California Department of Transportation
Headquarters Auditorium Rehabilitation

1120 N Street, Sacramento, California 95814

Initial Study
with Proposed Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

November, 2012
What’s in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Sacramento County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this Initial Study. Additional copies of this document as well as the technical studies are available for review at the Caltrans Headquarters Building located in downtown Sacramento (1120 N Street, Sacramento, California, 95814 Room #6301). The document can also be accessed electronically at the following website: [http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm](http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm).

- We welcome your comments. If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

  Jennifer Heichel, Senior Environmental Planner  
  California Department of Transportation, MS 27  
  P.O. Box 942874  
  Sacramento, CA 94274-0001

  Submit comments via email to: jennifer.heichel@dot.ca.gov.

- Submit comments by the deadline: January 7, 2013.

What happens next?

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiostream, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Jennifer Heichel, P.O. Box 942874, Sacramento, CA 94274-0001; (916) 653-6207 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY) or 711.
Caltrans Headquarters Auditorium Rehabilitation

INITIAL STUDY with Proposed Mitigated Negative Declaration
Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

26 November 2012
Date of Approval

JOHN D. WEBB, Office Chief
North Region Environmental Services
California Department of Transportation
CEQA Lead Agency

The following persons may be contacted for additional information concerning this document:

Jennifer Heichel
Senior Environmental Planner
P.O. Box 942874
Sacramento, CA 94274-0001
(916) 653-6207
jennifer.heichel@dot.ca.gov
Proposed Mitigated Negative Declaration
Pursuant to: Division 13, Public Resources Code

Project Description
The California Department of Transportation (Caltrans) proposes to rehabilitate the auditorium (Room 0100) in the basement of the Caltrans Headquarters Building located at 1120 N Street, Sacramento, California.

Determination
This proposed Negative Mitigated Declaration is included to give notice to interested agencies and the public that it is Caltrans’ intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans’ decision on the project is final. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on: aesthetics; agriculture and/or forest resources; air quality; biological resources; geology and soils; hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; transportation/traffic; or utilities and service systems.

The proposed project would result in less than significant effects from hazards and hazardous materials.

In addition, the proposed project would result in less than significant effects to cultural resources because the following mitigation measures would reduce potential effects to less than significant:
Impacts to cultural resources will be mitigated through the application of the following mitigation measures:

- There will be no changes to the exterior appearance of the building.
- The commemorative Fletcher Auditorium plaque located on the south wall will be preserved in place.
- The lighted “Hearing Recorded” sign suspended from the ceiling along the east wall will be preserved in place.
- Seating: One row of seating will be relocated against the west wall of the auditorium. Options for the disposition of the remaining seats will be determined in consultation with the Department of General Services (DGS) Environmental Services Section.
- Flooring: Construction of the new floor (by pouring the new reinforced concrete floor over poly-foam block fill) will be reversible.
- Windows: The original windows will be preserved in place. The concrete jambs, heads, and sills of the windows along the north wall will remain exposed concrete with form marks and no added finishes.
- Photo Documentation: Large-format photographs will be completed and archivally stable prints deposited in the Caltrans Transportation Library and History Center and the California State Library.
- Interpretive Display: A permanent interpretive and photographic display will be installed on the west wall of the Auditorium that explains the historic significance of the Caltrans Headquarters building, the historic characteristics of the auditorium, and the changes that have been made.
- Moderne Stair Railings: Options for the removal and disposition of the stair railings will be determined in consultation with the DGS Environmental Services Section.
- Chalkboard: Options for the removal and disposition of the chalkboard will be determined in consultation with the DGS Environmental Services Section.
• **Langevin Audio-Visual Control Cabinet:** Caltrans will advise the DGS Environmental Section to first offer the control cabinet to the Caltrans History Preservation Committee for its planned museum. If the committee cannot accept it, DGS will dispose of the equipment control cabinet as excess property.

JOHN D. WEBB, Office Chief
North Region Environmental Services
California Department of Transportation
Section 1  Project Information

California Department of Transportation Headquarters Auditorium Rehabilitation

The California Department of Transportation (Caltrans) proposes to rehabilitate the auditorium (Room 0100) in the basement of the Caltrans Headquarters Building located at 1120 N Street, Sacramento, California.

The Caltrans Headquarters auditorium does not currently function in a manner that meets the needs of the building occupants due to reduced maximum room occupancy resulting from a 2008 citation from the California State Fire Marshal. The current maximum occupancy (49) and fixed seating does not meet Caltrans’ operational needs for meetings and other events. An open space with the ability to change the configuration of the room for different events as well as the addition of modern audio-visual equipment is needed. The objectives of the proposed project are to increase the occupancy of the room, make the room fully accessible in accordance with the Americans with Disability Act (ADA), comply with current California Health and Safety Code requirements, and provide more flexibility to the space in order to meet the needs of the building occupants. In order to comply with California Public Resources Code section 5024.5, the project alternatives were developed and adopted in consultation with the State Historic Preservation Officer (see Appendix A).

Project Sponsor and Lead Agency Name and Address
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Contact Person and Phone Number
Jennifer Heichel, Senior Environmental Planner, (916) 653-6207

Project Location
The proposed project is located in the basement (Room 0100) of the Caltrans Headquarters Building, located in downtown Sacramento, at 1120 N Street, Sacramento, California. See Figure 1 below.

General Plan Description and Zoning
The Caltrans Headquarters Building is located in downtown Sacramento, an area designated as “Central Business District” by the City of Sacramento 2030 General Plan (adopted March 3, 2009). As the project is limited to the rehabilitation of a single space within an existing
building in the City’s urban core, the project is consistent with this zoning designation. Additionally, as the auditorium rehabilitation project will follow the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Rehabilitation), as well as maintain the external historic appearance of the building, the proposed project is also consistent with the citywide historical and preservation goals and policies outlined in the City of Sacramento 2030 General Plan.

**Alternative 1 – Basement Auditorium Rehabilitation**

Under Alternative 1, the proposed project will be accomplished in two phases.

Phase I of the proposed project will include:
- Demolition of the stepped ceiling, acoustical tiles, and suspension system.
- Removal of the light fixtures.
- Removal and disposal of the wheelchair lift and electrical service.
- Removal of drywall and furring (floor to ceiling) along the entire north wall, including the frame and drywall that is covering the exterior windows. This is required, in part, to remove the electrical wiring behind the wall.
- Removal of the wood dais, steps, and carpet and the raised wood subfloor in front of the dais.
- Removal of the south door on the east wall and reframing an opening in that wall to provide a minimum 4-foot wide by 7-foot high finished cased exit that accesses the rear vestibule and a second door which exits to the fire-rated corridor.
- Removing all old electrical and telecommunication wiring.
- Removal of fixed seating, chalkboard, and obsolete audio equipment.

Phase II of the proposed project will include:
- Following removal of the stepped ceiling and acoustical tiles, the newly exposed ceiling will consist of structural concrete.
- The existing depressed floor will be backfilled with poly-foam blocks to support a new reinforced concrete floor to be formed and poured to match the existing basement floor elevation. The new floor will cover the entire sunken area, the entry steps, conform to the curved wall of the steps, and terminate on the east end against the existing raised concrete floor at the dais. This will provide a level floor throughout the room and comply with all code requirements. The new level flooring allows access to the required second exit and will provide for maximum seating capacity of the space for meetings, classes, presentations, and similar uses.
- The existing access for the wheelchair lift in the west wall will be framed in, dry walled, tape textured, and painted on both sides.
• Duct work will be encased in the new concrete slab to allow for concealed data, telecommunication, and electrical service needed to support the operation of modern audio-visual equipment for meetings, conferences, etc.

Additional finishes for the auditorium as part of Phase II include:
• Auditorium floor – New carpet tile will be installed.
• An electric retractable projection screen will be attached to the ceiling structure at the east wall for projector, computer, and television display.
• The existing HVAC supply and return will be retained although the return air ducts will be raised and the registers will be located in the new floor, along the north wall.
• Existing fire sprinklers and fire alarm devices will remain exposed on the walls.
• New wall mounted lighting will be installed.

**Alternative 2 – No-build**
As currently configured, with 49 fixed-seats, the ADA-accessible electric wheelchair lift, and non-ADA exits at the east and west ends of the room, the auditorium meets current codes, but does not serve Caltrans’ objectives for a larger meeting room. It has been determined that a large meeting room is needed the Headquarters building in order to meet the demand for Caltrans’ own meetings and presentations. Under the No-build Alternative, no changes to the existing room would occur.

**Additional Design Options Considered but Eliminated from Further Discussion**

*Retain sunken floor with one ADA-accessible egress*
One alternative that was considered to preserve the existing character of the room would leave the existing floor and fixed seating in place, remove the dais, and widen the rear egress, but leave the dais steps, use the exiting wheelchair lift with auxiliary power as the emergency ADA egress, and reinstall the existing and removed fixed seating. This configuration increases the maximum occupancy in the auditorium and would not necessitate removing the existing finish on the north wall or removing the existing ceiling and light fixtures. However, this is not an acceptable alternative provision under the California Historic Building Code because the auditorium serves as a public space in a state-owned building and must meet current ADA and egress code requirements.
Installing wood floor
It is not possible to install a wood floor because there would be no access beneath the floor for required inspections and a wooden floor would require ventilation and additional sprinklers. With a concrete floor, such access is not needed.

Retain the upper portion of the North Furred Wall
In this alternative the furred north wall would be cut only to the level needed for the floor without removing the entire wall, and the fixed seating would be re-installed. However, this alternative would leave the historic windows covered.

Retrofitting the existing fluorescent light fixture
In this design option, the shells of the fixtures would be retained and the interiors retrofitted. However, it is not feasible to suspend the light fixtures from the ceiling as the existing ceiling from which they hang will no longer exist and there will be no other means of hanging them as the new ceiling will consist of the exposed concrete floor joists of the floor above. Additionally, it is not guaranteed that the retrofitted lights would achieve the required “UL” safety label.

Surrounding Land Uses and Setting
As noted above, the Caltrans Headquarters Building is located within the City of Sacramento’s urban core. The building is surrounded by other buildings which house state and local agencies, and is directly across the street from the California State Capitol building and Capitol Park.

Approvals Required by other Public Agencies
On June 28th, 2012 Caltrans submitted its initial Finding of Effect to the State Historic Preservation Officer (SHPO) pursuant to California Public Resources Code 5024.5. Caltrans requested the SHPO’s concurrence that although the basement auditorium project would result in a substantial adverse change to the basement auditorium itself, the proposed project would not result in a substantial adverse change to the Caltrans Headquarters building as a whole (please see Appendix A for correspondence with SHPO). On August 9th, 2012, SHPO responded that that the proposed project “represents an adverse effect, not only on the Auditorium, but on the entire building.” SHPO further recommended that Caltrans “either 1) change the scope of work to retain more of the character defining features of the room in place, or 2) design a modern conference room in the Auditorium that meets its needs without changing the appearance of the windows or making the modifications visible from the corridor or outside the building.” In response to SHPO’s recommendations, Caltrans prepared a revised Finding of Effect and has determined that the proposed project will have
an adverse effect on the National Register-eligible Caltrans Headquarters building as a whole because it will have an adverse effect on one of its major contributing elements, the Auditorium. However, Caltrans will include mitigation measures to that will reduce the proposed project’s impacts to less than significant (with mitigation).
Figure 1  Project Area Limits Map

[Map showing project area limits and location of auditorium in basement]

CALTRANS HEADQUARTERS BUILDING, 1120 N STREET, SACRAMENTO
Section 2  Environmental Factors Potentially Affected

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

- [ ] Aesthetics
- [ ] Agricultural Resources
- [ ] Air Quality
- [ ] Biological Resources
- [x] Cultural Resources
- [ ] Geology/Soils
- [ ] Greenhouse Gas Emissions
- [x] Hazards and Hazardous Materials
- [ ] Hydrology/Water Quality
- [ ] Land Use/Planning
- [ ] Mineral Resources
- [ ] Noise
- [ ] Population/Housing
- [ ] Public Services
- [ ] Recreation
- [ ] Transportation/Traffic
- [ ] Utilities/Service Systems
- [x] Mandatory Findings of Significance
**Section 3  CEQA Checklist**

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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### I. AESTHETICS: Would the project:

a) Have a substantial adverse effect on a scenic vista 

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

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

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

### II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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<td>b) Conflict with or obstruct implementation of the applicable air quality plan?</td>
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<td>c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
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<td>d) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
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<td>e) Expose sensitive receptors to substantial pollutant concentrations?</td>
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<td>f) Create objectionable odors affecting a substantial number of people?</td>
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### IV. BIOLOGICAL RESOURCES

Would the project:

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<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
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<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</td>
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c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

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

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

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V. CULTURAL RESOURCES: Would the project:

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

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

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

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

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VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

 i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

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 ii) Strong seismic ground shaking?

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 iii) Seismic-related ground failure, including liquefaction?

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iv) Landslides?

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

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

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

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

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VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

- The proposed project will rehabilitate an existing meeting room within an existing building. This activity is not expected to generate additional greenhouse gas emissions and is expected to have no impact on global climate change. Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project’s direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce greenhouse gas emissions from the Department’s Building Operations.

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

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

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

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

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**IX. HYDROLOGY AND WATER QUALITY.** Would the project:

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<td>d)</td>
<td>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</td>
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<td>e)</td>
<td>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</td>
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<td>f)</td>
<td>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</td>
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<td>g)</td>
<td>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
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<td>h)</td>
<td>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
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<tr>
<td>a)</td>
<td>Violate any water quality standards or waste discharge requirements?</td>
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<tr>
<td>b)</td>
<td>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</td>
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<td>c)</td>
<td>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
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<tr>
<td>d)</td>
<td>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</td>
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<td>e)</td>
<td>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
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<td>f)</td>
<td>Otherwise substantially degrade water quality?</td>
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<tr>
<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td>□</td>
<td>□</td>
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<tr>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td>□</td>
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<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td>□</td>
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<td>j) Inundation by seiche, tsunami, or mudflow</td>
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### X. LAND USE AND PLANNING:
Would the project:

| a) Physically divide an established community? | □ | □ | □ | □ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | □ | □ | □ | □ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | □ | □ | □ | □ |

### XI. MINERAL RESOURCES:
Would the project:

| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | □ | □ | □ | □ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | □ | □ | □ | □ |

### XII. NOISE:
Would the project result in:

| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | □ | □ | □ | □ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | □ | □ | □ | □ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | □ | □ | □ | □ |
### Headquarters Auditorium Basement Rehabilitation

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<th>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</th>
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<th>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</th>
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<th>j) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</th>
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## XIII. POPULATION AND HOUSING

Would the project:

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<th>a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
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<th>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</th>
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<th>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</th>
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## XIV. PUBLIC SERVICES

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

<table>
<thead>
<tr>
<th>a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</th>
<th>Potentially Significant Impact</th>
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<td>Fire protection?</td>
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<td>Police protection?</td>
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<td>Schools?</td>
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<td>Parks?</td>
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<td>Other public facilities?</td>
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### XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

### XVI. TRANSPORTATION/TRAFFIC:

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

e) Result in inadequate emergency access?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

### XVII. UTILITIES AND SERVICE SYSTEMS:

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact  

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?  
- [ ] Potentially Significant Impact  
- [ ] Less Than Significant with Mitigation  
- [ ] Less Than Significant Impact  
- [x] No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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

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

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

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

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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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Additional Explanations for Questions in the Impacts Checklist

V. Cultural Resources (checklist question a)

Affected Environment

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

The Caltrans Headquarters Building at 1120 N Street, Sacramento was determined eligible for inclusion in the National Register of Historic Places (National Register) in the 1980s. As a result, this state-owned building was placed on the Master List of Historical Resources. In November 1999, the Caltrans Headquarters Building was officially listed in the California Register of Historical Resources (California Register), through the California Register nomination process.

The Caltrans Headquarters Building was originally constructed in 1936-37 in the Public Works Administration (PWA) Moderne style. Additions were constructed in stages between 1936 and 1962. The front half of the building (facing N Street) is original, the rear half (facing O Street) are additions. It was four stories high in 1936 with specific provisions for an additional fifth story to be built when it was needed. The fifth story was built in 1947 in accordance with the 1936 plans. In 1950-52, a large annex was built facing O Street and completed the existing building except for the southwest corner (11th/O Streets), which was built in 1962-63, creating a 6th floor. The three agencies that originally occupied 1120 N Street were the Division of Highways, Division of Water Resources and Division of Architecture.

The Caltrans Headquarters building is eligible for inclusion in the National Register under Criterion A for its association with the expansion of the Division of Highways and the highway transportation system in California during the late 1930s and 1940s.
and with the development of the Central valley Project for water transfer to the Central Valley and southern California. It is also significant under Criterion C for its embodiment of the distinctive characteristics of the PWA Moderne and International styles. Its period of significance is 1936 to 1952.

The Auditorium is a contributing element of the Caltrans Headquarters Building, both for the function it served as a formal hearing room for the various state agencies originally housed in the building, and for reflecting a blend of the Moderne and International styles.

**Environmental Consequences**
Caltrans originally prepared a Historic Resources Compliance Report (HRCR) and Finding of Effect (FOE) for the proposed project in June of 2012. Following consultation with the State Historic Preservation Officer, Caltrans prepared a revised HRCR and FOE in August of 2012. Caltrans has determined, in consultation with SHPO, that the proposed project will result in an adverse effect on the Caltrans Headquarters Building. However, with mitigation, the effects of the proposed project will be less than significant under CEQA.

**Avoidance, Minimization, and/or Mitigation Measures**
Mitigation measures will include:

- There will be no changes to the exterior appearance of the building.

- The commemorative Fletcher Auditorium plaque located on the south wall will be preserved in place.

- The lighted “Hearing Recorded” sign suspended from the ceiling along the east wall will be preserved in place.

- Seating: One row of seating will be relocated against the west wall of the auditorium. Options for the disposition of the remaining seats will be determined in consultation with the Department of General Services (DGS) Environmental Services Section.

- Flooring: Construction of the new floor (by pouring the new reinforced concrete floor over poly-foam block fill) will be reversible.
• Windows: The original windows will be preserved in place. The concrete jambs, heads, and sills of the windows along the north wall will remain exposed concrete with form marks and no added finishes.

• Photo Documentation: Large-format photographs will be completed and archivally stable prints deposited in the Caltrans Transportation Library and History Center and the California State Library.

• Interpretive Display: A permanent interpretive and photographic display will be installed on the west wall of the Auditorium that explains the historic significance of the Caltrans Headquarters building, the historic characteristics of the auditorium, and the changes that have been made.

• Moderne Stair Railings: Options for the disposition of the removed stair railings will be determined in consultation with the DGS Environmental Services Section.

• Chalkboard: Options for the disposition of the removed chalkboard will be determined in consultation with the DGS Environmental Services Section.

• Langevin Audio-Visual Control Cabinet: Caltrans will advise the DGS Environmental Section to first offer the control cabinet to the Caltrans History Preservation Committee for its planned museum. If the committee cannot accept it, DGS will dispose of the equipment control cabinet as excess property.

VIII. Hazards and Hazardous Materials (checklist questions a and b)

Affected Environment
The basement auditorium was part of the original building construction in 1936. As such, it can be assumed that several layers of lead based paint exist on the walls below the more recent paint.

Environmental Consequences
The basement rehabilitation project will include work such as the demolition of drywall and furring on the north wall, the re-framing of a doorway on the east wall,
and the re-finishing (as applicable) and painting of each wall. All of these activities have the potential to disturb existing lead paint that is likely present.

In November of 2011, Caltrans conducted an asbestos survey of materials throughout the basement auditorium, including wall and ceiling materials, to determine if these materials contained asbestos. No asbestos was detected in any of samples tested.

**Avoidance, Minimization, and/or Mitigation Measures**
To comply with California Code of Regulations Title 8 Section 1532.1, Title 17, and Title 22, sampling of the paint will be performed prior to disturbance of the paint. The sampling data results will be evaluated to develop a lead compliance plan to prevent or minimize worker exposure to lead. A safety training program that complies with Title 8 section 1532.1 will be provided to employees who do not have prior training before starting any activity that presents the potential for lead exposure. Personal protective equipment and washing facilities will be provided. Air monitoring will be performed if indicated by sample results and planned work activities. Any necessary lead abatement activities will be performed in compliance with Title 17 and under the direction of properly certified individuals, using appropriate containment measures, and a clearance inspection performed upon completion. If lead based paint is present that exceeds hazardous waste criteria (1,000 mg/kg total lead or 5 mg/l soluble lead) and the paint is not well adhered to the surface, the paint debris will be managed and disposed of as a hazardous waste.
June 13, 2012

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816-7100

Attention: Mark Beason

Subject: PRC §5024.5 Notification, Initiate Consultation, and Request Site Visit
Caltrans Headquarters Auditorium, 1120 N Street, Sacramento

To comply with PRC §5024.5 the California Department of Transportation (Caltrans) is providing notice to the State Historic Preservation Officer (SHPO) and initiating consultation on proposed alterations to the basement auditorium of the state-owned Caltrans Headquarters building at 1120 N Street in Sacramento, Sacramento County. The Headquarters building was determined eligible for inclusion in the National Register for purposes of PRC §5024 during the 1980s when John Snyder was delegated that authority by the SHPO. Subsequently, the building was listed in the California Register of Historical Resources in November 1999.

The basement auditorium was part of the building’s original 1930s construction, has fixed seating, a sunken floor and a raised dais; the room is a character-defining feature of the Headquarters building. The original number of seats in the auditorium exceeded the current code’s maximum occupancy limit. Recently, and as directed by the fire marshal, Caltrans removed a number of the original auditorium chairs to achieve an occupancy limit of 49 people, the maximum allowed under the room’s current configuration.

However, the Caltrans Director’s Executive Committee has directed staff to increase the capacity of the auditorium from its current maximum occupancy of 49 people to at least 100. The fire marshal has told Caltrans that in order to increase the occupancy to the room, there needs to be a second egress. In addition, that egress would need to be accessible per the standards of the Americans with Disabilities Act (ADA).
Mr. Milford Wayne Donaldson, FAIA  
June 13, 2012  
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Caltrans is currently reviewing alternatives to achieve the Executive Committee’s goal, while preserving the historic character of the auditorium. Caltrans also is consulting with Richard Conrad, the Executive Director of the State Historical Building Safety Board regarding the use of alternative provisions of the California Historical Building Code to resolve current code issues. We are requesting that members of your staff attend a meeting with Caltrans and Mr. Conrad, in order to discuss the project’s impact to the character-defining features of the space and alternatives to avoid or minimize those impacts. The meeting is proposed for the week of June 18, on Monday June 18, Tuesday June 19, or Wednesday June 20, in the afternoon. More details will follow.

When Caltrans has developed more specific actions and their potential impacts to the auditorium in the Headquarters building, Caltrans will continue consultation with you by providing notice and documentation pursuant to relevant provisions of PRC §5024.5.

Please let us know as soon as possible whether you or your PRC §5024 review staff can attend by responding to me at (916) 653-6187 or email: Anmarie_Medin@dot.ca.gov or Gloria Scott at (916) 653-1029 or email: Gloria_Scott@dot.ca.gov. If you have questions, please contact Ms. Scott.

Sincerely,

ANMARIE MEDIN
Chief
Cultural Studies Office

c: MBeason – OHP
   DDutschke – OHP
   SStratton – OHP
   Richard Conrad – SHBSB

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June 13, 2012  
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bc:  JNorvell  
     GScott  
     L.Hibben  
     GComer

“Caltrans improves mobility across California”
August 9, 2012

Annie Medin
Chief, Cultural Studies Office
California Department of Transportation
Division of Environmental Analysis, MS 27
1120 N Street
Sacramento, CA 94274-0001

RE: PRC 5024(f) Consultation, Rehabilitation of the Caltrans Headquarters Auditorium, Sacramento, CA

Dear Ms. Medin,

Thank you for your June 28, 2012, letter requesting my comments with regard to the proposed project at California Department of Transportation (Caltrans) Headquarters in Sacramento. You are seeking my comments pursuant to Public Resource Code Section 5024.5. Along with the letter, you also submitted a report entitled “Finding of Effect for Caltrans Headquarters Auditorium, 1120 N Street, Sacramento County.” The Headquarters Building has been determined eligible for listing in the National Register of Historic Places with a period of significance of 1936-1952. It is also included in the Master List of Historical Resources. The Auditorium was part of the building’s original design and construction in 1936-1937 and was modified slightly before 1952.

The project, as I understand it, includes rehabilitating the basement Auditorium at the Caltrans Headquarters building in order to increase its capacity from the current maximum occupancy of 49 (with existing fixed seats) to at least 100 (with the fixed seats removed) and to make it fully accessible to comply with ADA requirements. This will be accomplished by removing the aisles and filling the existing depressed floor, creating a surface level with both entrances. The fire marshal has ruled that the occupancy increase requires a second egress from the room, so the south door will be reframed and widened. The scope of work also includes removal of the existing drop ceiling, replacement of light fixtures, and refinishing the walls, windows, and exposed ceiling. None of the proposed construction will encroach upon the historic windows or be visible from outside the building.

In accordance with PRC 5024.5, Caltrans requests my concurrence that this project has the potential to affect only one historical resource (1120 N Street), that the project will have an adverse effect on the basement Auditorium, that proposed mitigation measures are sufficient to address these adverse effects, and that the project will have no adverse effect on the Headquarters building.

Following review of the documents submitted, I offer the following comments. It is disappointing that Caltrans has chosen to modify a space in its Headquarters building that retains
its character defining features from its period of significance. I submit that this action represents an adverse effect, not only on the Auditorium, but on the entire building. PRC 5024.5(b) states that the head of the state agency and my office “shall adopt prudent and feasible measures that will eliminate or mitigate the adverse effects.” I consider the proposed photographic documentation and interpretive panel to be mitigation measures. I would not object if Caltrans chooses to retain the blackboard, but it should be reinstalled at a useable height. I would not object if Caltrans chooses to retain and reinstall a row of seats along a wall to show the historic seating that formerly occupied the room.

The piecemeal approach to retaining select features of the room (portion of the ceiling, blackboard, hand rails, seating) does not represent any of the Secretary of the Interior’s Standards for the Treatment of Historic Properties because it creates a false sense of history. Therefore, given the scale of changes (and resulting adverse effect) proposed for the Auditorium, I recommend that Caltrans either, 1) change the scope of work to retain more of the character defining features of the room in place, or 2) design a modern conference room in the Auditorium that meets its needs without changing the appearance of the windows or making the modifications visible from the corridor or outside the building.

Please let my office know how Caltrans will proceed. Thank you for seeking my comments and considering historic properties as part of your project planning. If you have any questions or concerns, please contact Mark Beason, at (916) 445-7047 or mbeason@dps.ca.gov.

Sincerely,

Susan Stratton

Milford Wayne Donaldson, FAIA.
State Historic Preservation Officer
Appendix B  List of Preparers

The following Caltrans staff contributed to the preparation of this Initial Study:

Anmarie Medin, Supervising Environmental Planner, California Department of Transportation. Supplemental Historical Resources Compliance Report.

Jennifer Heichel, Senior Environmental Planner. Senior Environmental Planner, California Department of Transportation. Initial Study.

Gloria Scott, Senior Environmental Planner. California Department of Transportation. Historical Resources Compliance Report.