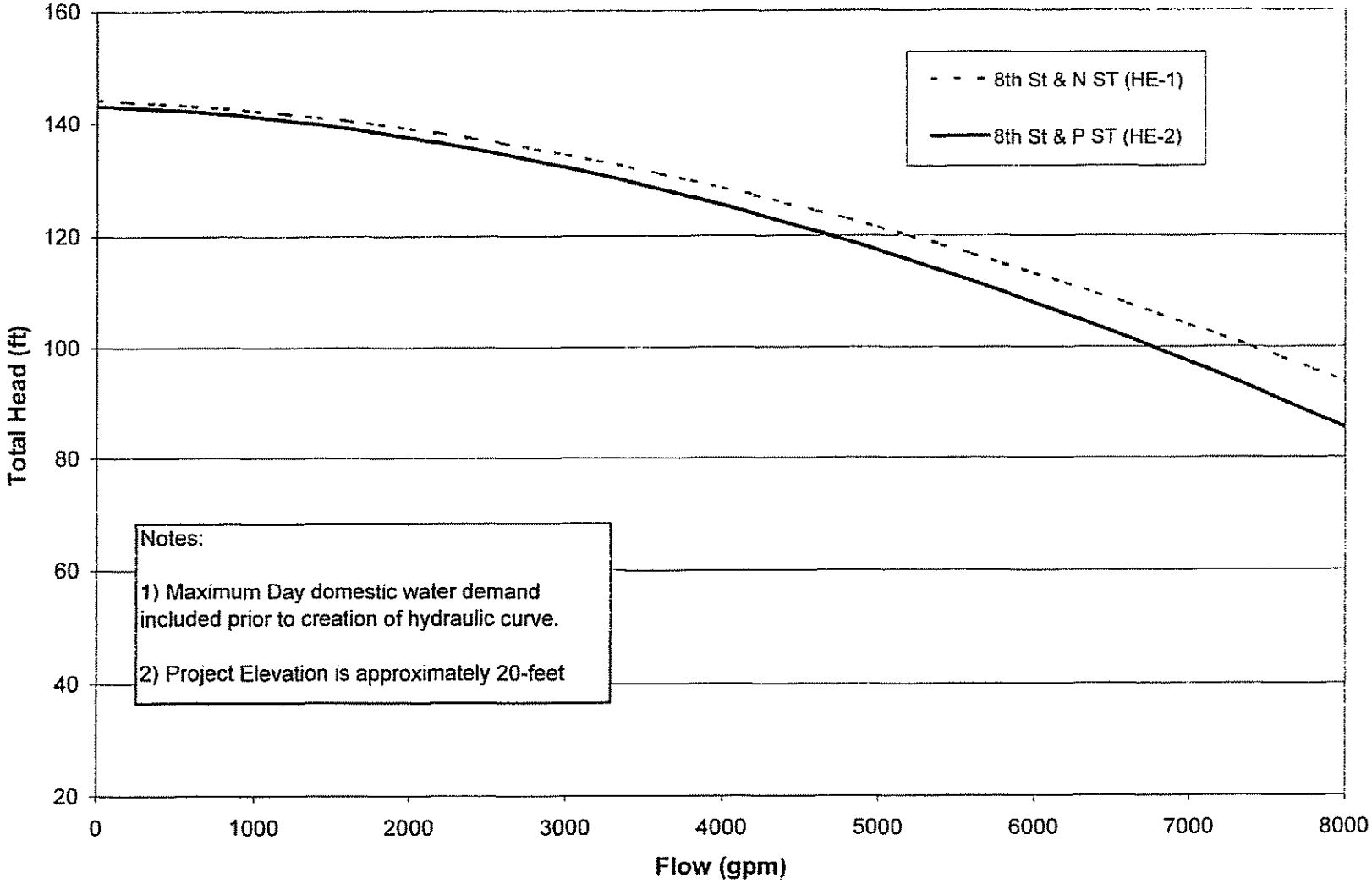
CAPITOL WEST SIDE PROJECT
Water Distribution System Improvements



CAPITOL WESTSIDE PROJECT
Max Day Boundary Conditions
Residual Pressure vs. Flow

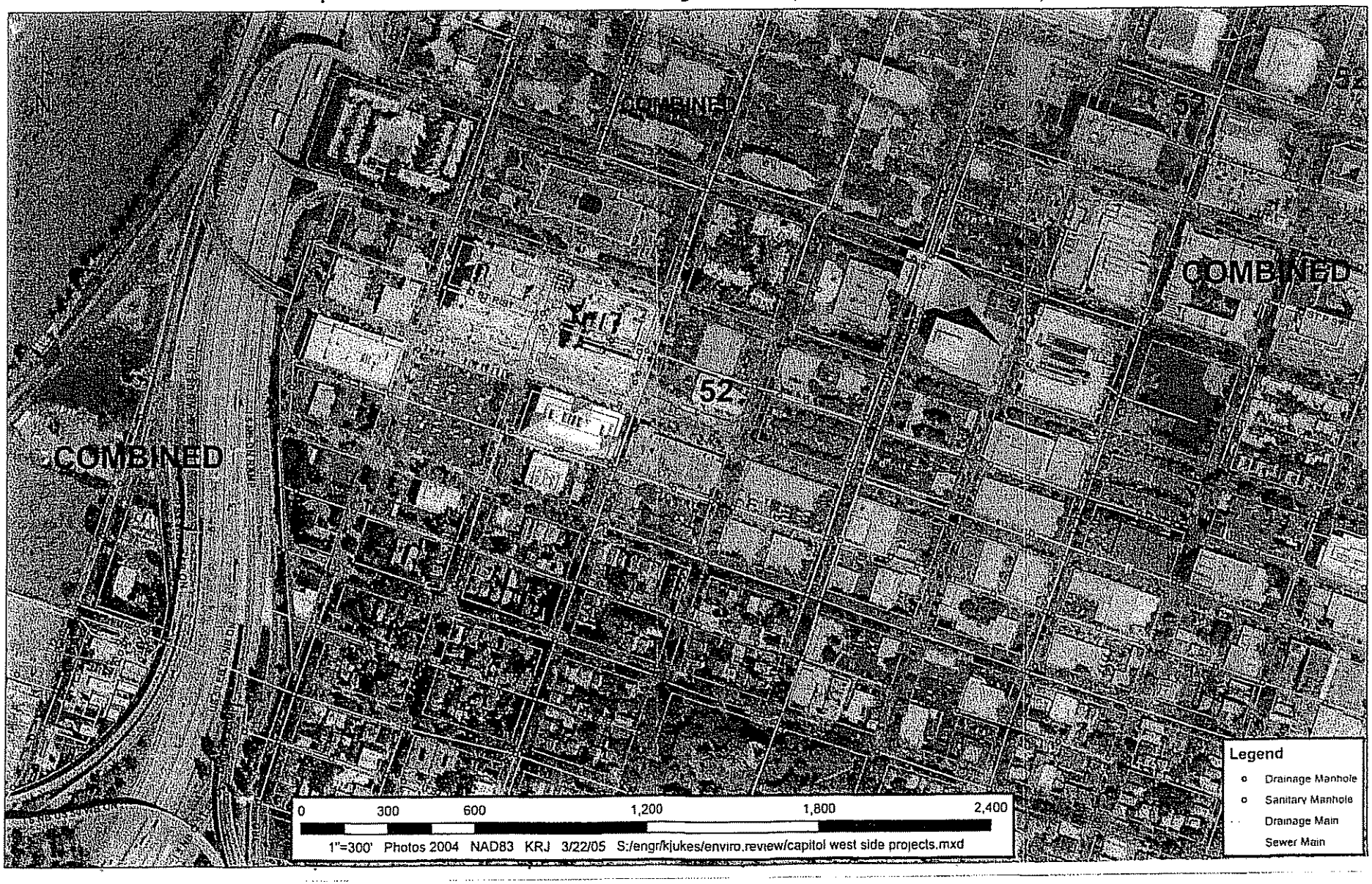


CAPITOL WESTSIDE PROJECT
Max Day Boundary Conditions
Total Head vs. Flow



32

Capitol West Side Projects (ECC-05-006)



8th St & N ST (HE-1)			8th St & P ST (HE-2)		
Node Elevation (ft)		20	Node Elevation (ft)		20
Max Day Boundary Condition					
Available Flow (gpm)	Residual Pressure (psi)	Residual Head (ft)	Available Flow (gpm)	Residual Pressure (psi)	Residual Head (ft)
0	54	144	0	53	143
Available Flow (gpm)	Residual Pressure (psi)	Residual Head (ft)	Available Flow (gpm)	Residual Pressure (psi)	Residual Head (ft)
0	54	144	0	53	143
200	54	144	200	53	143
400	54	144	400	53	142
600	54	143	600	53	142
800	53	143	800	53	142
1000	53	143	1000	53	141
1200	53	142	1200	52	140
1400	53	142	1400	52	140
1600	52	141	1600	52	139
1800	52	140	1800	52	138
2000	52	140	2000	51	137
2200	52	139	2200	51	136
2400	51	138	2400	50	135
2600	51	137	2600	50	134
2800	50	136	2800	50	133
3000	50	135	3000	49	132
3200	50	134	3200	49	131
3400	49	133	3400	48	130
3600	49	132	3600	48	128
3800	48	131	3800	47	127
4000	48	130	4000	46	125
4200	47	128	4200	46	124
4400	46	127	4400	45	122
4600	46	126	4600	44	121
4800	45	124	4800	44	119
5000	45	123	5000	43	117
5200	44	121	5200	42	116
5400	43	120	5400	41	114
5600	43	118	5600	41	112
5800	42	117	5800	40	110
6000	41	115	6000	39	108
6200	40	113	6200	38	106
6400	40	111	6400	37	104
6600	39	110	6600	36	102
6800	38	108	6800	35	99
7000	37	106	7000	34	97
7200	36	104	7200	33	95
7400	36	102	7400	32	93
7600	35	100	7600	31	90
7800	34	98	7800	30	88
8000	33	96	8000	29	85
8200	32	94	8200	28	83
8400	31	91	8400	27	80
8600	30	89	8600	26	77
8800	29	87	8800	25	75
9000	28	85	9000	24	72
9200	27	82	9200	23	69
9400	26	80	9400	21	66
9600	25	77	9600	20	63
9800	24	75	9800	19	60
10000	23	72	10000	18	57
10200	22	70	10200	16	54
10400	20	67	10400	15	51
10600	19	64	10600	14	48
10800	18	62	10800	12	45
11000	17	59	11000	11	42
11200	16	56	11200	9	38
11400	14	53	11400	8	35
11600	13	51	11600	7	32
11800	12	48	11800	5	28
12000	11	45	12000	4	25
12200	9	42	12200	2	20
12400	8	39			
12600	7	36			
12800	5	33			
13000	4	29			
13200	3	26			

From: JP Tindell
To: deKok, Erik
Date: 12/13/05 5:12PM
Subject: Comments: Capitol West Side Projects DEIR

We have one general comment on the proposed Capitol West Side Projects Draft EIR: the Department of Parks and Recreation has been concerned about any alternative(s) that would construct cooling facilities underground in Roosevelt Park. This would have the potential to take out of service for a considerable time period a City park that is heavily used by both residents and workers in the Downtown area. We understand this is no longer an alternative under final consideration.

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attached

Please contact me if you require additional information.

J.P. Tindell, Advance Planning Manager
Park Planning, Design & Development Svcs.
Parks and Recreation Department
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Department 2005-2010 Master Plan: www.cityofsacramento.org/parksandrecreation/masterplan/

CC: Abbanat, Brian; Baker, Janet; Benassini, Joe; Goosen, Duane; Runner, Micah; Sainz, Laura

The proposed Central Plant Renovation Project and West End Office Complex Project sites are in the jurisdiction of SPD's North Area, and police services would be provided by the William J. Kinney Police Facility. SPD does not have an adopted officer-to-resident ratio or an adopted response-time standard. The department uses a variety of data that include geographic information systems (GIS)–based data, call and crime frequency information, and available personnel to rebalance its deployment on an annual basis to meet the changing demands of the city. As of 2005, SPD was funded for 1.7 officers per 1,000 residents. In 2003, SPD responded to Priority 1 calls (those classified as life threatening) in less than 9 minutes (City of Sacramento 2005).

Schools

The Sacramento City Unified School District (SCUSD) provides educational services to the city of Sacramento, including the Capitol West Side Projects study area. SCUSD has grown from 50,513 students in 1993–1994 to 51,420 students in 2004–2005, an increase of approximately 3%. The district includes 63 elementary schools (K–6), nine middle schools (7–8), and 12 high schools (9–12) (California Department of Education 2005). On a district level, SCUSD defines a school as overcrowded when its enrollment reaches 90% of its capacity; most schools in the district are operating at or near capacity, and many schools use temporary relocatable classrooms to expand capacity (City of Sacramento 2005). By 2010, the district estimates enrollment to reach approximately 55,799 students (Sacramento Unified School District 2002).

Student yield rates for residential units in SCUSD as of 2004 are 0.42 for elementary school students and 0.30 for middle-school and high-school students (Heidrich, pers. comm., 2005). Based on the SCUSD school-boundary map, students generated by the Capitol West Side Projects would attend William Land Elementary School, Sutter Middle School, and C. K. McClatchy High School (Sacramento City Unified School District 2005). William Land Elementary School, located at 2120 12th Street in Sacramento, is one of the district's year-round schools. This school can accommodate 347 students and has a capacity for an additional 10 students; during the 2004–2005 school year it had a student enrollment of 337 students. Sutter Middle School, also a year-round school, is located at 3150 I Street in Sacramento. This school can accommodate 1,228 students, but it had a student enrollment of 1,294 students during the 2004–2005 school year, which exceeds its capacity by 66 students. C. K. McClatchy High School is located at 3066 Freeport Boulevard in Sacramento. Its 2004-2005 enrollment was 2,388 students, and the facility is at its capacity of 2,388 students (California Department of Education 2005, Educational Data Partnership 2005). The exact capacity levels and enrollment figures can change frequently as more portable classrooms are added and additional students enroll in the district.

The school district is funded by 50% State and 50% local sources. The district can receive local funding through developer impact fees, tax revenue from Mello-Roos districts, and General Obligation bonds. Developer impact fees comprise the major source of funding for the district. The statutory fee (Level I) is currently $2.24 per square foot for residential construction and $0.36 per square foot for commercial/ industrial construction. Developer fees may be used to finance new schools and equipment, and to reconstruct existing facilities to maintain adequate housing for all the district's students. Mello-Roos districts are areas usually associated with new residential subdivisions, which are often used for additional school taxes.

Parks and Recreation

Recreational facilities in the vicinity of the Capitol West Side Projects include approximately 37 acres of parks serving the Capitol Area, including the 26-acre Capitol Park, 3.05-acre Roosevelt Park, and 3.05-acre Fremont Park. In addition, Southside Park is located approximately four blocks to the south of the proposed project sites. (19.99 acres)

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Capitol Park

Capitol Park encompasses 37 acres and 10 square blocks, bounded on the north by L Street, on the south by N Street, on the west by 10th Street, and on the east by 15th Street. Capitol Park is maintained by the State of California Department of General Services, Real Estate Services Division, Building and Property Management (DGS RESD BPM). The dominant feature is the Capitol building itself and its office annex, but the park also includes memorials to veterans, rose gardens, shaded paved paths, and a wide variety of trees and shrubs.

City of Sacramento Parks and Recreation Department

The City and Recreation Parks and Recreation Department provides recreation and leisure opportunities to the city with its park facilities and ~~recreation~~ programming. According to *the City of Sacramento Parks and Recreation Master Plan 2005-2010* (Parks and Recreation Master Plan) ~~(City of Sacramento 2004)~~, adopted 8/12/04, the City contains 11 major programs encompassing parks, recreation, boating, golf, the arts, and a zoo. Most of these programs are General Fund–supported with the exception of some recreation programs funded through participant fees or self-supporting enterprises. The City operates and maintains approximately 2,274 acres of developed parks in 95 separate facilities. These types of park facilities include neighborhood parks, community parks, ~~and~~ regional parks, ~~and~~ parkways, and open space~~; and school parks~~. The City's park system has been growing at an average rate of approximately four new park sites and 2,000 added street trees per year since 1970.

The City owns and maintains Roosevelt Park, Fremont Park, and Southside Park in the vicinity of the Capitol West Side Projects. Roosevelt Park (Block 271) is located at 1615 Ninth Street, located between Ninth and 10th Streets and P and Q Streets. This 3.05-acre park includes picnic area, a lighted baseball field, and a full-size soccer field. Fremont Park is located at 1515 Q Street between 15th and 16th Streets and P and Q Streets. This 3.05-acre park includes a playground, central seating area, individual picnic tables, and walkways. Southside Park is a 19.9-acre neighborhood park at 2115 Sixth Street near U Street. Amenities include a swimming pool, wading pool, three-quarter-mile jogging trail, Southside Clubhouse, lake, playground, and picnic areas.

The City has set standards for the classification of parks within the community through the Parks and Recreation Master Plan (~~City of Sacramento 2004~~). The City's desired service ~~area~~ goal is to provide public recreational opportunities within a reasonable walking or driving distance of all residences and concentrations of worker populations at a ratio of 2.5 acres of neighborhood park within 0.5 mile, 2.5 acres of community park within 3 miles, and 8.0 acres of regional parks per 1,000 people. The plan provides a mechanism for acquiring parkland dedications and providing long-range planning for accommodating the future recreational needs of the city.

The Parks and Recreation Master Plan and Chapter 18.44 of the Sacramento City Code outline park-development fees for residential and nonresidential development within the city. Presently, the City's General Fund accounts for most of the revenue for acquisition and improvements in parks and recreational services. Funds are also derived from residential development in the city and user fees for special recreation activities. The City, through the Quimby Act, requires residential development to dedicate land and/or pay a fee for parkland acquisition for recreational purposes. The act is enforced during the subdivision-review process. Housing in this project may be required to pay Park Development Impact Fee (SCC Chapter 18.44).

Solid Waste

The waste stream generated in the city of Sacramento is approximately 600,000 tons per year and includes everything from recycling to construction demolition material to garden refuse. Seventeen different service providers, including the City, provide solid-waste collection for commercial properties and businesses in Sacramento. As of September 1994, the City closed its landfill to the acceptance of

units would be responsible at the time these residential units are constructed for coordinating with the City and paying any fees required by ~~the Parks and Recreation Master Plan and~~ Chapter 18.44 of the Sacramento City Code. Therefore, this impact is considered **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4.11-WE3f **Public Services — Increased Demand for School Facilities and Services.** *The potential construction of approximately 40 residential units under West End Office Complex Alternative 3 would increase demand for elementary schools (K-6), middle schools (7-8), and high schools (9-12) in SCUSD. William Land Elementary School, Sutter Middle School, and C. K. McClatchy High School would not have sufficient capacity for students generated by this alternative. However, schools in the vicinity of the proposed West End Office Complex would have sufficient capacity to meet the demands of the project. In addition, the project developer would pay the State-mandated school impact fees to SCUSD to mitigate impacts on schools. Therefore, this impact is considered* ***less than significant.***

The site of the proposed West End Office Complex is located in SCUSD. If the housing-opportunity site would be developed by a private developer, the students generated would attend William Land Elementary School, approximately 2.1 miles southwest of the site; Sutter Middle School, approximately 2.2 miles northeast; and C.K. McClatchy High School, approximately 2.0 miles southwest. Using student generation rates for SCUSD, the approximately 40 housing units would generate approximately 17 elementary school students (K–6) and a combined total of approximately 19 middle-school and high-school students (7–12).

William Land Elementary School has remaining capacity for 10 students and would likely not have the capacity for the students generated under West End Office Complex Alternative 3. Sutter Middle School is exceeding its capacity by 66 students and would likely not have the capacity for the students generated under this project alternative. C. K. McClatchy High School is at its capacity and would not be capable of accommodating students generated under West End Office Complex Alternative 3. However, the students that would be generated by the development of housing units under this project alternative could be bused to other nearby schools that have additional capacity. These schools include:

- Washington Elementary School (1.6 miles northeast of the site of the proposed West End Office Complex), which could accommodate approximately 39 students;
- Jedediah Smith Elementary School (1.8 miles southwest), which could accommodate approximately seven students;
- California Middle School (2.2 miles southeast), which could accommodate approximately 75 students;
- Kit Carson Middle School (3.9 miles east), which could accommodate approximately 132 students; and
- Sacramento High School (St. HOPE Charter) (3.0 miles southeast), which could accommodate approximately 453 students.

walking or driving distance of all residences and concentrations of worker populations. The residents would likely use local parks and recreational facilities in the community, particularly Capitol Park, maintained by DGS RESD BPM, and Roosevelt Park, maintained by the City, which are within walking distance of Block 266. Construction at or expansion of existing parks and recreational facilities would not be necessary as a result of this incremental increase in park/recreational facility use. However, the developer would be responsible at the time the potential residential units are constructed for coordinating with the City and paying any fees required by ~~the Parks and Recreation Master Plan and Chapter 18.44 of the~~ Sacramento City Code. Therefore, this impact is considered less than significant.

If West End Parking Structure 2 and West End Office Complex Alternative 3 are constructed, the combined housing would generate 219 new residents and represent the greatest development density and highest level of impacts on recreational facilities. But, as described for each of these alternatives, construction or expansion of existing parks and recreational facilities would not be necessary and the developer of the proposed housing units would be required to pay required park fees to the City. Therefore, this impact would remain **less than significant**.

Mitigation Measures

No mitigation is required

Impact 4.11-PS2f **Public Services — Increased Demand for School Facilities and Services.** *The potential construction of approximately 45 residential units under West End Parking Structure Alternative 2 would increase demand for elementary schools (K–6), middle schools (7–8), and high schools (9–12) in SCUSD. William Land Elementary School, Sutter Middle School, and C. K. McClatchy High School would not have sufficient capacity for students generated by the residential units proposed under this alternative. However, schools in the vicinity of the proposed West End Office Complex parking structure would have sufficient capacity to meet the demands of these additional students. In addition, the project developer would pay the State-mandated school impact fees to SCUSD to mitigate impacts on schools. Therefore, this impact is considered* ***less than significant.***

The site of the proposed West End Office Complex parking structure is located in SCUSD. Students generated by new housing units would attend William Land Elementary School, approximately 0.6 mile south of the site; Sutter Middle School, approximately 2.6 miles northeast; and C.K. McClatchy High School, approximately 2.3 miles south. Enrollment at nearby schools includes 337 students at William Land Elementary School, 1,294 students at Sutter Middle School, and 2,388 students at C.K. McClatchy High School. Using student-generation rates for SCUSD, the potential construction of 45 one-bedroom apartments is expected to generate approximately 19 elementary school students (K–6) and a combined total of approximately 14 middle-school and high-school students (7–12).

William Land Elementary School has remaining capacity for 10 students and would likely not have the capacity for the students generated by housing associated with West End Parking Structure Alternative 2. Sutter Middle School is exceeding its capacity by 66 students and would likely not have the capacity for the students generated by this alternative. C.K. McClatchy High School is at its capacity and would not be capable of accommodating students generated by this alternative. Students, generated by living in housing constructed on the housing-opportunity site, could be bused to other nearby schools that have additional capacity. These schools include:

- Washington Elementary School (1.8 miles northeast), which could accommodate approximately 39 students;
- Jedediah Smith Elementary at (1.5 miles southwest), which could accommodate approximately seven students;

From: Jeanne Corcoran
To: Erik deKok
Date: 12/16/2005 11:54:54 AM
Subject: Capitol West Side Project

Erik attached are my very limited comments, since I have not read the document thoroughly.

My only concern and I'm not sure where this should be put is that the project complies with the Central City design guidelines to insure a transition between adjacent uses that may be lower in scale and mass. Also these buildings should incorporate the design features that respect the pedestrian scale, which may include setbatck, stepbacks, colonades, retail at ground level, and landscaping. Since there is not really any discussion on the actual buildings

Comments on the West Side Projects:

Land Use: Sec. 4.2

Block 264 is currently a surface parking, which may be required for a specific use P87-143, if the Central Plant is constructed on this site, how will the parking displacement be addressed?

Biological Resources, 4.13

I would also put in the mitigation measures that the street trees (including full canopy and root system) are to be preserved, unless the City Arborist determines the tree could be removed or pruned, subject to appropriate mitigation. Buildings should be setback to allow for root system and tree canopy.

From: Duane Goosen
To: Erik deKok
Date: 12/14/2005 8:30:10 AM
Subject: Fwd: Initial Review Requirements W. end comments

Hi Erik,
I've attached a draft of some proposed initial review requirements that Joe put together . here are a few other somewhat overlapping comments:
-Identify all trench dimensions/locations.
-Identify construction staging areas.
-Identify proposed tree removals and pruning activity.
-Submit a landscape plan.
-Accomodation of large canopy trees will require a setback of 20' above the second floor where buildings are parallel to any 7'- 9' wide city parkway planting space

Please let me know if you have any questions or need more informaton.

Thanks, Duane

URBAN FOREST SERVICES

Proposed Review Requirements for TSM/MP or other Entitlements
DRAFT 12/10/05

Initial Review

1. The Applicant shall submit a City of Sacramento Tree Permit Application for all projects where protected trees exist, or where offsite protected trees will be impacted by on or off-site improvements. The application shall be submitted to the Director of Parks and Recreation, or the Director's designee, and shall be accompanied by the following:
    a. A written statement stating the justification for the permit
    b. A tree inventory and survey compiled by an arborist certified by the International Society of Arboriculture, a consulting arborist registered by the American Society of Consulting Arborists, or otherwise similarly qualified individual as approved by the Director. The arborist report shall include, but is not limited to, the following information:
        i. Tree identification number(s)
        ii. Common and scientific name(s)
        iii. Trunk diameter at standard height(s), identifying whether single or multiple-trunk trees
        iv. Crown radius based on the longest lateral branch
        v. Structural condition of tree(s), including roots, trunk, and limbs, and, health condition of tree(s), including vigor and any significant pests and/or diseases
            1. Structural and health conditions shall be rated numerically or otherwise to indicate the overall condition of the tree(s) and, where necessary and possible, shall include recommendations to improve those conditions
        vi. Recommended exclusion zone(s) for protection of the tree(s) during construction
    c. A site plan, including existing and proposed development information as follows:
        i. Physical characteristics, including topographic contours
        ii. Property boundaries
        iii. Streets, easements and/or public or private driveways
        iv. Parking and other paved areas
        v. Buildings or other structures
        vi. Setbacks of all buildings and structures from property lines and/or easements
        vii. Proposed on and off-site construction, including street improvements, grading, wet and dry utilities, site and street lighting, monument signs, and landscaping
        viii Identification numbers, exact vertical and horizontal locations of all protected trees, proposed exclusion zones, and proposed trees to be removed