City Planning Commission
Sacramento, California

Members in Session:

Subject: Notice of Preparation of an Environmental Impact Report for 1400 J Street Office Building (P88-154)

SUMMARY:

The City Planning Division has recently received an application for a major office building at 1400 J Street. As proposed, the project will consist of 500,000 sq. ft. of office use, 16,000 sq. ft. of retail space, and parking for 800 vehicles in a single building of 26 stories. The developed project site is located on the southeast corner of 14th and J Streets in the Central City. The site is currently zoned Central Business District (C-3) and is designated Regional Commercial and Office in the 1986-2006 General Plan. The proposal is a project pursuant to CEQA and will require the preparation of an EIR.

City Planning staff has prepared an outline addressing the scope and content of the EIR (see attachment). On May 9, 1988, this outline was distributed as the Notice of Preparation (NOP) to Federal, State, County and City agencies as well as interested community groups and individuals.

This report is for the Commission's information and does not require any action.

Respectfully submitted,

Holly Keeler

Holly Keeler,
Associate Planner

HK:vf

attachments

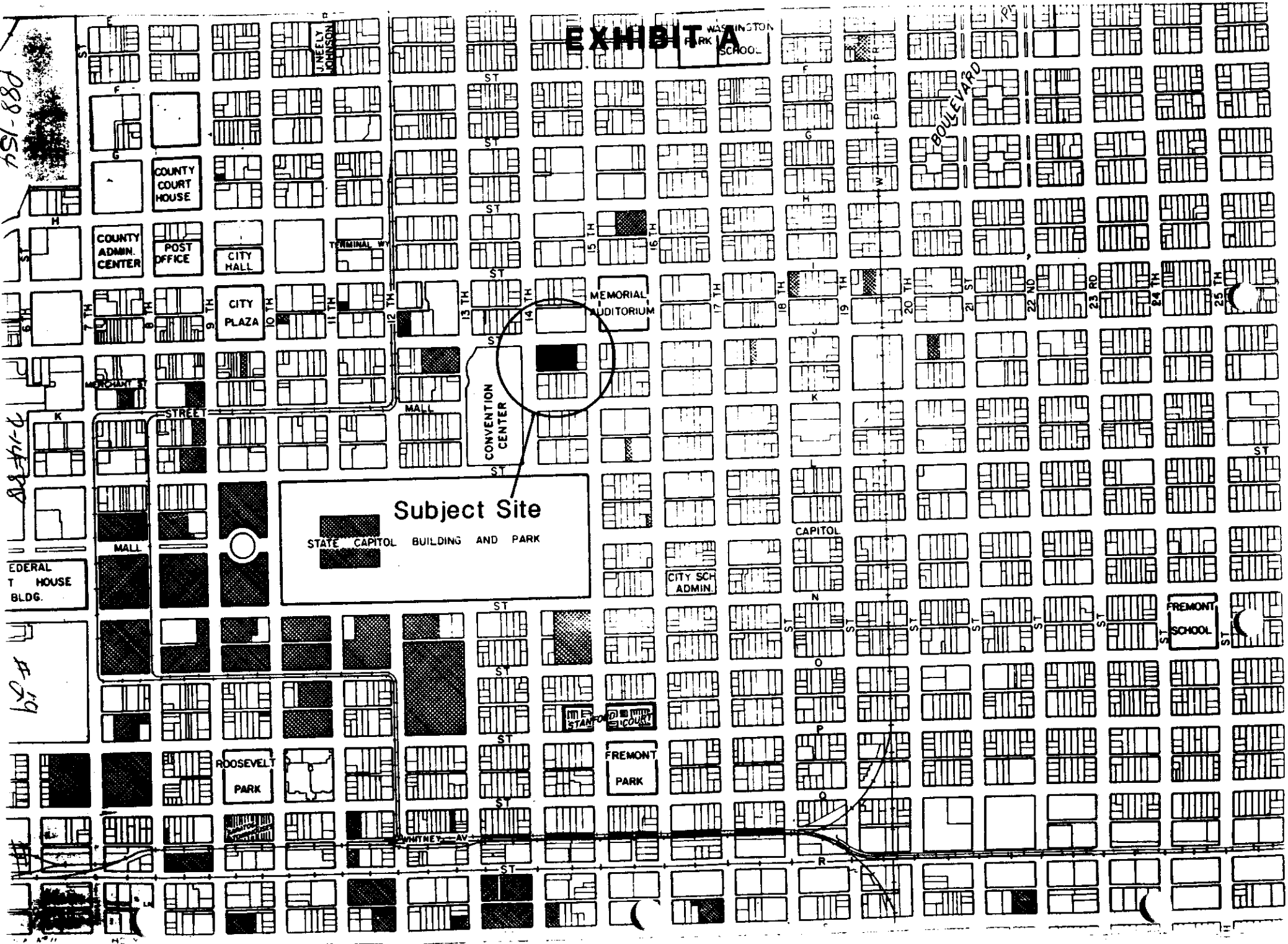
EXHIBIT A
Subject Site
STATE CAPITOL BUILDING AND PARK
COUNTY COURT HOUSE
COUNTY ADMIN. CENTER
POST OFFICE
CITY HALL
CITY PLAZA
TERMINAL WY
MEMORIAL AUDITORIUM
CONVENTION CENTER
MALL
MERCHANT ST
STREET
CAPITOL
CITY SCH ADMIN
FREMONT SCHOOL
FREMONT PARK
ROOSEVELT PARK
WHITNEY AV
BOULEVARD
WASHINGTON PARK SCHOOL
J.NEELY JOHNSON
STANFORD COURT

EXHIBIT B

A PROPOSED OFFICE/RETAIL/PARKING STRUCTURE AT 1400 'J' STREET

FOR

JAMES AND JOHN NAIFY

1 - SITE/PROJECT PLAN
2 - PLAN AT STREET LEVEL
3 - PLAN AT PARKING
4 - PLAN AT OFFICE TOWER
5 - PLAN AT PLAZA LEVEL
6 - NORTH ELEVATION
7 - EAST ELEVATION
8 - SOUTH ELEVATION
9 - WEST ELEVATION
10 - TYPICAL BUILDING SECTION

JOHN SCHROETER • structural design 2582 17TH. STREET, SACRAMENTO, CA. 95818 (916) 448-7464

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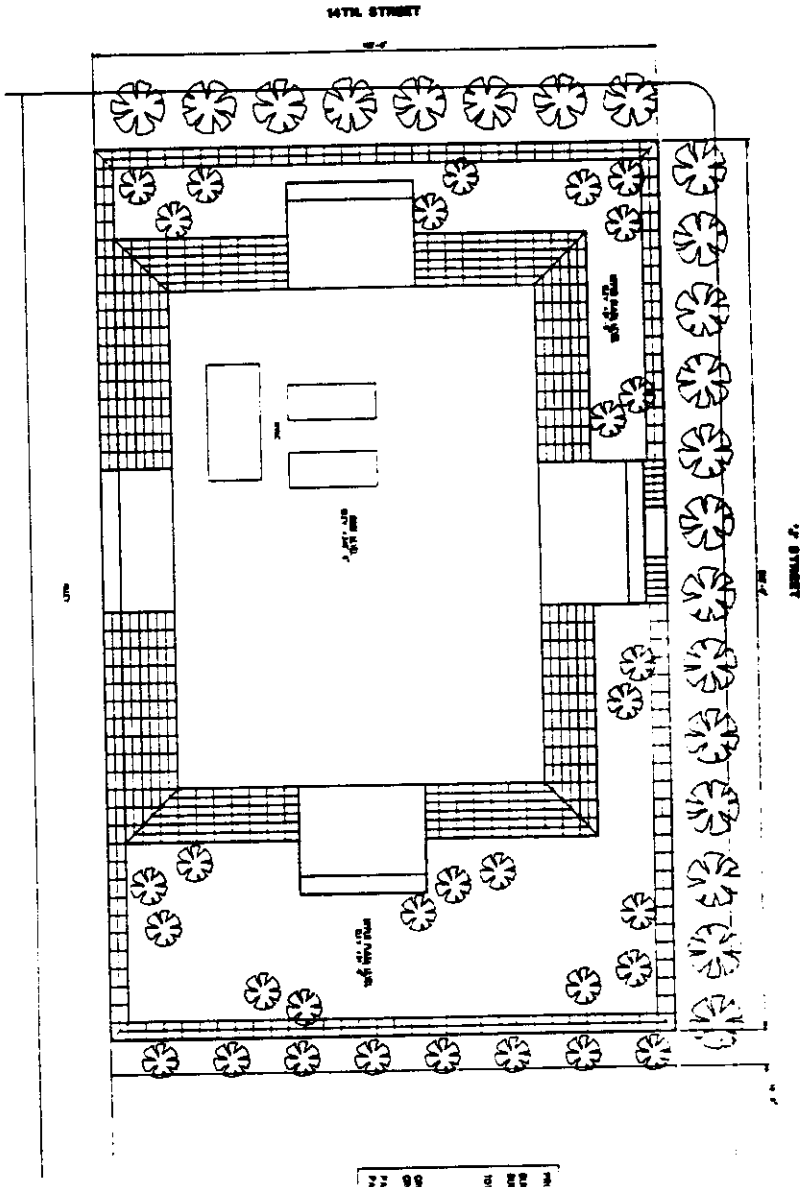

1400 'J' STREET	JAMES AND JOHN NAIFY	1015 14TH. STREET SACRAMENTO, CA. 95814	(916) 448-3263
JOHN SCHROETER - structural design		2582 17TH. STREET, SACRAMENTO, CA. 95818	(916) 448-7464

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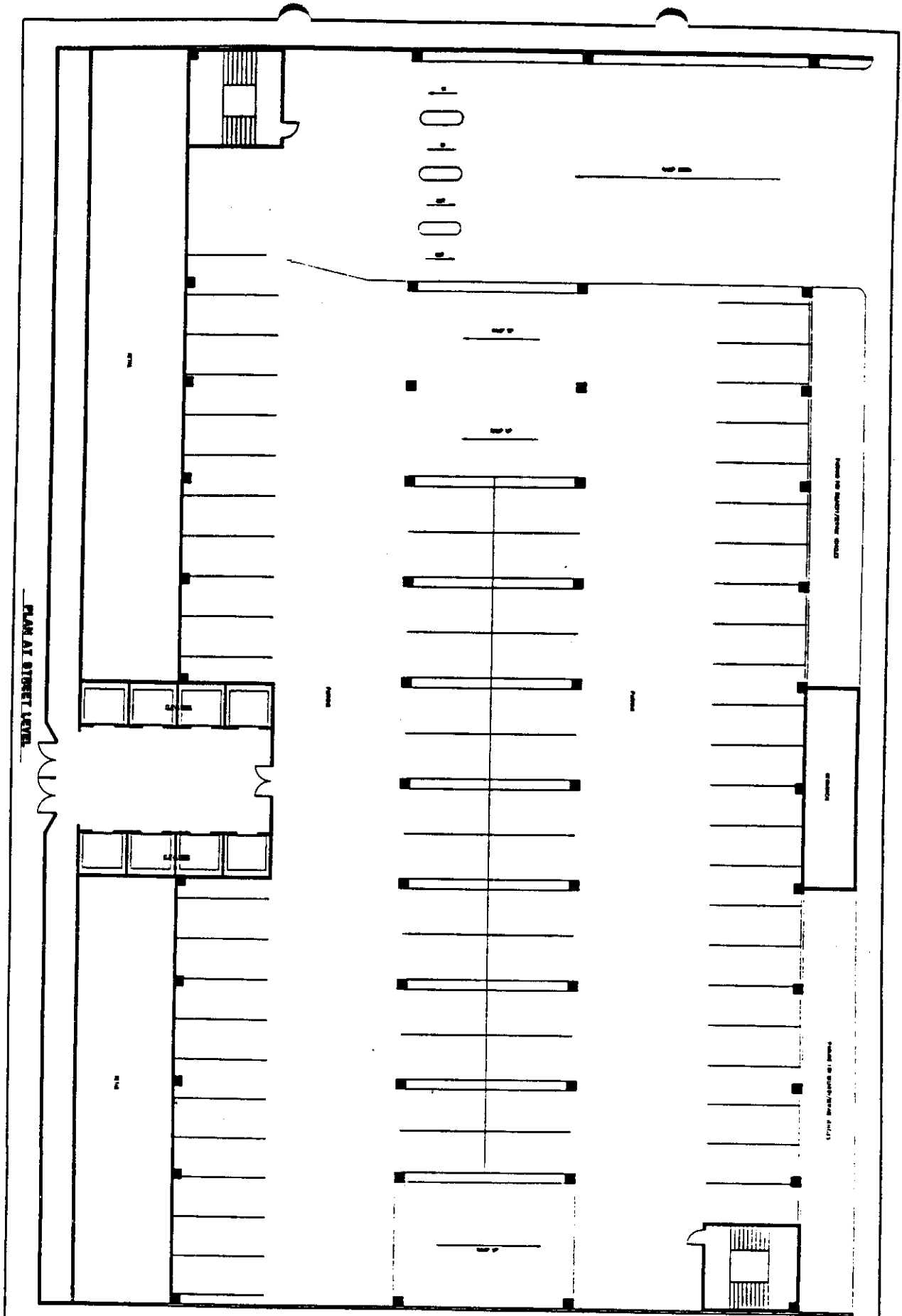

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2 JOHN SCHROETER - structural design 2582 17TH. STREET, SACRAMENTO, CA. 95818 (916) 448-7464

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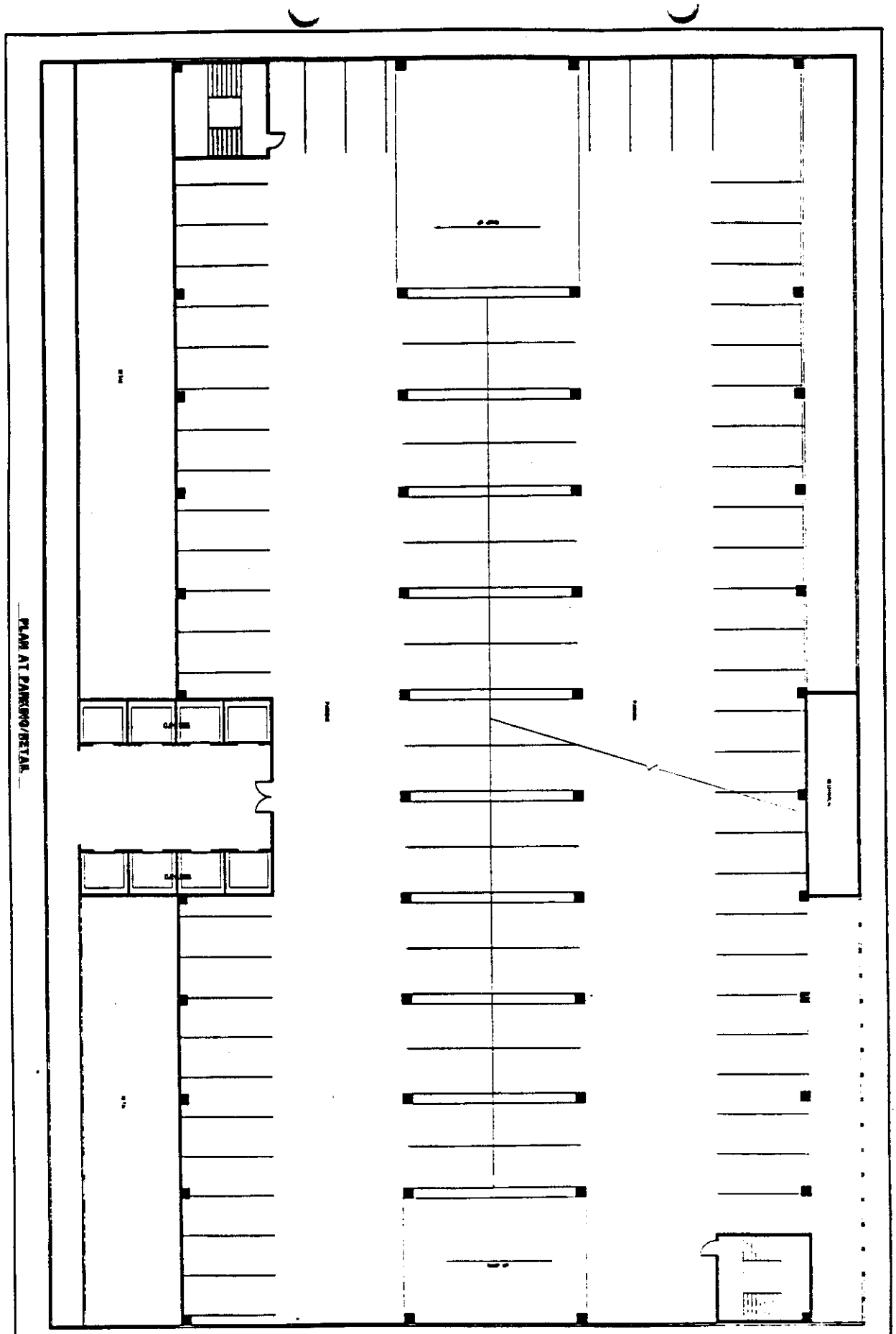

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3	JOHN SCHROETER - structural design	2582 17TH. STREET, SACRAMENTO, CA. 958[illegible]	[illegible] 448-7464

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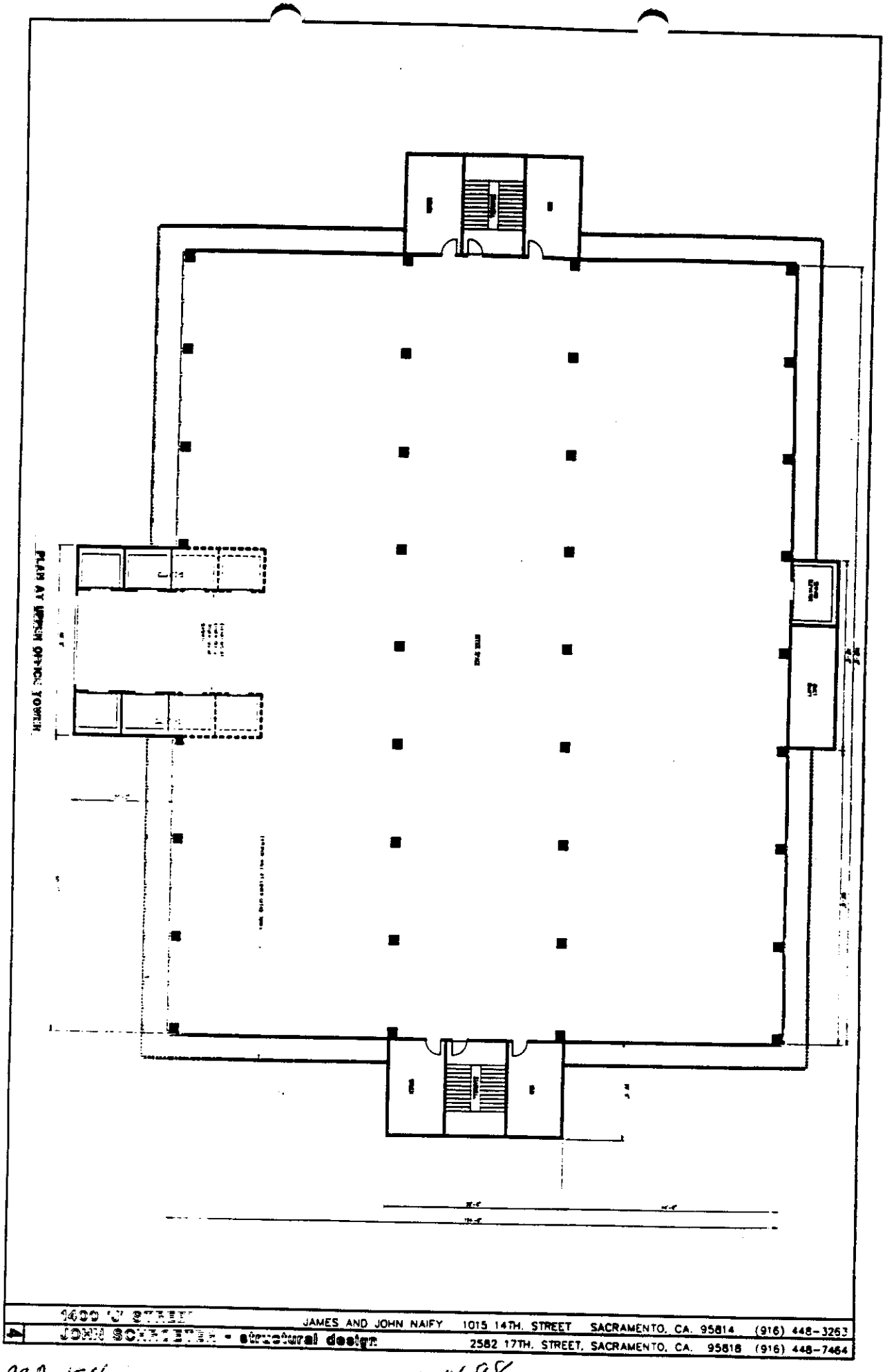

1400 'J' STREET

JOHN SCHEETER - structural design

JAMES AND JOHN NAIFY 1015 14TH. STREET SACRAMENTO, CA. 95814 (916) 448-3263

2582 17TH. STREET, SACRAMENTO, CA. 95818 (916) 448-7464

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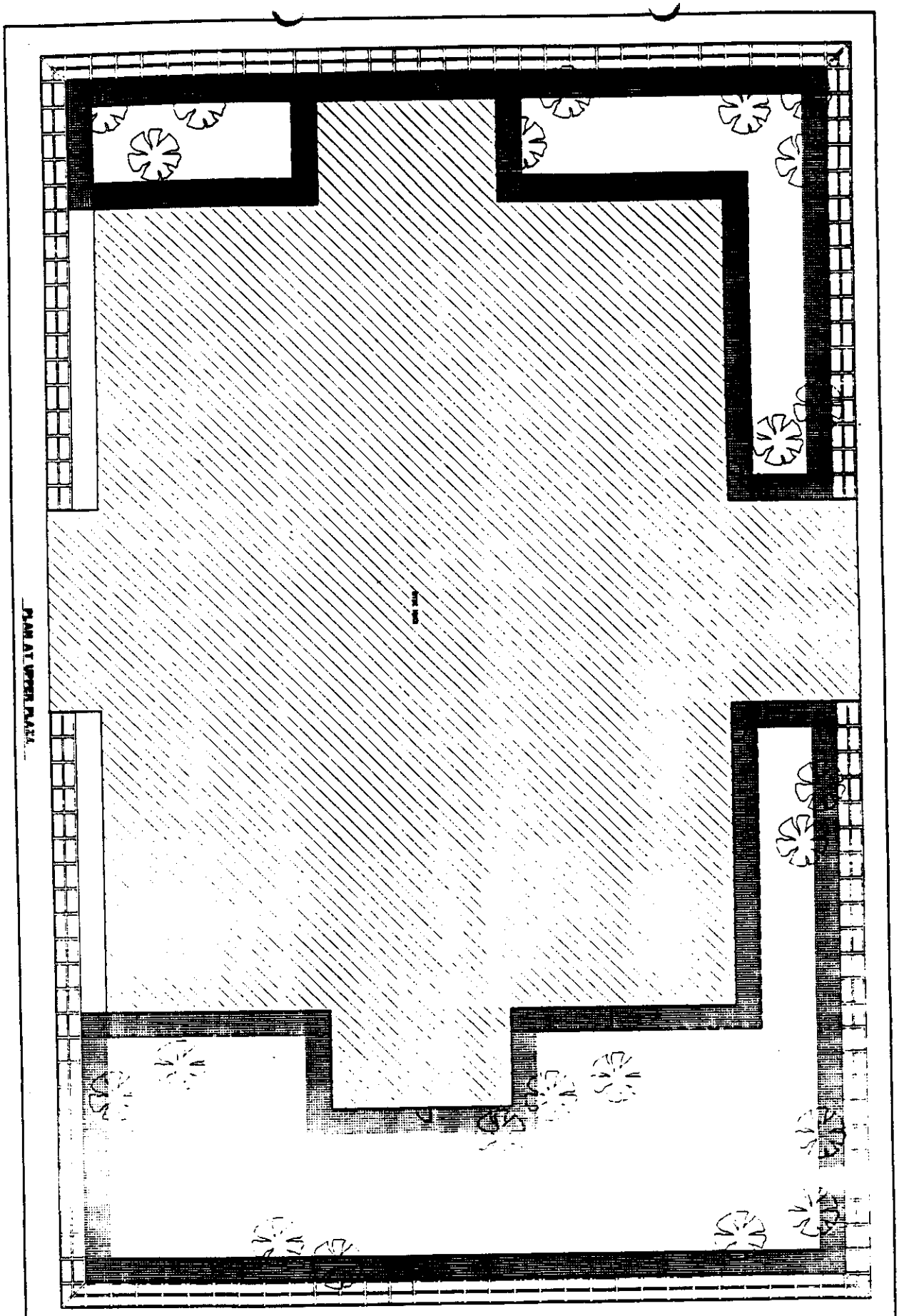

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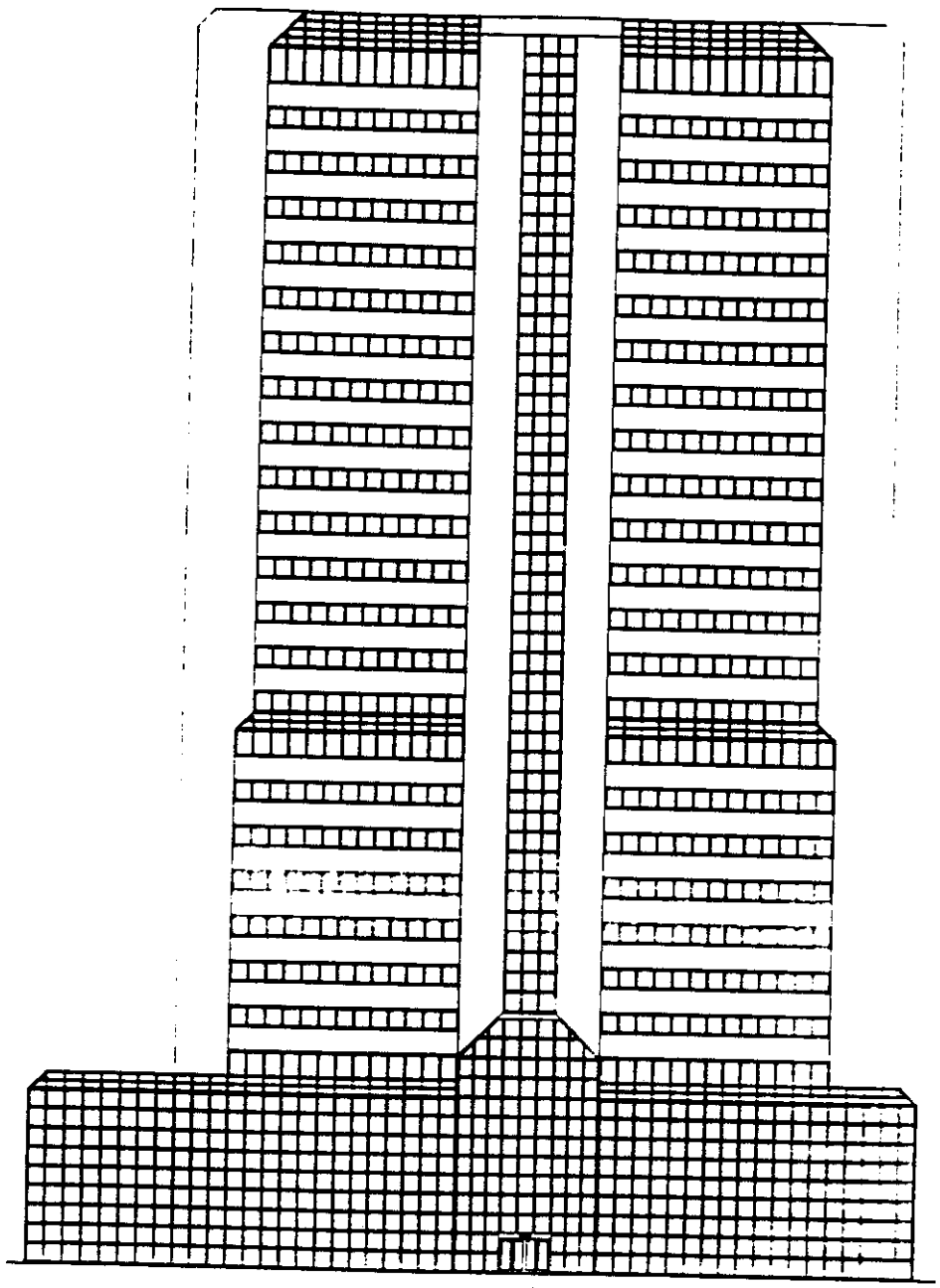

NORTH ELEVATION

1400 'J' STREET

JAMES AND JOHN NAIFY 1015 14TH. STREET SACRAMENTO, CA. 95814 (916) 448-3261

JOHN SCHROETER - structural design 2582 17TH. STREET, SACRAMENTO, CA. 95818 (916) 448-8[illegible]

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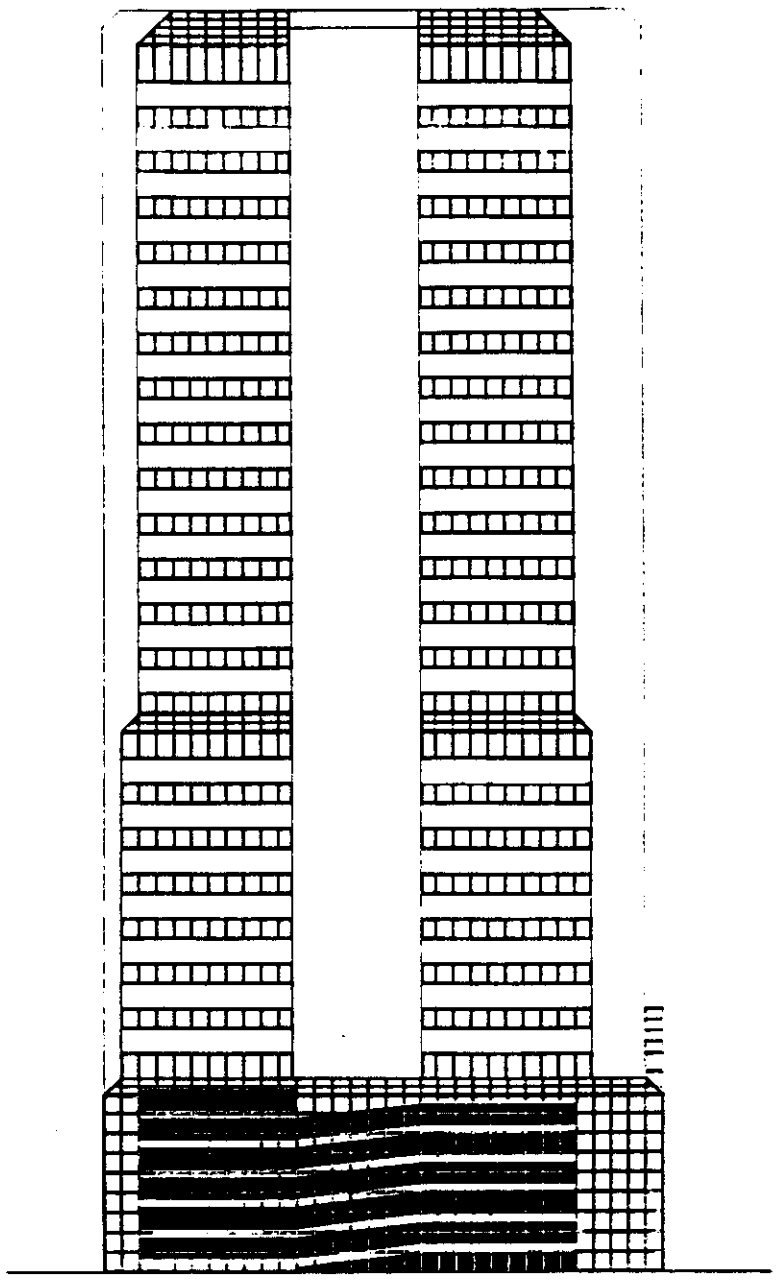

EAST ELEVATION

1400 'J' STREET	JAMES AND JOHN NAIFY	1015 14TH STREET SACRAMENTO, CA. 95814	(916) 448-3263
JOHN SCHROETER • structural design		2582 17TH. STREET, SACRAMENTO, CA. 95818	(916) 448-7464

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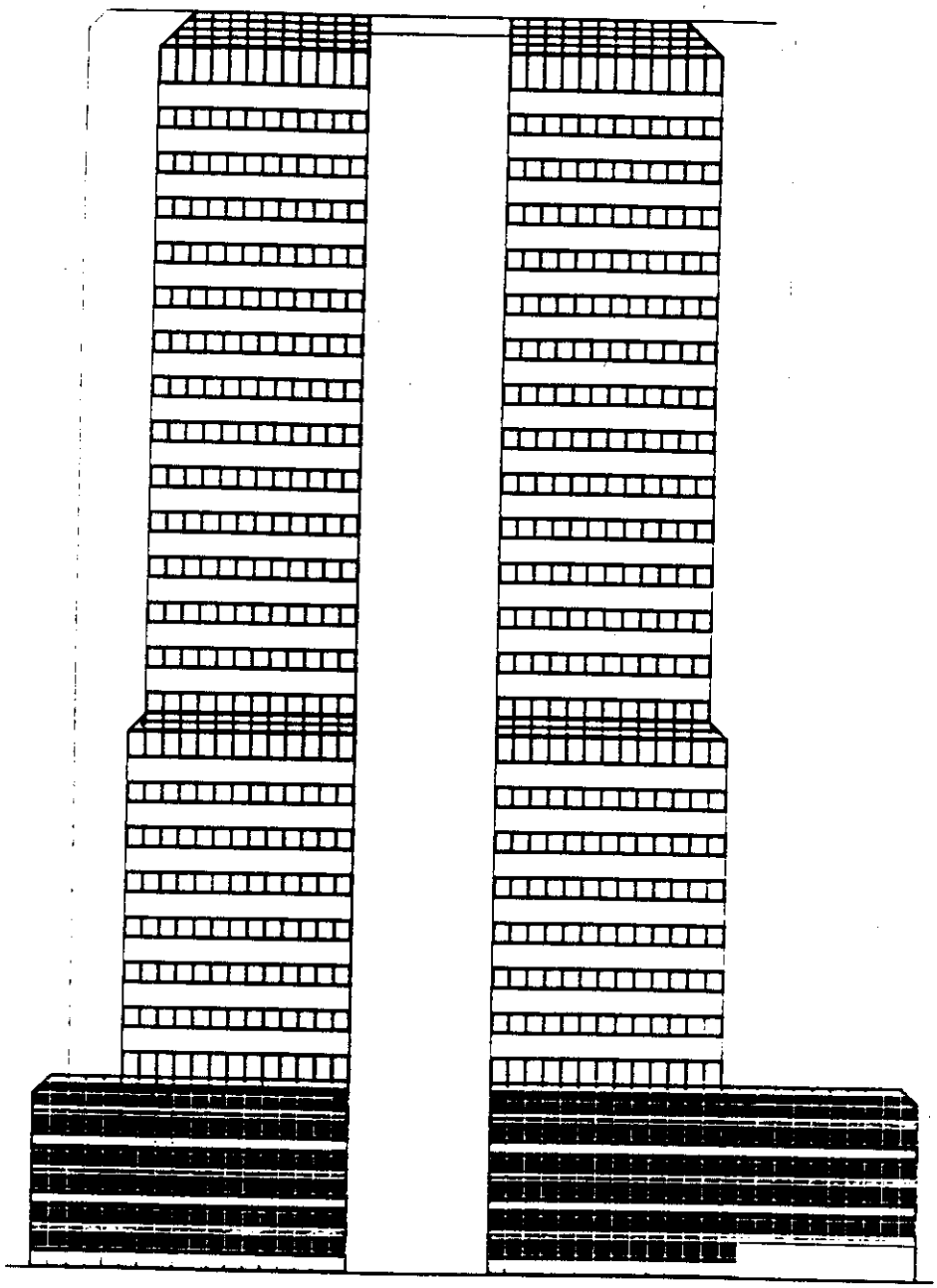

SOUTH ELEVATION

1400 'J' STREET	JAMES AND JOHN NAISY	1015 14TH. STREET	SACRAMENTO, CA. 95814 (916) 448-3263
JOHN SCHROETER - structural design		2582 17TH. STREET, SACRAMENTO, CA. 95818 (916) 448-7464	

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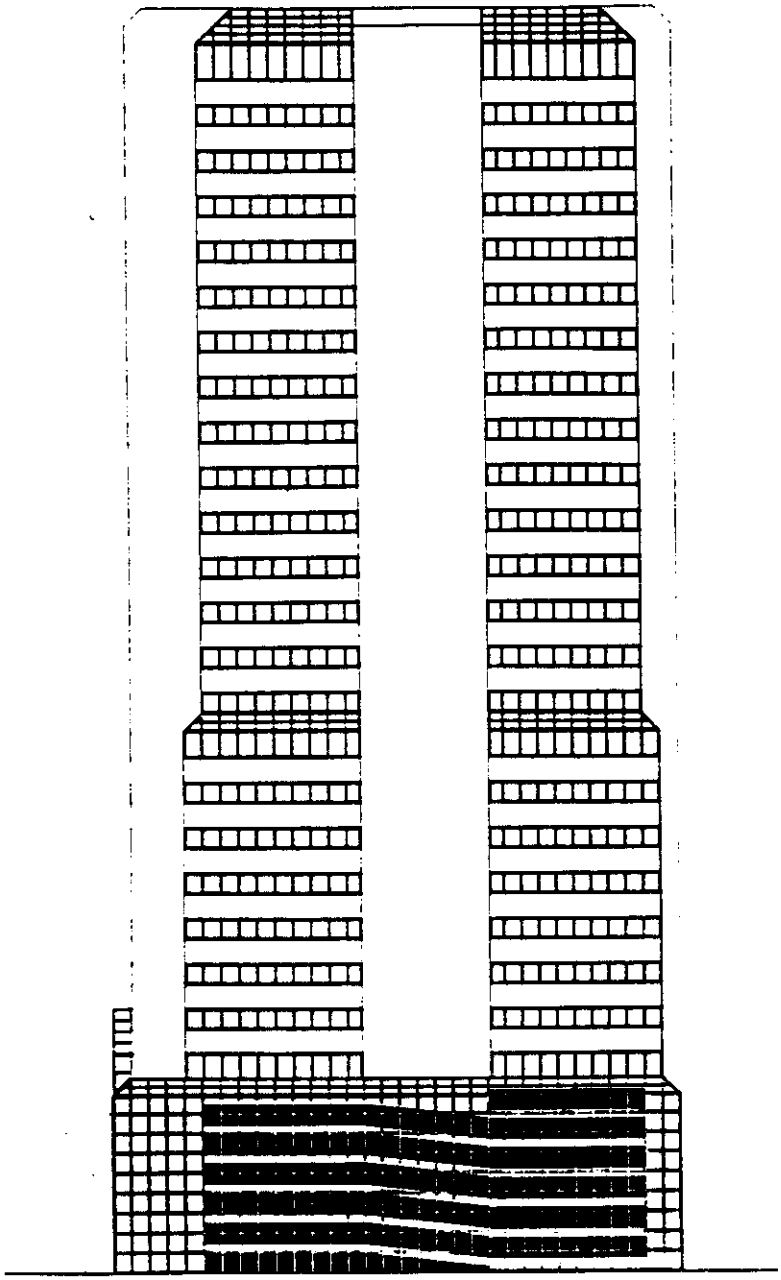

WEST ELEVATION

1400 'J' STREET	JAMES AND JOHN NAIFY	1015 14TH. STREET	SACRAMENTO, CA. 95814 (916) 448-3263
JOHN SCHROETER - structural design		2582 17TH. STREET, SACRAMENTO, CA. 95818 (916) 448-7464	

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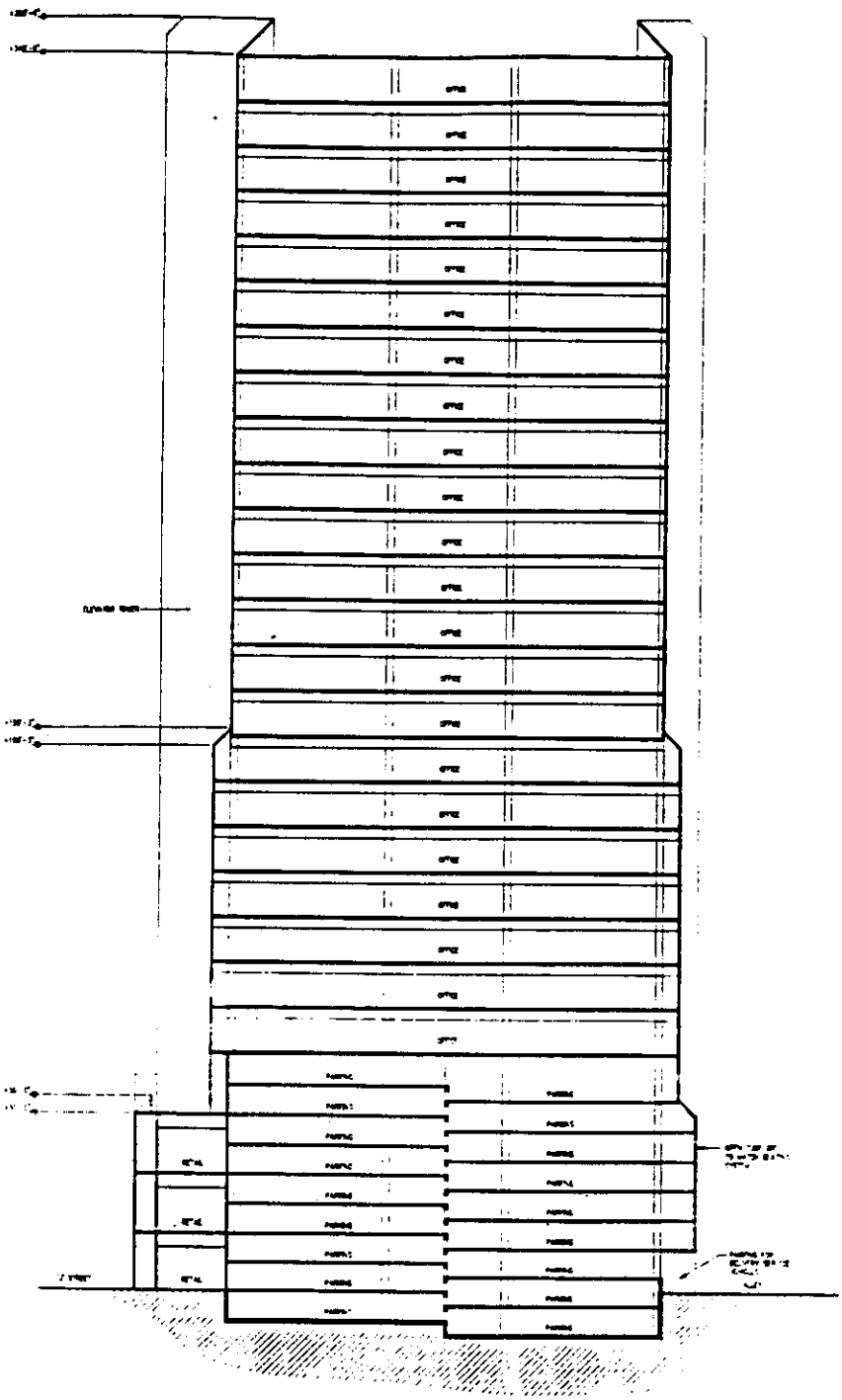

TYPICAL BUILDING CROSS SECTION

1400 'J' STREET	JAMES AND JOHN NAFEY	1015 14TH. STREET SACRAMENTO, CA. 95814	(916) 448-3263
JOHN SCHROETER - structural design		2582 17TH. STREET, SACRAMENTO, CA. 95818	(916) 448-7464

P88-154 7-14-88 Item # 29

ATTACHMENT C
OUTLINE AND SCOPE FOR THE
1400 J STREET BUILDING (P88-154)

Preface

Summary of why the EIR is being prepared, the purpose of the EIR and the relationship of the EIR to the planning process.

Project Description

Description of the proposed project and its characteristics (including site plans and elevations), and a description of the environment in the vicinity of the project sites, as it exists prior to the commencement of the projects. The study area shall be bounded by I-5, 10th Street, P Street and S Street.

Summary of Findings

Discuss all phases of the project, as outlined in Section 15126 of the CEQA Guidelines.

1. The significant environmental effect of the proposed project.

2. Any significant environmental effects of the proposed project which cannot be avoided if the proposal is implemented.

3. Mitigation measures proposed to minimize the significant effects. Mitigation measures should be developed that can reasonable be expected to reduce significant adverse impacts to less than a significant level. The expected reduction of impacts should be quantified in the text of the report.

4. Alternatives: Evaluate the alternatives as provided by the City. The purpose of the evaluation of the alternatives is to provide decision-makers with a summary assessment of the comparative effects of each of the alternatives, focusing on the significant, unavoidable impacts, both short- and long-term, and on mitigation measures to such impacts. The evaluations of the alternatives shall compare, in a summary form, key impacts such as traffic circulation, microclimate, air, and visual quality impacts to the City. Provide a summary table containing a comparative evaluation of the impacts and mitigations of each of the alternatives. Complete the comparative evaluation utilizing adopted City policies on an order-of-magnitude basis. The specific alternatives to be evaluated are:

   A. No-Project - The project site would not be developed as proposed and the property would be maintained in its present use. Under the no-project alternative, the site would continue to be developed with approximately 20,000 square feet of mixed retail and office uses.

   B. Buildout Pursuant to Zone - 75,000 square feet of office use, 92 parking spaces, retail use of 50% of the J Street frontage.

P88-154 11-1488 Item #29

C. 150,000 square feet of office development, 220 parking spaces, retail use of J Street frontage.

D. 300,000 square feet of office development, 467 parking spaces, retail use of J Street frontage.

5. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

6. Any significant irreversible environmental changes which would be involved in the proposed project should it be implemented.

7. The growth-inducing impact of the proposed project.

Environmental Assessment

Each of the following subject areas will be assessed utilizing existing conditions as the base. The analysis will be either quantitative or qualitative, as appropriate, for each of the alternatives, and such analysis will identify mitigation measures for all impacts in each scenario.

1. Land Use, Zoning, and Adopted Plans

A. Review appropriate plans, including the City General Plan, the Central City Community Plan, the combined Downtown Redevelopment Plan, and the Sacramento Urban Design Plan, affecting existing and planned land uses in the area of the proposed project.

B. Briefly identify and map projects which are existing, approved, and planned for the project area. This analysis should address the cumulative effects of the following types of projects: existing uses; approved projects; major buildings under construction; planned projects with formal application; known projects; and the proposed projects.

C. Assess the relationship of the proposed office building to other planned development in the area and evaluate the overall effects of the development on the character of the study area. This section will describe the changes in land use patterns and potential conflicts between different types of land uses.

2. Population

A. Briefly describe the existing population in the project area in terms of total population, household size, age by sex, ethnic mix, education, the distribution of the household income, employment by industry and employment locations. Discuss the potential impact of the project on population growth and composition in the project area. Identify mitigation measures to reduce any potential adverse impacts to less than a significant level.

3. Housing

A. Describe the existing housing stock in the project area in terms of condition, tenure, unit type, vacancy, and cost/rental rates.

B. Define the residential market affected by the proposed project. Determine the number and type of housing units that would be eliminated.

C. Identify any required mitigation measures needed to reduce identified impacts to housing to less than a significant level.

4. Employment

A. Describe the existing permanent jobs by employment category (using SIC codes) and average salaries and forecast the number and type of jobs that would be displaced, eliminated and generated by the proposed project. The forecast shall include estimates of temporary positions created by construction and permanent positions in the office project. Employment estimates shall be presented in terms of job classification and average salary. All forecasts shall be placed within the context of the regional forecasts identified in the General Plan EIR.

B. Provide a comparison of existing permanent jobs and salaries and projected permanent jobs and salaries.

5. Transportation/Circulation

A. Review existing City traffic reports for current baseline data. Describe the existing transportation system in terms of roadways, bikeways, public transit, and the light rail system. Develop methodologies and models to estimate future traffic volumes and estimates of trip generation and distribution. Contact all appropriate agencies and collect data relevant to the traffic assessment.

B. Analyze shifts and traffic patterns caused by the alternatives. Traffic engineering staff shall review and approve the computer model, roadway network, traffic zones, traffic generation, rates, and other assumptions for the study area, including each development alternative prior to running the traffic projects for average daily trips (ADT, AM and PM peak traffic volumes). Traffic counts should be conducted, if necessary, at all key intersections.

C. Provide a summary of trip distribution based on existing traffic modified to reflect cumulative Central City development. Utilize information from past studies in the area if applicable.

D. For the best and the worst cases analyzed above, study cumulative long-range traffic impacts by assuming the 2010 buildout condition as provided by the City's General Plan Update Sub-Regional Transportation model.

E. Quantify the traffic generated for both existing conditions and the development scenarios on current and proposed street systems, intersections, and interchanges. Quantify the am/pm peak hour traffic volumes, including a level of service for the following intersections:

1. 12th and J Streets
2. 12th and L Streets
3. 13th and J Streets
4. 13th and I Streets
5. 14th and J Streets
6. 14th and K Streets
7. 14th and L Streets
8. 15th and K Streets
9. 15th and J Streets
10. 16th and I Streets
11. 16th and J Streets

F. Provide alternative development and circulation conditions to be studied using the computer traffic model including, but not limited to, the existing traffic base, the proposed project, and the four project alternatives.

G. Develop mitigation measures on traffic impacts including traffic signal installation, intersection and roadway improvements, roadway signing and striping modifications, and changes to project size within the study area. Quantify the costs associated with the suggested mitigation measures. If recommended mitigations are determined to be costly, interim measures should be suggested to forestall or minimize identified impacts. In addition, transportation system management measures (TSM), including light rail, transit incentive, carpooling and bicycle/pedestrian programs, should be considered as potential alternative mitigation measures.

H. Evaluate the effects of the parking structure on AM and PM traffic patterns. This assessment would include analysis of: entrance and exit designs, the structure's relationships to other parking facilities, safety elements in access design, and pedestrian safety. The evaluation would also address service vehicle use of the structures, queuing effects, and adequacy of planned parking facilities.

I. Evaluate the existing demand and supply for on-street parking in the project area. Project the supply and demand for each of the alternatives. Discuss any needed mitigation measures.

6. Air Quality

A. Estimate area-wide smog precursor emissions (hydrocarbons and oxides and nitrogen) for the alternatives using VMT estimates from the traffic assessment and vehicle emission rates from EMFAC 6-D or EMFAC 7.

B. Utilize CALINE-4 to model carbon monoxide levels at buildout conditions for four intersections depicting severe congestion and high traffic volumes (as indicated by traffic assessment). Air quality modeling shall be performed for each of the alternatives and shall reflect traffic volumes associated with each alternative, levels of congestion, and carbon monoxide generation. Determine if modeling of the alternatives is warranted due to differences in traffic conditions.

C. Discuss extrapolation of modeling results to other congested intersections in the study area or other critical intersections/interchanges.

D. Evaluate potential air quality impacts within the parking garages using modeling techniques developed by the Air Resources Board for such structures. Assess the potential for exceeding indoor air quality standards specified by CAL-OSHA through comparisons of modeled air quality levels with the standards. Recommend appropriate mitigation measures to minimize the deterioration of and attainment of CAL-OSHA indoor standards.

E. Compare predicted carbon monoxide levels with the State and Federal standards; identify effects on the Non-Attainment Plan for carbon monoxide; prepare analyses of the projects' relationship and conformity to adopted measures to achieve attainment of the Federal ambient air quality standards under the Clean Air Act as contained in the State Implementation Plan.

G. Outline feasible mitigation measures, including features such as mass transit and light rail, which can reduce potential air quality impacts within the study area and regionally, and obtain State and Federal air quality standards. Develop feasible mitigation measures for air quality impacts, including those set forth in the Sacramento Air Quality Plan. Discuss the effectiveness and feasibility of each mitigation measure.

7. Noise

A. Identify all sensitive noise receptors in the project vicinity.

B. Estimate existing and future noise levels along nearby streets using the noise modeling techniques specified by the U.S. Department of Housing and Urban Development.

C. Evaluate noise levels generated by the project with respect to standards defined in the City's General Plan Noise Element and Ordinance as well as those established by the appropriate regulatory agencies (i.e., State, Federal).

D. Determine the compatibility of future noise levels with existing and planned land uses near the project sites.

E. Define project-related construction noise impacts with respect to duration, nature, and level for various activities associated with the projects' development.

F. Determine the potential noise levels within the parking structures and first floor retail areas. Include external noise sources such as street traffic.

G. Recommend appropriate noise abatement measures for short-term construction noise and long-term noise levels resulting from daily business operations.

8. Sewerage System

A. Analyze the existing sewer system and discuss any planned improvements to sanitary sewers. Evaluate the capacity of interceptors, local service lines, and the treatment plant to serve the development alternatives.

B. Outline feasible mitigation measures to reduce potential significant adverse impacts on the sanitary sewer system.

9. Drainage System

A. Analyze the existing storm water drainage system in the project area and any planned improvements. Evaluate the capacity of the system to serve the alternatives.

B. Outline feasible mitigation measures to reduce identified potential significant adverse impacts on the storm water drainage system.

10. Water Supply

A. Discuss how existing water services are provided to the project area. Evaluate the ability of the system to provide water for both domestic and firefighting purposes for each of the alternatives.

B. Outline feasible mitigation measures to reduce significant adverse impacts on the water supply system.

11. Solid Waste

A. Discuss existing City, County, and private solid waste collection and disposal capabilities relative to solid waste generation from the alternatives.

B. Outline feasible mitigation measures to reduce significant adverse impacts to solid waste disposal capabilities.

12. Police Services

A. Describe existing City Police protection services within the study area, including the location of police patrols, response times, the amount of personnel, and any strategies needed to reduce police protection problems.

B. Assess future police protection needs resulting from the development alternatives in terms of station locations, patrol districts, and additional personnel and equipment.

13. Fire Services

A. Describe existing City fire protection services within the study area, including the location of fire stations, response times, the amount of personnel and equipment, and strategies to reduce any fire protection problems.

B. Assess future fire protection needs resulting from the development alternatives, in terms of station locations and additional personnel and equipment.

14. Microwave/Radar Transmission

A. Determine if the proposed structures conflict with any public or private microwave transmission/reception paths. Determine if the proposed structures interfere with National Weather Service weather radar. If conflicts exist, develop feasible mitigation measures to reduce or eliminate conflicts.

B. Evaluate the effects of microwave/radar transmissions on human health and electronic equipment. Develop feasible mitigation measures for any identified impacts.

15. Gas and Electricity Services

A. Analyze the existing gas and electricity distribution systems. Evaluate the capacity of these systems to serve the development alternatives.

B. Outline feasible mitigation measure to reduce any potential significant adverse impacts on the gas and electricity distribution system.

16. Microclimate

A. Define existing microclimate conditions in the vicinity of the project site such as average temperature, wind direction and speed, and rainfall from the downtown weather station.

B. Evaluate potential quantitative and qualitative changes in local wind patterns through wind tunnel analysis of the proposed structure.

C. Assess the potential for glare and identify buildings, uses, or areas which would be affected by or be sensitive to glare. Calculate sun reflection paths for each month of the year.

D. Prepare a shadow study of the proposed projects to determine where the projects will cast shadows. Graphic representations of the shadows cast by the projects will be prepared individually and in combination for two times (mid-morning and mid-afternoon on the summer and winter solstice, June 22nd and December 22nd.

17. Aesthetics

A. Provide a photographic and written description of the potential aesthetic and visual quality impacts due to buildout of the development alternatives within the project area.

B. Photographic perspectives shall include, but not be limited to, selected key locations along the K Street mall, and Capitol Park. Photographic perspectives shall be illustrated on a photo-index map.

C. Develop a visual analysis of existing conditions through a visual sensitivity diagram and photographic inventory of all significant visual corridors and subarea characterizations that are critical in evaluating the aesthetic character of the existing setting and potential impacts resulting from the buildout of the development alternatives.

D. Evaluate the proposed projects in terms of the Sacramento Urban Design Plan. Discuss the project's compliance with the Urban Design Plan's Architectural Design and Streetscape Guidelines.

E. Evaluate the development alternatives in terms of potential impacts on view corridors or incompatibility with the existing neighborhood character as identified in the visual sensitivity diagram.

F. Develop feasible mitigation measure including height, bulk, setback, building materials/color, and landscaping of specific projects and view corridors.

18. Soils/Geology

A. Briefly describe the geological characteristics of the project area. Describe any geological or seismic hazards that might impact the facility or surrounding structures during construction and after completion of the project. Propose any required mitigation measures.

19. Cultural Resources

A. Identify potential cultural resource areas, including historic locations, within the project area.

B. Survey historic properties based on the City of Sacramento's listed structures inventory. Supplement and verify the condition of these essential and priority structures through field survey.

C. Structures eligible for essential and priority status shall be identified.

20. Fiscal Impacts

A. Describe the costs of providing the various municipal services for each development alternative. Compile the costs into a summary statement indicating total service costs for the development alternatives.

B. Determine the total revenues generated by the proposed development alternatives, including, but not limited to, changes in property tax revenues, sales taxes, and other sources of City revenue. Summarize the revenues which could be anticipated by the City from each of the development alternatives.

C. Summarize and compare the costs and revenues determined above. Calculate and discuss the net fiscal effect on the City from each of the development alternatives.

RDK:jg