

# **Natomas Park Drive Apartments Project P15-003**

## **Final Initial Study / Mitigated Negative Declaration**

PREPARED FOR THE  
CITY OF SACRAMENTO



PREPARED BY RANEY PLANNING & MANAGEMENT, INC.  
SACRAMENTO, CALIFORNIA

FEBRUARY 2016

# City of SACRAMENTO

COMMUNITY DEVELOPMENT  
DEPARTMENT

ENVIRONMENTAL PLANNING  
SERVICES

300 Richards Boulevard  
Third Floor  
Sacramento, CA 95811

## MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Mitigated Negative Declaration for the following described project:

**Natomas Park Drive Apartments Project (P15-003)** - The proposed project is located on Natomas Park Drive in the Natomas community within the City of Sacramento. Garden Highway and Discovery Park lie just south of the project site. Additionally, the American River is located approximately 0.39-mile south of the proposed project site. The site is approximately 2.5 miles northwest from the downtown core of the City and is east of State Route (SR) 99 and Interstate 5 (I-5) (see Figure 1, Regional Project Location). The site is identified by Sacramento County Assessor's Parcel Numbers (APNs) 274-0410-025 and 274-0410-026.

The project applicant proposes to develop an up to 232-unit apartment complex on the project site with a density of approximately 23 units per acre. The apartment complex would include 13 three-story buildings with 95 single-bedroom units, 141 two-bedroom units, and 15 studio units. Amenities to be provided include a pool, a fitness center, a community clubhouse and leasing office, bike parking, communal green space, and a dog park. Three different types of parking spaces would be constructed, totaling 359 parking spaces. The three types of parking spaces include ground-floor parking garages, unassigned surface parking, and carports. Ground-floor units would have direct access to a garage; whereas upper level units would have access to garages through centrally-located stairs. Bicycle parking would be provided within each residential building, allotting one resident bicycle space per unit. Approximately 26 bicycle spaces would be provided near the entrance to the clubhouse. The project would also include networks of pedestrian walkways that would connect buildings and open space throughout the site.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement). The document is also available on the CDD website at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

February 9, 2016

Environmental Services Manager, City of Sacramento,  
California, a municipal corporation

By: 

**Natomas Park Drive Apartments Project  
Initial Study/Mitigated Negative Declaration**

**Errata Sheet  
February 9, 2016**

**Introduction**

This Errata presents, in ~~strike-through~~ and double-underline format, the revisions to the Natomas Park Drive Apartments Initial Study/Mitigated Negative Declaration (IS/MND). The revisions to the IS/MND reflected in this Errata do not affect the adequacy of the previous environmental analysis contained in the Natomas Park Drive Apartments IS/MND. Specifically, the changes clarify the Sacramento Area Sewer District (SASD) responsibilities to provide sewer collection services to the project area, and not stormwater collection services. Because the changes presented below would not result in any new significant impacts or increase in impact significance from what was identified in the IS/MND, recirculation of the Natomas Park Drive Apartments IS/MND is not required.

**Changes to IS/MND**

Page 75 of the IS/MND, within Section 12, Utilities and Service Systems, is hereby revised as follows:

The SASD is responsible for sewer collection in the project area ~~as well as stormwater collection.~~

The above change is for clarification purposes to more accurately reflect how the sewer district would serve the site. The text change does not change the analysis or conclusions of the IS/MND.

## **NATOMAS PARK DRIVE APARTMENTS PROJECT**

### **INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR**

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

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#### **ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into the following sections:

**SECTION I - BACKGROUND:** Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**SECTION II - PROJECT DESCRIPTION:** Includes a detailed description of the proposed project.

**SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Identifies which environmental factors were determined to have additional significant environmental effects.

**SECTION V - DETERMINATION:** States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

**REFERENCES CITED:** Identifies source materials that have been consulted in the preparation of the Initial Study.

#### **APPENDICIES:**

- A. Greenhouse Gas Modeling Results
- B. Response to Comments

**SECTION I - BACKGROUND**

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Project Name and File Number: Natomas Park Drive Apartments Project (P15-003)

Project Location: Northwest corner of Natomas Park Drive and  
Garden Highway  
Sacramento, CA 95833  
APNs 274-0410-025 and 274-0410-026

Project Applicant: Demmon Partners  
1451 River Park Drive, Suite 121  
Sacramento, CA 95815

Project Planner: David Hung, Associate Planner

Environmental Planner: Dana Mahaffey, Associate Planner

Date Initial Study Completed: January 2016

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178 [b],[c]) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177[d]) Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR (CEQA Guidelines Section 15150[a]). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending February 4, 2016.

Please send written responses to:

Dana Mahaffey, Associate Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-2762  
DMahaffey@cityofsacramento.org

## **SECTION II - PROJECT DESCRIPTION**

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### **Introduction**

The Project Description section of the Initial Study provides a description of the Natomas Park Drive Apartments Project's (proposed project) location, existing conditions, surrounding land uses, and project components.

### **Project Location**

The proposed project is located on Natomas Park Drive in the Natomas community within the City of Sacramento. Garden Highway and Discovery Park lie just south of the project site. Additionally, the American River is located approximately 0.39-mile south of the proposed project site. The site is approximately 2.5 miles northwest from the downtown core of the City and is east of State Route (SR) 99 and Interstate 5 (I-5) (see Figure 1, Regional Project Location). The site is identified by Sacramento County Assessor's Parcel Numbers (APNs) 274-0410-025 and 274-0410-026.

### **Existing Conditions and Surrounding Land Uses**

The proposed project site is within the Creekside Oaks Planned Unit Development (PUD) and Natomas Corporate Center in the Natomas community of the City of Sacramento. The 10.93-acre site consists of vacant land with a small parking lot in the northern region. Access to the project site is provided via the existing roadway, Natomas Park Drive. According to the 2035 General Plan, the current land use designation for the site is Employment Center Mid-Rise (EMCR), while the zoning designation is Office Building, Planned Unit Development (OB-PUD). The property is vacant with native oak trees along the southern and western boundaries. Topography of the site is mostly flat with elevation ranging from 18 to 22 feet above mean sea level (amsl). The property is currently connected to the City of Sacramento Department of Utilities water system for irrigation of the landscaped areas; however, the site is not currently connected to a private or public wastewater system. Pacific Gas and Electric (PG&E) provides electricity to adjacent properties. Electrical utility lines traverse the proposed project site from east to west along the southern boundary and from north to south through the center of the project site. An electrical tower is located in the northwestern portion of the project site.

The project is surrounded by developed and undeveloped land. To the east of the site is commercial development and to the northeast is a multi-family residential complex. North of the project site is the Natomas Racquet Club and west of the site is the Bannon Creek Preserve. Garden Highway and the American River levee lie to the south of the project site. Figure 2, Project Vicinity Map, shows the project site and surrounding areas.

### **Project Components**

The project applicant proposes to develop an up to 232-unit apartment complex on the project site with a density of approximately 23 units per acre (see Figure 3, Project Site Plan). However, it should be noted that the proposed project was analyzed for 251 units for a conservative analysis. According to the Creekside Oaks PUD, multi-family uses are allowed in the OB-PUD zone. The apartment complex would include 13 three-story buildings with 95 single-bedroom

**Figure 1**  
**Regional Project Location**

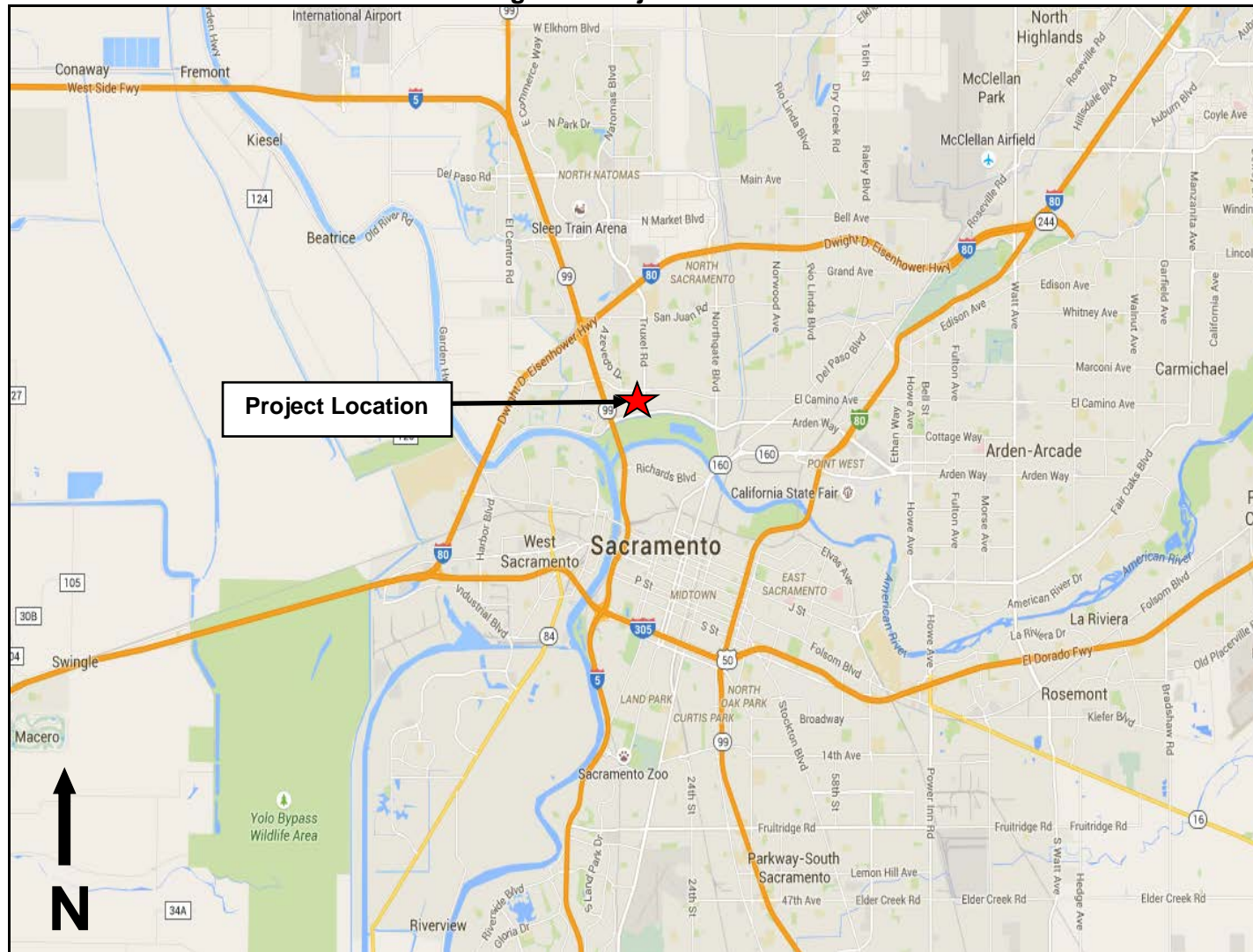


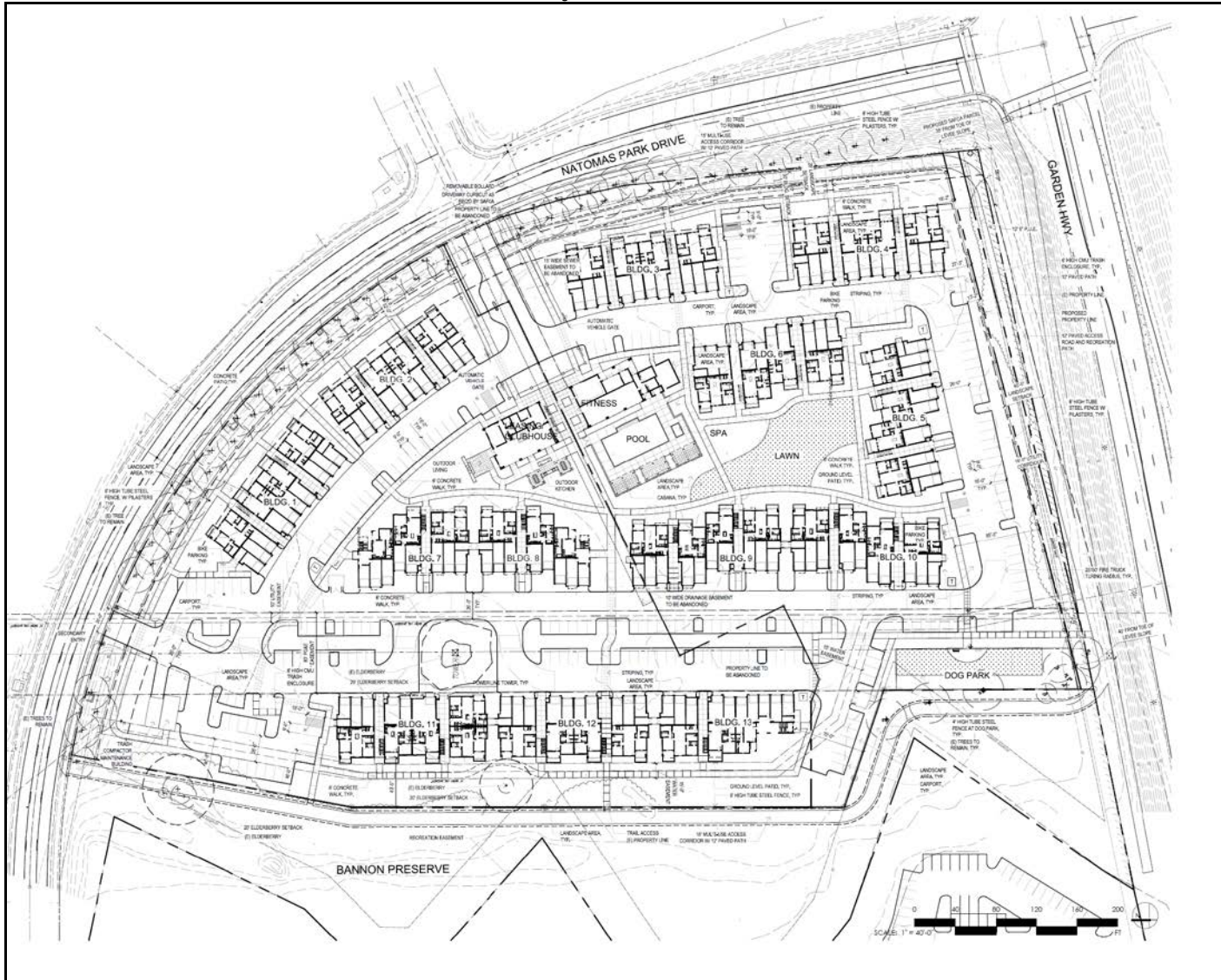


Figure 2  
Project Vicinity Map





Figure 3  
Project Site Plan



units, 141 two-bedroom units, and 15 studio units. Amenities to be provided include a pool, a fitness center, a community clubhouse and leasing office, bike parking, communal green space, and a dog park. Three different types of parking spaces would be constructed, totaling 359 parking spaces. The three types of parking spaces include ground-floor parking garages, unassigned surface parking, and carports. Ground-floor units would have direct access to a garage, whereas upper level units would have access to garages through centrally-located stairs. Bicycle parking would be provided within each residential building, allotting one resident bicycle space per unit. Approximately 26 bicycle spaces would be provided near the entrance to the clubhouse. The project would also include networks of pedestrian walkways that would connect buildings and open space throughout the site.

The project requires the following entitlements:

- Approval of Initial Study / Mitigated Negative Declaration (IS/MND) and Mitigation and Monitoring Plan (MMP);
- PUD Schematic Plan Amendment;
- PUD Guidelines Amendment; and
- Site Plan and Design Review.

## **SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION**

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### **LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY**

#### **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 project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

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

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.

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 energy and agricultural resources and the effect of the project on these resources.

#### **Discussion**

##### Land Use

The project site has been designated as EMCR in the 2035 General Plan, and is zoned OB-PUD under the Creekside Oaks PUD. Although the site is zoned as OB, multi-family residential uses are allowed within the OB-PUD zone according to the Creekside Oaks PUD guidelines. The current land use designation allows a density range of 18 to 50 units per net acre and the zoning designation allows up to 30 units per net acre. The proposed project's density of 23 units per net acre would be within the allowable range per the existing land use and zoning designations. Therefore, the proposed project would be considered consistent with the General Plan land use and zoning designations for the site, and a General Plan Amendment is not required.

Development of the site as proposed would alter the existing on-site landscape, but the project site has been designated for urban development in the 2035 General Plan. In addition, the project site is located in an urbanized portion of the community. Existing land uses surrounding the project site include multi-family residential to the northeast, commercial development to the east, a racquet club to the north, the Bannon Creek Preserve to the west, and Garden Highway and the American River levee to the south. Development of the project site as a 251-unit

apartment complex would be consistent with the nearby uses, the Planning and Development Code, and the planning designations.

### *Population and Housing*

The proposed project consists of constructing up to a 251-unit apartment complex. Development of the project would add to the population in the project area. However, as previously mentioned, the proposed project is consistent with the General Plan land use and zoning designations. As such, impacts related to population and housing associated with buildout of the project site would have been analyzed as part of the General Plan Master EIR analysis. As a result, the project would not be considered to induce population beyond what was previously analyzed in the Master EIR. Implementation of the proposed project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the project.

### Agricultural Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources. See Master EIR, Chapter 6.2. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. (Master EIR, page 6.2-13) The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). (NRCS 2010) The site is not zoned for agricultural uses, nor is the site under any Williamson Act contracts. Existing agricultural or timber-harvest uses are not located on or in the vicinity of the project site. Therefore, development of the site would not result in impacts on agricultural resources.

### Energy

Structures built as part of the project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

The Master EIR concluded that implementation of State regulations, coordination with energy providers and implementation of general plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS</u> Would the proposal:			X
A) Create a new source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

**ENVIRONMENTAL SETTING**

The project site is located on a 10.93-acre site that is currently vacant with the exception of a small parking lot and electrical tower in the northern region of the site. The surrounding areas include multi-family residential uses to the northeast, commercial development to the east, a racquet club to the north, the Bannon Creek Preserve to the west, and Garden Highway and the American River levee to the south. The surrounding areas to the north and northeast are designated as Multi-family Residential (R-2B) and Residential/Commercial Mixed Use (RCMU). The project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista, and is not visible from any state-designated scenic highways.

**STANDARDS OF SIGNIFICANCE**

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR described the existing visual conditions in the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources.

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A and B

The project site is predominately vacant and located on flat terrain surrounded by commercial and residential development as well as the Bannon Creek Preserve. In general, the proposed operations would be similar to neighboring sites. New sources of light or glare would result from development of the apartment complex; however, day or nighttime views in the area would not be affected, because the proposed project would be required to adhere to Policy LU 6.1.14 that requires lighting to be shielded and directed downward. In addition, the project site's residential lighting would be consistent with the surrounding land uses. Thus, lighting from the project site would not be expected to cause a public annoyance or be cast onto oncoming traffic or residential uses. Additionally, the proposed project would be consistent with existing land use and zoning designations and would not require a general plan amendment. As such, the project's impacts related to light and glare have already been anticipated in the 2035 General Plan Master EIR. Therefore, the proposed project would result in a ***less-than-significant*** impact associated with light and glare.

Question C

The proposed project site has been previously disturbed and is predominately surrounded by existing development. The buildings in the area are mainly two-story residential buildings and one- or two-story commercial buildings. The proposed multi-family residences would complement the building sizes that exist in the vicinity. In addition, the proposed project would be consistent with the allowable residential density of the site's existing land use and zoning designations and would not require a general plan amendment. Because the project site is consistent with the general plan, impacts have already been analyzed and anticipated in the 2035 General Plan Master EIR. As such, the proposed project would be consistent and compatible with the existing visual character and quality of the immediate project area. As a result, a ***less-than-significant*** impact would occur in relation to substantially degrading the existing visual character of the site or its surroundings.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>2. AIR QUALITY</b> Would the project:			X
A) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?			X
B) Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in PM <sub>10</sub> concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan?			X

**ENVIRONMENTAL SETTING**

The City of Sacramento is within Sacramento County, which is within the boundaries of the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and



allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

The SVAB is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State air quality standards have been established for six common air pollutants, known as criteria pollutants, because the criteria air pollutants could be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone standard, nonattainment for the 24-hour  $PM_{2.5}$  standard, and attainment or unclassified for all other criteria pollutants. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone standard, nonattainment for the 8-hour ozone standard, nonattainment for the  $PM_{10}$  and  $PM_{2.5}$  standards, and attainment or unclassified for all other State standards.

Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State standards for ozone and particulate matter. The attainment plans currently in effect for the SVAB are the *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan),  *$PM_{2.5}$  Implementation/Maintenance Plan and Re-designation Request for Sacramento  $PM_{2.5}$  Nonattainment Area* ( $PM_{2.5}$  Implementation/Maintenance Plan), and the 1991 Air Quality Attainment Plan (AQAP), including triennial reports. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*. The SMAQMD’s guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for the federal and State ozone AAQS. The SMAQMD’s guide also includes screening criteria for localized carbon monoxide (CO) emissions and thresholds for new stationary sources of toxic air contaminants (TACs).

In addition to criteria air pollutants, TACs are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and

trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by CARB. Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County. The project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors to the project site would be the multi-family residential complex located northeast of the project site.

### Greenhouse Gas Emissions

Emissions of Greenhouse Gas (GHG) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures. A project's BAU scenario is project and site specific, and varies from project to project.

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Again, the BAU condition is project site

specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent (where BAU levels is based on 2010 levels). The amended Scoping Plan was re-approved August 24, 2011.

The Scoping Plan must be updated every five years. The *First Update to the Climate Change Scoping Plan* (Scoping Plan Update) was approved by CARB on May 22, 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. The Scoping Plan Update highlights the State's progress towards the 2020 GHG emission reduction goals defined in the original Scoping Plan and evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. According to the Scoping Plan Update, the State is on track to meet the 2020 GHG goal and has created a framework for ongoing climate action that could be built upon to maintain and continue economic sector-specific reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050, as required by AB 32.

The City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, of the General Plan Update. Appendix B includes all City-Wide policies and programs that are supportive of reducing GHG emissions. The General Plan CAP Policies and Programs per the General Plan Update supersede the City's CAP. Rather than compliance and consistency with the CAP, all proposed projects must now be compliant and consistent with the General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update.

## **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, air quality impacts 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 2035 General Plan policies:

- Construction emissions of NO<sub>x</sub> above 85 pounds per day;
- Operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM<sub>10</sub> concentrations above 80 pounds per day and 14.6 tons per year and PM<sub>2.5</sub> concentrations above 82 pounds per day and 15 tons per year for construction and operational phases;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TAC's, and impose appropriate conditions on projects to protect public health and safety; as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeways fronting elevation and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the 2035 General Plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 Climate Action Plan (CAP), which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The Master EIR is available for review at the offices of Community Development Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA during normal business hours, and is also available online at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A through D

Implementation of the proposed project would contribute local emissions in the area during both construction and operations of the proposed project. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic gases (ROG) and nitrous oxides (NO<sub>x</sub>), particulate matter 10 microns in diameter or less (PM<sub>10</sub>), and particulate matter 2.5 microns in diameter or less (PM<sub>2.5</sub>), which are expressed in pounds per day (lbs/day), are presented in Table 1. It should be noted that SMAQMD has recently adopted mass emissions thresholds of significance for PM<sub>10</sub> and PM<sub>2.5</sub> which have been included in the proposed project's analysis as shown below.

<b>Pollutant</b>	<b>Construction Thresholds</b>	<b>Operational Thresholds</b>
NO <sub>x</sub>	85	65
ROG	-	65
PM <sub>10</sub>	80	80
PM <sub>2.5</sub>	82	82

*Source: SMAQMD, May 2015.*

In addition, SMAQMD has screening criteria for development projects based on default inputs in the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the ITE Manual, vehicle mix, trip length, average speed, etc. The SMAQMD screening criteria has been developed to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 1. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. If all of the screening criteria are met by a project, a detailed air quality assessment of that project's air pollutant emissions would not be required.

*Construction Emissions*

The SMAQMD's screening criteria for construction-related emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> include whether the project is 35 acres or less in size and would not involve any of the following:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;

- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building-construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
- Require import or export of soil materials that will require a considerable amount of haul truck activity; and
- Involve soil disturbance activity (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

Projects that are 35 acres or less in size generally would not exceed the SMAQMD's construction NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> thresholds of significance. The proposed project would involve the development of 10.93 acres, which would be below the construction screening criteria of 35 acres. Additionally, the project would be three stories tall, therefore under the four stories tall criteria, and would not involve any of the activities listed above. Because the proposed project would meet all of the screening criteria, the project would not be expected to result in construction-related emission in excess of the applicable thresholds of significance and, in accordance with SMAQMD guidance, would be considered to have a less-than-significant impact on air quality during construction. It should be noted, however, that all projects are required to comply with the SMAQMD Basic Construction Emission Control Practices.

#### *Operational Emissions*

The SMAQMD's screening criteria for operational emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> involves whether a development project is below the size based on land use type identified by SMAQMD as the level at which the thresholds of significance would be exceeded. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with a mid-rise apartment is whether the development involves 460 dwelling units or less. The proposed project involves the development of up to 251 units, which would be below the operational screening criteria for a mid-rise apartment development. Therefore, in accordance with SMAQMD guidance, the proposed project's operational emissions would not be expected to exceed SMAQMD thresholds of significance, and impacts on air quality would be considered less than significant.

#### *Conclusion*

As discussed above, the proposed project would be below the applicable screening criteria developed by SMAQMD. Thus, the proposed project would not be expected to result in construction or operational emissions in excess of the applicable thresholds of significance. Because the proposed project would result in emissions below the applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Therefore, impacts would be considered ***less than significant***.

#### Question E through G

The proposed project involves the creation of up to a 251-unit apartment complex; thus, would introduce new sensitive receptors to the area. In addition, the existing nearby residences would be

considered sensitive receptors. The major pollutant concentrations of concern are localized CO emissions and TAC emissions, which are addressed in further detail below.

#### *Localized CO Emissions*

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

Even if a project would result in either of the above, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized CO:

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

The proposed project would be consistent with the 2035 General Plan and subsequently, the development of the project site would result in population and transportation trips that have already been anticipated in the Master EIR. Based on the City's preliminary trip generation analysis, the proposed project would generate 283 daily trips, 128 of those trips would be weekday AM peak hours trips and 155 would be weekday PM peak hour trips. The AM and PM peak hour trips fall below the City's Public Works threshold for preparing a Traffic Impact Study. As such, the increase in trips associated with the proposed project is not anticipated to cause deterioration in LOS at any nearby intersection or substantially contribute to an intersection already operating at unacceptable LOS beyond the analysis in the 2035 General Plan Master EIR. The Master EIR's analysis identified the intersection of Garden Highway and I-5 to be the closest intersection to the project site operating at LOS F under cumulative conditions. Because the proposed project is consistent with the general plan, the Master EIR has analyzed the full buildout of the general plan and the proposed project's impacts have already been anticipated. Therefore, in accordance with SMAQMD's screening criteria, the proposed project would not be expected to result in an increase in the generation of localized CO emissions in excess of the applicable threshold of significance.

### *TAC Emissions*

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy diesel truck traffic or idling. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project is not a distribution center, would not involve heavy diesel truck traffic, and is not located near any existing distribution centers. Therefore, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. The nearest freeway to the project site would be I-5, which is located approximately 920 feet west of the project site. Due to the buffer between the project site and I-5, the proposed on-site sensitive receptors would not be exposed to DPM associated with freeway traffic.

As discussed above, the project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project.

### *Conclusion*

Based on the above, the proposed project would not cause or be exposed to substantial pollutant concentrations, such as localized CO or TAC emissions, including DPM and NOA. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur as a result of the proposed project, and impacts would be ***less than significant***.

### Question H

The proposed project is required to comply with the General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set



forth in Appendix B are city-wide efforts in support of reducing overall city-wide emissions of GHG. However, Policy ER 6.1.5 could be applied at a project-level. Policy ER 6.1.5, Community GHG Reductions, states that, “The City shall reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 49 and 83 percent by 2035 and 2050, respectively.” Therefore, in order to show compliance with the General Plan Update, the proposed project must be capable of reducing project-specific operational emissions of GHG from a 2005 baseline level by 15 percent by 2020, consistent with Policy ER 6.1.5.

The proposed project’s operational GHG emissions were estimated using CalEEMod. The 2005 baseline level modeling assumes buildout of the proposed project in the year 2005 without incorporation of any regulatory-required GHG reduction measures. The 2020 modeling assumes buildout of the proposed project in the year 2020, including compliance with the 2013 California Building Energy Efficiency Standards Code and RPS. All CalEEMod modeling results are included as Appendix A to this document.

Based on the CalEEMod results, as shown in Table 2, the proposed project would result in approximately a 22.49 percent reduction in annual operation GHG emissions from 2005 baseline levels by 2020 ( $[2,630.6 \text{ MTCO}_2\text{e} - 2,038.8 \text{ MTCO}_2\text{e}] / 2,630.6 \text{ MTCO}_2\text{e} \times 100\% = 22.49\%$ ). The reduction in GHG emissions would primarily be attributable to the advancement of vehicle and equipment efficiency as a result of federal and State regulations, as well as more stringent building energy efficiency and green building standards, RPS reductions, and other regulations related to climate change as time progresses. Although a reduction related to such attributes would occur for every development project, CalEEMod takes into consideration how much of each attribute is applied for each specific project based on the size of the project and associated land uses.

<b>Table 2</b>	
<b>Proposed Project Percent GHG Reduction From 2005 Baseline Levels by 2020</b>	
	<b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b>
2005 Baseline Levels	2630.6
Proposed Project Year 2020	2038.8
Total Reduction from 2005 Baseline Levels by 2020	591.8
<b>PERCENT REDUCTION<sup>1</sup></b>	<b>22.49</b>
<b>Minimum Percent Reduction Required Per Policy ER 6.1.5</b>	<b>15%</b>
<sup>1</sup> See calculation in text above.	

As shown in Table 2, the project would result in a 22.49 percent reduction in GHG emissions from 2005 baseline levels by 2020, which would meet the minimum reduction requirement of 15 percent set forth in the 2035 General Plan Policy ER 6.1.5. Accordingly, the proposed project would be considered consistent with the General Plan Update and would not be expected to hinder the City’s ability to achieve the General Plan CAP Policies and Programs. Therefore, impacts related to a conflict with the Climate Action Plan would be considered ***less than significant***.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>3. BIOLOGICAL RESOURCES</b>			
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?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

**ENVIRONMENTAL SETTING**

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily outside the city boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. These habitats and their general locations are discussed briefly below.

The Natomas Basin Habitat Conservation Plan

The Natomas Basin Habitat Conservation Plan (NBHCP), adopted in 1997 and revised in 2003, is a conservation plan designed to promote biological conservation along with economic development and continuation of agriculture in the Natomas Basin. The Natomas Basin includes portions of Sacramento and Sutter County including the North Natomas Plan Area in the City of Sacramento. The NBHCP is part of the requirements of the Endangered Species Act designed to support applications for federal permits under Section 10(a)(1)(B). The NBHCP is also intended to serve as an application for Incidental Take Permits (ITPs) under California state law pursuant to Section 2081(b) of the California Department of Fish and Game (CDFG) Code. The requirement for issuance of the federal and state permits is described in Section I.I of the NBHCP.

The NBHCP is designed to serve a number of purposes, including but not limited to the satisfaction of the federal and state Endangered Species Acts, Mitigation and Monitoring Plan requirements specified in the North Natomas Community Plan, and requirements of the Sacramento Area Flood Control Agency (SAFCA) Permit, relating to direct, indirect, and cumulative biological impacts associated with Urban Development in the Permit Area. As such, the NBHCP allows developers to pay mitigation fees to satisfy requirements covered by the plan. NBHCP fees are adjusted based on the HCP Finance Model, which is periodically reviewed and considered by the Board of Directors of The Natomas Basin Conservancy (TNBC), and are intended to represent the true cost of a development's mitigation share within the Natomas Basin.

The NBHCP establishes a comprehensive program for the preservation and protection of habitat for threatened and endangered species potentially found on approximately 55,537 acres of undeveloped and agricultural land in northwestern Sacramento County and southern Sutter County. Preservation and protection of such is conducted by the Natomas Basin Conservancy (TNBC) and consists of managed marsh habitats, upland habitats, rice fields, and associated buffers and infrastructure. The NBHCP also includes management measures that are intended to avoid, minimize, and mitigate effects on species during urban development activities.

The NBHCP was originally established as mitigation for development in the Natomas Basin, including North Natomas, in 1994. To comply with state and federal law, an Environmental Assessment (EA) was prepared by the U.S. Fish and Wildlife Service (USFWS) for the National Environmental Policy Act (NEPA) requirement and a Negative Declaration was prepared by the City of Sacramento for the CEQA requirement. The USFWS and CDFG (now California Department of Fish and Wildlife (CDFW)) issued an ITP to the City of Sacramento. The HCP and ITP were subsequently challenged, and on August 15, 2000, the federal court ruled that the ITP should not have been issued, and an EIS was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared the joint EIR/EIS on behalf of USFWS. The USFWS was the lead federal agency for the preparation of the EIS and the City of Sacramento and Sutter County were co-lead agencies for the preparation of the EIR. The Final EIR/EIS for the NBHCP was adopted in April of 2003.

The project site is within the 8,050-acre permit area addressed by the EIR/EIS. Development within the project site is required to be consistent with the NBHCP. The proposed project site is identified as existing development under the NBHCP and therefore exempt from the NBHCP fees.

#### Vegetation

The proposed project site of 10.93 acres is currently vacant with a small parking lot in the northern region. Trees and shrubs occur along the borders of the project site.

#### Wildlife

Due to the disturbed nature of the project site, the potential for a diversified amount of wildlife is anticipated to be low; however, several trees on and in the immediate vicinity of the project site could potentially provide nesting habitat for bird species and other raptors.

Trees

The City of Sacramento adopted a Tree Preservation Ordinance to protect trees as an important resource for the community. When circumstances do not allow for retention of trees, permits are required to remove heritage trees that are within the City’s jurisdiction. The Ordinance (per Chapter 12.64 of the Sacramento City Code) states that heritage trees are protected in order to “promote scenic beauty, enhance property values, reduce soil erosion, improve air quality, abate noise and provide shade to reduce energy consumption.” In addition, the Street Tree Ordinance (12.56.060) states that “No person shall remove, trim, prune, cut or otherwise perform any maintenance on any city street tree without first obtaining a permit from the director pursuant to Section 12.56.070.” Any non-heritage street trees planned for removal will require a permit from the City. Heritage trees are likely to provide high quality nesting and roosting sites for wildlife.

An arborist report was prepared for the project site by Toure Associates September 21, 2015. The project site and the Bannon Creek Preserve located west of the site was canvassed on foot by Toure Associates and a certified biologist on August 14, 2015. During the evaluation of the trees found on the project site, Toure Associates identified eight tree species on the project site or within the immediate vicinity. Several Heritage Trees were located on or immediately adjacent to the project site. The arborist survey found 122 trees measuring 36 inches in circumference and larger. Table 3 provides the list of species found on the project site or within the immediate vicinity.

<b>Tree Species (Common name)</b>	<b>Total Number of Trees</b>
Almond	1
Coast live oak	4
Crape myrtle	4
Fremont poplar	2
Northern California black walnut	1
Red Oak	62
Tree-of-Heaven	1
Valley Oak	158

*Source: Toure Associates, 2015.*

Jurisdictional Waters

The U.S. Army Corps of Engineers (USACE) has regulatory authority of “waters of the United States,” which include wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Waters of the U.S. includes navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Aquatic resources do not exist on the project site.

Sensitive Biological Resources

Sensitive biological resources include those that are afforded special protection through the following: CEQA, California Fish and Wildlife Code, the federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), or the CWA. Sensitive biological resources in the

project area also include those afforded protection under the City of Sacramento 2035 General Plan.

Special-status species include plants and animals in the following categories:

- Species listed or proposed for listing as threatened or endangered under ESA or CESA;
- Species considered as candidates for listing as threatened or endangered under ESA or CESA;
- Wildlife species identified by the California Department of Fish and Wildlife (CDFW) as California Species of Special Concern and by USFWS as Federal Species of Concern;
- Animals fully protected in California under the California Fish and Game Code; and
- Plants on California Native Plant Society (CNPS) List 1B (plants rare, threatened, or endangered in California and elsewhere) or List 2 (plants rare, threatened, or endangered in California but more common elsewhere).

#### *Special-Status Plants*

According to the CDFW California Natural Diversity Database (CNDDDB), special-status plant species do not occur on the project site or in the project vicinity.

#### *Special-Status Wildlife*

Special-status wildlife species that could potentially occur on the project site, include the Valley Elderberry Longhorn Beetle (VELB). The project site, which consists of vacant land and a small paved parking lot to the north, with several trees and shrubs bordering the site. Elderberry shrubs located on the project site provide suitable habitat for the VELB. Existing trees would also have the potential to provide raptors with low quality nesting habitat. Further analysis on the potential of special-status wildlife species to occur on the project site is discussed below.

### **STANDARDS OF SIGNIFICANCE**

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

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (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 (Section 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 Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Wildlife, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the general plan, combined with compliance with the California Endangered Species Act, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the general plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The California Department of Fish and Wildlife (CDFW) regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The general plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). The City has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact (Impact 4.3-7).

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

Residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would consist primarily of typical household cleaning products and fertilizers, which would be utilized in small quantities and in accordance with label instructions, which are based on federal and/or State health and safety regulations. Therefore, implementation of the project site would result in a **less-than-significant** impact related to creating a potential health significant hazard to plant or animal populations in the area.

Question B

*Special-Status Species*

The CDFW CNDDDB was utilized to determine the special-status or sensitive plant and wildlife species to potentially occur in the project area. The special-status or sensitive plant and wildlife species identified to potentially occur in the project area, as well as the likelihood for the species to occur on the project site based on the presence of suitable habitat, are presented in Table 4 below. The project site does not contain suitable habitat for those species identified as not having the potential to occur on-site.

<b>Table 4 Special-Status Species in Project Area</b>			
<b>Species</b>		<b>Potential to Occur On- Site</b>	<b>Notes</b>
<b>Common Name</b>	<b>Scientific Name</b>		
<b>PLANTS</b>			
Suisun marsh aster	<i>Symphotrichum lentum</i>	None	The most recent occurrence was in the Sacramento West Quadrangle in 2013 in the Yolo Wildlife Area between West Sacramento and Davis. General habitat includes brackish and freshwater marshes and swamps. The project site does not provide suitable habitat for the species.
Ferris' milk- vetch	<i>Astragalus tener var. ferrisiae</i>	None	Habitat includes valley and foothill grasslands, vernal meadow, borders of drainages, and rice fields. The last occurrence of the species was in 1954 along the Yolo County causeway and therefore, unlikely to be found on the project site.

(Continued on next page)



<b>Table 4</b>			
<b>Special-Status Species in Project Area</b>			
<b>Species</b>		<b>Potential to Occur On-Site</b>	<b>Notes</b>
<b>Common Name</b>	<b>Scientific Name</b>		
Woolly rose-mallow	<i>Hibiscus lasiocarpus var. occidentalis</i>	None	Habitat includes freshwater marshes and swamps. Species can also occur in riparian habitats. Blooming occurs between June and September. The last occurrence of the species was in 1988 along the Eastbound I-80 ramp and West El Camino Ave. The project site does not contain suitable habitat for this species.
<b>ANIMALS</b>			
<b>Birds</b>			
Burrowing owl	<i>Athene cunicularia</i>	Low	Nests in small mammal burrows that are in or adjacent to open dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. Although the project is infill development and lacks open grasslands in the vicinity, the project site may provide for low quality nesting habitat on the project site.
Least Bell's vireo	<i>Vireo Bellii pusillus</i>	None	Forages along margins of bushes or on twigs projecting into pathways, typically willow, baccharis, or mesquite. Riparian habitat below 2000 feet in the vicinity of water or in dry river bottoms is ideal for the species. The most recent occurrence was in the Sacramento West Quadrangle in 1877 and therefore, unlikely to be found on the project site.
Song sparrow ("Modesto")	<i>Melospiza melodia</i>	None	Occurs near emergent freshwater marshes dominated by tules ( <i>Scirpus spp.</i> ), cattails ( <i>Typha spp.</i> ), and riparian willow ( <i>Salix spp.</i> ). Song sparrows nest in riparian forests of Valley Oak with a sufficient understory of blackberry ( <i>Rubus spp.</i> ), along vegetated irrigation canals and levees, and in recently planted Valley Oak restoration sites. Canals, levees, and riparian forests do not occur on the project site.
Swainson's hawk	<i>Buteo swainsoni</i>	Low	Forages in a variety of open habitats such as grasslands, open scrub, and agricultural fields. Nests in large riparian trees, but will occasionally utilize ornamental species such as Eucalyptus if they are near foraging habitat. Disturbance of the project site, surrounding residential development, and lack of continuous open grasslands and riparian habitat on the site makes the project area unsuitable foraging habitat for the species. Existing trees in the vicinity of the project site provide for low quality nesting habitat on the project site.
Purple martin	<i>Progne subis</i>	None	Occupies woodlands and low elevation coniferous forests of Douglas fir, ponderosa

(Continued on next page)

<b>Table 4</b>			
<b>Special-Status Species in Project Area</b>			
<b>Species</b>		<b>Potential to Occur On-Site</b>	<b>Notes</b>
<b>Common Name</b>	<b>Scientific Name</b>		
			pine, and Monterey pine. Nests in old woodpecker cavities, man-made structures, and tall, isolated tree snags. Forest habitat, woodlands, and isolated tree snags do not exist on-site.
Tricolored blackbird	<i>Agelaius tricolor</i>	None	Preferred foraging habitats include crops such as rice, alfalfa, irrigated pastures, and ripening or cut grain fields, as well as annual grasslands, cattle feedlots, and dairies. Tricolored blackbirds also forage in native habitats, including wet and dry vernal pools and other seasonal wetlands, riparian scrub habitats, and open marsh borders. The last occurrence was recorded in 1971 near the Port of Sacramento. The project site does not provide suitable habitat for the species.
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	None	Forages in wooded habitat with dense cover and water nearby, including woodlands with low vegetation, overgrown orchards, abandoned farmland, and dense thickets along streams and marshes. Because the project site does not provide dense cover, the site would not be considered suitable habitat.
<b>Fish</b>			
Steelhead – Central Valley DPS	<i>Oncorhynchus mykiss irideus</i>	None	The most recent occurrence of Steelhead in the Sacramento West quadrangle was in 2012. The species was observed in the Lower American River. Aquatic habitat does not exist on the project site. Therefore, suitable habitat is not present in the project area.
Chinook Salmon	<i>Oncorhynchus tshawytscha</i>	None	Freshwater streams and rivers provide suitable habitat for adults laying eggs and for juvenile salmon before moving to mixed salt and freshwater estuaries. The project site does not provide wetland habitat for the species.
Longfin smelt	<i>Spirinchus thaleichthys</i>	None	Typical habitat includes open water estuaries such as the San Francisco Bay-Delta. The last occurrence recorded was in 2014 in the Sacramento River. The project site does not provide wetland habitat for the species.
Sacramento perch	<i>Arcoplites interruptus</i>	None	Native to the Sacramento-San Joaquin river delta, the Sacramento perch's native habitat include vegetated waters of sloughs and lakes. As such, the project site does not provide suitable habitat for the species.
Sacramento splittail	<i>Pogonichthys macrolepidotus</i>	None	Species range includes lower-elevation waters of the Central Valley extending to San Francisco Bay. The species was last observed in 1995 in the Sacramento River. The project site does not provide suitable habitat for the species.

(Continued on next page)

<b>Table 4 Special-Status Species in Project Area</b>			
<b>Species</b>		<b>Potential to Occur On-Site</b>	<b>Notes</b>
<b>Common Name</b>	<b>Scientific Name</b>		
<b>Reptiles</b>			
Giant garter snake	<i>Thamnophis gigas</i>	None	Historically inhabits natural wetlands, but now mostly inhabit agricultural wetlands and other waterways, such as irrigation and drainage canals, riceland, marshes, sloughs, ponds, small lakes, low gradient streams, and adjacent uplands. The species is most active from spring to mid-fall. The project site does not provide suitable habitat for the species.
<b>Invertebrates</b>			
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	High	Entirely reliant on elderberry shrubs ( <i>Sambucus spp.</i> ) for all stages of the life cycle. Occurs in habitats where the elderberry host plant is present. Elderberry shrubs exist in the project area. Therefore, suitable habitat is present on the project site.
<i>Source: CNDDDB, 2015.</i>			

As shown in Table 4 above, burrowing owl, Swainson’s hawk, and VELB may be potentially impacted by the proposed project. Impacted species are discussed in further detail below. As discussed below, the proposed project would be required to comply with the mitigation measures prescribed in this Initial Study. In addition, the proposed project would be required to comply with all applicable measures set forth in the NBHCP. For example, the NBHCP provides a list of general measures intended to avoid or minimize incidental take during covered activities that could occur during land development. General measures to reduce incidental take would include conducting pre-construction surveys between one to six months prior to construction, determining the status, presence of, and likely impacts to all covered species on the site, and planting trees and shrubs native to the Natomas Basin in order to improve the wildlife value of landscaped buffers, parks, and developed areas. The NBHCP also includes scheduling construction activities to avoid the raptor nesting season in areas where construction activities would occur near raptor nests. Additional minimization measures specifically identified in the NBHCP for Swainson’s hawk are included in the Swainson’s hawk discussion below.

Burrowing Owl

Burrowing owls were not observed during the arborist’s survey. The CNDDDB prepared for the project site identified western burrowing owls within the Sacramento West Quadrangle, however the species occurrence on the project site would be considered low. The last observed occurrence was in 1997 along the east side of the Yolo Bypass. Recorded occurrences of burrowing owls do exist within a five-mile radius, approximately within three miles of the project area. The proposed project site may provide suitable burrowing nesting habitat in which could potentially be impacted by project construction. However, a survey during the bird’s active breeding season, April through July, would be required to definitively determine their absence within the project area prior to construction. Therefore, a potentially significant impact could occur to the burrowing owl.

### Swainson's Hawk

Swainson's hawks were not observed during the arborist's survey. A CNDDDB search has revealed several occurrences of Swainson's hawk within a two-mile radius of the project area. The site provides potentially suitable nesting habitat. As such, construction of the project may impact trees considered as suitable habitat, resulting in a potentially significant impact to Swainson's hawk. A focused survey during the hawk's breeding period, March through September, would reveal the presence or absence within the project area. In addition, specific minimization measures were identified in the NBHCP regarding Swainson's hawk, including conducting pre-construction surveys to determine whether any nesting sites occur on or within a half-mile of the lands designated for development. In the case that nests are identified, timing restrictions for construction activities (i.e., defer construction activities until after the nesting season) should be scheduled for avoidance. If the nest is unavoidable, the nest tree may be destroyed during the non-nesting season. An on-site biological monitor (CDFW-approved raptor biologist funded by the applicant) would be assigned to the project if construction or other project-related activities that could cause nest abandonment or forced fledging are proposed within the quarter-mile buffer zone.

### VELB

The proposed project site contains elderberry shrubs which provide suitable habitat for the VELB. The arborist report prepared for the proposed project identified four elderberry shrubs that could be potentially impacted by construction activities. Elderberry shrubs marked # 50, 55, 56, and 59 are not in good condition due to lack of sufficient sunlight, over competition, and aggressive exotic species within the surrounding area. Elderberry shrubs that are not in good condition cannot be transplanted and would require the establishment of a 20-foot buffer for the VELB. A CNDDDB search identified 20 occurrences of VELB within the Sacramento West Quadrangle. If 20-foot buffers around the shrubs are not established, the proposed project could result in a potentially significant impact to the VELB. As such, the proposed project could have a substantially adverse effect either directly or through habitat modifications of the VELB.

### Migratory Birds

Trees on the project site have the potential to provide nesting habitat. As such, impacts may result in a potentially significant impact to special status raptors, such as Swainson's hawk or burrowing owl. Although special-status raptors or other special-status birds have a low expectation to occur on the project site, 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. Bird nesting season is generally considered to be February 15 to September 15. As discussed further below, project construction would result in potential impacts to 68 trees from the project site and possible removal of some of these trees. Tree 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. The project site is a generally developed area, and for the reasons outlined above, there is a very low likelihood of any impact; however, because of the tree and ground disturbance, impacts to migratory birds and raptors protected under the MBTA would be potentially significant.

### *Trees*

Toure Associates conducted a tree survey and prepared an arborist report for the project site. The vegetative communities that occur within the project site and the site's immediate vicinity include ruderal vegetation, oak woodland, and oak tree stands. The project site's tree locations were divided into zones A-H, as shown in Figure 4, below. It should be noted that the project site does not include Bannon Creek Preserve; however, trees in the preserve were canvassed as part of the survey. As such, the trees identified as potentially impacted by construction activities would only include those on the proposed project site or within the site's immediate vicinity.

The survey identified eight tree species totaling to 232 trees, which includes trees in the nearby Bannon Creek Preserve. Trees that may potentially be impacted by the proposed project total approximately 68 trees, many of which are Heritage Trees. It should be noted that none of the potentially impacted trees are identified within the Bannon Creek Preserve. Table 5 provides a summary of the tree species potentially impacted. Mitigation specifications in the Arborist Report are specific to species location and severity of impacts to such tree species.

### *Conclusion*

The proposed project could potentially impact 49 heritage trees, 19 non-heritage trees, and elderberry shrubs during construction activities. In order to avoid impacts to the elderberry shrubs, the project includes 20-foot buffers. Without the 20-foot buffers, the proposed project would impact elderberry shrubs on the project site, and subsequently impact the VELB.

In addition, the proposed project could have a **potentially significant** impact to the burrowing owl, Swainson's hawk, and other migratory birds.

### Question C

Existing water bodies or features, such as rivers, creeks, or natural ditches do not exist on the project site; however, the American River levee lies immediately south of the project site and the Bannon Creek Preserve is located west of the site. Because the project site does not contain existing water body features such as rivers, creeks, or natural ditches, the proposed project would not have a substantially adverse effect on any sensitive protected wetlands. As a result, **no impact** would occur to other species of special concern related to regulatory waters or wetlands.

**NATOMAS PARK DRIVE APARTMENTS PROJECT (P15-003)**  
Initial Study/Mitigated Negative Declaration

<b>Table 5 Trees Impacted</b>				
<b>Trees Species (Zone)</b>	<b>Number of Trees (Circumference)</b>	<b>Potential Impacts to Heritage Trees</b>	<b>Potential Impacts to Non- Heritage Trees</b>	<b>Impact Result</b>
Valley Oak (Zone D, E, F)	158 trees (58 trees > 36")	45	-	Mitigation required for 45 heritage valley oak trees.
Red Oak (Zone A,B)	62 trees (62 trees > 36")	-	13	Mitigation required for 13 heritage red oak trees.
Crape Myrtle (Zone C)	3 trees (0 trees > 100")	-	3	Less than significant impact, non-heritage tree size in impact foot print.
Coast Live Oak (Zone D, E, F)	4 trees ( 0 trees > 36")	-	4	Mitigation required for four heritage coast live oak trees.
Tree-of-heaven (Zone F)	1 tree (0 tree > 100")	-	1	Less than significant. Exotic tree should be removed from the project site.
Fremont Poplar (Zone E)	2 trees (2 trees > 36")	0	-	Less than significant (20 foot buffer established).
Northern California black walnut (Zone D)	1 tree (0 tree > 100")	-	1	Less than significant impact, below heritage size in impact foot print.
Almond	1 tree ( 0 tree > 100")	-	1	Less than significant impact, below heritage size in impact foot print.
<b>Total</b>	<b>232 Trees</b>	<b>45</b>	<b>23</b>	<b>68 Trees</b>
<sup>1</sup> Federally-listed threatened species ( non-heritage tree) <i>Source: Toure Associates, 2015.</i>				



Figure 4  
 Arborist Zone Map



**MITIGATION MEASURES**

Implementation of Mitigation Measures 3-1 through 3-5 below would reduce the impacts identified above related to burrowing owl, Swainson's hawk, VELB, and Heritage trees per the City's Tree Ordinance to a *less-than-significant* level.

Burrowing Owl

- 3-1 *Prior to issuance of grading permits, the following measure shall be implemented by the project applicant:*
- a) *A pre-construction survey for burrowing owl shall be conducted not more than 30 days prior to initial ground disturbance and in accordance with the California Department of Fish and Wildlife's survey guidelines (California Department of Fish and Wildlife, 2012). The survey(s) shall be paid by the applicant and approved by the City's Community Development Department. If burrowing owls are not detected during pre-construction surveys, then no further mitigation is required.*
  - b) *If active burrowing owl burrows are identified, project activities shall not disturb the burrow during the nesting season (February 1 to August 31) or until a qualified biologist has determined that the young have fledged or the burrow has been abandoned. A no disturbance buffer zone of 160-feet shall be required to be established around each burrow with an active nest until the young have fledged the burrow as determined by a qualified biologist.*
  - c) *If destruction of the occupied burrow is unavoidable during the non-breeding season, September 1 to January 31, passive relocation of the burrowing owls shall be conducted. Passive relocation involves installing a one-way door at the burrow entrance, encouraging owls to move from the occupied burrow. No permit is required to conduct passive relocation; however, this process shall be conducted by a qualified biologist and in accordance with CDFW guidelines.*
  - d) *If burrowing owls are identified on the project site, the City's Community Development Department must receive copies of the Mitigation Agreement by and between the applicant and CDFW, prior to the issuance of grading permits for the proposed project.*

Swainson's Hawk, Migratory Birds, and Other Raptors Protected Under the MBTA

- 3-2 *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 pre-construction surveys in areas of suitable nesting habitat for common raptors (including Swainson's hawk) and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys shall be conducted no more than 10 days before tree removal or ground disturbance is expected to occur. The pre-construction surveys shall be submitted to the City's Community Development Department. If active nests are not found, further mitigation is not 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.*

*Construction activity shall not 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.*

VELB

3-3 *Prior to any ground disturbing activities within 100-feet of the identified elderberry shrubs, the project applicant and the City shall consult with the USFWS and shall maintain the proposed 20-foot buffers around the perimeter of the elderberry shrubs identified on-site. Grading or any other ground disturbing activities shall not occur within 20 feet of the elderberry shrubs without prior consultation from the USFWS.*

Protected Trees

3-4 *Prior to issuance of grading permits, the plans shall note the following tree protection requirements:*

- *Zones A-B: Soil disturbance shall be avoided or minimized within the dripline of the trees, a ten-foot buffer shall be established away from the tree dripline, and the pruning of trees will occur only where required.*
- *Zone B: Soil conditions shall be maintained by spreading organic mulch over the soil surfaces on level areas. Additional maintenance would include the implementation of erosion control BMP's along steep slopes that would include the use of fiber rolls spaced three to five feet apart along the contour and straw netting along the face of slopes. Drip irrigation, where possible, is also recommended.*

*The aforementioned measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department.*

3-5 *Prior to issuance of a grading permit, 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:*

- a) *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.*
- b) *Replacement plantings shall consist of shade tree species recommended by the Urban Forestry Director.*
- c) *Tree planting shall comply with the City's landscaping requirements (City Code Sections 17.612.010 and 17.612.040).*
- d) *Canopy or root pruning of any retained City Street Trees to accommodate construction and/or fire lane access shall be conducted according the American National Standards Institute (ANSI) standards and the International Society of Arboriculture (ISA) best management practices (BMPs) 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).*

*The aforementioned measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department.*

#### **FINDINGS**

All additional significant environmental effects of the project relating to Biological Resources could be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>4. CULTURAL RESOURCES</b>			
Would the project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Adversely affect tribal cultural resources?		X	

**ENVIRONMENTAL SETTING**

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

The proposed project is located within the City of Sacramento, within the Central Valley. The valley lies between the Sierra Nevada Mountains on the east and the North Coast Range on the west. Sacramento is situated on alluvial valley land south of the American River and east of the Sacramento River. Elevation ranges from about five feet above mean sea level along the Sacramento and American river banks to about 35 feet in the highest downtown areas. The average elevation is approximately 15 to 20 feet above sea level. The project site has been previously excavated and graded where the existing parking lot was created. According to the Archaeological Sensitivity Map located in the Sacramento 2035 General Plan Master EIR, the project site falls under a highly archeological sensitive area. The project site is not identified on the Historical Structures Map in the Sacramento 2035 General Plan Master EIR.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- A substantial adverse change in the significance of such resources.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

2035 General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.10), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archeological resources. (Impacts 4.4-1,2)

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A through C

Figure 6.10 of the 2035 General Plan Background report shows that the project site is not considered to be in an area where historical cultural landmarks are known or suspected. As for archeological resources, Figure 6.4-1 of the 2035 Sacramento General Plan Background Report shows that the project area is considered to be an area of high sensitivity. However, the site is regularly disturbed and has a parking lot on the northern portion of the site. Therefore, surface artifacts are not likely to be found. Because the site is considered to be in an area of high sensitivity for archeological resources, the potential exists for previously unknown or unidentified cultural resources to exist below the surface that could be inadvertently damaged or lost during grading and construction of the proposed improvements. Therefore, a **potentially significant** impact could occur related to adversely affecting or destroying archeological, paleontological, and tribal cultural resources, including human remains.

**MITIGATION MEASURES**

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- 4-1            *If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall notify the Planning Division and retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the*

*property owner to the satisfaction of the Planning Division prior to resumption of construction activity.*

- 4-2 *In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.*

#### **FINDINGS**

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>5. GEOLOGY AND SOILS</b> Would the project:			
A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?		X	

**ENVIRONMENTAL SETTING**

Seismicity

The Sacramento 2035 General Plan Master EIR identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli scale (SGP Master EIR, Table 6.5-6). The closest potentially active faults to the project area include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; Concord-Green Valley Fault, located approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9, and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong groundshaking in the project area.

Topography

Topography of the site is generally flat, with the exception of the south boundary and southeast corner that contains the Garden Highway embankment with a slope approximately 2H:1V, the maximum allowable slope expressed as the ratio horizontal distance to vertical rise, of about 15 feet high. Due to the relatively flat topography of the area, the potential for slope instability within the City of Sacramento and at the project site is minor.

Geology

The City of Sacramento is located in the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The northern portion of the Great Valley is the Sacramento Valley drained by the Sacramento River, and its southern part is the San Joaquin Valley drained by the San Joaquin River. The valley is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north.

A Geotechnical Exploration Report was prepared for the proposed project by KC Engineering Consultants, dated June 8, 2015. According to the Geotechnical Exploration Report, the project site is made up of Holocene aged alluvium deposits consisting of varying layers of sands, gravels, silts, and clays. Firm to stiff silty clay layers were encountered at varying depths in all

the borings. In order to determine the compressibility and potential settlement of these soils, a laboratory consolidation test was performed on a relatively undisturbed soil sample. The sample was found to be over-consolidated but may still have the potential for settlement to exist under current conditions and proposed structure loads. Therefore, KC Engineering Consultants performed a settlement analysis as part of the Geotechnical Exploration Report to determine the potential for settlement to occur upon development of the proposed project. Results of the analysis are discussed below.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if it allows 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.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### Question A

The City of Sacramento's topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active fault. However, Sacramento is located in a moderate seismically-active region. The 2035 General Plan indicates that groundshaking would occur periodically in Sacramento as a result of distant earthquakes. The 2035 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, strong groundshaking could occur at the project site during a major earthquake on any of the major regional faults.

The proposed project would include the development of up to a 251-unit apartment complex. Due to the seismic activity in the State, construction is required to comply with Title 24 of the Uniform Building Code (UBC). Chapter 15.20 of the Sacramento City Code adopts the UBC and mandates compliance; therefore, all new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong groundshaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong groundshaking and seismic-related ground failure.

In addition, issues related to fault rupture, seismic groundshaking and seismically induced ground failures are addressed in the City's adopted Standard Specifications for Public Works Construction (2007), which requires construction contractors to build to City standards related to structural integrity, thus, ensuring that erosion and unstable soil conditions do not occur as a result of construction. The construction specification document contains provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures). The proposed project would require heavy construction, and individual components used in the construction of the project would be constructed to industry-provided design specifications and requirements, including the American Society for Testing and Materials (ASTM) standards.

Soils typically found most susceptible to liquefaction are saturated and loose, fine to medium grained sand. Liquefaction occurs where surface soils become saturated with water and become mobile during groundshaking caused by a seismic event. When these soils move, the foundations of structures move as well which can cause structural damage. Liquefaction generally occurs below the water table, but could move upward through soils after development. The Master EIR identified soils subject to liquefaction to be found within areas primarily within the Central City, Pocket, and North and South Natomas Community. However, the Master EIR recommends using site-specific geotechnical studies to determine if in fact, a specific location may be subject to liquefaction hazard.

As part of the Geotechnical Exploration Report prepared for the project site, KC Engineering Consultants performed a site reconnaissance and drilled five exploratory test borings of subsurface soils at the proposed project site. Site soils were found to be subject to heave and shrink movements with changes in moisture content. The movement of site soils may affect foundations, concrete flatwork, and pavements. The varying layers of firm, stiff material creates the potential for total settlement to be as much as an inch and a potential differential settlement of about half an inch. The groundwater levels encountered in the borings ranged from 15.5 to 16 feet below the ground surface. Fluctuations in the groundwater level could occur with variations in seasonal rainfall, subsurface stratification, and irrigation on the site and vicinity. The Master EIR identifies the project site to be in an area with soils that are subject to liquefaction and, therefore, liquefaction could potentially occur. However, conclusions from the Geotechnical Exploration Report determined that the project site is feasible for construction given that recommendations presented in the report are incorporated in the project. Furthermore, development of the project site would be built to City of Sacramento Building Code, UBC Standards, and California Building Code Standards.

The site was found to have a presence of moderately expansive near surface soil conditions, creating the potential for consolidation settlement and the potential for liquefaction to occur. Therefore, the proposed project could potentially introduce geologic or seismic hazards by allowing the construction of the project site without protection against settlement and liquefaction hazards, and a **potentially significant** impact would occur.

#### **MITIGATION MEASURES**

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

- 5-1            *Prior to issuance of a grading permit, the grading plans shall incorporate all geotechnical recommendations specified in the Geotechnical Exploration Report prepared for the proposed project. All grading and foundation plans for the*



*development must be reviewed and approved by the City Engineer and Chief Building Official prior to issuance of grading and building permits in order to ensure that recommendations in the Geotechnical Report are properly incorporated and utilized in the project design.*

**FINDINGS**

All additional significant environmental effects of the project relating to Geology and Soils could be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. <u>HAZARDS</u> Would the project:			
A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

**ENVIRONMENTAL SETTING**

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

A Phase I Environmental Site Assessment (ESA) was prepared by Analytical Environmental Services in November of 2014. The Phase I ESA analyzed the site for existing environmental conditions that could affect future uses on the site by conducting a historical review, database searches, site reconnaissance, and utilizing the previous Phase I Assessment conducted for the site by Bole and Associates in 2012. As part of the Phase I ESA, a site reconnaissance was conducted on October 29, 2014 in which a majority of the project site was found to consist of vacant disturbed land, with the exception of the paved parking lot. Additionally, evidence of stained soils, odors, or past hazardous releases were not observed on the project site, including improperly stored hazardous materials or existing underground storage tanks. Controlled Recognized Environmental Conditions (CRECs) were not identified on the site and the site would not be subject to a control or use restriction related to hazardous materials involvement. A high voltage electricity transmission line travels north to south through the center of the project site, and an electrical service line and telephone line runs east to west along the southern boundary of the site. Transformers were not observed on-site. Commercial and residential trash was found scattered throughout the site, including several pieces of electronic trash, including a desktop computer tower.

In addition to a Phase I ESA, a Geotechnical Exploration Report was prepared for the proposed project by KC Engineering Consultants in which subsurface conditions were explored and tested. Surficial soil borings were placed on the site and the groundwater levels encountered in the borings ranged from 15.5 to 16 feet below ground surface.

**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.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. Implementation of the general plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 general plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Question A

As discussed above, the Phase I ESA prepared for the proposed project concluded that visible evidence of stained soils, odors, past hazardous releases, improperly stored hazardous materials or existing underground storage tanks were not identified on the site. Known contaminated soils on the project site or vicinity do not exist according to the Phase I ESA. Contaminated soils would not be expected to be encountered during construction activities and groundwater quality would not be affected. Additionally, CRECs were not identified on the site.

The Phase I ESA did identify five documented off-site hazardous sites within a mile of the project site. The sites identified are the Matheson Fast Freight site and the Schetter Electric site, both located 0.97-mile south of the site, the PG&E Power Plant site located approximately 0.8-mile to the south, the Shell Service Station site located approximately 0.4-mile to the northeast, and the KVIE Public Television site located 0.3-mile to the northwest. Although five hazardous material sites were found, the distances of the hazardous sites to the project site would not constitute a Recognized Environmental Condition. Therefore, the Phase I ESA indicated that the sites would not likely pose a risk to the proposed project site.

Because the proposed project does not contain contaminated soils, and the off-site hazardous sites would not likely impact the proposed project site, impacts related to exposing people to existing contaminated soils during construction activities would be ***less than significant***.

##### Questions B

The proposed project site does not contain any structures, and subsequently would not require any renovation or demolition activities. In addition, as discussed in the Air Quality section of this Initial Study, the project site is not located in an area identified as likely to contain NOA. Therefore, the proposed project would not expose people to asbestos-containing materials or lead-based paints.

Construction and maintenance of the proposed project would involve the use of fuels, oils, lubricants, paint and paint thinners, glues, cleaners and other hazardous materials. However, compliance with the City Code and State regulations for the handling of hazardous materials would be required by the project applicant.

Based on the above, impacts related to exposing people to existing asbestos-containing materials and other hazardous materials would be ***less than significant***.

#### Question C

According to the Geotechnical Exploration Report prepared for the proposed project, groundwater levels encountered at the site ranged from 15.5 to 16 feet below the ground surface. Fluctuations in the groundwater level could occur with variations in seasonal rainfall, subsurface stratification, and irrigation on the site and vicinity. Construction activities are not expected to involve excavation to groundwater depths. Additionally, groundwater dewatering is not anticipated to be required during development of the proposed project. Furthermore, according to the Phase I ESA, groundwater on the project site has not been contaminated. Therefore, impacts related to exposing people to existing contaminated groundwater during dewatering activities would be ***less than significant***.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The project would have no additional project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>7. HYDROLOGY AND WATER QUALITY</b>			
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?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

**ENVIRONMENTAL SETTING**

The project site is located approximately one-half mile east of the Sacramento River and one-half mile north of the American River; however, the site does not contain any creeks or wetlands. Two drain pipes are stubbed to the property - the northern 12-inch drain stub and the 18-inch drain located at the intersection of Natomas Park Drive and Capital Park Drive. Currently, the project site has very little impervious surfaces and as a result, stormwater is currently either absorbed on-site or drains to the adjacent storm drainage system associated with surrounding development.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as Zone A99, which is applied to areas that are subject to inundation by the one percent annual chance flood event, but will ultimately be protected upon completion of an under-construction federal flood protection system. According to FEMA, such areas are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as a dike, dam, or levee, to consider the protection system complete for insurance rating purposes. Areas zoned A99 may only be rated as such when the flood protection system has reached specified statutory progress toward completion. Mandatory flood insurance requirements and floodplain management standards apply to areas rated A99.

The City's Stormwater Quality Improvement Plan (SQIP) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program for 2007-2011. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program.

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts, design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The Code requires that when a property contributes drainage to the storm drain system or combined sewer system, all storm water and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system and that there is no increase

in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property. The project site is located within Sacramento Area Sewer District's (SASD) service area. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems.

### **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 2035 General Plan Master EIR:

- 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 Specific Plan; 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.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### Question A

The proposed project has the potential to effect water quality during both construction and operation. Further details regarding the potential effects are provided below.

#### *Construction-Related Impacts*

Grading and excavation during construction would create the potential to degrade water quality from increased sedimentation associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater. The State Water Resources Control Board (SWRCB) adopted a statewide general National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to the General Permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices (BMPs) the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw wattles, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control Ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction activities of the proposed project would result in a less-than-significant impact related to water quality.

#### *Operational Impacts*

Preliminary drainage calculations were prepared by the proposed project engineer. The analysis evaluates the existing and proposed drainage features on the project site, including potential impacts created as a result of the proposed project.

The site is considered an in-fill site in accordance with Section 11.2.2 of the Design and Procedures Manual Section 11 – Storm Drainage Standards. The on-site modeling used for the analysis was created using the City's criteria for creation of Stormwater Management Models (SWMM) within the Sacramento Stormwater Management Model user's manual. The beginning 10-year water surface elevation for the proposed on-site drain system was established using an existing drop inlet located on the west side of Natomas Park Drive and Capital Park Drive. The beginning water surface at that location was set six inches above the drop inlet grate elevation. The boundary conditions for the model are based on Table 11.3-3 in the City of Sacramento Design and Procedures Manual.

As part of the proposed project, eight vegetated swales and storm filter structures would be used to capture, route, and provide pollutant removal prior to discharging into the City system. The vegetative swale system would be used only where space would be available to provide the linear system. The remaining four connection points to the piped system would be treated with mechanical methods in compliance with the Stormwater Quality Design Manual. Each of the grassy swales would have a two-foot-wide bottom with 3:1 side slopes. The swale would be sloped at 0.0050 feet per foot and would contain an under-drain system. Low flows would vary from two inches to 3.4 inches deep with Contech ZPG Storm Filtration systems.

#### *Conclusion*

Drainage from the proposed project would be collected by on-site vegetative swales and be treated with mechanical systems where necessary. Additionally, the stormwater collection system would be subject to the requirements in the Stormwater Quality Design Manual. Furthermore, the proposed project is consistent with the 2035 General Plan. As such, the increase in impervious surface associated with the proposed project has already been anticipated by the City. Therefore, the City of Sacramento policies and requirements would ensure that the proposed project would not substantially degrade water quality or violate any water quality objectives set by the State Water Resources Control Board resulting in a ***less-than-significant*** impact

#### Question B

The floodplain is the area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historical floods. In addition to FEMA, the Sacramento Area Flood Control Agency (SAFCA) was formed to address the Sacramento area's vulnerability to catastrophic flooding. According to FEMA's Flood Insurance Rate Map, the project site is located within a 100-year flood hazard area and is designated A99. As such, the proposed project would place housing or structures within a 100-year flood hazard area. However, the A99 designation is only used for areas whose flood protection system has reached specified statutory progress toward completion. Areas designated as A99 are required to comply with the following criteria established by FEMA:

- At least 60 percent of the total financial project cost of the completed flood control system has been appropriated;
- At least 50 percent of the total financial project cost of the completed flood control system has been expended;
- All critical features of the flood control system, as identified by FEMA, are under construction, and each critical feature is 50 percent complete as measured by the actual expenditure of the estimated construction budget funds; and

Mandatory flood insurance purchase requirements and floodplain management would be required of properties located in Zone A99. At a minimum, projects located within Zone A99 would need to include the floodplain management and building requirements set forth in Section 60.3 of the National Flood Insurance Program (NFIP) regulations, which include, but are not limited to, the following:

- Review all permit applications to determine whether proposed building sites will be reasonably safe from flooding. If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall (i) be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, (ii) be constructed with materials resistant to flood damage, (iii) be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.
- Review subdivision proposals and other proposed new development, including manufactured home parks or subdivisions, to determine whether such proposals will be reasonably safe from flooding. If a subdivision proposal or other proposed new development is in a flood-prone area, any such proposals shall be reviewed to assure that (i) all such proposals are consistent with the need to minimize flood damage within the flood-prone area, (ii) all public utilities and facilities, such as sewer, gas, electrical,



and water systems are located and constructed to minimize or eliminate flood damage, and (iii) adequate drainage is provided to reduce exposure to flood hazards;

According to the preliminary drainage calculations prepared by the proposed project engineer, the maximum flow rate at the exiting 18-inch drain located at the intersection of Natomas Park Drive and Capital Park Drive after buildout of the proposed project would be approximately 8.12 cubic feet per second. During a 100-year flood, approximately 0.45 feet (5.4 inches) of freeboard would exist prior to reaching the 18-inch drain. Detailed drainage analysis will be completed at a later time when additional project details are provided.

Given that the proposed project would be required to comply with floodplain management and building requirements of Section 60.3 of the NFIP for flood Zone A99, impacts related to flooding would be considered *less than significant*.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

**NATOMAS PARK DRIVE APARTMENTS PROJECT (P15-003)**  
Initial Study/Mitigated Negative Declaration

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>8. NOISE</b> Would the project:			
A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L <sub>dn</sub> or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

**ENVIRONMENTAL SETTING**

The discussions below are based on the Environmental Noise Assessment prepared for the proposed project by j.c. brennan and associates Inc., dated June 24, 2015. The following section presents basic information related to noise and vibration, as well as the existing noise environment at the proposed project site.

Noise

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variation occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. A strong correlation exists between the way humans perceive sound and A-weighted sound levels.

For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ), over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the composite noise descriptors, day-night average level ( $L_{dn}$ ) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted  $L_{50}$ , represents the noise level which is exceeded 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the  $L_{50}$  and the other half are lower than the  $L_{50}$ .

The  $L_{dn}$  is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average,  $L_{dn}$  tends to disguise short-term variation in the noise environment. Where short-term noise sources are an issue, noise impacts maybe assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

Another common descriptor is the CNEL. The CNEL is similar to the  $L_{dn}$ , except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 PM and 10:00 PM, in addition to the +10 dB weighting between 10:00 PM and 7:00 AM associated with  $L_{dn}$ . Typically, the CNEL and  $L_{dn}$  result in similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the  $L_{dn}$  to account for noise events between and 10 PM that have the additional weighting factor.

### Vibration

Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and a frequency. A person’s perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second ppv), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

### Existing Noise Environment

To quantify the existing ambient noise environment in the project vicinity, continuous 24-hour noise level measurements were conducted on and near the project site. Both short-term noise level measurements and concurrent counts of traffic were conducted on the project site, as well as continuous 24-hour noise level measurements.

#### *Existing Traffic Noise Levels*

To predict noise levels due to traffic, the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD 77-108) was used. The Model is based upon the Calvenno noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

On June 23, 2015, j.c. brennan & associates conducted a site visit and measured the continuous 24-hour noise level to determine effective day/night traffic split which was used as a direct input to the FHWA model. The Garden Highway was observed to be the dominant noise source on the project site. Therefore, the predicted noise levels along Garden Highway were used as opposed to Natomas Park Drive. Although I-5 was audible, it did not contribute significantly to the overall noise environment. The existing ambient noise levels were determined to not exceed 60.0  $L_{eq}$ .

As previously mentioned, both short-term noise level measurements and concurrent counts of traffic were conducted on the project site, as well as continuous 24-hour noise level measurements. The purpose of the short-term traffic noise level measurement was to determine the accuracy of the FHWA RD77-108 traffic noise prediction model in describing the existing noise environment on the project site. While measurements were being taken, it was noted that the roadway grade was approximately 20 feet above the project grade elevation. Noise measurement results were compared to the FHWA model results by entering the observed traffic volume, speed, and distance as inputs to the FHWA model.

### **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would:

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- Result in residential interior noise levels of 45 dBA  $L_{dn}$  or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or

- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A and B

The project noise levels associated with traffic and on-site activities are discussed below.

*Project Traffic Noise Levels*

Table 6 shows the existing plus project and predicted (2030) traffic volumes based upon the City of Sacramento 2035 General Plan Master EIR. Table 6 data indicates that the exterior noise levels at the proposed project site are predicted to comply with the City of Sacramento 65 dB L<sub>dn</sub> exterior noise level standard. Therefore, exterior noise reduction measures would not be necessary for the proposed project.

<b>Table 6 Projected Exterior Noise Levels</b>				
<b>Roadway</b>	<b>Location</b>	<b>Distance (feet)</b>	<b>Unmitigated Noise Levels (L<sub>dn</sub>)</b>	<b>City Exterior Noise Standards (L<sub>dn</sub>)</b>
Garden Highway	<b>Existing Plus Project Conditions</b>			
	Nearest Building Ground Floor	136	61 dB	65 dB
	Nearest Building 2 <sup>nd</sup> /3 <sup>rd</sup> Floor	136	64 dB	65 dB
	Clubhouse Area	468	53 dB	65 dB
	<b>Year 2030 Conditions</b>			
	Nearest Building Ground Floor	136	61 dB	65 dB
	Nearest Building 2 <sup>nd</sup> /3 <sup>rd</sup> Floor	136	64 dB	65 dB
Clubhouse Area	468	53 dB	65 dB	
<i>Source: j.c. brennan &amp; associates Inc., Environmental Noise Assessment. June 2015.</i>				

*Project Interior Noise Levels*

Standard construction practices, consistent with the UBC, typically provide an exterior-to-interior noise level reduction of approximately 25 dBA, assuming that air conditioning is included for each unit, which allows residents to close windows for the required acoustical isolation. Based upon the existing measured on-site noise levels and the predicted noise levels, the interior noise levels would not exceed 39 dB  $L_{dn}$  and, therefore, would comply with the interior noise level standard of 45 dBA  $L_{dn}$ .

*Conclusion*

Because the proposed project would comply with the City of Sacramento's exterior and interior noise level requirements, the project would not result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses nor would the project result in residential interior noise levels of 45 dBA  $L_{dn}$  or greater. Therefore, a ***less-than-significant*** impact would result.

Question C

Construction at the project site would include site grading, clearing and excavation work associated with site preparation. The on-site equipment required for construction activities are expected to include excavators, graders, haul trucks, and a crane, among other construction equipment. According to the USEPA, the noise levels of primary concern are often associated with the site preparation phase because of the on-site equipment used for clearing, grading, and excavation. Typical equipment noise levels can range from 79 to 91 dBA at 50 feet, as shown in Table 7. Sensitive receptors surrounding the project site could be exposed to increased levels of noise during project construction. The sensitive receptors within the project vicinity include residential housing approximately 90 feet northeast from the project site.

The City's Noise Ordinance exempts construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays, from the applicable noise standards. However, if construction operations were to occur during the noise-sensitive hours of 6:00 PM to 7:00 AM, Monday through Saturday, or from 6:00 PM to 9:00 AM on Sunday, the applicable noise standards could potentially be exceeded at the aforementioned sensitive receptors surrounding the project site. However, because the City has determined that all construction within the City limits must comply with the City's Noise Ordinance, nighttime construction activities would not occur and construction noise associated with use of on-site equipment during the project construction phases would be insignificant.

Because the proposed project would be required to adhere to the City's Noise Ordinance and the increase in noise levels from construction activities would be temporary, noise levels associated with construction of the proposed project would not result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance, resulting in a ***less-than-significant*** impact.

**Table 7**  
**Typical Equipment Noise Levels**

Type of Equipment	Noise Level in dBA at 50 feet
Auger drill rig	85
Backhoe	80
Bar bender	80
Boring jack power unit	80
Chain saw	85
Compactor (ground)	80
Compressor (air)	80
Concrete batch plant	83
Concrete mixer truck	85
Concrete pump truck	82
Concrete saw	90
Crane (mobile or stationary)	85
Dozer	85
Dump truck	84
Excavator	85
Flatbed truck	84
Front end loader	80
Generator (25 kilovoltamperes [kVA] or less)	70
Generator (more than 25 kVA)	82
Grader	85
Hydra break ram	90
Jackhammer	85
Mounted impact hammer (hoe ram)	90
Paver	85
Pickup truck	55
Pneumatic tools	85
Pumps	77
Rock drill	85
Scraper	85
Soil mix drill rig	80
Tractor	84
Vacuum street sweeper	80
Vibratory concrete mixer	80
Welder/torch	73

*Source: Federal Highway Administration, 2006.*

**Question D through F**

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in Table 8. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

<b>Table 8</b>		
<b>Representative Vibration Source Levels for Construction Equipment</b>		
<b>Equipment</b>	<b>Peak Particle Velocity at 25 feet (in/sec)</b>	
Pile Driver (impact)	upper range	1.518
	typical	0.644
Pile Driver (sonic)	upper range	0.734
	typical	0.170
Large Bulldozer		0.089
Caisson Drilling		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozer		0.003
<i>Source: Federal Transit Administration, 2006.</i>		

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second is sufficient to avoid structural damage, with the exception of fragile historic structures or ruins. At the request of the USEPA, the Committee of Hearing, Bio-Acoustics, and Bio-Mechanics (CHABA) has developed guidelines for safe vibration limits for ruins and ancient and/or historic buildings. For fragile structures, the CHABA recommends a maximum limit of 0.25 inches per second ppv. For the protection of fragile, historic, and residential structures, the California Department of Transportation (Caltrans) recommends a more conservative threshold of 0.2 inches per second ppv.

As shown in Table 8, construction activities would result in vibration levels ranging from 0.003 to 1.518 in/sec ppv at 25 feet. The intensity of groundborne vibration decreases as the distance away from the source increases. The nearest structure to the proposed project site is located approximately 81 feet to the east. In addition, the proposed project would not be expected to necessitate pile driving. Therefore, the temporary construction vibration associated with on-site equipment would not be anticipated to expose existing, planned, or adjacent residential or commercial areas to excessive groundborne vibration or groundborne vibration levels. Additionally, historical buildings, archeological sites, and railway operations are not located in the vicinity of the proposed project site. Thus, groundborne vibration related to construction activities associated with the proposed project would not affect such. The increase in traffic as a result of the proposed project would not be expected to be considerable such that excessive groundborne vibration levels would occur. Vibration associated with rail operations would not occur at the project site because railroads are not located in the vicinity of the project site. Long-term groundborne vibration would not occur as a result of proposed project operations, as residential uses do not involve any long-term sources of groundborne vibration. Thus, development of the proposed project would not expose planned residential and commercial areas to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction, highway traffic, rail operations, or permit historical buildings and archeological site to be exposed to vibration-peak particle velocities greater than 0.2 inches per second due to project construction and highway traffic. Therefore, a ***less-than-significant*** impact would occur.

**MITIGATION MEASURES**

None required.



**FINDINGS**

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>9. PUBLIC SERVICES</u> Would the project:</p> <p>A) 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 2035 General Plan?</p>			X

**ENVIRONMENTAL SETTING**

The City of Sacramento provides fire, police, and parks and recreation services in the vicinity of the proposed project site.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 15, located at 1591 Newborough Drive, approximately 0.53-mile east of the project site. Service is also provided by Station 14, located at 1341 North C Street approximately 1.7 miles southeast of the site.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by North Command which is located at the 3550 Marysville Boulevard, which is 4.25 miles away from the project site. In addition to the SPD, the Sacramento County Sheriff’s Department, California Highway Patrol (CHP), UC Davis Medical Center Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The project site is within the Natomas Unified School District (NUSD). The NUSD serves 12,442 students on 19 campuses. The nearest school, Bannon Creek Elementary School, is located approximately 0.39-mile north of the project site.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the 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 2035 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects would be less than significant.

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

#### **ANSWERS TO CHECKLIST QUESTIONS**

The proposed project involves the development of an up to 251-unit apartment complex on approximately 10.93 acres and is consistent with the site's surrounding land uses. The development of the proposed project would introduce new residents to the area. As such, the proposed project would result in increases in demand for fire and police protection services, as well as schools and other public facilities or services.

#### Question A

The following discussions present the existing facilities currently serving the vicinity of the project, as well as the proposed project's impacts related to such facilities and services.

#### *Fire Protection*

As mentioned above, the SFD currently serves the project area and the nearest fire station to the project site is Station 15, located approximately 0.53-mile to the northeast. The proposed project is consistent with the 2035 General Plan land use designation and, thus, the increase in population associated with the proposed project would have already been anticipated by the City per the 2035 General Plan. According to the 2035 General Plan Master EIR, at full buildout of the General Plan, including the project site, the City would be required to provide approximately 12 new fire stations and additional fire personnel to accommodate the increase in population. Although the impacts to fire services from the proposed project have already been anticipated in the Master EIR, the project would still be required to pay any applicable development impact fees.

#### *Police Protection*

Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area; however, as mentioned above, because the proposed project is consistent with the general plan, the associated increase in population has already been anticipated by the City. In addition, although the proposed project would increase the service population for the SPD in the project area, the SPD already serves the project area and does not have an adopted officer-to-resident ratio. The SPD uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. Although the impacts to police services from the proposed project have already been anticipated by the City, the project would still be required to pay any applicable development impact fees.

*Schools*

Development of the proposed project would generate additional students in the area. Based on the student generation rates from the 2035 General Plan Master EIR, a 251-unit apartment complex would generate approximately 149 K-12 students that would require accommodation in local NUSD schools (see Table 9). As discussed above, the proposed project would be consistent with the 2035 General Plan land use designation for the site. As such, the increase in students associated with buildout of the site has been addressed in the 2035 General Plan Master EIR. NUSD’s current capacity is at 70 percent according to the Master EIR and is identified as one of three districts with greater capacity for growth. As such, the proposed project would not generate students in excess of what has already been anticipated for the site by the City. Nonetheless, the proposed project would be required to pay statutory developer fees under California Senate Bill (SB) 50. Payment of the required SB 50 developer fees would ensure that a less-than-significant impact would occur regarding school facilities and services.

<b>Table 9</b>			
<b>Student Generation Projections for Proposed Project</b>			
<b>Grade Levels</b>	<b>NUSD Student Generation Factor per Household</b>	<b># of Units</b>	<b>New Students</b>
<b>Low/Medium Density Generation Rate</b>			
Elementary	0.34	251	86
Middle	0.09	251	223
High School	0.156	251	40
<b>Total</b>			<b>149</b>
<i>Source: North Natomas Community Plan, 2009.</i>			

*Other Governmental Services*

The proposed project would result in an increase in demand for other governmental services, such as library service. The Sacramento Public Library Joint Powers Authority provides library services to the area. The South Natomas Library, located approximately 0.65 miles north of the project site, currently serves the project site and the surrounding area. In addition, in November 2004, Sacramento voters approved Measure X, an initiative to continue a parcel tax. The parcel tax provides the library with 30 percent of its operating revenues. The proposed project would be required to participate in the annual Library Fund assessments and residential units in the project area would be subject to Measure X. Although the project would cause an increase in demand for library facilities in the area, the existing and planned facilities would be adequate to accommodate the increase in demand. Therefore, the project would not create impacts outside of those anticipated within the 2035 General Plan Master EIR.

*Conclusion*

The applicant would be required to pay all of the required development fees to the appropriate public services departments. Payment of such would ensure that impacts related to fire protection, police protection, school facilities, or other governmental services would not occur beyond what was anticipated in the 2035 General Plan. Therefore, a **less-than-significant** impact would occur.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
10. <u>RECREATION</u> Would the project:			X
A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

**ENVIRONMENTAL SETTING**

Natural resources and parks provide a wide range of recreational opportunities for residents in the vicinity of the project site. The City of Sacramento currently contains 222 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 222 parks comprise of 3,108 acres. Open space is located immediately west of the project site (i.e., Bannon Creek Preserve). In addition, the project site is within 0.10-mile of the American River and Discovery Park.

**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 2035 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The 2035 General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities. (Policy ERC 2.2.5) Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A and B

The proposed project includes the development of up to a 251-unit apartment complex along Natomas Park Drive. As shown in Figure 3, Project Site Plan, the project would include the

construction of recreational facilities as part of the proposed development, including a pool, a fitness center, a community clubhouse, bike parking, lawn area, and a dog park. Therefore, the project would include recreational resources on-site for future residences and demand for new or expansion of existing recreational resources would not be substantial. The project residents would likely utilize the existing parks in the vicinity in addition to the recreational facilities and dog park constructed as part of the proposed project. In addition, according to the current persons per household of 2.7 from the City's Housing Element, the proposed project is expected to result in an increase in population of 678 persons (251 units x 2.7 persons per household = 677.7); however, because the proposed project is consistent with the 2035 General Plan, the proposed project's increase in population and associated increase in demand for recreational facilities would have been anticipated in the 2035 General Plan Master EIR.

Furthermore, pursuant to City Code 18.44.060, the proposed project would be required to pay a Park Development Impact Fee prior to issuance of a building permit. The fee would provide funds for improvements of surrounding parks within a two to three mile radius of the project site. As such, impacts to recreational facilities would be considered ***less than significant***.

**MITIGATION MEASURES**

None required.

**FINDINGS**

All additional significant environmental effects of the project relating to Recreation could be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>11. <u>TRANSPORTATION AND CIRCULATION</u></b> Would the project:  A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.			X
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

**ENVIRONMENTAL SETTING**

The following section is based on information from the City of Sacramento 2035 General Plan, the 2035 General Plan Master EIR, and the Signal Warrant Analysis Memo provided by TJKM Transportation Consultants. TJKM conducted turning movement counts for vehicles, bicycles, and pedestrians during typical weekday AM and PM peak periods (7:00 to 9:00 AM and 4:00 to 6:00 PM respectively) at the Natomas Park Drive/Capital Park Drive intersection in January 2015. Natomas Park Drive is a two-lane minor collector roadway with a two-way left turn lane in the proximity of the project site with a 30 miles per hour (mph) posted speed limit (major street). Capital Park Drive is a two-lane local street with a 25 mph speed limit (minor street). The intersection of Capital Park Drive and Natomas Park Drive is a T-intersection controlled by a



stop sign on the Capital Park Drive approach. The intersection is approximately 600 feet north of Garden Highway. The nearest signalized intersection to the project site is Garden Highway and Natomas Park Drive. The next nearest signalized intersection to the project site is located at West El Camino Avenue and Natomas Park Drive, which is approximately a half-mile to the north.

I-5 is located approximately 0.30-mile west of the project site and Interstate 80 (I-80) is located approximately 1.25 miles north of the project site. The Natomas Park Drive/Garden Highway and Natomas Park Drive/Capital Park Drive intersections are the closest intersections to the project site.

In the vicinity of the project site, continuous sidewalks exist along the eastern side of the site providing pedestrian access to transit on Natomas Park Drive. Natomas Park Drive has Class II bike lines striped on both sides of the roadway. Additionally, the City's Bikeways Master Plan shows a planned off-street trail continuing through the Bannon Creek Preserve to Garden Highway.

Public transit service within the study area is provided by bus, which is operated by the Sacramento Regional Transit (RT). The following route provide services in the vicinity of the project site:

- **Route 86** provides service on Natomas Park Drive. The route features a bus stop in each direction of Natomas Park Drive with a stop on the east side of the project site. The route begins at the Marconi/Arcade Light Rail Station and terminates at the Sacramento Valley Station downtown where several other bus routes and light rail stations could be easily accessed. Monday through Friday, Route 86 operates on 60-minute headways from about 5:30 AM to 9:15 PM. On Saturdays, Route 86 operates from about 7:00 AM to 8:45 PM. On Sundays and Holidays, Route 89 operates from about 9:00 AM to 6:30 PM.

## **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation 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:

### *Roadway Segments*

- The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or
- The LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

### *Intersections*

- the traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

*Freeway Facilities*

Caltrans considers the following to be significant impacts.

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

*Transit*

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

*Bicycle Facilities*

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

*Pedestrian Circulation*

- Adversely affect pedestrian travel, pedestrian paths or
- Fail to adequately provide for access by pedestrians.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the 2035 General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A through C

The project would generate approximately 128 weekday AM peak hour trips (26 inbound, 102 outbound) and 155 weekday PM peak hours trips (101 inbound, 54 outbound) as shown in Table 10 below.

<b>Table 10</b>								
<b>Proposed Project Trip Generation</b>								
<b>Land Use (ITE Code)</b>	<b>Size</b>	<b>Daily Trips</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Apartment (220)	251 DU	1,645	26	101	126	101	54	155
<i>Source: Trip rates based on data published in Trip Generation 9<sup>th</sup> Edition (ITE, 2012).</i>								

Sixty percent of the project trips would be distributed to and from the south via Natomas Park Drive and 40 percent of the project trips would be distributed to and from the north via Natomas Park Drive. It should be noted that the signal warrant analysis, conducted by TJKM for the intersection of Natomas Park Drive and Capitol Park Drive, determined a signal at the intersection would not be warranted in the near term. The intersection meets all-way stop warrant and the project applicant will be required to install the required improvements. The City of Sacramento anticipates to install a traffic signal at Natomas Park Drive and Capitol Park Drive intersection in the future and the project applicant will be required to pay a fair share towards signalization of this intersection.

The proposed project is consistent with the land use designation for the site per the 2035 General Plan. As such, the Master EIR would have included an analysis of the increase in traffic associated with buildout of the project site. The Master EIR has determined the project site's surrounding roadways to have a LOS of A through D with the exception of I-5, which is anticipated to exceed capacity at full buildout of the general plan. The proposed project would not increase traffic volumes from what has been anticipated in the 2035 General Plan. Therefore, the project would not be expected to result in the degradation of LOS on roadway segments, intersections, or freeway facilities or increase V/C ratio due to traffic generated by the proposed project beyond what has been anticipated by the City per the Master EIR. Therefore, the proposed project impacts would be considered **less than significant**.

Question D

As stated above, Sacramento Regional Transit Route 86 provides transit opportunities approximately 33 feet from the project site. Accordingly, adequate public access would be available to future residences at the site. As previously mentioned, the proposed project is consistent with the general plan and the associated Master EIR would have accounted for any potential impacts related to transit services. The proposed project would not increase impacts beyond what was anticipated for the project site per the 2035 General Plan Master EIR. Therefore, the proposed project would result in a **less-than-significant** impact related to public transit operations.

Question E

The project site is located on a vacant lot on Natomas Park Drive. Natomas Park Drive, located off of Garden Highway, is a two-lane road in a mixed-use area. East of the project site are existing on-street (Class II) bike lanes that run along Natomas Park Drive. The bike lanes around the project site connect to numerous bike paths that lead to recreational sites and main roads. As a result, adequate provisions of access to the site by bicycle would be provided and the project would not affect bicycle travel or paths. The proposed project would also be including bike parking spaces throughout the site. As previously mentioned, the proposed project is consistent with the 2035 General Plan. As such, the associated Master EIR accounted for any potential impacts related to bicycle facilities due to buildout of the project site. The proposed project would not increase impacts beyond what was anticipated for the project site per the 2035 General Plan Master EIR. Therefore, impacts related to bicycle facilities would be ***less than significant***.

Questions F

As part of the proposed project, networks of pedestrian walkways would provide access to buildings and open space throughout the project site. Development of the project site would improve pedestrian access and would not adversely affect any pedestrian paths or access. Additionally, the proposed project is consistent with the 2035 General Plan, and the associated Master EIR accounted for any potential impacts related to pedestrian travel, paths, and access due to buildout of the project site. The proposed project would not increase impacts beyond what was anticipated for the project site per the 2035 General Plan Master EIR. Therefore, impacts would be considered ***less than significant***.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>12. UTILITIES AND SERVICE SYSTEMS</b>			
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?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

**ENVIRONMENTAL SETTING**

The project site's existing utilities and service systems are discussed below.

Wastewater

The project site is located within SASD's service area and would provide wastewater services to the project site. The SASD owns and operates thousands of miles of lower lateral and main line pipes as well as 104 pump stations. Wastewater from the proposed project would be collected and would flow into the Sacramento Regional County Sanitation District (SRCSD) where the wastewater is then conveyed to the Sacramento Regional Wastewater Treatment Plant. Currently, a 15-foot sewer line and 10-foot drainage easement exists at the main entrance of the project site.

Water Supply

Water service in the project vicinity is currently provided by the City of Sacramento. The City of Sacramento uses surface water from the Sacramento and American Rivers to meet the majority of the City's water demands. In addition, the City currently operates 27 active municipal groundwater supply wells within the city limits. Twenty-five of the wells are located north of the American River in the communities of North Sacramento, Arcade-Arden, and South Natomas, where the proposed project is located.

Solid Waste Disposal

The City assumes responsibility for solid waste removal and disposal. The Sacramento 2035 General Plan Master EIR indicates that the City landfills have sufficient capacity for full build out of the general plan.

**STANDARDS OF SIGNIFICANCE**

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

- Result in the determination that adequate capacity is not available to serve the 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.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 4.11-4, 4.11-5). Impacts on solid waste facilities were less than significant (Impacts 4.11-7, 4.11-8).

### **ANSWERS TO CHECKLIST QUESTIONS**

#### Questions A and B

The proposed project site is not currently served with utilities or service systems. The project site is located adjacent to existing development, including, a multi-family residential complex, commercial development, and a racquet club. The nearby developments are connected to the City's water and utilize existing solid waste disposal services, as well as SASD's wastewater services. The proposed project would connect to the existing water and sewer lines adjacent to the site.

#### *Wastewater*

The SASD is responsible for sewer collection in the project area as well as stormwater collection. Buildout capacity of the entire SASD service area within the next ten years was anticipated in the Sewer System Management Plan (SSMP) through the year 2020. As such, SASD has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the proposed project site). As previously mentioned, SASD's pipelines eventually flow to the SRCSD, where wastewater is treated. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project area, per the 2035 Master EIR. Therefore, adequate capacity exists to serve the project site's demands.

#### *Water Supply*

The City of Sacramento is responsible for providing and maintaining water for the project site. The Urban Water Management Plan analyzes the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the proposed project site. According to the City's Urban Water Management Plan, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the

City's customers up to the year 2035.<sup>a</sup> As such, adequate capacity is expected to be available to serve the proposed project's water demands. Furthermore, the proposed project is consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the Master EIR.

#### *Solid Waste*

Solid waste from surrounding developments are currently being transferred to Kiefer Landfill, located approximately 19.3 miles southeast of the project site, for disposal. The 2035 General Plan Master EIR concluded that adequate capacity at local landfills exists for full buildout of the general plan. The proposed project is consistent with what is anticipated for the site, and the associated increase in solid waste disposal needs would have been included in the 2035 General Plan Master EIR analysis. The proposed project would not generate an increase in solid waste from what has been anticipated in the Master EIR. As such, adequate capacity would be expected to be available to serve the proposed project's solid waste disposal needs.

#### Conclusion

Because adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required, the proposed project would result in a ***less-than-significant*** impact.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

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<sup>a</sup> City of Sacramento. 2010 Urban Water Management Plan [pg. 5-22]. October 2011.

**MANDATORY FINDINGS OF SIGNIFICANCE**

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>14. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
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?			X
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.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

As described in Section 3, Biological Resources, and Section 4, Cultural Resources, of this Initial Study, the proposed project, with implementation of the identified mitigation measures, would not have a significant impact to fish or wildlife species, special-status plants, historical archeological, paleontological, or other cultural resources. Therefore, the proposed project’s impact would be ***less than significant***.

Question B

As presented throughout this Initial Study, all potential impacts associated with the project would be reduced to less-than-significant levels with implementation of the identified mitigation measures. In addition, the 2035 General Plan and 2035 General Plan Master EIR previously analyzed cumulative environmental effects as a result of buildout of the general plan, which includes the proposed project site. Thus, the project would not be expected to result in a considerable cumulative contribution to impacts on the environment. Therefore, the proposed project would also result in a ***less-than-significant*** cumulative impact.



Question C

As discussed throughout this Initial Study, the proposed project would not create environmental impacts that would cause substantial adverse effects on human beings either directly or indirectly. Therefore, the proposed project's impacts associated with effects on human beings would be ***less than significant***.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

	Aesthetics		Hazards
	Air Quality		Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
X	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		None Identified

**SECTION V - DETERMINATION**

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**On the basis of the initial study:**

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))



\_\_\_\_\_  
Signature

\_\_\_\_\_  
January 5, 2016  
Date

\_\_\_\_\_  
Dana Mahaffey  
Printed Name

## **REFERENCES CITED**

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It should be noted that all of the technical reports used for the purposes of the analysis throughout this Initial Study are available upon request at the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, CA 95811. The following documents are referenced information sources used for the analysis within this Initial Study:

Analytical Environmental Services. *Phase I Environmental Site Assessment*. November 2014.

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California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

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Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009 (latest revision in November 2014). Available at: <http://www.airquality.org/ceqa/ceqaguideupdate.shtml>. Accessed June 2015.

The California Burrowing Owl Consortium. *Burrowing Owl Survey Protocol and Mitigation Guidelines*. April 1993.

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Toure Associates. *Arborist Tree Report*. September 8, 2015.

## APPENDIX A

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**Natomas Park Drive  
Sacramento County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	251.00	Dwelling Unit	10.93	251,000.00	670

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2005
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Project Site Acreage

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	6.61	10.93
tblProjectCharacteristics	OperationalYear	2014	2005

**2.0 Emissions Summary**

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**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	4.2282	4.2282	6.7700e-003	0.0000	4.3704
Energy											0.0000	376.8254	376.8254	0.0145	4.9200e-003	378.6558
Mobile								0.4191			0.0000	2,149.2409	2,149.2409	0.1945	0.0000	2,153.3257
Waste											23.4373	0.0000	23.4373	1.3851	0.0000	52.5246
Water											5.7860	31.4801	37.2661	0.0215	0.0129	41.7166
<b>Total</b>								<b>0.4191</b>			<b>29.2233</b>	<b>2,561.7747</b>	<b>2,590.9979</b>	<b>1.6224</b>	<b>0.0178</b>	<b>2,630.5931</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	4.2282	4.2282	6.7700e-003	0.0000	4.3704
Energy											0.0000	376.8254	376.8254	0.0145	4.9200e-003	378.6558
Mobile								0.4191			0.0000	2,149.2409	2,149.2409	0.1945	0.0000	2,153.3257
Waste											23.4373	0.0000	23.4373	1.3851	0.0000	52.5246
Water											5.7860	31.4801	37.2661	0.0215	0.0129	41.7230
<b>Total</b>								<b>0.4191</b>			<b>29.2233</b>	<b>2,561.7747</b>	<b>2,590.9979</b>	<b>1.6224</b>	<b>0.0178</b>	<b>2,630.5995</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.11	0.00

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/11/2016	5	10	
3	Grading	Grading	2/12/2016	3/24/2016	5	30	
4	Building Construction	Building Construction	3/25/2016	5/18/2017	5	300	
5	Paving	Paving	5/19/2017	6/15/2017	5	20	
6	Architectural Coating	Architectural Coating	6/16/2017	7/13/2017	5	20	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 0**

**Residential Indoor: 508,275; Residential Outdoor: 169,425; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	181.00	27.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	36.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	37.0974	37.0974	0.0101	0.0000	37.3092
<b>Total</b>											<b>0.0000</b>	<b>37.0974</b>	<b>37.0974</b>	<b>0.0101</b>	<b>0.0000</b>	<b>37.3092</b>

### 3.2 Demolition - 2016

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9832	0.9832	5.0000e-005	0.0000	0.9843
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9832</b>	<b>0.9832</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9843</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	37.0973	37.0973	0.0101	0.0000	37.3092
<b>Total</b>											<b>0.0000</b>	<b>37.0973</b>	<b>37.0973</b>	<b>0.0101</b>	<b>0.0000</b>	<b>37.3092</b>

### 3.2 Demolition - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9832	0.9832	5.0000e-005	0.0000	0.9843
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9832</b>	<b>0.9832</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9843</b>

### 3.3 Site Preparation - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0497			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	18.4386	18.4386	5.5600e-003	0.0000	18.5554
<b>Total</b>								<b>0.0497</b>			<b>0.0000</b>	<b>18.4386</b>	<b>18.4386</b>	<b>5.5600e-003</b>	<b>0.0000</b>	<b>18.5554</b>

### 3.3 Site Preparation - 2016

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								1.8000e-004			0.0000	0.5899	0.5899	3.0000e-005	0.0000	0.5906
<b>Total</b>								<b>1.8000e-004</b>			<b>0.0000</b>	<b>0.5899</b>	<b>0.5899</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.5906</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0497			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	18.4385	18.4385	5.5600e-003	0.0000	18.5553
<b>Total</b>								<b>0.0497</b>			<b>0.0000</b>	<b>18.4385</b>	<b>18.4385</b>	<b>5.5600e-003</b>	<b>0.0000</b>	<b>18.5553</b>



### 3.3 Site Preparation - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								1.8000e-004			0.0000	0.5899	0.5899	3.0000e-005	0.0000	0.5906
<b>Total</b>								<b>1.8000e-004</b>			<b>0.0000</b>	<b>0.5899</b>	<b>0.5899</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.5906</b>

### 3.4 Grading - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0540			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	87.2936	87.2936	0.0263	0.0000	87.8465
<b>Total</b>								<b>0.0540</b>			<b>0.0000</b>	<b>87.2936</b>	<b>87.2936</b>	<b>0.0263</b>	<b>0.0000</b>	<b>87.8465</b>

### 3.4 Grading - 2016

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								5.9000e-004			0.0000	1.9664	1.9664	1.1000e-004	0.0000	1.9686
<b>Total</b>								<b>5.9000e-004</b>			<b>0.0000</b>	<b>1.9664</b>	<b>1.9664</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.9686</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0540			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	87.2935	87.2935	0.0263	0.0000	87.8464
<b>Total</b>								<b>0.0540</b>			<b>0.0000</b>	<b>87.2935</b>	<b>87.2935</b>	<b>0.0263</b>	<b>0.0000</b>	<b>87.8464</b>

### 3.4 Grading - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								5.9000e-004			0.0000	1.9664	1.9664	1.1000e-004	0.0000	1.9686
<b>Total</b>								<b>5.9000e-004</b>			<b>0.0000</b>	<b>1.9664</b>	<b>1.9664</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.9686</b>

### 3.5 Building Construction - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	243.3644	243.3644	0.0604	0.0000	244.6319
<b>Total</b>											<b>0.0000</b>	<b>243.3644</b>	<b>243.3644</b>	<b>0.0604</b>	<b>0.0000</b>	<b>244.6319</b>

### 3.5 Building Construction - 2016

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								4.4200e-003			0.0000	51.2070	51.2070	4.1000e-004	0.0000	51.2156
Worker								0.0355			0.0000	119.2306	119.2306	6.3700e-003	0.0000	119.3645
<b>Total</b>								<b>0.0400</b>			<b>0.0000</b>	<b>170.4376</b>	<b>170.4376</b>	<b>6.7800e-003</b>	<b>0.0000</b>	<b>170.5801</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	243.3641	243.3641	0.0604	0.0000	244.6316
<b>Total</b>											<b>0.0000</b>	<b>243.3641</b>	<b>243.3641</b>	<b>0.0604</b>	<b>0.0000</b>	<b>244.6316</b>

### 3.5 Building Construction - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								4.4200e-003			0.0000	51.2070	51.2070	4.1000e-004	0.0000	51.2156
Worker								0.0355			0.0000	119.2306	119.2306	6.3700e-003	0.0000	119.3645
<b>Total</b>								<b>0.0400</b>			<b>0.0000</b>	<b>170.4376</b>	<b>170.4376</b>	<b>6.7800e-003</b>	<b>0.0000</b>	<b>170.5801</b>

### 3.5 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	118.5422	118.5422	0.0292	0.0000	119.1548
<b>Total</b>											<b>0.0000</b>	<b>118.5422</b>	<b>118.5422</b>	<b>0.0292</b>	<b>0.0000</b>	<b>119.1548</b>

### 3.5 Building Construction - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								2.1800e-003			0.0000	24.7966	24.7966	1.9000e-004	0.0000	24.8005
Worker								0.0175			0.0000	56.4024	56.4024	2.8600e-003	0.0000	56.4625
<b>Total</b>								<b>0.0197</b>			<b>0.0000</b>	<b>81.1989</b>	<b>81.1989</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>81.2630</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	118.5420	118.5420	0.0292	0.0000	119.1547
<b>Total</b>											<b>0.0000</b>	<b>118.5420</b>	<b>118.5420</b>	<b>0.0292</b>	<b>0.0000</b>	<b>119.1547</b>

### 3.5 Building Construction - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								2.1800e-003			0.0000	24.7966	24.7966	1.9000e-004	0.0000	24.8005
Worker								0.0175			0.0000	56.4024	56.4024	2.8600e-003	0.0000	56.4625
<b>Total</b>								<b>0.0197</b>			<b>0.0000</b>	<b>81.1989</b>	<b>81.1989</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>81.2630</b>

### 3.6 Paving - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8266
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>											<b>0.0000</b>	<b>20.6934</b>	<b>20.6934</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>20.8266</b>

### 3.6 Paving - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9443	0.9443	5.0000e-005	0.0000	0.9453
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9443</b>	<b>0.9443</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9453</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8265
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>											<b>0.0000</b>	<b>20.6934</b>	<b>20.6934</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>20.8265</b>



### 3.6 Paving - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9443	0.9443	5.0000e-005	0.0000	0.9453
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9443</b>	<b>0.9443</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9453</b>

### 3.7 Architectural Coating - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
<b>Total</b>											<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>2.5589</b>

### 3.7 Architectural Coating - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								7.0000e-004			0.0000	2.2663	2.2663	1.2000e-004	0.0000	2.2687
<b>Total</b>								<b>7.0000e-004</b>			<b>0.0000</b>	<b>2.2663</b>	<b>2.2663</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>2.2687</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
<b>Total</b>											<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>2.5589</b>

### 3.7 Architectural Coating - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								7.0000e-004			0.0000	2.2663	2.2663	1.2000e-004	0.0000	2.2687
<b>Total</b>								<b>7.0000e-004</b>			<b>0.0000</b>	<b>2.2663</b>	<b>2.2663</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>2.2687</b>

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated								0.4191			0.0000	2,149.2409	2,149.2409	0.1945	0.0000	2,153.3257
Unmitigated								0.4191			0.0000	2,149.2409	2,149.2409	0.1945	0.0000	2,153.3257

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,654.09	1,797.16	1523.57	4,249,176	4,249,176
Total	1,654.09	1,797.16	1,523.57	4,249,176	4,249,176

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.465089	0.102664	0.228707	0.111728	0.024974	0.009164	0.021256	0.022696	0.001486	0.001192	0.007402	0.000925	0.002717

### 5.0 Energy Detail

#### 4.4 Fleet Mix

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Historical Energy Use: N

### 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	243.1840	243.1840	0.0120	2.4700e-003	244.2011
Electricity Unmitigated											0.0000	243.1840	243.1840	0.0120	2.4700e-003	244.2011
NaturalGas Mitigated											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547
NaturalGas Unmitigated											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547

**5.2 Energy by Land Use - NaturalGas**  
**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.50434e+006											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547
<b>Total</b>												<b>0.0000</b>	<b>133.6414</b>	<b>133.6414</b>	<b>2.5600e-003</b>	<b>2.4500e-003</b>	<b>134.4547</b>

### 5.2 Energy by Land Use - NaturalGas

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.50434e+006											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547
<b>Total</b>												<b>0.0000</b>	<b>133.6414</b>	<b>133.6414</b>	<b>2.5600e-003</b>	<b>2.4500e-003</b>	<b>134.4547</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	908216	243.1840	0.0120	2.4700e-003	244.2011
<b>Total</b>		<b>243.1840</b>	<b>0.0120</b>	<b>2.4700e-003</b>	<b>244.2011</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	908216	243.1840	0.0120	2.4700e-003	244.2011
<b>Total</b>		<b>243.1840</b>	<b>0.0120</b>	<b>2.4700e-003</b>	<b>244.2011</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	4.2282	4.2282	6.7700e-003	0.0000	4.3704
Unmitigated											0.0000	4.2282	4.2282	6.7700e-003	0.0000	4.3704

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	4.2282	4.2282	6.7700e-003	0.0000	4.3704
<b>Total</b>											<b>0.0000</b>	<b>4.2282</b>	<b>4.2282</b>	<b>6.7700e-003</b>	<b>0.0000</b>	<b>4.3704</b>



### 6.2 Area by SubCategory

#### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	4.2282	4.2282	6.7700e-003	0.0000	4.3704
<b>Total</b>											<b>0.0000</b>	<b>4.2282</b>	<b>4.2282</b>	<b>6.7700e-003</b>	<b>0.0000</b>	<b>4.3704</b>

### 7.0 Water Detail

#### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	37.2661	0.0215	0.0129	41.7230
Unmitigated	37.2661	0.0215	0.0129	41.7166

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	16.3537 / 10.3099	37.2661	0.0215	0.0129	41.7166
<b>Total</b>		<b>37.2661</b>	<b>0.0215</b>	<b>0.0129</b>	<b>41.7166</b>

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	16.3537 / 10.3099	37.2661	0.0215	0.0129	41.7230
<b>Total</b>		<b>37.2661</b>	<b>0.0215</b>	<b>0.0129</b>	<b>41.7230</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	23.4373	1.3851	0.0000	52.5246
Unmitigated	23.4373	1.3851	0.0000	52.5246

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	115.46	23.4373	1.3851	0.0000	52.5246
<b>Total</b>		<b>23.4373</b>	<b>1.3851</b>	<b>0.0000</b>	<b>52.5246</b>

## 8.2 Waste by Land Use

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	115.46	23.4373	1.3851	0.0000	52.5246
<b>Total</b>		<b>23.4373</b>	<b>1.3851</b>	<b>0.0000</b>	<b>52.5246</b>

## 9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Vegetation

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**Natomas Park Drive  
Sacramento County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	251.00	Dwelling Unit	10.93	251,000.00	670

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2020
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Project Site Acreage

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	6.61	10.93
tblProjectCharacteristics	OperationalYear	2014	2020

**2.0 Emissions Summary**

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**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	4.2282	4.2282	4.1200e-003	0.0000	4.3148
Energy											0.0000	376.8254	376.8254	0.0145	4.9200e-003	378.6558
Mobile								0.4238			0.0000	1,560.3620	1,560.3620	0.0593	0.0000	1,561.6077
Waste											23.4373	0.0000	23.4373	1.3851	0.0000	52.5246
Water											5.7860	31.4801	37.2661	0.0215	0.0129	41.7166
<b>Total</b>								<b>0.4238</b>			<b>29.2233</b>	<b>1,972.8957</b>	<b>2,002.1190</b>	<b>1.4845</b>	<b>0.0178</b>	<b>2,038.8195</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	4.2282	4.2282	4.1200e-003	0.0000	4.3148
Energy											0.0000	376.8254	376.8254	0.0145	4.9200e-003	378.6558
Mobile								0.4238			0.0000	1,560.3620	1,560.3620	0.0593	0.0000	1,561.6077
Waste											23.4373	0.0000	23.4373	1.3851	0.0000	52.5246
Water											5.7860	31.4801	37.2661	0.0215	0.0129	41.7230
<b>Total</b>								<b>0.4238</b>			<b>29.2233</b>	<b>1,972.8957</b>	<b>2,002.1190</b>	<b>1.4846</b>	<b>0.0178</b>	<b>2,038.8259</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.01	-0.11	0.00

## 3.0 Construction Detail

### Construction Phase



Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/11/2016	5	10	
3	Grading	Grading	2/12/2016	3/24/2016	5	30	
4	Building Construction	Building Construction	3/25/2016	5/18/2017	5	300	
5	Paving	Paving	5/19/2017	6/15/2017	5	20	
6	Architectural Coating	Architectural Coating	6/16/2017	7/13/2017	5	20	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 0**

**Residential Indoor: 508,275; Residential Outdoor: 169,425; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	181.00	27.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	36.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	37.0974	37.0974	0.0101	0.0000	37.3092
<b>Total</b>											<b>0.0000</b>	<b>37.0974</b>	<b>37.0974</b>	<b>0.0101</b>	<b>0.0000</b>	<b>37.3092</b>

**3.2 Demolition - 2016**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9832	0.9832	5.0000e-005	0.0000	0.9843
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9832</b>	<b>0.9832</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9843</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	37.0973	37.0973	0.0101	0.0000	37.3092
<b>Total</b>											<b>0.0000</b>	<b>37.0973</b>	<b>37.0973</b>	<b>0.0101</b>	<b>0.0000</b>	<b>37.3092</b>

### 3.2 Demolition - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9832	0.9832	5.0000e-005	0.0000	0.9843
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9832</b>	<b>0.9832</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9843</b>

### 3.3 Site Preparation - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0497			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	18.4386	18.4386	5.5600e-003	0.0000	18.5554
<b>Total</b>								<b>0.0497</b>			<b>0.0000</b>	<b>18.4386</b>	<b>18.4386</b>	<b>5.5600e-003</b>	<b>0.0000</b>	<b>18.5554</b>

### 3.3 Site Preparation - 2016

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								1.8000e-004			0.0000	0.5899	0.5899	3.0000e-005	0.0000	0.5906
<b>Total</b>								<b>1.8000e-004</b>			<b>0.0000</b>	<b>0.5899</b>	<b>0.5899</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.5906</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0497			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	18.4385	18.4385	5.5600e-003	0.0000	18.5553
<b>Total</b>								<b>0.0497</b>			<b>0.0000</b>	<b>18.4385</b>	<b>18.4385</b>	<b>5.5600e-003</b>	<b>0.0000</b>	<b>18.5553</b>

### 3.3 Site Preparation - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								1.8000e-004			0.0000	0.5899	0.5899	3.0000e-005	0.0000	0.5906
<b>Total</b>								<b>1.8000e-004</b>			<b>0.0000</b>	<b>0.5899</b>	<b>0.5899</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.5906</b>

### 3.4 Grading - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0540			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	87.2936	87.2936	0.0263	0.0000	87.8465
<b>Total</b>								<b>0.0540</b>			<b>0.0000</b>	<b>87.2936</b>	<b>87.2936</b>	<b>0.0263</b>	<b>0.0000</b>	<b>87.8465</b>

### 3.4 Grading - 2016

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								5.9000e-004			0.0000	1.9664	1.9664	1.1000e-004	0.0000	1.9686
<b>Total</b>								<b>5.9000e-004</b>			<b>0.0000</b>	<b>1.9664</b>	<b>1.9664</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.9686</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust								0.0540			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	87.2935	87.2935	0.0263	0.0000	87.8464
<b>Total</b>								<b>0.0540</b>			<b>0.0000</b>	<b>87.2935</b>	<b>87.2935</b>	<b>0.0263</b>	<b>0.0000</b>	<b>87.8464</b>



### 3.4 Grading - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								5.9000e-004			0.0000	1.9664	1.9664	1.1000e-004	0.0000	1.9686
<b>Total</b>								<b>5.9000e-004</b>			<b>0.0000</b>	<b>1.9664</b>	<b>1.9664</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.9686</b>

### 3.5 Building Construction - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	243.3644	243.3644	0.0604	0.0000	244.6319
<b>Total</b>											<b>0.0000</b>	<b>243.3644</b>	<b>243.3644</b>	<b>0.0604</b>	<b>0.0000</b>	<b>244.6319</b>

### 3.5 Building Construction - 2016

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								4.4200e-003			0.0000	51.2070	51.2070	4.1000e-004	0.0000	51.2156
Worker								0.0355			0.0000	119.2306	119.2306	6.3700e-003	0.0000	119.3645
<b>Total</b>								<b>0.0400</b>			<b>0.0000</b>	<b>170.4376</b>	<b>170.4376</b>	<b>6.7800e-003</b>	<b>0.0000</b>	<b>170.5801</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	243.3641	243.3641	0.0604	0.0000	244.6316
<b>Total</b>											<b>0.0000</b>	<b>243.3641</b>	<b>243.3641</b>	<b>0.0604</b>	<b>0.0000</b>	<b>244.6316</b>

### 3.5 Building Construction - 2016

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								4.4200e-003			0.0000	51.2070	51.2070	4.1000e-004	0.0000	51.2156
Worker								0.0355			0.0000	119.2306	119.2306	6.3700e-003	0.0000	119.3645
<b>Total</b>								<b>0.0400</b>			<b>0.0000</b>	<b>170.4376</b>	<b>170.4376</b>	<b>6.7800e-003</b>	<b>0.0000</b>	<b>170.5801</b>

### 3.5 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	118.5422	118.5422	0.0292	0.0000	119.1548
<b>Total</b>											<b>0.0000</b>	<b>118.5422</b>	<b>118.5422</b>	<b>0.0292</b>	<b>0.0000</b>	<b>119.1548</b>

### 3.5 Building Construction - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								2.1800e-003			0.0000	24.7966	24.7966	1.9000e-004	0.0000	24.8005
Worker								0.0175			0.0000	56.4024	56.4024	2.8600e-003	0.0000	56.4625
<b>Total</b>								<b>0.0197</b>			<b>0.0000</b>	<b>81.1989</b>	<b>81.1989</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>81.2630</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	118.5420	118.5420	0.0292	0.0000	119.1547
<b>Total</b>											<b>0.0000</b>	<b>118.5420</b>	<b>118.5420</b>	<b>0.0292</b>	<b>0.0000</b>	<b>119.1547</b>

### 3.5 Building Construction - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								2.1800e-003			0.0000	24.7966	24.7966	1.9000e-004	0.0000	24.8005
Worker								0.0175			0.0000	56.4024	56.4024	2.8600e-003	0.0000	56.4625
<b>Total</b>								<b>0.0197</b>			<b>0.0000</b>	<b>81.1989</b>	<b>81.1989</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>81.2630</b>

### 3.6 Paving - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8266
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>											<b>0.0000</b>	<b>20.6934</b>	<b>20.6934</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>20.8266</b>

### 3.6 Paving - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9443	0.9443	5.0000e-005	0.0000	0.9453
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9443</b>	<b>0.9443</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9453</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8265
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>											<b>0.0000</b>	<b>20.6934</b>	<b>20.6934</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>20.8265</b>

### 3.6 Paving - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								2.9000e-004			0.0000	0.9443	0.9443	5.0000e-005	0.0000	0.9453
<b>Total</b>								<b>2.9000e-004</b>			<b>0.0000</b>	<b>0.9443</b>	<b>0.9443</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9453</b>

### 3.7 Architectural Coating - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
<b>Total</b>											<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>2.5589</b>

### 3.7 Architectural Coating - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								7.0000e-004			0.0000	2.2663	2.2663	1.2000e-004	0.0000	2.2687
<b>Total</b>								<b>7.0000e-004</b>			<b>0.0000</b>	<b>2.2663</b>	<b>2.2663</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>2.2687</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
<b>Total</b>											<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>2.5589</b>



### 3.7 Architectural Coating - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor								0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker								7.0000e-004			0.0000	2.2663	2.2663	1.2000e-004	0.0000	2.2687
<b>Total</b>								<b>7.0000e-004</b>			<b>0.0000</b>	<b>2.2663</b>	<b>2.2663</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>2.2687</b>

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated								0.4238			0.0000	1,560.3620	1,560.3620	0.0593	0.0000	1,561.6077
Unmitigated								0.4238			0.0000	1,560.3620	1,560.3620	0.0593	0.0000	1,561.6077

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,654.09	1,797.16	1523.57	4,249,176	4,249,176
Total	1,654.09	1,797.16	1,523.57	4,249,176	4,249,176

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.503605	0.067800	0.178973	0.146934	0.044621	0.006359	0.021238	0.016884	0.002315	0.002275	0.006260	0.000554	0.002182

### 5.0 Energy Detail

#### 4.4 Fleet Mix

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Historical Energy Use: N

### 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	243.1840	243.1840	0.0120	2.4700e-003	244.2011
Electricity Unmitigated											0.0000	243.1840	243.1840	0.0120	2.4700e-003	244.2011
NaturalGas Mitigated											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547
NaturalGas Unmitigated											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547

**5.2 Energy by Land Use - NaturalGas**  
**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.50434e+006											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547
<b>Total</b>												<b>0.0000</b>	<b>133.6414</b>	<b>133.6414</b>	<b>2.5600e-003</b>	<b>2.4500e-003</b>	<b>134.4547</b>

### 5.2 Energy by Land Use - NaturalGas

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.50434e+006											0.0000	133.6414	133.6414	2.5600e-003	2.4500e-003	134.4547
<b>Total</b>												<b>0.0000</b>	<b>133.6414</b>	<b>133.6414</b>	<b>2.5600e-003</b>	<b>2.4500e-003</b>	<b>134.4547</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	908216	243.1840	0.0120	2.4700e-003	244.2011
<b>Total</b>		<b>243.1840</b>	<b>0.0120</b>	<b>2.4700e-003</b>	<b>244.2011</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	908216	243.1840	0.0120	2.4700e-003	244.2011
<b>Total</b>		<b>243.1840</b>	<b>0.0120</b>	<b>2.4700e-003</b>	<b>244.2011</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	4.2282	4.2282	4.1200e-003	0.0000	4.3148
Unmitigated											0.0000	4.2282	4.2282	4.1200e-003	0.0000	4.3148

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	4.2282	4.2282	4.1200e-003	0.0000	4.3148
<b>Total</b>											<b>0.0000</b>	<b>4.2282</b>	<b>4.2282</b>	<b>4.1200e-003</b>	<b>0.0000</b>	<b>4.3148</b>

### 6.2 Area by SubCategory

#### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	4.2282	4.2282	4.1200e-003	0.0000	4.3148
<b>Total</b>											<b>0.0000</b>	<b>4.2282</b>	<b>4.2282</b>	<b>4.1200e-003</b>	<b>0.0000</b>	<b>4.3148</b>

### 7.0 Water Detail

#### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	37.2661	0.0215	0.0129	41.7230
Unmitigated	37.2661	0.0215	0.0129	41.7166

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	16.3537 / 10.3099	37.2661	0.0215	0.0129	41.7166
<b>Total</b>		<b>37.2661</b>	<b>0.0215</b>	<b>0.0129</b>	<b>41.7166</b>

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	16.3537 / 10.3099	37.2661	0.0215	0.0129	41.7230
<b>Total</b>		<b>37.2661</b>	<b>0.0215</b>	<b>0.0129</b>	<b>41.7230</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste



**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	23.4373	1.3851	0.0000	52.5246
Unmitigated	23.4373	1.3851	0.0000	52.5246

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	115.46	23.4373	1.3851	0.0000	52.5246
<b>Total</b>		<b>23.4373</b>	<b>1.3851</b>	<b>0.0000</b>	<b>52.5246</b>

## 8.2 Waste by Land Use

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	115.46	23.4373	1.3851	0.0000	52.5246
<b>Total</b>		<b>23.4373</b>	<b>1.3851</b>	<b>0.0000</b>	<b>52.5246</b>

## 9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Vegetation

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## APPENDIX B

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## RESPONSE TO COMMENTS

This Response to Comments document contains comments received during the public review period of the Natomas Park Drive Apartments Project (proposed project) Initial Study/Mitigated Negative Declaration (IS/MND). The proposed project is located on Natomas Park Drive in the Natomas community within the City of Sacramento. The site is identified by Sacramento County Assessor's Parcel Numbers (APNs) 274-0410-025 and 274-0410-026.

The project applicant proposes to develop an up to 232-unit apartment complex on the project site with a density of approximately 23 units per acre. The apartment complex would include 13 three-story buildings with 95 single-bedroom units, 141 two-bedroom units, and 15 studio units. Amenities to be provided include a pool, a fitness center, a community clubhouse and leasing office, bike parking, communal green space, and a dog park.

An IS/MND was prepared for the proposed project pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento. The IS/MND for the proposed project was prepared in January 2016. The City of Sacramento, as lead agency, released the IS/MND for public review beginning on January 5, 2016 and ending on February 4, 2016 pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15105. The IS/MND and supporting documents were made available at the City of Sacramento Planning Department at 300 Richards Blvd, Third Floor, Sacramento, CA 95811 and online at the City of Sacramento website. According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during consultation and review periods together with the IS/MND. However, the CEQA Guidelines do not require the lead agency to send responses directly to commenters. Unlike within an Environmental Impact Report, comments received on an IS/MND are not required to be attached to the IS/MND, nor must the lead agency make specific written responses to public agencies. In addition, comments on an IS/MND are typically responded to in the Staff Report prepared for project hearings. Nevertheless, the City of Sacramento as the lead agency has chosen to provide responses to all of the comments received during the public review process for the proposed project IS/MND.

### LIST OF COMMENTERS

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The City of Sacramento received five comment letters on the IS/MND for the proposed project during the public comment period. The comment letters were authored by the following State agency and local agencies:

- |          |   |
|----------|---|
| Letter 1 | Gene Whitehouse, United Auburn Indian Community of the Auburn Rancheria |
| Letter 2 | Stephen Moore, Sacramento Area Sewer District                           |
| Letter 3 | Stephanie Tadlock, Central Valley Regional Water Quality Control Board  |
| Letter 4 | Rob Ferrera, Sacramento Municipal Utility District                      |
| Letter 5 | Tanya Sheya, California Department of Fish and Game                     |

Letter 6      Scott Morgan, Office of Planning and Research State Clearinghouse and Planning Unit

**RESPONSE TO COMMENTS**

The Response to Comments section includes responses to the comment letters submitted regarding the proposed project. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1. To the extent that any revisions to the IS/MND text are required based on the comments received, new text is identified as double underlined and deleted text is shown as ~~struck through~~.

Letter 1



MIWOK United Auburn Indian Community  
MAIDU of the Auburn Rancheria

Gene Whitehouse  
Chairman

John L. Williams  
Vice Chairman

Danny Rey  
Secretary

Jason Camp  
Treasurer

Calvin Moman  
Council Member

JAN 22 2016 10:02

January 12, 2016

Dana Mahaffey  
City of Sacramento  
300 Richards Blvd. 3rd Floor  
Sacramento, CA 95811

Subject: Re: Native American Notification (AB 52, California Environmental Quality Act (CEQA) Public Resources Code 21080.3.1) of the Natomas Park Drive Apartments Project

Dear Dana Mahaffey,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC would also like the opportunity to have our tribal monitors accompany you during the field survey. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes.

The UAIC's preservation committee has identified cultural resources within your project area or in close proximity, and would like to request a site visit to confirm their locations and meet with you regarding this project. Therefore, they would like to set up a meeting and consult about the proposed project. The committee also would like to recommend that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at [mguerrero@auburnrancheria.com](mailto:mguerrero@auburnrancheria.com) if you have any questions.

Sincerely,

Gene Whitehouse,  
Chairman

CC: Marcos Guerrero, CRM

1-1

**LETTER 1: GENE WHITEHOUSE, UNITED AUBURN INDIAN COMMUNITY OF THE AUBURN RANCHERIA**

---

**Response to Comment 1-1**

Pursuant to Public Resources Code (PRC) section 21080.3.1, on November 6, 2015 the City of Sacramento notified Gene Whitehouse and the United Auburn Indian Community of the Auburn Rancheria (UIAC) of the proposed project.

Under PRC section 21080.3.1 the California Native American tribe has 30 days to request consultation from the date of notice receipt. If the lead agency does not receive a request for consultation from the California Native American tribe, the City's obligations have been met per AB 52. The City of Sacramento, did not receive a request for consultation from the UIAC within 30 days; therefore, pursuant to AB 52 Native American consultation, the City's obligations have been met for the Natomas Park Drive Apartments Project.

However, in order to be responsible to the concerns raised, the applicant invited the UIAC to conduct a site visit on the project site, and on December 16, 2015 the applicant met with Gene Whitehouse, UIAC Chairman, at the project site. In addition, the applicant has agreed to UIAC's recommendation that a tribal monitor be present during any ground disturbing activities, which will be included as a project Condition of Approval.

Letter 2



10060 Goethe Road  
Sacramento, CA 95827-3553  
Tel 916.876.6000  
Fax 916.876.6160  
www.sacsewer.com

January 15, 2016

Dana Mahaffey, Associate Planner  
City of Sacramento,  
Community Development Department  
300 Richards Boulevard  
Sacramento, CA 95811

**Subject: Natomas Park Drive Apartments Project – NOI MND**  
**APN: 274-0410-025 and 274-0410-026.**  
**Control No.: P15-003**

Dear Ms. Mahaffey:

Both the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents.

SASD and Sacramento Regional County Sanitation District (Regional San) have the following comments:

2-1

- On Page 75: “The SASD is responsible for sewer collection in the project area as well as stormwater collection.” SASD does not provide storm water collection services.

2-2

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval that we have proposed after review of entitlement application documents, then mitigation measures within the EIR will adequately address the sewage aspects of the project and we anticipate a less than significant impact to the sewage facilities.

If you have any questions regarding these comments please call me at 916-876-6278, or Amandeep Singh at 916-876-6296.

Sincerely,

*Stephen Moore*  
Stephen Moore, P.E., M.B.A.  
Development Services

www.sacsewer.com

**Board of Directors**  
Representing:  
County of Sacramento | City of Citrus Heights  
City of Elk Grove | City of Folsom  
City of Rancho Cordova | City of Sacramento

**Prabhakar Somavarapu**  
District Engineer  
**Rosemary Clark**  
Director of Operations

**Christoph Dobson**  
Director of Policy & Planning  
**Karen Stoyanowski**  
Director of Internal Services

**Joseph Maestretti**  
Chief Financial Officer  
**Claudia Goss**  
Public Affairs Manager



**LETTER 2: STEPHEN MOORE, SACRAMENTO AREA SEWER DISTRICT**

---

**Response to Comment 2-1**

In response to the comment, the text on page 75 of the IS/MND, within Section 12, Utilities and Service Systems, is hereby revised as follows:

The SASD is responsible for sewer collection in the project area ~~as well as stormwater collection.~~

The above change is for clarification purposes to more accurately reflect how the sewer district would serve the site. The text change does not alter the analysis or conclusions of the IS/MND.

**Response to Comment 2-2**

Comment noted. The City will ensure that the project is consistent with the currently established policies, ordinances, fees, and applicable conditions of approval.



Central Valley Regional Water Quality Control Board

27 January 2016

Dana Mahaffey  
City of Sacramento  
300 Richards Blvd., Third Floor  
Sacramento, CA 95811

CERTIFIED MAIL  
91 7199 9991 7035 8419 1828

**COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE  
DECLARATION, NATOMAS PARK DRIVE APARTMENTS PROJECT, SCH# 2016012002,  
SACRAMENTO COUNTY**

Pursuant to the State Clearinghouse's 5 January 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Natomas Park Drive Apartments Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments

3-1

Natomas Park Drive Apartments Project  
Sacramento County

- 3 -

27 January 2016

3-1  
cont'd

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

3-2

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

3-3

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

3-4

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Letter 3  
cont'd

Natomas Park Drive Apartments Project  
Sacramento County

- 4 -

27 January 2016

3-4  
cont'd

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

3-5

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

3-6

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

3-7

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

Natomas Park Drive Apartments Project - 5 -  
Sacramento County

27 January 2016

3-8

**Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/app\\_approval/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml); or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

3-9

**Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)



**Letter 3  
cont'd**

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Sacramento County

27 January 2016

**3-9  
Cont'd**

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

If you have questions regarding these comments, please contact me at (916) 464-4644 or [Stephanie.Tadlock@waterboards.ca.gov](mailto:Stephanie.Tadlock@waterboards.ca.gov).



Stephanie Tadlock  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

**LETTER 3:   STEPHANIE TADLOCK, CENTRAL VALLEY WATER QUALITY CONTROL BOARD**

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**Response to Comment 3-1**

The comment provides background regarding the responsibilities of the Central Valley Regional Water Quality Control Board. The project site is located within the Water Quality Control Plan (Basin Plan) area for the Sacramento River and San Joaquin River Basins.

**Response to Comment 3-2**

As described on page 50 of the IS/MND, within Section 12, Hydrology and Water Quality, the Stormwater Quality Improvement Plan (SQIP) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management program. The SQIP was prepared as part of the Sacramento County area-wide NPDES MS4 Permit. In addition, the Sacramento City Code Section 13.08.145 requires that when a property contributes drainage to the storm drain system or to the City Combined Sewer System (CSS), all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or CSS. As discussed on page 52 of the IS/MND, conformance with City regulations and permit requirements along with implementation of BMPs would ensure that the proposed project would result in a less-than-significant impact related to stormwater absorption rates, discharges, flows, and water quality.

**Response to Comment 3-3**

The proposed project does not include industrial uses.

**Response to Comment 3-4**

As discussed on page 26 of the IS/MND, within Section 3, Biological Resources, "Aquatic resources do not exist in the project site." Therefore, the proposed project would not involve the discharge of dredged or fill materials into any navigable waters or wetlands or any disturbance of waters of the U.S., and a Clean Water Act Section 404 or 401 Permit would not be required.

**Response to Comment 3-5**

See Comment 3-4 above.

**Response to Comment 3-6**

See Comment 3-4 above.

**Response to Comment 3-7**

Dewatering is not anticipated to be required as a result of construction of the proposed project. However, should groundwater be encountered during construction and dewatering become

necessary, the applicant would be required to file a Notice of Intent with the Central Valley Water Board to obtain a dewatering permit prior to beginning discharge of groundwater.

**Response to Comment 3-8**

The comment is noted; however, the proposed project does not include commercially irrigated agriculture.

**Response to Comment 3-9**

Dewatering is not anticipated to be required as a result of construction of the proposed project. However, should groundwater be encountered during construction and dewatering become necessary, the applicant would be required to seek the proper NPDES permit for dewatering activities.



Powering forward. Together.



January 29, 2016

Dana Mahaffey  
City of Sacramento  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

Subject: Natomas Park Drive Apartments, Mitigated Negative Declaration (MND)

Dear Ms. Mahaffey,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the MND, Natomas Park Drive Apartments. SMUD is the primary energy provider for Sacramento County and the proposed project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the MND, Natomas Park Drive Apartments will acknowledge any project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
- <https://www.smud.org/en/business/customer-service/support-and-services/design-construction-services.htm>
- <https://www.smud.org/en/do-business-with-smud/real-estate-services/transmission-right-of-way.htm>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed project. Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on this MND. If you

4-1

have any questions regarding this letter, please contact Jose Bodipo-Memba, SMUD Environmental Specialist at 916-732-6493.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Ferrera', with a long horizontal stroke extending to the right.

Rob Ferrera  
Environmental Specialist  
Environmental Management  
Workforce and Enterprise Services  
Sacramento Municipal Utility District

Cc: Rob Ferrera  
Jose Bodipo-Memba  
Pat Durham  
Joseph Schofield

**LETTER 4: ROB FERRERA, SACRAMENTO MUNICIPAL UTILITY DISTRICT**

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**Response to Comment 4-1**

As illustrated in Figure 3, Project Site Plan on page 7 of the IS/MND, within Section II, Project Description, the proposed project does not include development within the existing on-site overhead transmission and distribution line easement. In addition, the existing on-site tower would be surrounded by a 20-foot non-disturbance buffer to ensure the tower would not be impacted.

As described on page 74 of the IS/MND, within Section 12, Utilities and Service Systems, adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required. Furthermore, as described on page 22 of the IS/MND, within Section 2, Air Quality, buildout of the proposed project would be in compliance with the current California Building Energy Efficiency Standards Code and the Renewable Portfolio Standard, which would ensure energy efficiency for the proposed project.

Letter 5

**From:** Sheya, Tanya@Wildlife [<mailto:Tanya.Sheya@wildlife.ca.gov>]  
**Sent:** Monday, February 01, 2016 1:31 PM  
**To:** Dana Mahaffey  
**Cc:** Wildlife R2 CEQA  
**Subject:** Comments on the MND for Natomas

Dear Ms. Mahaffey,

The California Department of Fish and Wildlife (CDFW) has reviewed the Mitigated Negative Declaration (MND) for the Natomas Park Drive Apartments project (SCH# 2016012002).

5-1

As a trustee for California's fish and wildlife resources, CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). CDFW may also act as a Responsible Agency (Cal. Code Regs., § 21069) for a project where it has discretionary approval power under the California Endangered Species Act (Fish & G. Code, § 2050 et seq.) and the Lake and Streambed Alteration Program (Fish & G. Code, § 1600 et seq.). CDFW also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

The proposed project is located within the Natomas Basin near Natomas Park Drive and Capitol Park Drive at approximately 38° 36' 31.67"N, 121° 30' 15.04"W. The proposed project will develop the entire site with a 13, 3-story building apartment complex.

CDFW is primarily concerned with the projects impacts to Swainson's hawk (*Buteo Swainsoni*) foraging habitat and offers the following comments and recommendations for this project in our role as a trustee and responsible agency pursuant to the California Environmental Quality Act (CEQA).

5-2

As stated in the MND, the project site provides foraging habitat for Swainson's hawk. Swainson's hawk is listed as threatened in California and has additional protection under the Migratory Bird Treaty Act and section 3503.5 of the Fish and Game Code; therefore, impacts may be considered potentially significant unless adequate mitigation is incorporated.

The greatest threat to the Swainson's hawk population in California continues to be loss of suitable foraging and nesting habitat in portions of the Swainson's hawks breeding range due to urban development and incompatible agriculture. This impact has greatly reduced their range and abundance in California in the last century (California Department of Conservation, 2011; Wilcove et al. 1986; Semlitsch and Bodie 1998). Suitable foraging habitat is necessary to provide an adequate energy source for breeding Swainson's hawk adults, including support of nestlings and fledglings. Adults must achieve an energy balance between the needs of themselves and the demands of nestlings and fledglings, or the health and survival of both may be jeopardized. If prey resources are not sufficient, or if adults must hunt long distances from the nest site, the energetics of the foraging effort may

**Letter 5  
cont'd**

result in reduced nestling vigor with an increased likelihood of disease and/or starvation. In more extreme cases, the breeding pair, in an effort to assure their own existence, may even abandon the nest and young (Woodbridge 1985).

5-2  
cont'd

Significant loss of agricultural lands and foraging habitat has occurred in Yolo, Sacramento, and San Joaquin counties due to residential development. According to the State of California's 2004-2006 California Farmland Conversion Report, southern California led all regions of the state with 47% of developed acres, while the San Joaquin Valley ranked second with 23%, and the greater Sacramento Metropolitan area ranking third with 16% of new urban acres; Sacramento county's expansion of nearly 10,000 acres was considered a record high. In addition, nearly 73% of newly urbanized lands in the San Joaquin Valley took place on agricultural lands, of which a large component included irrigated lands suitable for Swainson's hawk foraging. This report also points out that while urbanization is a leading component of agricultural land conversion throughout the state, economic and resource availability factors (i.e. water) also lead to conversion of irrigated farming to more intensive agricultural uses. Lands converted from irrigated use were greatest in the San Joaquin and Sacramento Valleys (37% and 16% respectively). If current trends of habitat conversion to incompatible agriculture or conversion of compatible agriculture to urban development continue, the Central Valley Swainson's hawk population will likely continue to decline, followed by a reduction in range and contraction of the distribution.

5-3

Due to the likely significant adverse effects to the foraging habitat on the project site, the Department recommends acre for acre habitat replacement in the form of fee title acquisition with a conservation easement to protect foraging habitat.

5-4

The proposed project will have an impact to fish and/or wildlife habitat and should be evaluated in such a manner to reduce its impacts to biological resources. Assessment of fees under Public Resources Code §21089 and as defined by FGC §711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Pursuant to Public Resources Code §21092 and §21092.2, CDFW requests written notification of proposed actions and pending decisions regarding the proposed project. Written notifications shall be directed to: California Department of Fish and Wildlife North Central Region, 1701 Nimbus Road, Rancho Cordova, CA 95670.

Thank you for considering our concerns for the proposed project and providing the opportunity to comment on the MND. I am available for consultation regarding biological resources and strategies to minimize impacts. If you have questions please contact me by e-mail at [Tanya.Sheya@wildlife.ca.gov](mailto:Tanya.Sheya@wildlife.ca.gov) or by phone at (916) 358-2953.

Sincerely,

**Tanya Sheya**  
Environmental Scientist



North Central Region | Habitat Conservation  
1701 Nimbus Road | Rancho Cordova, CA 95670  
Phone 916.358.2953 | Fax 916.358.2912  
[Tanya.Sheya@wildlife.ca.gov](mailto:Tanya.Sheya@wildlife.ca.gov)

**LETTER 5: TANYA SHEYA, CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE**

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**Response to Comment 5-1**

The comment discusses CDFW and Project background information regarding Swainson's hawk and does not specifically address the adequacy of the IS/MND.

**Response to Comment 5-2**

The comment discusses State-wide and regional background information and does not specifically address the adequacy of the IS/MND.

**Response to Comment 5-3**

As described on page 24 of the IS/MND, within Section 3, Biological Resources, the project site is covered by the Natomas Basin Habitat Conservation Plan (NBHCP). The NBHCP is designed to serve a number of purposes, including but not limited to the satisfaction of the federal and State Endangered Species Acts, Mitigation and Monitoring Plan requirements specified in the North Natomas Community Plan, and requirements of the Sacramento Area Flood Control Agency (SAFCA) Permit, relating to direct, indirect, and cumulative biological impacts associated with Urban Development in the Permit Area (includes the project site). On page 25 of the IS/MND, within Section 3, Biological Resources, the proposed project site is identified as existing development under the NBHCP and therefore exempt from the NBHCP fees. Therefore, the project site is anticipated for development and mitigation is not required for the proposed project.

**Response to Comment 5-4**

As noted by the commenter and consistent with the conclusions described on page 34 of the IS/MND, within Section 3, Biological Resources, the proposed project could have potentially significant impacts to the burrowing owl, Swainson's hawk, and other migratory birds and mitigation has been required in order to reduce the impacts to a less-than-significant level.

The City will file a Notice of Determination (NOD) per CEQA section 15075, should the project be approved, and pay all applicable fees associated with filing.

Letter 6



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

February 4, 2016

Dana Mahaffrey  
City of Sacramento  
300 Richards Blvd., 3rd Floor  
Sacramento, CA 95811

Subject: Natomas Park Drive Apartments  
SCH#: 2016012002

Dear Dana Mahaffrey:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 3, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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**Document Details Report**  
**State Clearinghouse Data Base**

**SCH#** 2016012002  
**Project Title** Natomas Park Drive Apartments  
**Lead Agency** Sacramento, City of

**Type** MND Mitigated Negative Declaration  
**Description** The project would include an up to 232-apartment complex. The apartment complex would include 13 three-story buildings with 95 single bedroom units, 141 two-bedroom units, and 15 studio units. Amenities to be provided would include a pool, fitness center, community clubhouse, leasing office, and bicycle parking.

**Lead Agency Contact**

**Name** Dana Mahaffrey  
**Agency** City of Sacramento  
**Phone** 916-808-2762 **Fax**  
**email**  
**Address** 300 Richards Blvd., 3rd Floor  
**City** Sacramento **State** CA **Zip** 95811

**Project Location**

**County** Sacramento  
**City**  
**Region**  
**Lat / Long** 38° 36' 31.67" N / 121° 30' 15.04" W  
**Cross Streets** Natomas Park Drive and Capitol Park Drive  
**Parcel No.** 274-0410-025 and 274-0410-026  
**Township** 9N **Range** 4E **Section** 23 **Base** MDBM

**Proximity to:**

**Highways** SR 99 and I-5  
**Airports**  
**Railways**  
**Waterways** American River, Sacramento River  
**Schools** Merryhill School, Americans Lakes ES, Bannon Creek ES  
**Land Use** The proposed project site mostly consists of vacant land with a small parking lot in the northern portion of the site. The General Plan land use designation for the site is Employment Center Mid-Rise (EMCR), while the zoning designation is Office building Planned Unit Development (OB-PUD).

**Project Issues** Archaeologic-Historic; Biological Resources; Geologic/Seismic; Soil Erosion/Compaction/Grading; Vegetation

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

**Date Received** 01/05/2016 **Start of Review** 01/05/2016 **End of Review** 02/03/2016



**LETTER 6: SCOTT MORGAN, OFFICE OF PLANNING AND RESEARCH STATE CLEARINGHOUSE  
AND PLANNING UNIT**

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**Response to Comment 6-1**

As described in this letter, the City has complied with State Clearinghouse review requirements, pursuant to the CEQA.