

Initial Study

# 2025 L Street/2101 Capitol Avenue Mixed-Use Project

P14-045

City of Sacramento



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# ACRONYMS AND OTHER ABBREVIATIONS

afy	acre-feet per year
bgs	below the ground surface
BMP	best management practice
Cal-OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CBC	California Building Standards Code
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFMP	Comprehensive Flood Management Plan
cfs	cubic feet per second
CNDDDB	California Natural Diversity Database
CSS	Combined Sewer System
DBH	diameter at breast height
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
ESD	equivalent single-family dwelling
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GIS	geographic information system
gpd	gallons per day
HB&T	HB&T Environmental, Inc.
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MOU	memorandum of understanding
MTP	Metropolitan Transportation Plan
NFIP	National Flood Insurance Program
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas and Electric Company
Phase I ESA	Phase I Environmental Site Assessment
PRMP	City of Sacramento Parks and Recreation Master Plan 2005–2010
RACM	Regulated Asbestos-Containing Material
RAP	rammed aggregate pier
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SAFCA	Sacramento Area Flood Control Agency
SCS	Sustainable Communities Strategy
SCUSD	Sacramento City Unified School District

## ACRONYMS AND OTHER ABBREVIATIONS

SFD	Sacramento Fire Department
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPD	Sacramento Police Department
SRCSD	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant
SRWWTP	Sacramento Regional Wastewater Treatment Plant
SSQP	Sacramento Stormwater Quality Partnership
SWRCB	State Water Resources Control Board
TPA	Transit Priority Area
tpd	tons per day
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UWMP	2010 Urban Water Master Plan
VMT	vehicle miles traveled
WDR	waste discharge requirement

# 2025 L STREET / 2101 CAPITOL AVENUE MIXED-USE PROJECT

## Section I - BACKGROUND

PROJECT INFORMATION		
1. Project Title:	2025 L St. / 2101 Capitol Ave. Mixed-Use Project, P14-045	
2. Project Planner:	Teresa Haenggi	
3. Environmental Planner:	Dana Mahaffey	
4. Project Applicant:	Pappas Investments	
5. General Plan Designation:	Urban Corridor Low, Traditional Neighborhood Medium	
6. Zoning:	General Commercial (C-2), Residential Office (RO)	
8. Description of Project:	See Section II	
9. Surrounding Land Uses and Setting:	See Section II	
10: Other public agencies whose approval is required:	Sacramento Metropolitan Air Quality Management District – Authority to Construct  State Water Resources Control Board /Central Valley Regional Water Quality Control Board - Construction Storm Water Discharge Permits	
ENVIRONMENTAL FACTORS TO BE CONSIDERED IN ENVIRONMENTAL IMPACT REPORT:		
The environmental factors checked below will be addressed in a Focused Environmental Impact Report for the project.		
<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture & Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology & Soils
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology & Water Quality
<input checked="" type="checkbox"/> Land Use & Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/> Population & Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities & Service Systems	<input checked="" type="checkbox"/> Mandatory Findings of Significance



## Section II - PROJECT DESCRIPTION

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The 2025 L Street / 2101 Capitol Avenue Mixed-Use Project (proposed project) is a request for entitlements to construct a mixed-use residential, retail/commercial, and parking garage project in midtown Sacramento. The proposed project involves the development of two project components, described below.

The proposed project consists of two new buildings that would be constructed at the following two locations:

- ▶ 2025 L Street, on the half-block on the north side of L Street, between 20th and 21st Streets
- ▶ 2101 Capitol Avenue, northeast of the intersection of 21st Street and Capitol Avenue

Exhibit 1 shows the general site vicinity, and Exhibit 2 shows a site plan and illustrates surrounding land uses.

### 2025 L STREET

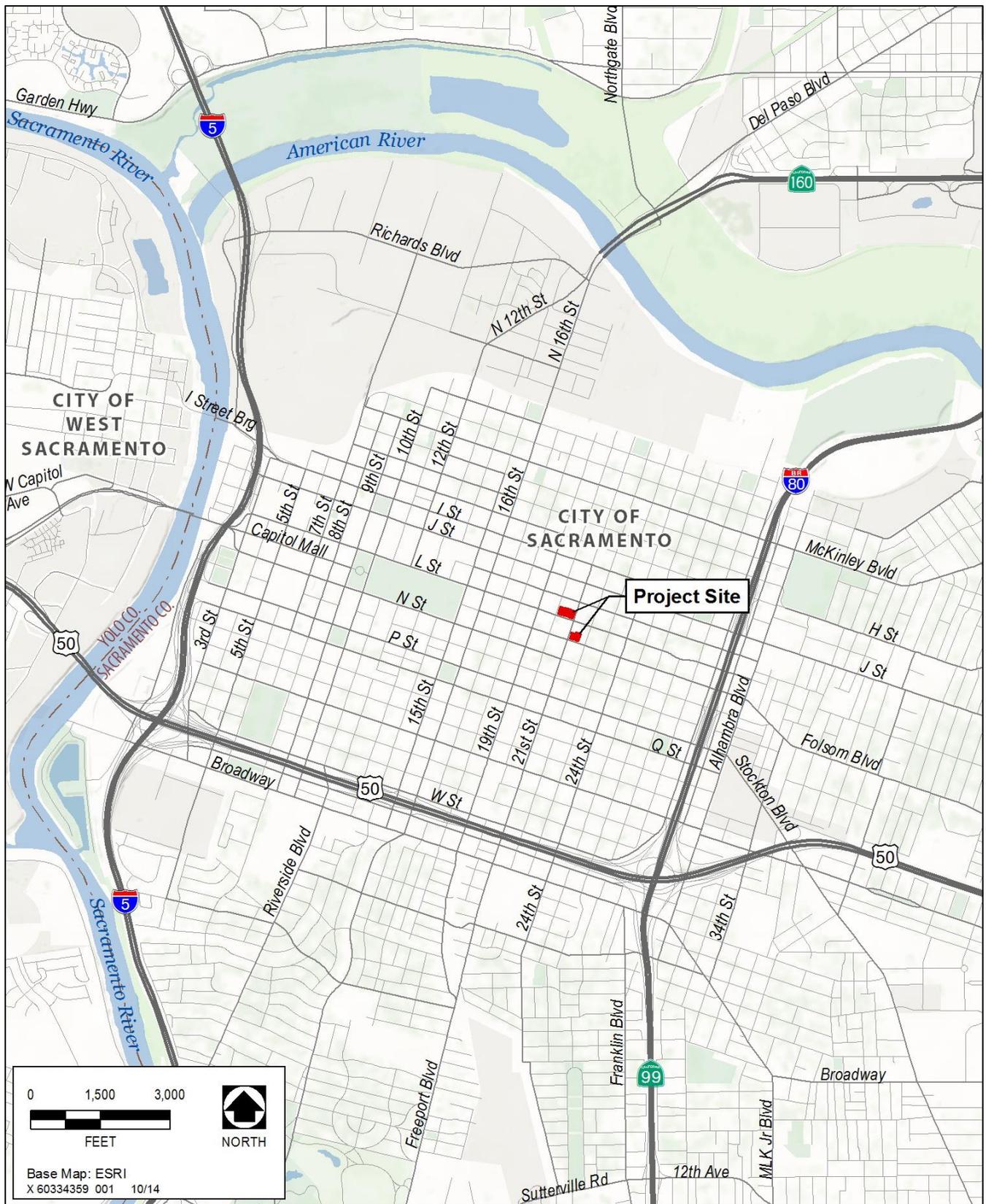
This project component would be located on the half-block north of L Street, between 20th and 21st Streets. An existing above-ground, two-story parking garage and adjacent two-story building at this location would be demolished, and a new six-story, mixed-use building would be constructed.

The new six-story building would house an approximately 47,000-square-foot grocery store on the ground floor. The grocery store would be occupied by a Whole Foods Market and Whole Foods customer parking would be located on the 2nd and 3rd floors. In addition, approximately 141 apartments in a range of sizes from approximately 544-square-foot studios to approximately 1,330-square-foot, two-bedroom units would be constructed on the 4th through 6th floors of the building. A club and fitness center for residents, along with an outdoor kitchen, dining, and lounge spaces, would be located on the 4th floor of the building. Exhibit 3 illustrates the proposed design of this building.

Access to parking for the Whole Foods Market would be provided by a ramp from 20th Street in approximately the same location as the existing parking garage ramp. Loading and deliveries for the Whole Foods Market would take place from Kayak Alley (which is located between K and L Streets), with two loading docks recessed into the building for larger trucks. Parking for the proposed residences would be provided in a basement garage underneath the Whole Foods Market. This underground parking would be accessed from 21st Street. The proposed project includes bulb-outs at 20th Street and 21st Street to improve the streetscape appearance, enhance pedestrian access, and provide outdoor dining opportunities.

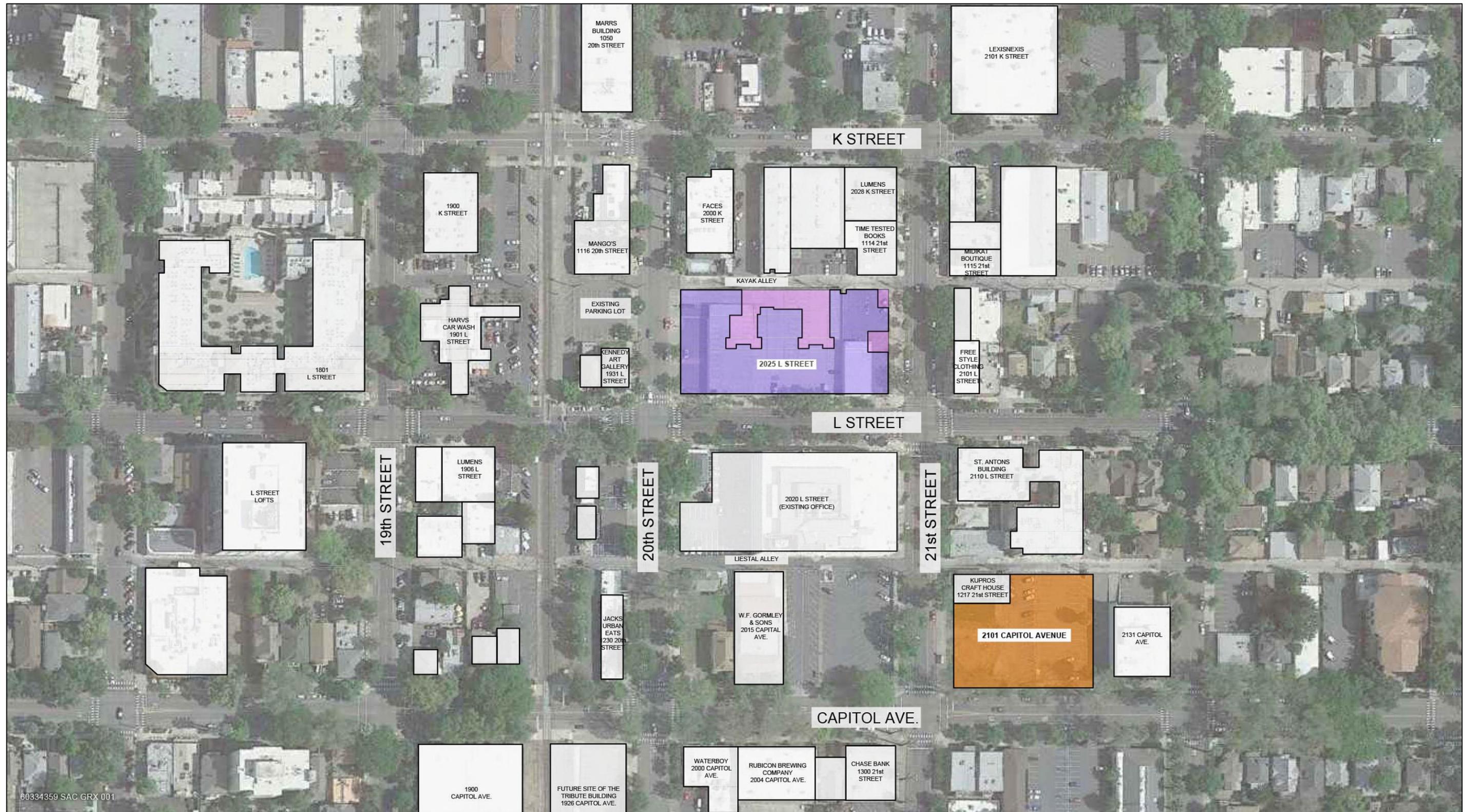
### 2101 CAPITOL AVENUE

This project component would be located on the northeast corner of 21st Street and Capitol Avenue. The existing surface parking lot would be replaced with a six-level structure. The structure would include approximately 13,000 square feet of retail / commercial space and parking for the retail on the ground floor. The structure would include an additional five levels of parking above the ground floor. The existing restaurant, occupied by “Kupros Craft House” would remain in its current location.



Source: Data provided by Sacramento County in 2014

**Exhibit 1. Vicinity Map**



Source: Provided by Investments in 2014

**Exhibit 2. Project Location**





Source: Provided by Pappas Investments in 2014

**Exhibit 3. Conceptual Design of the Proposed 2025 L Street Component of the Project**



The replacement parking would serve the existing 2020 L Street offices, which are currently served by the two-story parking garage to be demolished on the 2025 L Street property. This new parking would also replace the existing surface parking on the site. In the evenings, parking spaces in the structure would also be available for public use. The parking garage would be accessed via the alley located between L Street and Capitol Avenue, where deliveries for the proposed retail development would also be routed. Retail patrons would access parking from Capitol Avenue midway between 21st and 22nd Streets. Exhibit 4 illustrates the design of the proposed structure at 2101 Capitol Avenue.

## REQUESTED ENTITLEMENTS

The City's discretionary approvals/actions that would be considered for the proposed project include, but are not limited to, the following:

- ▶ General Plan Amendment to change about 0.16 acre of land designated for Traditional Neighborhood Medium to Urban Corridor Low (2101 Capitol Avenue only) (see Exhibit 5)
- ▶ Rezone for about 0.406 acre from R-O (Residential-Office) to C-2 (General Commercial) (2101 Capitol Avenue only) (see Exhibit 5)
- ▶ Conditional Use Permit for a retail store exceeding 40,000 gross square feet (2025 L Street only)
- ▶ Tentative Map (2025 L Street only)
- ▶ Variance to deviate from the signage allowed (both properties)<sup>1</sup>
- ▶ Site Plan and Design Review for new construction in the Central City Design Review area with deviations including height over 65 feet (both properties), potentially open space deviations (2025 L Street only), a deviation to waive a wall requirement to separate a commercial use from a residentially zoned parcel, and potentially other deviations from relevant design standards and guidelines

Review of the proposed project by the Planning and Design Commission would be conducted as a part of the environmental review and entitlements process. The proposed project entitlements would ultimately require approval by the City Council.

Other public agencies whose approval would be required include, but are not necessarily limited to:

- ▶ Sacramento Metropolitan Air Quality Management District (SMAQMD)—issues the Authority to Construct/Permit to Operate pursuant to SMAQMD Regulation 2 (Rule 201 et seq.)
- ▶ State Water Resources Control Board (SWRCB)/Central Valley Regional Water Quality Control Board (RWQCB)—issues Construction Storm Water Discharge Permits

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<sup>1</sup> The variance to deviate from the signage allowed for the 2101 Capitol Avenue property may be processed as a separate application.

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Source: Provided by Pappas Investments in 2014

**Exhibit 4. Conceptual Design of the Proposed 2101 Capitol Avenue Component of the Project**





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Source: Provided by Pappas Investments in 2014

**Exhibit 5. Proposed General Plan Land Use Designation and Zoning Changes**

## Section III - ENVIRONMENTAL CHECKLIST

### EVALUATION OF ENVIRONMENTAL IMPACTS

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

## **INTRODUCTION**

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the proposed project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable adopted general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use change in a community would not constitute a physical change in the environment. When a proposed project diverges from an adopted plan, however, it may affect planning in the community for infrastructure and services, and the new demands generated by the proposed project may result in later physical changes in response to the proposed project, resulting in indirect effects.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections of an environmental document.

This section of the Initial Study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural and forestry resources and the effect of the proposed project on these resources.

## **LAND USE**

The project site has been designated as Urban Corridor Low and Traditional Neighborhood Medium in the 2030 General Plan, and is zoned General Commercial (C-2) and Residential Office (RO). The 2035 General Plan has been drafted, and does not propose changes to the applicable land uses or development standards on the project site.

The Urban Corridor Low designation provides for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development including retail, service, office, and residential uses; gathering places such as plazas, courtyards, or parks; and compatible public and quasi-public uses. The Urban Corridor Low designation allows buildings between two and six stories in height, an allowable density of 20 to 110 units per acre, and a floor area ratio (FAR) of between 0.3 and 3.0. Since the project proposes commercial and mixed-use development, it is anticipated that only the FAR standard would apply (not the residential density standard).

The Traditional Neighborhood Medium provides for higher-intensity, medium-density housing and neighborhood-support uses including small-lot, single-family dwellings, duplexes, triplexes, townhomes, second units, apartments and condominiums, limited neighborhood-serving commercial on lots two acres or less, and compatible public and quasi-public uses. This designation allows a density of 8 to 21 units per acre and a maximum FAR of 1.5. Since the project proposes commercial and mixed-use

development, it is anticipated that only the FAR standard would apply (not the residential density standard).

The proposed amendment extends the existing Urban Corridor Low designation to accommodate a project that will provide parking to serve existing commercial and office uses. Also, the commercial component of the project will provide neighborhood services.

Approval of the proposed project would include redesignation of approximately 0.160 acre of the 2101 Capitol Avenue property from Traditional Neighborhood Medium to Urban Corridor Low, and rezone of approximately 0.406 acre of the 2101 Capitol Avenue property from RO to C-2.

The project site is located in an urbanized portion of the midtown Sacramento community. The project site is currently developed with surface parking, a parking deck, and a two-story office building currently being used as storage. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2030 General Plan and the Planning and Development Code. Although the proposed development would require a change in the General Plan designation and zoning, these changes would extend designations (Urban Corridor Low and C-2) that are currently used for part of the 2101 Capitol Avenue property to the entire site. The proposed development is consistent with these planning designations.

## **KEY APPLICABLE POLICIES**

As a part of this Initial Study, the City has identified the primary applicable policies from the 2030 General Plan that will guide review of the proposed project, which are listed below.

### **2030 General Plan Key Urban Form Guidelines**

The following are key General Plan urban form characteristics envisioned for the Urban Corridor Low that pertain to the proposed project:

- ▶ More intense mixed-use development at intersections with stepped down residential uses in between
- ▶ Building heights highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection
- ▶ Building façades and entrances directly addressing the street
- ▶ Buildings with pedestrian-oriented uses such as outdoor cafes located at the street level
- ▶ Integrated (vertical and horizontal) residential uses along the corridors
- ▶ Parking located to the side or behind buildings, or accommodated in parking structures
- ▶ Attractive pedestrian streetscape, with sidewalks designed to accommodate pedestrian traffic, that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
- ▶ Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes

## 2030 General Plan Key Policies

**Goal LU 2.1 City of Neighborhoods.** Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

- ▶ **LU 2.1.4 General Plan Density Regulations for Mixed-Density Development Projects.** Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the applicable density or FAR range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project
- ▶ **LU 2.1.5 Neighborhood Centers.** The City shall promote the development of strategically located (e.g., accessible to surrounding neighborhoods) mixed-use neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit.
- ▶ **LU 2.1.6 Neighborhood Enhancement.** The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas.

**Goal LU 6.1 Corridors.** Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

- ▶ **Policy LU 6.1.1 Mixed-Use Corridors.** The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas.
- ▶ **Policy LU 6.1.2 Transformed Corridors.** The City shall facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher-density housing, while also addressing local and citywide demand for retail and services.
- ▶ **Policy LU 6.1.4 Efficient Parcel Utilization.** The City shall promote the aggregation of small and irregular shaped parcels along corridors into larger development sites to facilitate their redevelopment.
- ▶ **Policy LU 6.1.5 Corridor Uses.** The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street.

- ▶ **Policy LU 6.1.6 Higher Intensity Nodes.** The City shall generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation along the corridor.
- ▶ **Policy LU 6.1.7 Conversion to Residential.** The City shall support proposals to convert nonresidential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses.
- ▶ **Policy LU 6.1.8 Sidewalks and Pedestrian Amenities.** The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping.
- ▶ **Policy LU 6.1.12 Visual and Physical Character.** The City shall promote development patterns and streetscape improvements that transform the visual and physical character of typical automobile-oriented corridors by:
  - Enhancing the definition of the corridor by locating buildings at the back of the sidewalk, and establishing a consistent street wall
  - Introducing taller buildings that are in scale with the wide, multi-lane street corridors
  - Locating off-street parking behind or between buildings (rather than between building and street)
  - Reducing visual clutter by regulating the number, size and design quality of signs
  - Removing utility poles and under-grounding overhead wires
  - Adding street trees

## REGIONAL PLANNING

The Sacramento Area Council of Governments (SACOG) adopted the “Blueprint” in 2004, a regional vision for growth through 2050 that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. As a part of the Blueprint, seven principles were developed, along with a Preferred Scenario, which illustrates on a map the consensus for regional growth through 2050.

The project is consistent with SACOG’s place types, as embodied in the Blueprint Scenario. The project site is identified as Attached Residential, Employment Focus Mixed-Use Center or Corridor, and Retail on the Blueprint Preferred Scenario (SACOG 2004a). The Attached Residential place type anticipates townhomes, condominiums, apartments, and mixed-use development in two- to five-story buildings between 16 and 100 units per acre. The Retail place type anticipates 50 employees per acre on average and the Employment Focus Mixed-Use Center or Corridor anticipates a mix of compact housing (in three- to six-story buildings), retail, and office development (SACOG 2004b).

The proposed project is also consistent with the Blueprint Growth Principles, which accompany the regional vision for growth through 2050. Blueprint Principles include (SACOG 2004c):

**1. Transportation Choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool. Use of Blueprint growth concepts for land use and right-of-way design would encourage use of these modes of travel and the remaining auto trips would be, on average, shorter.

**2. Mixed-Use Developments:** Buildings homes and shops, entertainment, office, and even light industrial uses near each other can create active, vital neighborhoods. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Separated land uses, on the other hand, lead to the need to travel more by automobile because of the distance between uses. Mixed land uses can occur at many scales. Examples include: a housing project located near an employment center, a small shopping center located within a residential neighborhood, and a building with ground floor retail and apartments or condominiums on the upper floor(s).

**3. Compact Development:** Creating environments that are more compactly built and use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten automobile trips.

**4. Housing Choice and Diversity:** Providing a variety of places where people can live – apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes – creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for the people with very low-, low-, and moderate-income, for whom finding housing close to work is challenging. By providing a diversity of housing options, more people have a choice.

**5. Use of Existing Assets:** In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels (for example, more development on the site of a low-density retail strip shopping center), or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages.

**6. Quality Design:** The design details of any land use development - such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets) - are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of

walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.

**7. Natural Resources Conservation:** This principle encourages the incorporation of public use open space (such as parks, town squares, trails, and greenbelts) within development projects, over and above state requirements; along with wildlife and plant habitat preservation, agricultural preservation, and promotion of environment-friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer. In addition to conserving resources and protecting species, this principle improves overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space.

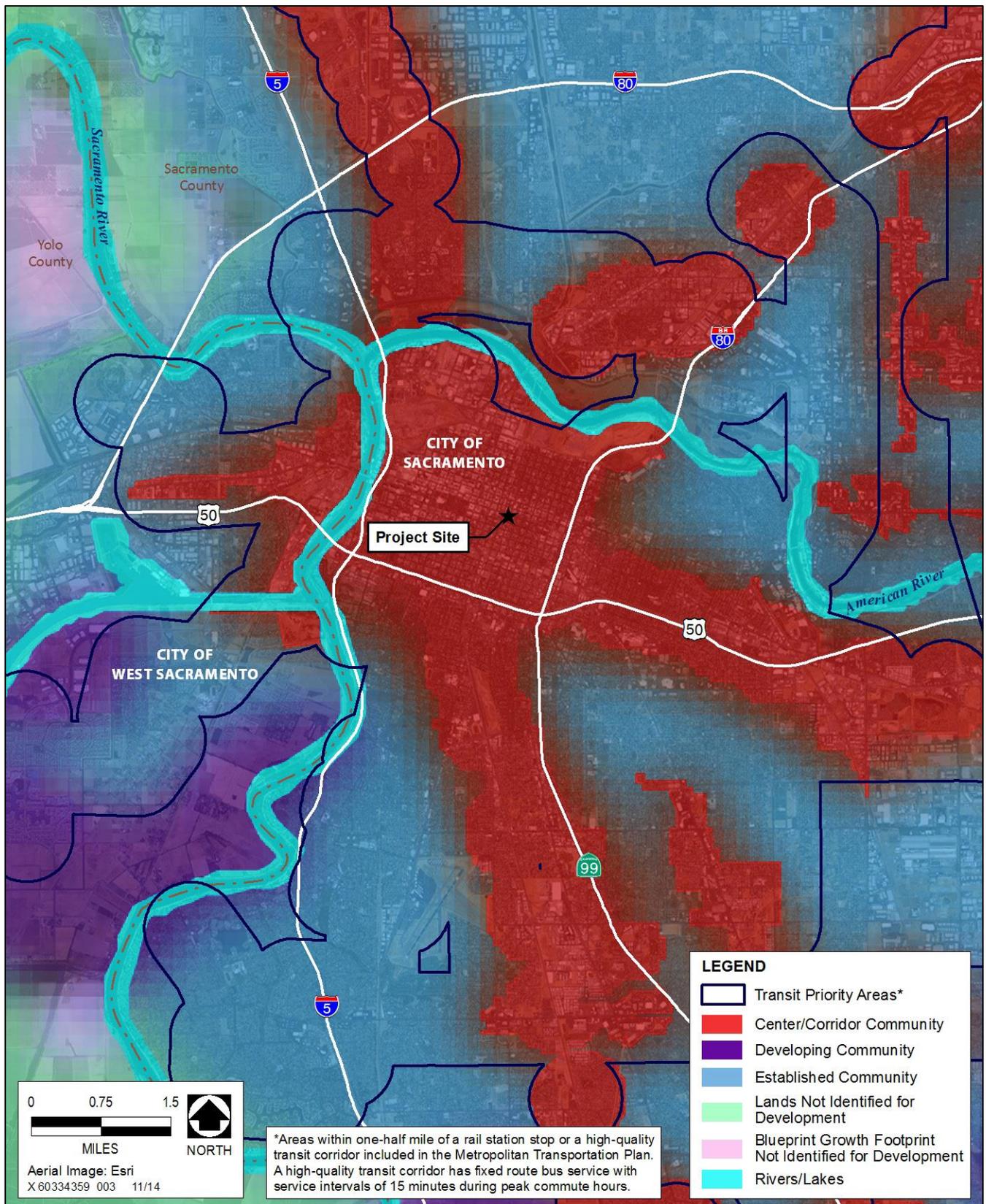
The project proposes mixed-use development and is located in an area with transit, bicycle, and pedestrian transportation options. The project proposes relatively compact development and is in an area with existing and proposed compact development. The project proposes use of existing assets by proposing development of vacant and underutilized lands served by existing infrastructure.

The Preferred Blueprint Scenario was incorporated into SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for 2035, the long-range transportation plan for the region. The MTP/SCS designates the project site as a Center and Corridor Community and a Transit Priority Area (TPA) (see Exhibit 6). A Center and Corridor Community is typically

“...higher density and more mixed than surrounding land uses. Centers and Corridors are identified in local plans as historic downtowns, main streets, commercial corridors, rail station areas, central business districts, town centers, or other high density destinations. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the rest of the region. Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types” (SACOG 2011a:32).

A TPA is within 0.5 mile of a major transit stop (existing or planned light rail, street car, or train station) or an existing or planned high-quality transit corridor (with fixed route bus service at intervals of no longer than 15 minutes during peak commute hours) (SACOG 2011a:46).

The relatively compact and mixed-use character of the vicinity of the project site places existing and proposed residents in proximity to jobs and commercial services. This, along with the presence of transit, makes more walking, bicycling, and transit trips practical, eliminating some vehicle trips. Given the character of the project area, trips that do occur by automobile would be relatively short. The proposed project's location and design would help to reduce vehicle miles traveled (VMT) and associated physical environment effects (i.e., noise, air pollutant emissions, and greenhouse gas emissions).



Source: SACOG 2011a

**Exhibit 6. SACOG Community Types and Transit Priority Areas**

The reduction in VMT associated with the location and urban design environment of the project site has been demonstrated through the travel demand analysis that SACOG performed to support the MTP/SCS. The regional VMT per capita in 2008 was estimated to be 26 miles per day. For the traffic analysis zones that include the project site, the average per-capita VMT in 2008 was approximately 7 to 8 miles per day. In 2035, forecast regional average per-capita VMT is 24 miles per day, whereas the project site and vicinity would have an average of approximately 4 to 7 miles per day (SACOG 2011b:84).

## **AGRICULTURAL AND FORESTRY RESOURCES**

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (NRCS 2014). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber harvest uses are located on or in the vicinity of the project site. There are no areas on the project site that qualify as forest lands or timberlands, and no Timberland Production Zone designations. Development of the site would result in no impacts on agricultural or forestry resources

## **TOPIC AREAS TO BE ADDRESSED IN A FOCUSED ENVIRONMENTAL IMPACT REPORT**

A Focused EIR will be prepared for the proposed project, to address topics with the potential for significant environmental impacts. The topics which will be addressed in the Focused EIR include:

- ▶ Aesthetics
- ▶ Air Quality
- ▶ Cultural Resources
- ▶ Energy
- ▶ Greenhouse Gas Emissions
- ▶ Land Use and Planning (discussion)
- ▶ Population and Housing (discussion)
- ▶ Noise and Vibration
- ▶ Traffic/Transportation
- ▶ Mandatory Findings of Significance (not fully addressed in this Initial Study)

These topics are not addressed further in this Initial Study.

# BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Biological Resources				
Would the project:				
A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

The project site is located in midtown Sacramento and has been previously developed with residential and commercial uses since approximately 1895. The 2025 L Street property is currently developed with a parking garage, paved surface parking lots, and a two-story office building currently being used for storage. Street trees are present in linear planting strips, along with landscaped beds, along 20th and 21st streets.

The 2101 Capitol Avenue site is occupied by a paved surface parking lot and a barren area with sparse cover of ruderal (i.e., weedy) vegetation. Landscaped beds and street trees are present along 21st Street and Capitol Avenue and two palm trees are present within the existing parking lot.

Vegetation on the project site is comprised entirely of ornamental landscaping and there are no native plant communities or natural habitats present. There are no wetlands or waterways on or adjacent to the project site and no sensitive plant communities. Habitat on the project site is classified as urban, according to the California Department of Fish and Wildlife’s (CDFW’s) California Wildlife Habitat Relationship System (Mayer and Laudenslayer 1988).

According to a tree inventory conducted for the proposed project, there are a total of 24 trees of 13 different species on the project site (Sierra Nevada Arborists 2014).<sup>2</sup> One of these trees is native, a 6-inch diameter at breast height (DBH) valley oak (*Quercus lobata*); the remaining trees are nonnative landscape trees. The most abundant tree species on the project site is elm (*Ulmus* spp.) with six trees. Trident maple (*Acer buergeranum*) is the second most abundant with three trees. Other tree species

<sup>2</sup> The tree inventory prepared for the proposed project includes two trees along Capitol Avenue between 20th and 21st and four trees on the west side of 21st Street between L Street and Capitol Avenue. These areas are not part of the project site. This Initial Study focuses on trees on the project site that could be affected by the implementation of the project.

present include sweet gum (*Liquidambar styraciflua*), Modesto ash (*Fraxinus velutina 'modesto'*), and southern magnolia (*Magnolia grandiflora*). Most of the trees on site (all but four) have a DBH of 6 inches or greater and would be considered mature. However, none of the trees present qualify as Heritage Trees, which the City defines as any tree with a trunk circumference of 100 or more inches and of good quality in terms of health, vigor, and conformity for its species. All but two of the on-site trees are considered “City Street Tees” because they are growing within the public street rights-of-way.

Plant species present in the landscaped beds include bigleaf periwinkle (*Vinca major*), English ivy (*Hedera helix*), golden euonymus (*Euonymus fortunei*), and privet (*Ligustrum sp.*). Ruderal vegetation observed at the 2101 Capitol Avenue property includes Italian rye (*Festuca perenne*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), wheat (*Triticum aestivum*), and prickly lettuce (*Lactuca serriola*). No special-status plant species are located on the project site.

Urban landscapes, such as the project study area, typically provide low-value habitat for most wildlife species because of an overall lack of vegetative cover and high levels of human disturbance. Wildlife on the project site is dominated by species that have adapted to human activity and the urban landscape setting. Some of the species observed on the site by AECOM biologists include house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), bushtit (*Psaltriparus minimus*), American goldfinch (*Carduelis tristis*), American crow (*Corvus branchyrhychos*), American robin (*Turdus migratorius*), rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), black phoebe (*Sayornis nigricans*), yellow-rumped warbler (*Setophaga coronata*), Cooper’s hawk (*Accipiter cooperi*), and gray squirrel (*Sciurus griseus*). Other wildlife species that may use the developed and disturbed habitats present on or immediately adjacent to the project site include brown rat (*Rattus norvegicus*), Virginia opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*), which are known to occur in the midtown Sacramento area.

## **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- ▶ creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- ▶ substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- ▶ affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this Initial Study, “special-status” has been defined to include those species, which are:

- ▶ listed as endangered or threatened under the federal Endangered Species Act (ESA) (or formally proposed for, or candidates for, listing);

- ▶ listed as endangered or threatened under the California Endangered Species Act (CESA) (or proposed for listing);
- ▶ designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- ▶ designated as fully protected, pursuant to California Fish and Game Code (Sections 3511, 4700, or 5050);
- ▶ designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Wildlife (CDFW);
- ▶ plants or animals that meet the definition of rare or endangered under CEQA.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **2 (A)**

Based on the Phase I Environmental Site Assessment conducted by Wallace Kuhl & Associates (Wallace Kuhl), there is no known hazardous materials contamination on either project site. Wallace Kuhl noted, however, that a gasoline station may have been located at either project site prior to 1950, and therefore it is possible that previously unknown underground storage tanks (USTs) or contaminated soil from gasoline spills could be encountered during project-related construction activities. Disposal of waste, soil, and other materials from the demolition of existing buildings and excavation for underground parking and building foundations will be required to comply with City and State requirements and be directed to appropriate disposal facilities, as described in the “Hazards and Hazardous Materials” section of this Initial Study.

Construction dewatering may be required where groundwater levels are shallow. The project applicant will be required to prepare a memorandum of understanding (MOU) with the City of Sacramento related to the proposed dewatering activities and file a notice of intent with the Central Valley RWQCB to obtain coverage under Order R5-2013-074 or an Individual National Pollutant Discharge Elimination System (NPDES) Permit or waste discharge requirement (WDR) for construction dewatering activities. Along with the notice of intent and the MOU, the project applicant would prepare a site-specific construction dewatering plan to ensure the project is authorized under the proper permit. If contaminated groundwater was encountered during construction activities, the permittee would be required to consult with the Central Valley RWQCB to determine the specific permit terms, disposal methods, and/or the types of treatment. The permit terms, disposal methods, types of treatment, and other aspects of this existing requirement are designed to avoid public and environmental hazards. Therefore, compliance with the above regulations would minimize potential exposure of the environment to contaminated groundwater (if it was encountered).

The project site is within a currently developed urban area that supports residential, retail, and commercial uses. No project uses are anticipated that would involve the use of significant quantities of hazardous materials. Retail and commercial services (such as restaurants and grocers) proposed at the project site could involve relatively small quantities of toxic materials. However, these businesses must comply with State regulations cited in “Hazards and Hazardous Materials” related to use,

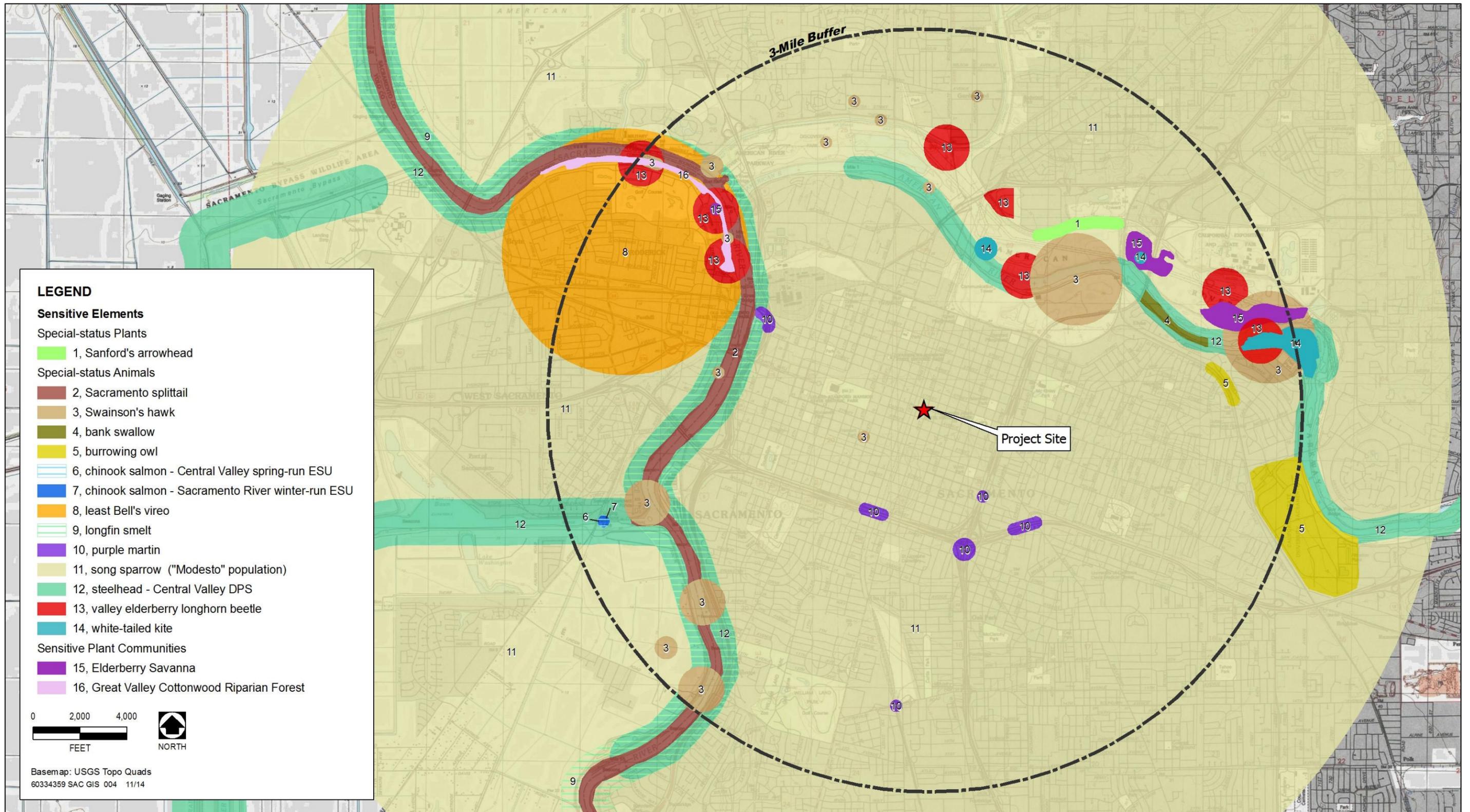
handling, and worker safety. While project development could result in an increase in air, water, and soil pollutants generated at the project site, this increase is not anticipated to be substantial and will be required to be in compliance with federal, State, and local policies designed to minimize the potential impacts on plant or animal populations from this incremental increase in pollutants. In addition, project-specific mitigation measures proposed in “Hazards and Hazardous Materials” would reduce all potential impacts related to the release or exposure of hazards or hazardous materials to a less-than-significant level and there would be no hazard to plant or animal communities in the project study area or elsewhere. Therefore, this impact would be **less than significant**. No mitigation measures would be required.

## 2 (B)

A search of the California Natural Diversity Database (CNDDDB) identified occurrence records for 16 threatened or endangered wildlife species and three threatened or endangered plant species in the Sacramento East and nine surrounding quadrangles. The distribution of CNDDDB occurrence records within 3 miles of the project site are shown in Exhibit 7. Most of these species are associated with wetland, aquatic, or riparian habitats that do not exist on the project site. Two endangered or threatened wildlife species known to occur in the project vicinity that are not restricted to wetland, aquatic, or riparian habitats are valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) and Swainson’s hawk (*Buteo swainsonii*). There are no elderberry shrubs on or near the project site that could support valley elderberry longhorn beetle and this species is not discussed further.

Swainson’s hawk, a species listed as threatened under CESA, will occasionally nest in urban areas if there is a suitable nest tree and the site is within 2 miles of foraging habitat (England et al. 1995 in Estep 2009a). Swainson’s hawks typically nest in tall trees (around 50 feet tall on average) that provide a panoramic view of the hawk’s territory, have dense enough foliage to visually protect the nest from disturbances, and are within 2 miles of foraging habitat (Estep 1989; Anderson et al. 2007). Most urban nest trees are ornamental pines (*Pinus* spp.), redwoods (*Sequoia sempervirens*, *S. gigantea*), or native valley oaks (England et al. 1995 in Estep 2009a; Estep, pers. comm., 2007a). Suitable foraging habitat consists of alfalfa, disked fields, fallow fields, dry-land pasture, beets, tomatoes, irrigated pasture, grains, other row crops, and uncultivated grasslands (Estep 1989; Estep, pers. comm., 2007b; Estep 2009a). These habitats are not located on or near the project site. A limited amount of potential foraging habitat is present within approximately 2 miles of the project site at the Downtown Railyards site, vacant lots on the banks of the Sacramento River, at Sutter’s Landing Regional Park, and along the American River Parkway.

Although there are five large, tall elm trees on the project site, Swainson’s hawks are unlikely to nest on the project site because these trees are in poor to fair condition and lack the dense canopy structure preferred by this species. The remaining trees are smaller and do not provide panoramic views of the surrounding landscape and therefore would not be preferred for nesting. Swainson’s hawks are visually oriented and require large, wide-open spaces and visibility from the nest (Estep, pers. comm., 2007a; Estep 2009b). There are no trees on or adjacent to the project site that provide the appropriate size, structure, and visibility to make suitable nest sites for Swainson’s hawk. Additionally, suitable foraging habitat within approximately 2 miles of the site is very limited. Reproductive success decreases for Swainson’s hawks as distance from foraging habitat increases and Swainson’s hawks nesting in urban



Source: CNDDDB 2014

**Exhibit 7. CNDDDB Occurrences**



areas have been shown to have lower reproductive success than those nesting in rural areas. Therefore, urban settings, such as the project study area, are considered low-quality nesting habitat (England et al. 1995; England et al. 1997) and this species is not expected to nest on or adjacent to the project site.

The project site does not support native plant communities or natural habitats and does not provide suitable habitat for any threatened or endangered species of plant or animal. Therefore, project implementation would not result in direct effects to any listed species. Project implementation would not result in substantial degradation of the quality of the environment and therefore would not result in indirect effects that could reduce the habitat of any threatened or endangered plant or animal species or cause a threatened or endangered plant or animal population to drop below self-sustaining levels.

## 2 (C)

A search of the CNDDDB identified occurrence records for 25 wildlife species and 14 plant species that are not listed as threatened or endangered under the federal ESA or CESA, but are California species of special concern or otherwise meet the definition of special status. The distribution of CNDDDB occurrence records for special-status species and sensitive plant communities within 3 miles of the project site is shown in Exhibit 7. Most of these records are from the Sacramento and American rivers and are for species associated with aquatic or riparian habitats that do not occur on the project site.

The project site does not contain sensitive plant communities or suitable habitat for special-status plant species known to occur in the region. The majority of special-status wildlife species known to occur within the larger nine-quadrangle search area have no potential to occur on the project site because they are also associated with habitats that are not present on the project site (e.g., vernal pools, freshwater marsh, or other aquatic or riparian habitats). Additionally, species associated with grassland habitats, such as American badger (*Taxidea taxus*), northern harrier (*Circus cyaneus*), grasshopper sparrow (*Ammodramus savannarum*), and burrowing owls (*Athene cunicularia*) would not be expected to use the project site because there is no open grassland habitat present. There are no burrows or open, friable ground available for burrowing owls or badgers. Western red bat is the only special-status bat species that has been documented in the project study area. This species roosts primarily in the foliage of riparian trees near open areas for foraging. This type of habitat is not present. There are no suitable structures present for special-status bat species that use human-made structures, such as pallid bat (*Antrozus pallida*). AECOM biologists toured the on-site structures, and observed that the structures on site do not contain crevices or cavities where bats could roost.

White-tailed kite (*Elanus leucurus*), a fully protected species under the California Fish and Game Code, will sometimes nest in urban areas. However, when it does nest in urban areas, it is generally at the edge of urban areas near agricultural fields or grassland foraging habitats or within urban parks. They most often build their nests near the tops of trees (generally 20 to 100 feet above ground) with dense canopies (CDFW 2005). None of the trees on the project site have the height and dense canopy structure that would protect this species from surrounding human disturbances. This species rarely nests more than 0.5-mile from its preferred foraging habitats. Preferred foraging habitat in the Central Valley includes alfalfa and other hay crops, irrigated pastures, sugar beets, and tomatoes (Erichsen et al. 1994; Estep, pers. comm., 2014), but they also forage in dry pastures, annual grasslands, open oak

woodlands, rice stubble fields, seasonal wetlands, marsh edges, and occasionally in orchards (Estep, pers. comm., 2014). None of these habitats occur on or adjacent to the project site or within 0.5 mile of the project site. Therefore, this species is not expected to occur on the project site.

Although special-status raptors or other special-status birds are not expected to occur, migratory birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and Section 3503 of the California Fish and Game Code could nest in trees on or adjacent to the project site and could be disturbed by construction activities conducted during the bird nesting season, which is generally considered to be February 15-September 15. Project construction would result in direct removal of 17 trees from the project site. Tree removal and ground disturbances associated with project construction could result in the direct loss or destruction of active nests of birds protected under the MBTA or California Fish and Game Code. Project construction could also result in disturbance of breeding birds, causing nest abandonment by the adults and subsequent mortality of chicks and eggs. While loss of some nests of common migratory bird species (e.g., northern mockingbird, house sparrow) would not be considered a significant impact under CEQA because it would not result in a substantial effect on their populations locally or regionally, destruction of any migratory bird or raptor nest is a violation of the MBTA and Section 3503 of the California Fish and Game Code. The potential loss of an active nest or mortality of chicks and eggs of common raptor species and migratory birds would be an effect on other species of special concern to agencies or natural resource organizations. Although this is a developed urban site, and for the reasons outlined above, there is a very low likelihood of any impact, out of an abundance of caution, the City has identified a mitigation measure (listed below) to reduce these potential impacts to a **less-than-significant** level. No further mitigation is required.

The project site contains 24 trees, of which 22 trees are designated as City Street Trees protected under Chapter 12.56 of the City's Code. Construction of the proposed project is expected to result in the removal of a total of 17 trees, of which 15 are City Street Trees with an aggregate DBH of 183 inches (Sierra Nevada Arborists 2014).<sup>3</sup> The City's policy is to retain trees whenever feasible and a permit is required to remove City Street Trees that cannot feasibly be retained. The removal of Heritage Trees and City Street Trees would be considered a significant impact requiring mitigation. Implementation of the mitigation measures listed below would reduce these potential impacts to a **less-than-significant** level.

## MITIGATION MEASURES

The following mitigation measures shall be implemented by the project applicant to reduce potential impacts on nesting raptors and migratory birds to a less-than-significant level:

- ▶ Bio-1: If tree removal or construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct preconstruction surveys in areas of suitable nesting habitat for common raptors and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys

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<sup>3</sup> A total of 17 trees would be removed as a part of implementation of the project and two of the trees that would be removed are in the parking lot of the 2101 Capitol Avenue property and are not City Street Trees.

shall be conducted no more than 10 days before tree removal or ground disturbance is expected to occur.

- If no active nests are found, no further mitigation is required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances.
- No construction activity shall occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance shall be increased until the agitated behavior ceases.
- ▶ Bio-2: The project applicant shall comply with tree permit requirements in effect at the time of project approval for removal, pruning, or soil disturbance within the canopy dripline of a Heritage or City Street Tree. In addition, the following measures shall be implemented to reduce impacts from the removal of City Street Trees:
  - City Street Trees to be removed for construction purposes having a DBH of 6 inches or greater shall be replaced with the same number of 24-inch box size trees. City Street Trees to be removed having a DBH less than 6 inches shall be replaced with the same number of 15-gallon size trees (as required under City Code Section 12.56.090 based on the sizes of the City Street Trees to be removed). Replacement trees for City Street Trees shall be replanted within the City right-of-way in coordination with the City's Urban Forester. If replacement trees for City Street Trees cannot be accommodated in the City's right-of-way, they shall be planted on site and incorporated into the project landscape plan or be planted at another off-site location at the City's direction.
  - Replacement plantings shall consist of shade tree species approved by the City Urban Forestry Director.
  - Tree planting shall comply with the City's landscaping requirements (City Code Sections 17.612.010 and 17.612.040).
  - Canopy or root pruning of any retained City Street Trees to accommodate construction shall be conducted according to applicable ANSI A300 tree pruning standards and International Society of Arboriculture best management practices.

- All City Street Trees shall be protected from construction-related impacts pursuant to Sacramento City Code Section 12.64.040 (Heritage Trees) and Section 12.56.060 (City Street Trees). Full details of tree protection measures are available in the arborist report for the project (Sierra Nevada Arborists 2014), included as Appendix 1.

## **FINDINGS**

All additional significant environmental effects of the proposed project relating to biological resources are less than significant or can be reduced to a less-than-significant level with implementation of mitigation measures.

# GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Geology and Soils				
Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

The project site is located in the Sacramento Valley, which forms the northern portion of the Great Valley geomorphic province of California. The Great Valley is bounded on the west by the Great Valley fault zone and the Coast Ranges and on the east by the Sierra Nevada and the Foothills Fault zone. Relatively few faults in the Great Valley have been active during the last 11,700 years (i.e., Holocene time). The closest faults to the project site with evidence of displacement during Holocene time are the Dunnigan Hills Fault (approximately 35 miles to the northwest) and the Cleveland Hills Fault (approximately 60 miles to the north). In general, active faults are located along the western margin of the Central Valley (e.g., the Great Valley Fault) and within the Coast Ranges (Jennings 1994).

Engineering design and construction of buildings and other infrastructure in California is governed primarily by the California Building Standards Code (CBC). The State Earthquake Protection law (California Health and Safety Code Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by earthquakes. The CBC requires an evaluation of seismic design that falls into Categories A–F (where F requires the most earthquake-resistant design) for structures designed for a project site. The CBC philosophy focuses on “collapse prevention,” meaning that structures are designed to prevent collapse for the maximum level of ground shaking that could reasonably be expected to occur at a specific site. Chapter 16 of the CBC specifies exactly how each seismic design category is to be determined on a site-specific basis, through the site-specific soil characteristics and proximity to potential seismic hazards.

Chapter 18 of the CBC regulates the excavation of foundations and retaining walls. This chapter regulates the preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also regulates analysis of expansive soils and the determination of the depth to groundwater table. For Seismic Design Category C, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading. For Seismic Design Categories D, E, and F, Chapter 18 requires these same analyses plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also requires measures such as ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements, or any combination of these as a part of structural design. The potential for liquefaction and soil strength loss must be evaluated for site-specific

peak ground acceleration magnitudes and source characteristics consistent with the design earthquake ground motions. Peak ground acceleration must be determined from a site-specific study, the contents of which are specified in CBC Chapter 18.

Finally, Appendix Chapter J of the CBC regulates grading activities, including drainage and erosion control and construction on unstable soils, such as expansive soils and areas subject to liquefaction.

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if it allows the proposed project to be built that would either introduce geologic or seismic hazards by allowing the construction of the proposed project on such a site without protection against those hazards.

## **ANSWERS TO CHECKLIST QUESTION**

Surface ground rupture along faults is generally limited to a linear zone a few yards wide. Since there are no active faults mapped across or in the vicinity of the project site, nor is the project site located within an Alquist-Priolo Earthquake Special Study Zone, fault ground rupture is unlikely (California Geological Survey 2012; Jennings 1994).

Geotechnical reports have been prepared by Wallace Kuhl for both the 2025 L Street and 2101 Capitol Avenue properties (see Appendix 2). Both reports contain the results of the site-specific seismic design parameters calculated by Wallace Kuhl, as required by the 2013 CBC (Wallace Kuhl & Associates 2014a:3-4, 2014b:3-4). The results of these calculations indicate that both sites fall into CBC seismic design category D. The analyses required by the CBC for this seismic design category (e.g., liquefaction, settlement, unstable soils, and expansive soils) are contained in the geotechnical reports and are discussed in further detail below. Both geotechnical reports contain site-specific engineering design and construction recommendations in accordance with the CBC to reduce potential damage from strong seismic ground shaking. The project applicant is required by law to comply with the CBC requirements, including site-specific engineering design and construction recommendations in the geotechnical reports.

Wallace Kuhl indicated that, because the 2101 Capitol Avenue property is primarily underlain by low to medium plasticity silts and clays, which are typically not susceptible to liquefaction, the liquefaction potential at this site is low (Wallace Kuhl & Associates 2014b:2-4).

Based on the soil conditions at the 2025 L Street property, Wallace Kuhl performed a site-specific liquefaction analysis for this site. The results of this analysis predicted that the entire soil profile at the 2025 L Street property would likely be subject to liquefaction. The worst-case estimate of total and differential post-liquefaction settlement was calculated to be approximately 6 inches of total seismically induced settlement. Wallace Kuhl anticipates that approximately 3 inches of differential settlement would occur across 50 feet, or the shortest dimension of the structure, whichever is less (Wallace Kuhl & Associates 2014a:2-5).

The geotechnical reports contain detailed recommendations for support of the proposed structures using any of one of the following systems (Wallace Kuhl & Associates 2014a:15-21, 2014b:15-21):

- ▶ an alternative foundation system, such as shallow foundations supported on an improved subgrade (i.e., Geopier® rammed aggregate piers [RAPs]);
- ▶ drilled, auger cast-in-place piles; or
- ▶ drilled cast-in-place reinforced concrete piers.

The geotechnical reports contain appropriate recommendations for project design that would be reviewed by the City engineers and implemented, as appropriate. Engineering design and construction of the proposed structures is required by law to adhere to the requirements of the CBC.

At the 2025 L Street property, Wallace Kuhl determined that the near-surface soils—which consist of granular silts and sands—are not considered expansive. At the 2101 Capitol Avenue property, Wallace Kuhl determined that the near-surface soils—which consist of granular silts—are also not considered expansive.

Compliance with existing regulations would ensure that the potential for damage to project-related facilities from geologic or soil hazards, including surface fault rupture, seismic shaking, liquefaction, settlement, and unstable soils is a less-than-significant impact.

## **MITIGATION MEASURES**

None.

## **FINDINGS**

The proposed project would have less-than-significant impacts relating to geology and soils. No mitigation measures would be required.

# HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Hazards and Hazardous Materials				
Would the project:				
A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL AND REGULATORY SETTING

Federal regulations and regulations adopted by SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation and civil penalties under State and/or federal law, in addition to possible action by the U.S. Environmental Protection Agency (EPA) under federal law.

### SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT RULE 902 AND COMMERCIAL STRUCTURES

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- ▶ 260 linear feet of RACM on pipes,
- ▶ 160 square feet of RACM on other facility components, or
- ▶ 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 Code of Federal Regulations Section 61.145).

### ASBESTOS SURVEYS

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- ▶ the structure is otherwise exempt from the rule (residential structures or structures with very small quantities of “suspect material”), or
- ▶ any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by EPA.

## **REMOVAL PRACTICES, REMOVAL PLANS/NOTIFICATION, AND DISPOSAL**

If the survey shows that there are asbestos-containing materials present, SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair, or demolition, the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal-OSHA) and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- ▶ expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- ▶ expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- ▶ expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **5 (A)**

Wallace Kuhl was retained by the project applicant to prepare a Phase I Environmental Site Assessment (Phase I ESA) for both the 2025 L Street and 2101 Capitol Avenue properties. These ESAs are included in Appendix 3 of this Initial Study. As part of the Phase I ESAs, Wallace Kuhl performed a review of pertinent Sanborn maps, which indicated that the 2025 L Street property was previously developed with residences by 1895, then an auto shop and a paint shop by 1915. By the 1950s, several of the residences had been demolished and the project site contained a restaurant, awning factory, machine shop, an automotive repair facility, and potentially a gasoline station. By 1957, all structures had been removed from the central portion of the site and it was being used for parking.

Additionally, a dwelling along 21st Street had been redeveloped into a restaurant. By 1965, the central portion had become a “two-deck parking garage,” and an office building had been erected on the southeastern portion of the site (Wallace Kuhl & Associates 2013a:10–11).

Wallace Kuhl’s review of Sanborn maps for the 2101 Capitol Avenue property indicated that the site was developed with residential structures between 1895 and 1950. A structure at 2101 Capitol Avenue was constructed around 1950 and was used as a commercial property throughout its history. This building has been demolished. A records search indicated that between 1928 and 1950, a Shell service station may have been located on the 2101 Capitol Avenue property (Wallace Kuhl & Associates 2013b:9–10).

Wallace Kuhl contracted with Environmental Data Resources to perform a search of over 30 regulatory agency databases that contain information pertaining to known hazardous materials contamination. Neither property included in the project site was listed on any of the databases. The database search results did indicate that several facilities with leaking USTs were located within 0.25 mile of each property included in the project site. However, all of these facilities have completed the agency-required cleanup actions, the regulatory status of these sites indicated that no further action was required, and therefore Wallace Kuhl concluded that none of these sites posed an environmental hazard for the proposed project (Wallace Kuhl & Associates 2013b:14–16, 2013b:16–18).

Based on search results indicating that a gasoline station may have been located on either or both of the project sites prior to 1950, and on the fact that previously unknown USTs containing gasoline were encountered during construction of the 2020 L Street building, Wallace Kuhl performed a preliminary screening for potential soil vapor encroachment for both the 2025 L Street and the 2101 Capitol Avenue properties (positive results from this screening would indicate the presence of contaminated soil or groundwater). This screening included identification of any known or suspected contaminated properties surrounding or upgradient of the project sites and a test to evaluate potential chemicals of concern. The results of this screening analysis were negative for both project site properties, indicating that vapor encroachment conditions either do not or are not likely to exist (Wallace Kuhl & Associates 2013a:18, 2013b:16).

Although no definitive evidence of contaminated soil at either project site was obtained during the performance of the Phase I ESAs, Wallace Kuhl noted in its conclusions to the Phase I ESAs that a gasoline station may have been located at either project site prior to 1950, and therefore it is possible that previously unknown USTs or contaminated soil from gasoline spills could be encountered during project-related construction activities. This impact would be reduced to a **less-than-significant** level with mitigation described below.

## 5 (B)

An asbestos survey of the interior portions of the storage building was prepared by HB&T Environmental, Inc. (HB&T) and included in the Phase I ESA prepared by Wallace Kuhl. During the survey, sheetrock and joint compound, black floor mastic, and gray transite window panels were identified as asbestos-containing building materials. HB&T and Wallace Kuhl recommended that the identified materials be removed by a licensed asbestos abatement contractor prior to any renovations

or demolition (Wallace Kuhl & Associates 2013a:16). Furthermore, given the age of on-site structures (i.e., constructed prior to 1965), it is likely that lead-based paint may have been used.

The storage building at 2025 L Street was constructed around 1950 and has been used as a commercial property throughout its history. Given the age of this structure, it is likely that asbestos and/or lead-based paint may have been used.

However, compliance with SMAQMD Rule 902 would be required as a part of the proposed project for actions related to asbestos-containing materials. Rule 902 includes health-based standards, guidance for renovations and demolition, special requirements for demolition, waste disposal requirements, testing and recordkeeping procedures, hazard posting requirements, and other measures to avoid adverse health effects. Other existing regulations (e.g., 8 CCR Sections 1529 and 1532.1) address demolition or salvage of structures where lead or materials containing lead are present; removal or encapsulation of materials containing lead; new construction, alteration, repair, or renovation of structures, substrates, or portions thereof, that contain lead, or materials containing lead; lead contamination/emergency cleanup; transportation, disposal, storage, or containment of lead or materials containing lead on the location at which construction activities are performed, and maintenance operations associated with construction activities. California requires asbestos and lead abatement to be performed and monitored by contractors with appropriate certifications from Cal-OSHA, which has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and preparation of emergency action and fire prevention plans. Cal-OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal-OSHA standards. Therefore, compliance with these regulations would address any adverse effects related to worker safety associated with building demolition where asbestos or lead materials are present, and this impact would be **less than significant**.

## 5 (C)

As indicated in the geotechnical reports prepared by Wallace Kuhl (Wallace Kuhl & Associates 2014a, 2014b), construction dewatering would likely be required at both project sites. Where groundwater levels tend to be shallow, dewatering is sometimes necessary during construction to keep trenches or excavations free of standing water when improvements or foundations/footings are installed.

As discussed previously, a search of over 30 regulatory agency databases indicated neither project site was listed as having any evidence of contaminated groundwater. The database search results indicated that several facilities with leaking underground storage tanks were located within 0.25 mile of each project site. However, all of these facilities have completed the agency-required cleanup actions, the regulatory status of these sites indicated that no further action was required, and therefore Wallace Kuhl concluded that none of these sites posed an environmental hazard for the proposed project (Wallace Kuhl & Associates 2013a:16–18; 2013b:14–16). Based on search results indicating that a gasoline station may have been located on either or both of the project sites prior to 1950, and on the fact that previously unknown USTs containing gasoline were encountered during construction of the

2020 L Street building, Wallace Kuhl performed a preliminary screening for potential soil vapor encroachment for both the 2025 L Street and the 2101 Capitol Avenue properties. The results of this screening analysis were negative for both project sites, indicating that vapor encroachment conditions either do not or are not likely to exist (Wallace Kuhl & Associates 2013a:18, 2013b:16).

Before the start of earthmoving activities, the project applicant will be required by existing regulations to prepare an MOU with the City of Sacramento related to the proposed dewatering activities. The project applicant must also file a notice of intent with the Central Valley RWQCB to obtain coverage for construction dewatering activities under Order R5-2013-074, an Individual NPDES Permit, or a WDR. Along with the notice of intent and the MOU, the project applicant would prepare a site-specific construction dewatering plan, to ensure the project is authorized under the proper permit. If contaminated groundwater were encountered during construction activities, the permittee is required to consult with the Central Valley RWQCB to determine the specific permit terms, disposal methods, and/or the types of treatment. Therefore, compliance with the above regulations would minimize potential exposure of construction workers and the environment to contaminated groundwater (if it was encountered), and this impact is considered **less than significant**.

## MITIGATION MEASURES

The following mitigation measures shall be implemented by the project applicant to reduce potential impacts on hazards to a less-than-significant level:

- ▶ Haz-1: In the event that excavation or construction of the proposed project reveals evidence of soil contamination, USTs, or other environmental concerns, work shall stop in the area of potential contamination by the project applicant's contractor and the type and extent of contamination shall be identified by a Registered Environmental Assessor or other qualified professional, retained by the project applicant. A report shall be prepared by a Registered Environmental Assessor or other qualified professional to identify specific measures to take to protect worker and public health and safety and specify measures to identify, manage, and remediate wastes. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency. The plan shall include the following:
  - Preconstruction training of workers to identify potentially hazardous materials.
  - Identification of air monitoring procedures and parameters and/or physical observations (soil staining, odors, or buried material) to be used to identify potential contamination.
  - Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potential contamination is encountered.
  - Procedures for limiting access to the contaminated area to properly trained personnel.
  - Procedures for notification and reporting, including internal management and local agencies (fire department, Sacramento County Environmental Management Department,), as needed.

- A worker health and safety plan for excavation of contaminated soil, including soils management, dust control, air monitoring, and other relevant measures.
- Procedures for characterizing and managing excavated soils in accordance with CCR Title 14 and Title 22.
- Procedures for certification of completion of remediation.

## **FINDINGS**

Impacts of the proposed project relating to hazards are less than significant or can be reduced to a less-than-significant level with implementation of mitigation measures.

# HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Hydrology and Water Quality				
Would the project:				
A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

### STORMWATER

The City operates two different systems for stormwater collection and conveyance. The older Central City area is served by a system in which sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the Combined Sewer System (CSS). The CSS is regulated under its own NPDES permit. The project site is located in an area served by the CSS.

### CONSTRUCTION DEWATERING

Project construction would require dewatering. Where groundwater levels tend to be shallow, dewatering is sometimes necessary during construction to keep trenches or excavations free of standing water when improvements or foundations/footings are installed. Clean or relatively pollutant-free water that poses little or no risk to water quality may be discharged directly to surface water under certain conditions. The Central Valley RWQCB (2013) has adopted a general NPDES permit for temporary and short-term discharges of small volumes of wastewater from certain construction-related activities (General Dewatering Permit). Permit conditions for the discharge of these types of wastewater to surface waters are specified in the General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2013-0074, NPDES No. CAG995001).

Discharges may be covered by the General Dewatering Permit if (1) the average dry-weather discharge does not exceed 0.25 million gallons per day or (2) the discharge does not exceed 4 months in duration. Construction dewatering, well development water, pump/well testing, and miscellaneous dewatering/low-threat discharges are among the types of discharges that may be covered by the General Dewatering Permit. The General Dewatering Permit also specifies standards for testing, monitoring, and reporting; receiving-water limitations; and discharge prohibitions.

If dewatering activities would exceed 4 months in duration, a project-specific permit from the Central Valley RWQCB is required. Furthermore, where dewatering activities would occur in areas of contaminated groundwater or intermix with contaminated soil, the permittee is required to consult with the Central Valley RWQCB to determine the specific permit terms, disposal methods, and/or the types of treatment.

### **CONSTRUCTION SITE RUNOFF MANAGEMENT**

In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving-water quality, the State requires that the project applicant for any construction activity affecting 1 acre or more obtain coverage from the SWRCB under a General Construction Activity Stormwater Permit (Construction General Permit), Order No. 2009-0009-DWQ, NPDES No. CAS000002, effective July 1, 2010. The applicant for a Construction General Permit must prepare and implement a SWPPP. The SWPPP must include best management practices (BMPs) to reduce construction effects on receiving-water quality by implementing erosion and sediment control measures and reducing or eliminating nonstormwater discharges. Examples of construction BMPs typically included in SWPPPs include using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment-control devices, such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutant discharges to drainage systems or receiving waters.

### **CITY OF SACRAMENTO DEPARTMENT OF UTILITIES ENGINEERING SERVICES POLICY NO. 0001**

All groundwater discharges to the CSS or the separate sewer system are regulated by the City's Department of Utilities pursuant to Department of Utilities Engineering Services Policy No. 0001, adopted as Resolution No. 92-439 by the Sacramento City Council. Groundwater discharges to the City's sewer system are defined as construction dewatering discharges, foundation or basement dewatering discharges, treated or untreated contaminated groundwater cleanup discharges, and uncontaminated groundwater discharges.

Project construction would include dewatering. In addition to the State requirements described above, the City requires that any temporary and short-term discharge be permitted, or an approved MOU for long-term discharges be established, between the discharger and the City. Short-term limited discharges of 7 days or less must be approved through the City's Department of Utilities by an approval letter. Long-term discharges of greater than 7 days must be approved through the City's Department of Utilities and the Director of the Department of Utilities through an MOU process. The MOU must specify the type of groundwater discharge, flow rates, and discharge system design. It also must include a City-approved contaminant assessment of the proposed groundwater discharge indicating tested levels of constituents. In addition, the MOU must provide a City-approved effluent monitoring plan to ensure that contaminant levels remain in compliance with State standards or with levels approved by the Sacramento Regional County Sanitation District and Central Valley RWQCB.

## **CITY OF SACRAMENTO CONSTRUCTION SITE STORMWATER CONTROLS**

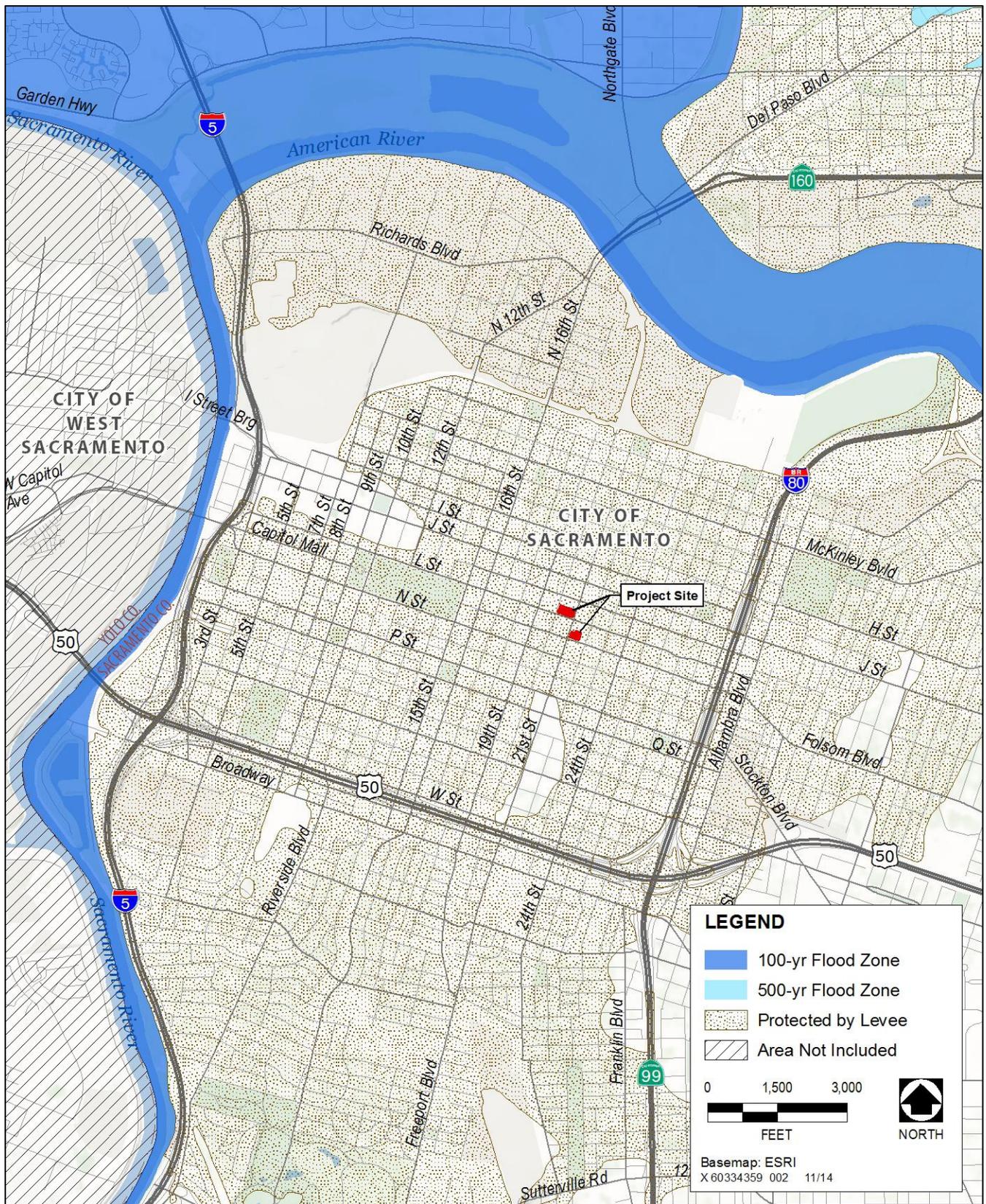
The City's Grading, Erosion, and Sediment Control Ordinance (Chapter 15.88 of the Sacramento City Code) applies to projects where 50 cubic yards or more of soil is excavated and/or disposed. This ordinance requires preparation of a grading plan, erosion and sediment control plan, and post-construction erosion and sediment control plan with BMPs, which must be approved by the City. In addition, the City's Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the Sacramento City Code) requires that projects take steps to minimize and contain sediment and pollutants in stormwater discharges from construction sites.

To support ongoing maintenance and upgrade efforts, the City has adopted the CSS Development Fee. Projects subject to the CSS Development Fee are not subject to the other City Sewer Development Fee. This fee is designed to address costs associated with an increase in wastewater flows. This fee is based on the proposed project use and the calculated equivalent single-family dwelling (ESD) units that would be generated. The fee is currently charged at a rate of \$126.70 per ESD for first 25 ESD and \$3,161.79 per ESD for each additional ESD. Credit is given for existing uses (City of Sacramento 2014a).

## **FLOOD HAZARDS**

The project site is located within the Sacramento River Watershed, approximately 1.2 miles south of the American River and approximately 1.5 miles east of the Sacramento River. The topography on the project site is nearly flat, with an elevation of approximately 20 feet above mean sea level.

The most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), revised in 2013, identifies the project site as being located in a 100-year floodplain in an area protected by levees from the 1 percent annual chance flood (Exhibit 8). The project site is also located in the Folsom Dam failure inundation area (SACOG 2011c: Figure 11.6). High-water levels commonly occur along the Sacramento and American rivers in the winter and early spring months as a result of increased flows from stormwater runoff and/or snowmelt. An extensive system of dams, levees, overflow weirs, drainage pumping stations, and flood control bypass channels are located on and adjacent to the Sacramento and American rivers, and their respective tributaries, to protect the area from regional flooding. Many of these facilities are maintained by the City; the U.S. Army Corps of Engineers (USACE); the Sacramento Area Flood Control Agency (SAFCA); and/or by other federal, state, or local agencies. SAFCA is working toward ensuring a minimum 100-year level of flood protection throughout the region as quickly as possible, while simultaneously improving the region's flood protection infrastructure to achieve a 200-year or greater level of protection over time. The flood control network controls water flows by regulating the amount of water passing through a particular reach of the river. Urban runoff flows are directed into this system by the City via two systems: (1) conveyance to the Sacramento River and American River through sumps, pipelines, and treatment facilities; or (2) conveyance by the City's CSS, along with sewage, to the Sacramento Regional Wastewater Treatment Plant (SRWTP) located near the city of Elk Grove.



Source: FEMA 2013

### Exhibit 8. Floodplain Map

FEMA imposes building regulations on development within flood hazard areas depending on the potential for flooding in each area. Building regulations are incorporated into the municipal code of jurisdictions participating in the National Flood Insurance Program (NFIP). Section 15.104, “Floodplain Management Regulations,” of the Sacramento City Code includes requirements for compliance with the federal regulations. Furthermore, the City is a signatory to the Sacramento County Local Hazard Mitigation Plan (Sacramento County 2011), which contains emergency procedures that would be implemented in the event of levee or dam failure. A dam evacuation plan incorporating California Office of Emergency Services dam evacuation requirements is part of the Local Hazard Mitigation Plan. Furthermore, the County works to prepare businesses and residents for emergencies or disasters that could significantly affect the greater community. In this capacity, the Office of Emergency Services provides training and public information with respect to natural disasters, such as flooding or wildfire, and human-made disasters, such as hazardous material releases or acts of terrorism. The City’s Comprehensive Flood Management Plan (CFMP) is an implementation tool for preparing for a major flood event to reduce potential loss and significant economic loss caused by extensive property damage. The CFMP addresses the protection of public safety through emergency preparedness, interior drainage, risk communication, protection of critical facilities, and development guidelines (City of Sacramento 1996).

## **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies or mitigation from the General Plan Master EIR:

- ▶ substantially degrade water quality and violate any water quality objectives set by the SWRCB, due to increases in sediments and other contaminants generated by construction and/or development of the proposed project; or
- ▶ substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **6 (A)**

Project implementation would result in earthmoving activities throughout the 1.21-acre 2025 L Street property and the 0.68-acre 2101 Capitol Avenue property. Construction activities for the project—specifically grading, staging, stockpiling, trenching, and foundation excavation—would expose soils to erosive forces and could transport sediment into the drainage system (and ultimately into the nearby Sacramento River), if not managed properly. Such sediment transport could increase turbidity, degrade water quality, and result in siltation to local waterways. The runoff could cause erosion and increased sedimentation and transport of pollutant sources to storm drain systems and water courses away from the project area. The potential exists for releases of chemicals typically present at most construction sites, including fuels, oils, paints, and solvents. Sediment transport caused by erosion and transport of construction-related wastes have the potential to temporarily degrade existing water quality and

beneficial uses by altering the dissolved oxygen content, temperature, pH, suspended sediment and turbidity levels, or nutrient content, or by causing toxic effects in the aquatic environment. Therefore, if uncontrolled, project-related construction activities could violate water quality standards or result in substantial erosion or siltation.

The proposed project would also involve deep foundation work (drilling of piles or piers) that could extend approximately 26–28 feet below the ground surface (bgs). The results of soil borings conducted by Wallace Kuhl indicate that groundwater at the project sites ranges from 18–20 feet bgs (Wallace Kuhl & Associates 2014a:2, 2014b:2). Therefore, drilling for piles or piers would result in contact with groundwater, and construction dewatering activities would be required.

After development, impervious surfaces would be similar to existing conditions on the project site (e.g., rooftops, sidewalks, driveways, streets, parking lots). Impervious surfaces can hinder infiltration, which can result in more runoff during rain events. Stormwater runoff can be a source of surface-water pollution that can include sediments, which, in addition to being contaminants in their own right, transport other contaminants, such as trace metals, nutrients, and hydrocarbons that adsorb suspended sediment particles. Sediment, organic contaminants, nutrients, trace metals, pathogens, and oil and grease compounds are common urban runoff pollutants. The amount of impervious surface area at the 2101 Capitol Avenue property is expected to increase by approximately 12 percent, while the amount of impervious surface area is expected to decrease by approximately 2 percent at the 2025 L Street property after implementation of the proposed project.

The City is a signatory member of the Sacramento Stormwater Quality Partnership (SSQP) as part of its regional NPDES permit. Before the start of earthmoving activities, the project applicant is required to submit a final drainage plan and pollutant source control program to the City demonstrating to the satisfaction of the Community Development Department that the proposed project is in compliance with: (1) the SSQP's NPDES permit and (2) the SSQP's Stormwater Quality Improvement Plan (SSQP 2009). The final drainage plan would include an accurate calculation of pre-project and post-project runoff for the final design scenario that accurately evaluates potential changes to runoff, pipeline sizing based on alignments, and finalized BMPs that include a defined maintenance program. The project applicant is also required to also prepare and submit erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City's Community Development Department. The contents of each plan must be consistent with the requirements of Chapter 15.88 of the Sacramento City Code.

As required by local and State regulations, before the start of earthmoving activities, the project applicant would prepare an MOU with the City of Sacramento, and would file a notice of intent with the Central Valley RWQCB to obtain coverage under Order R5-2013-074 or an Individual NPDES Permit or WDR, for construction dewatering activities. Along with the notice of intent and the MOU, the project applicant would prepare a site-specific construction dewatering plan to ensure the project is authorized under the proper permit (Central Valley RWQCB 2013).

Finally, compliance with the Stormwater Quality Improvement Plan also requires stormwater quality treatment and/or BMPs in project design for both construction and operation. Post-construction stormwater quality controls for new development require the use of source-control runoff reduction and

treatment control measures set forth in the Sacramento Region Stormwater Quality Design Manual (SSQP 2014). This includes the use of treatment-control measures (e.g., stormwater planters), and good housekeeping practices (e.g., spill prevention, proper storage measures, and cleanup procedures). Prior to construction and ground-disturbing activities, the project applicant must also prepare a pollutant source control program for the proposed project's operational phase to control water quality pollutants on the project site. This program must include components such as recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills, and effective management of public trash collection areas that must be implemented throughout the life of the proposed project.

Therefore, through compliance with the above regulations, the proposed project would not violate any WDRs, exceed water quality objectives, or result in substantial erosion or siltation, nor would it substantially degrade water quality, during project construction or operation. Therefore, the impact is considered **less than significant**.

## **6 (B)**

The most current FEMA FIRM, revised in 2013, identifies the project site as being located in a 100-year floodplain in an area protected by levees from the 1 percent annual chance flood (Exhibit 8). The project site is also located in the Folsom Dam failure inundation area (SACOG 2011c:Figure 11.6).

Section 15.104, "Floodplain Management Regulations," of the Sacramento City Code includes requirements for compliance with the FEMA regulations. Furthermore, the City is a signatory to the Sacramento County Local Hazard Mitigation Plan (Sacramento County 2011), which contains emergency procedures that would be implemented in the event of levee or dam failure. The City's CFMP addresses the protection of public safety through emergency preparedness, interior drainage, risk communication, protection of critical facilities, and development guidelines (City of Sacramento 1996). While the proposed project would increase the number of new residents and commercial uses exposed to flood hazards at the project site, flood risks due to failure of a levee or dam would be similar to the risks under existing conditions, except that a greater number of residents would potentially be affected if flooding were to occur. The project site is located in an area already developed with existing residential and commercial uses, and existing procedures and structures are in place to provide protection from flood-related loss, injury, or death. SAFCA is working toward ensuring a minimum 100-year level of flood protection throughout the region as quickly as possible, while simultaneously improving the region's flood protection infrastructure to achieve a 200-year or greater level of protection over time. This impact would be **less than significant**.

## **MITIGATION MEASURES**

None required.

## **FINDINGS**

The proposed project would have less-than-significant impacts relating to hydrology and water quality.

# PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Public Services				
Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2030 General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

### FIRE

The Sacramento Fire Department (SFD) provides fire protection services to the entire City, which encompasses approximately 98 square miles. In addition, SFD serves three contract areas that occupy 47 square miles immediately adjacent to the City boundaries within the unincorporated county. SFD is staffed by more than 500 firefighters and administrative staff members. On a daily basis, the department’s equipment includes 24 fire engines, eight ladder trucks, one heavy rescue, and 13 medic units at 24 fire stations, which are divided into three battalions (SFD 2014). The department also has one swift-water rescue team, three rescue-boat companies, two hazardous-materials response teams, and support vehicles, such as wildland fire engines and air compressor units that are cross-staffed with fire engine/truck personnel.

According to the 2030 General Plan Master EIR, SFD’s goal is for its first-responding company, which provides fire suppression and paramedic services, to arrive within a 4-minute response time 90 percent of the time and medic units to arrive within 8 minutes 90 percent of the time. In case of a fire, the goal is for the first-responding company to arrive within a 4-minute response time 90 percent of the time and an additional 10 responders to arrive within 8 minutes 90 percent of the time. Locating fire stations according to 1.5 mile-radius service areas typically allows responders to arrive on a call within these response-time goals (City of Sacramento 2009a).

### POLICE

The Sacramento Police Department (SPD) is principally responsible for providing police protection services within the jurisdictional limits of the City of Sacramento. In addition, the Sacramento County Sheriff’s Department, California Highway Patrol, University of California Davis Medical Center Police Department, and Regional Transit Police Department support SPD to provide police protection in the greater Sacramento area. In 2013, SPD responded to approximately 626,000 calls for service (SPD 2013).

According to the 2013 Annual Report, SPD was staffed in 2013 by 880 full-time and part-time employees, of whom 606 were sworn officers (SPD 2013). The department uses a variety of data—geographic information system (i.e., GIS)—based data, call and crime frequency information, and

records of available personnel—to rebalance its deployment on an annual basis to meet the changing demands of the City. According to the 2030 General Plan Master EIR, SPD maintains an internal goal of 2.0 to 2.5 sworn police officers per 1,000 City residents and one civilian support staff member per two sworn officers (City of Sacramento 2009a). Based on the most current information the ratio of sworn officers per 1,000 residents is 1.28, which is below SPD’s internal goal (SPD 2013; Department of Finance 2014).

Patrol and specialized teams are deployed from three substations serving four command areas: North, Central, East, and South. The project site is within Police District 3 (SPD 2013). First response to the project site would be provided by SPD Central Command, which serves Downtown, Midtown, the Richards Boulevard corridor, and the Railyards. Central Command is located at 300 Richards Boulevard, approximately 2.7 miles northwest of the project site.

## **SCHOOLS**

The project site is located within the Sacramento City Unified School District (SCUSD) boundaries. The SCUSD area covers the Central City area eastward to the Sacramento City limits. SCUSD operates more than 70 schools throughout Sacramento. SCUSD includes traditional elementary, middle, and high schools, as well as charter school facilities and other programs. The 2013–2014 SCUSD enrollment was approximately 47,000 students (California Department of Education [CDE] 2014).

Based on maps showing SCUSD 2013–2014 school attendance boundaries, students at the project site would have the option to attend Theodore Judah Elementary School (approximately 2 miles east of the project site), Sutter Middle School (approximately 1 mile east of the project site), and C. K. McClatchy High School (approximately 2 miles south of the project site).

## **STANDARDS OF SIGNIFICANCE**

The proposed project would add population and structures that would require provision of public services. However, the project is included in the envelope of assumptions used for the 2030 General Plan and its Master EIR. For the purposes of this Initial Study, an impact would be considered significant if the proposed project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2030 General Plan.

## **ANSWERS TO CHECKLIST QUESTION**

### **Fire Protection**

Existing fire protection services would be available to serve the project site. First-response service to the project site would be provided by Fire Station #2, which is located at 1229 I Street, approximately 0.8 mile northwest of the project site. Additional fire services to the project site could be provided by Fire Station #1, which is located at 624 Q Street (1.5 miles west of the project site), and Fire Station #5, which is located at 731 Broadway (2.1 miles southwest of the project site). If these stations are not available to respond, other stations would respond nearby, depending on the situation. In addition

mutual-aid agreements are in place with neighboring fire departments (West Sacramento Fire, Sacramento Metro Fire, and Cosumnes Fire).

According to the SFD, existing facilities and equipment are adequate to serve the proposed project and would not result in the need for new fire stations or the expansion of existing stations and would not require new equipment (Tunson, pers. comm., 2014). This impact would be **less than significant**.

**Police Protection**

The proposed project would increase the resident population by approximately 254 people (based on 141 units and an average household size of 1.8). The proposed project would not require construction or expansion of new police protection facilities (Wann, pers. comm., 2014). This impact would be **less than significant**.

**School Facilities**

As shown in Table 1, Theodore Judah Elementary School, Sutter Middle School, and C. K. McClatchy High School have estimated remaining capacities of 282 students, 285 students, and 490 students, respectively. It should be noted that SCUSD has a policy of open enrollment and can provide families with multiple public school choices to consider sending their children to school. SCUSD attendance boundaries are subject to change to accommodate school overcrowding and changes in facility use.

<b>Table 1. Sacramento City Unified School District Enrollment, 2014-2015</b>				
<b>School Name</b>	<b>Grades</b>	<b>Enrollment</b>	<b>Design Capacity</b>	<b>Estimated Remaining Capacity</b>
Theodore Judah Elementary School	K–6	577	859	282
Sutter Middle School	7–8	1,118	1,403	285
C. K. McClatchy High School	9–12	2,285	2,775	490

Note: Student enrollment in the district changes daily as more students enroll and others leave; therefore, Table 4.10-1 does not necessarily reflect exact current enrollment.  
Sources: CDE 2014; SCUSD 2012

As shown in Tables 1 and 2, the 37 students that would be generated by the 141 multi-family residential units included in the proposed project could be accommodated within the remaining capacities of the neighborhood schools. This impact would be **less than significant**. Pursuant to Section 65995(3)(h) of the California Government Code, the payment of statutory fees “...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.”

<b>Grade Level</b>	<b>Multi-family (Students per Dwelling Unit)</b>	<b>Total Students</b>
Elementary (K–6)	0.19	27
Middle (7–8)	0.03	4
High (9–12)	0.04	<u>6</u>
<b>Total Students</b>	–	<b>37</b>

Source: SCUSD 2012:7

## **MITIGATION MEASURES**

None required.

## **FINDINGS**

The proposed project would less-than-significant impacts relating to public services.

# RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Recreation				
Would the project:				
A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

The City’s Department of Parks and Recreation maintains more than 3,178 acres of parkland, including 1,716 developed acres; manages 222 parks and recreation facilities, parkways, and open space sites; maintains more than 88 miles of bike trails and 14 miles of jogging and walking paths within City-managed parks; and operates more than 17 aquatic facilities (swimming pools, play pools, and wading pools), nine dog parks, 13 skateboard parks, and 18 community centers and neighborhood centers (City of Sacramento 2014c).

The City of Sacramento Parks and Recreation Master Plan 2005–2010 (PRMP) guides park development in the city. As identified in the PRMP, the service ratio goal for citywide/regionally serving parks is 8 acres per 1,000 residents, and the service ratio goal for neighborhood/community-serving parks is 5 acres per 1,000 residents (City of Sacramento Department of Parks and Recreation 2009). The City’s 2035 General Plan Update is proposing to lower the service level goal to 1.75 acres of neighborhood and community parks and recreational facilities per 1,000 population in the Central City, if adopted (City of Sacramento 2014b).

The Sacramento City Code provides standards and formulas for the dedication of parkland and in-lieu fees (Title 16, Chapter 16.64) and imposes a park development fee on development within the City (Title 18, Chapter 18.44) for both residential and non-residential development. Fees collected pursuant to Chapter 18.44 are used primarily to finance the construction of park and recreational facilities. The park fees are assessed on landowners who develop property to provide funds for neighborhood or community parks required to meet the needs of, and address the impacts caused by, the additional new population residing or employed on the property as a result of the development.

## STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- ▶ cause or accelerate substantial physical deterioration of existing area parks or recreational facilities;  
or
- ▶ create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

## 9 (A) AND 9 (B)

Chapter 16.64.030 of the Sacramento City Code describes a formula for determining the amount of buildable parkland required for subdivision approvals in the City. According to this formula, the project would generate the need for between approximately 1.5 acres of buildable parkland (141 new dwelling units multiplied by 0.0105 for each multiple-family dwelling unit). This formula was developed, based on information from the U.S. Census, to produce 5 acres of parkland for every thousand residents (see Section 16.14.030 of the City Code). According to the City Code, this requirement can be met through dedication of parkland, through payment of an in-lieu fee determined to be sufficient to purchase the same amount of parkland based on an appraisal, or through a combination of dedication and payment of an in-lieu fee. The City's Department of Parks and Recreation estimated that a Quimby fee of \$444,150 for park dedication and a Park Development Impact Fee of \$507,794 would be required for the proposed project based on current rates, which are subject to periodic updates.

However, the 2035 General Plan identifies a new policy of 1.75 acres of neighborhood and community parks and recreational facilities per 1,000 residents in the Central City. According to this policy, the project would generate lower demand for parkland or payment of in-lieu fees pursuant to Chapter 16.64 of the Sacramento City Code. According to the last technical update to the City's Parks and Recreation Master Plan, existing parkland exceeds the 2035 General Plan policy for the Central City, providing approximately 1.8 acres of neighborhood- and community-serving parkland per 1,0000 residents (City of Sacramento 2009c:Table 8).

Because existing regulations would require dedication of parkland and/or payment of fees to satisfy park needs and avoid adverse effects related to demand for parks, this impact would be **less than significant**.

## MITIGATION MEASURES

None required.

## FINDINGS

The proposed project would have less-than-significant environmental impacts relating to recreation.

# UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Utilities and Service Systems				
Would the project:				
A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

The City of Sacramento is the water purveyor for the proposed project. The City's water supply is obtained from three sources:

- ▶ surface water from the American River,
- ▶ surface water from the Sacramento River, and
- ▶ groundwater from the North American and South American Subbasins.

Under its current permits to divert water from the Sacramento River, the City may divert up to 225 cubic feet per second (cfs), or an annual limit of 81,800 acre-feet per year (afy) (City of Sacramento 2011:4-3). In addition, the City has four water rights permits authorizing diversions of up to 589,000 afy of American River water. In 1957, the City entered into a water rights settlement agreement with the U.S. Bureau of Reclamation regarding diversions from the American River (City of Sacramento 2011:4-4). Under the settlement agreement, the City agreed to limit its diversions from the American River and scale up to the maximum diversion of 245,000 afy by the year 2030 (City of Sacramento 2011:4-5). Table 4.12 1 shows the settlement contract's maximum diversion schedule from 2010 to 2035. The City had a total of 227,500 afy of potable water supplies in 2010; this total is anticipated to increase to 326,800 afy by 2035.

Most of the water supplied to the city is surface water. The balance is obtained from groundwater extracted from the North American and South American Subbasins of the Sacramento Valley Groundwater Basin.

The City's Department of Utilities provides wastewater collection services in Sacramento. The City uses a CSS that provided both sewage and storm drainage services to more than 24,000 parcels in downtown, midtown, Land Park, and East Sacramento. The system, established in the 1800s, collected sewage and stormwater in the same pipe.

Wastewater flows are ultimately transported to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) for treatment and discharge. The SRWWTP is located in the city of Elk Grove and is owned and managed by Sacramento Regional County Sanitation District (SRCSD). Currently, the SRWWTP has an NPDES permit issued by the Central Valley RWQCB for discharge of up to 181 million gallons per day (mgd) of treated effluent into the Sacramento River. As of 2013, the SRWTP receives and treats an average of 119 mgd (SRCSD 2013).

The project site is served by existing water transmission lines and stormwater/sewer collection mains and the project would connect to this existing infrastructure and would not require any off-site improvements to serve project demands.

The 2025 L Street portion of the project proposes to construct a 12" water line extension from an existing water line located at the intersection of 21<sup>st</sup> and L streets to the intersection of 20<sup>th</sup> Street and the alley between K and L streets. The proposed water line will connect to an existing 12" water line located at the intersection of 21<sup>st</sup> and L streets and an existing 8" water line located in the alley between K and L streets along the northern edge of the project site. This water line extension is designed to provide adequate fire flow (RSC Engineering 2014). Domestic water demand can be adequately addressed by connecting to the existing water lines adjacent to the project site and water service will be enhanced by a proposed extension of the 12" water main (RSC Engineering 2014). Existing infrastructure is also adequate to address domestic water demand and fire flow for the 2101 Capitol Avenue portion of the project site (RSC Engineering 2014). The 2101 Capitol Avenue portion of the project site would connect to an existing 8" water line in 21<sup>st</sup> Street adjacent to the site (RSC Engineering 2014).

The existing combined sewer and stormwater systems adjacent to the project site is adequate to address demand associated with both the 2025 L Street and 2101 Capitol Avenue portions of the proposed project (RSC Engineering 2014).

The 2101 Capitol Avenue portion of the project site would connect to an existing sewer and storm drain line in the alley between L Street and Capitol Avenue. The 2025 L Street portion of the project proposes to connect storm drainage from the roof to the existing 12" line in L Street or the 27" line in 20th Street or a combination of the two. For sanitary sewer service to the 2025 L Street portion of the project, all existing adjacent lines are proposed to be used. The Whole Foods Market grease trap and a portion of the market facilities are proposed to connect to the existing 8' line in the alley. A portion of the market is also proposed to sewer to the 27" line in 20th Street. For the proposed multi-family residential units approximately 50% of the units are planned to sewer to the 12" line in L Street and the other approximately 50% is proposed to connect to the existing 8" line in the alley between L and K streets or the 27" line in 20th Street. The existing 8" line in the alley between L and K streets is large enough to service 50% of the proposed multi-family residential units and the existing 8" line in the alley between L and K streets discharges to the 27" line in 20th Street. The existing 12" line in L Street discharges to the 27" line in 20th Street (RSC Engineering 2014).

Existing City regulations require 500 cubic feet/acre of underground detention storage for every acre of impervious surface added as a part of proposed projects. There would be a net decrease of approximately 457 square feet in impervious area for the 2025 L Street portion of the project, so the

City's detention requirement would not apply in this location (RSC Engineering 2014). For the 2101 Capitol Avenue portion of the project, there is a net increase in impervious area of approximately 3,276 square feet, and therefore, this existing City regulation would be applicable. For the overall project, there is a net increase of 2,819 square feet of impervious area, which would require 32.4 cubic feet of detention storage  $((2,819/43,560)*500=32.4)$ . To conform to this requirement, the project proposes to place an underground pipe near the proposed structure at 2101 Capitol Avenue that will drain to the combined sewer in the alley. The amount of detention depends on the diameter and length of the pipe and different combinations could be used. For example, to achieve the required 34.2 cubic feet of detention, 11 linear feet of 24" pipe could be used.

Solid waste collection services in Sacramento, including residential and a small portion of commercial garbage pickup, recycling, and yard waste hauling, are provided by the City's Recycling and Solid Waste Division. In 2012, the City disposed of a total of 401,445 tons of solid waste (CalRecycle 2012). Most refuse collected by the City is transported to the Sacramento Recycling and Transfer Station and, ultimately, to the Lockwood Regional Landfill in Sparks, Nevada. The Sacramento Recycling and Transfer Station, which is owned and operated by BLT Enterprises, is limited to accepting 2,500 tons per day (tpd) of solid waste (CalRecycle 2014a). The Lockwood Regional Landfill is owned and operated by a private firm, Waste Management Inc., and is the primary location for the disposal of waste by the City. The landfill has a total maximum permitted capacity of 302.5 million cubic yards and has approximately 270 million cubic yards of available capacity (NDEP Bureau of Waste Management 2013). The anticipated closure date of the Lockwood Regional Landfill is approximately 2113 (Applied Soil Water Technologies 2011).

Waste is also processed at the North Area Recovery Station, which is owned and operated by Sacramento County and is limited to accepting 2,400 tpd (CalRecycle 2014b). Waste brought to this station is transported to the Kiefer Landfill. Sacramento County owns and operates the Kiefer Landfill, and the landfill is the primary solid waste disposal facility in the county. The Kiefer Landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and demolition debris, green materials, agricultural debris, and other nonhazardous designated debris. The landfill is permitted to accept a maximum of 10,800 tpd of solid waste and currently has a permitted capacity of approximately 117 million cubic yards. The closure date of the Kiefer Landfill is anticipated to be approximately 2064 (CalRecycle 2014c).

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the proposed project would:

- ▶ result in the determination that adequate capacity is not available to serve the proposed project's demand in addition to existing commitments; or
- ▶ require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

## ANSWERS TO CHECKLIST QUESTIONS

### 11 (A)

Implementation of the proposed project would result in an increased demand for water supplies. The City of Sacramento is the water purveyor for the proposed project, and water supply for the proposed project would be provided by the American and Sacramento Rivers. The City's 2010 Urban Water Master Plan (UWMP) addressed water supply and demand and water supply reliability for the City's service area. Future water demands were calculated based on projected water demands for all the development projected and analyzed in the 2030 General Plan. The City's water supplies are expected to exceed water demands during normal, single-dry, and multiple-dry years through 2035. Based on the number of new residential units, and the number of employees and square footage of additional non-residential uses, the proposed project does not meet the definition of a project from Section 10912 of the California Water Code. Therefore, no Water Supply Assessment is required.<sup>4</sup> The 2025 L Street portion of the project would have an average daily domestic demand of approximately 65,772 gallons per day (gpd) and the 2101 Capitol Avenue portion of the project would have an average daily demand of approximately 1,300 gpd (RSC Engineering 2014). Fire flow demand for the 2025 L Street portion of the project is estimated to be 4,000 gallons per minute (gpm) for a four-hour duration and fire flow demand for the 2101 Capitol Avenue portion of the project is estimated to be 2,000 gpm for a four-hour duration.

Existing City regulations require submittal, review, and compliance with City standards for water conveyance. The project applicant would be required to submit a water conveyance infrastructure improvement plan that depicts the locations and appropriate sizes of all required conveyance infrastructure, in conjunction with other site-specific improvement plans. Proposed on-site water facilities would be required to be designed and sized to provide adequate service to the project site for the amount and type of proposed development, based on the City's Standards and Specifications for Public Construction (June 2007), and the Standards and Specifications for Public Construction Addendum No. 2 (April 2012), or the most current versions of this plan. Based on existing City standards, the water conveyance infrastructure would be required to be designed to satisfy the more critical of the two following conditions, as determined by the City's Department of Utilities: (1) at maximum-day peak-hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch; or (2) at average maximum-day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The project is required to demonstrate there are adequate fire flow demands for the project, based on a water supply test that measures pounds per square inch of pressure at the final point of connection. Existing City regulations require that a final water conveyance infrastructure improvement plan is approved by the Department of Utilities before approval of the final subdivision map and issuance of building permits. In addition, the project is required to pay applicable water connection fees based on

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<sup>4</sup> Using the City's Water Supply Assessment worksheet, the project could generate water demand of approximately 27 afy. The project proposes 141 dwelling units and the City's water demand estimate is 0.15 AFY per dwelling unit. The Whole Foods component portion of the project includes approximately 80 employees per shift. The 2101 Capitol Avenue component could generate a maximum of approximately 67 employees (based on the SACOG estimate of up to 98.63 employees per acre for the Mixed-Use Employment Focus Place Type). The City estimates water demand for non-residential uses of approximately 0.04 AFY per employee.

tap and meter size, as determined by the Department of Utilities, before building permits are issued. This impact would be **less than significant**.

Wastewater flows would ultimately be transported to the SRWWTP for treatment and discharge. The SRWWTP has a current design capacity of 181 mgd average dry-weather flow, and the plant currently treats 119 mgd average dry-weather flow (as of 2013). Project-related wastewater flows combined with the current average dry-weather flow (119 mgd) would not approach the treatment plant's current design capacity of 181 mgd average dry-weather flow under either development scenario. The project would generate average flow of approximately 54,784 gpd for the 2025 L Street portion of the project and 1,040 gpd for the 2101 Capitol Avenue portion of the project.<sup>5</sup>

Existing City regulations require submittal, review, and compliance with City standards for wastewater conveyance facilities on-site. The project applicant will be required to submit a wastewater infrastructure improvement plan that depicts the locations and appropriate sizes of all required conveyance infrastructure in conjunction with other site-specific improvement plans. Proposed on-site wastewater facilities are required to be designed and sized to provide adequate service to the project site for the amount and type of proposed development, based on City design standards. A final wastewater infrastructure improvement plan is also required to be approved by the Department of Utilities before approval of the final subdivision map and issuance of building permits. In addition, the project applicant would be required to, as applicable, mitigate CSS impacts pursuant to the Combined Sewer System Development Fee Program, as verified by the Department of Utilities, before building permits are issued. Chapter 13.08 of the City Code regulates discharges to the sewer service system; establishes standards and review requirements for sewer and storm drain facilities; and identifies that rates, fees, and charges for sewer service and storm drain service are established and will be updated from time to time by ordinance or resolution of the City Council. To support ongoing maintenance and upgrade efforts designed to ensure ongoing capacity with infill development throughout the Central City area, the City has adopted the Combined Sewer System Development Fee. This fee is designed to address costs associated with an increase in wastewater flows. This fee is based on the proposed project use and the calculated ESD units that would be generated.

Implementation of the proposed project would result in an increase in impervious surfaces on the 2101 Capitol Avenue property, and a slight decrease in impervious surfaces on the 2025 L Street property, with an overall increase in impervious surfaces of approximately 3,276 square feet (RSC Engineering 2014). The proposed project would be required to comply with the City Department of Utilities' "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and procedures Manual. This impact would be **less than significant**.

Implementation of the proposed project would generate temporary and short-term debris and waste during construction. Construction of the proposed project would require demolition of the existing parking garage, adjacent two-story building, existing surface parking lots, and some trees. The 2013 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction

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<sup>5</sup> The project would generate a total demand of approximately 0.05 mgd based on data used for previous City infill projects (City of Sacramento 2003). This assumes that each equivalent single-family dwelling unit (ESD) generates demand of 400 gallons per day, that a market (assuming garbage disposal) has a demand of approximately 0.6 of an ESD per 1,000 square feet, that retail has a demand of approximately 0.2 of an ESD per 1,000 square feet, and that multi-family dwellings have a demand of approximately 0.75 of an ESD per dwelling unit.

contractors to reduce construction waste and demolition debris by 50%. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. The Code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both (California Building Standards Commission 2013). In addition, the 2013 CALGreen Code requires that 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

The residential generation rate is 1.1 tons per dwelling unit per year and the non-residential rate is 10.8 pounds per employee per day (City of Sacramento 2008:6.11-71). Assuming 141 dwelling units and approximately 147 employees, the project could generate approximately 445 tons per year of solid waste. Existing City regulations require all contractors to comply with the Construction and Demolition Debris Recycling Ordinance (Title 8, Chapter 8.124 of the Sacramento City Code) by reducing project waste entering landfill facilities by 50% by weight through recycling. The City requires contractors prepare a waste management plan that identifies the sources of recyclable materials, outlines a recycling method (i.e., self-separation or mixed recovery), and identifies a self-haul or franchise waste hauler. The waste management plan must be submitted to and approved by City's Solid Waste Services before a building permit is issued. Adhering to these requirements would minimize the total volume of demolition and construction waste that would be sent to a landfill, but would not avoid sending such waste to landfills entirely. The majority of landfilled waste would be delivered to the Lockwood Regional Landfill or Kiefer Landfill. Construction and demolition waste could also potentially be delivered to L and D Landfill, Yolo County Central Landfill, or the Forward Landfill. Combined, these landfills have a large volume of landfill capacity available to serve the proposed project during construction. Because of the remaining capacity at and expected life spans of the Lockwood Regional Landfill and Kiefer Landfill, combined with the continued use of the existing transfer stations and development of at least one new transfer station in the north area, along with application of existing regulations, the project would not require the construction of new solid waste facilities or the expansion of existing facilities. The impact is considered **less than significant**.

Sacramento Municipal Utility District (SMUD) would provide electrical service to the proposed project, and Pacific Gas and Electric Company (PG&E) would provide natural gas. The project site is in an area with existing utility service and neither PG&E nor SMUD has indicated that substantial new facilities would be required. This impact would be **less than significant**.

## **11 (B)**

The project site is located in a developed area of the Central City. Utility lines, including water, sewer, storm sewer, natural gas, and electricity, are present on or adjacent to the project site. No new off-site utilities infrastructure would be required to serve the proposed project. Impacts of on-site utilities improvements are analyzed throughout this Initial Study and will be analyzed for relevant environmental topics in a Focused EIR.

## **MITIGATION MEASURES**

None required.

**FINDINGS**

The proposed project would have less-than-significant impacts relating to utilities and service systems.

# MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. 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, 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Authority: Public Resources Code Sections 21083, 21083.5. Reference: Government Code Sections 65088.4. Public Resources Code Sections 21080, 21083.5, 21095; <i>Eureka Citizens for Responsible Govt. v. City of Eureka</i> (2007) 147 Cal.App.4th 357; <i>Protect the Historic Amador Waterways v. Amador Water Agency</i> (2004) 116 Cal.App.4th at 1109; <i>San Franciscans Upholding the Downtown Plan v. City and County of San Francisco</i> (2002) 102 Cal.App.4th 656.				

## ANSWERS TO CHECKLIST QUESTIONS

### 12 (A)

Urban landscapes, such as the project study area, typically provide low-value habitat for most wildlife species because of an overall lack of vegetative cover and high levels of human disturbance. Wildlife on the project site is dominated by species that have adapted to human activity and the urban landscape setting. As a result, the project would have little to no impact to the habitat of a fish or wildlife species, a fish or wildlife population, or a plant or animal community, as illustrated in the body of this Initial Study. The proposed project would have the potential to affect protected bird species if nests were encountered in trees proposed for removal. These impacts would be less than significant with implementation of mitigation measures/applicant minimization measures. The Focused EIR for this project will include a detailed evaluation of the potential to affect cultural resources, including examples of major periods of California history and prehistory. The “potentially significant” box is checked in the table above since the City will include analysis and reporting on cultural resources as a part of an EIR.

## **12 (B)**

The proposed project's geology, hazards, hydrology, and biological resource impacts are generally localized and specific to the project site. Utilities, recreation, and public services impacts would be less than significant and the proposed project falls within the buildout assumptions included in the 2030 General Plan, resulting in no new cumulative impacts in these issue areas. The Focused EIR will include analysis of aesthetics, air quality, cultural resources, greenhouse gas emissions, noise and vibration, and transportation/traffic. The City will include a discussion of land use and planning and population and housing, as well. The "potentially significant" box above is checked to indicate that cumulative impacts related to these topic areas will be studied in an EIR.

## **12 (C)**

The proposed project would not have significant adverse effects on humans related to the issue areas addressed in this Initial Study. The Focused EIR will include analysis of aesthetics, air quality, cultural resources, greenhouse gas emissions, noise and vibration, and transportation/traffic. The "potentially significant" box above is checked to indicate that adverse impacts to humans related to these topic areas will be studied in an EIR.

## **Section IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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The environmental factors checked below would potentially be affected by the proposed project.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Hydrology and Water Quality
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Hazards
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Noise and Vibration
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Energy	<input type="checkbox"/> Recreation
<input type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Utilities and Service Systems
<input checked="" type="checkbox"/> Land Use and Planning	<input checked="" type="checkbox"/> Population and Housing
<input type="checkbox"/> None Identified	

## Section V - DETERMINATION

On the basis of the Initial Study:

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

On the basis of this initial evaluation:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Agency

## Section VI - REFERENCES CITED

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# **APPENDIX 1**

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Arborist Report



## **APPENDIX 2**

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Geotechnical Reports



## **APPENDIX 3**

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### Phase I Environmental Site Assessments