City of
SACRAMENTO
Community Development

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:

The Ice Blocks Project (P14-062) - The proposed Ice Blocks project would develop on three half-blocks located in Sacramento's Midtown neighborhood along the R Street Corridor. Block 1 is bounded by 16th Street, R Street, 17th Street, and Rice Alley. Block 2 is bounded by 17th Street, R Street, 18th Street, and Rice Alley. Block 3 is bounded by 17th Street, R Street, the RT light rail tracks, and the parking lot for the R Street Market. The street addresses are 1812 17th Street; 1801 17th Street; 1800 18th Street; 1731 17th Street, (APNs: 006-0296-018, 009-0093-008, 009-0095-010) Sacramento County.

The proposed Ice Blocks project would develop up to 202 residential units in two phases, approximately 68,900 square feet (sf) of retail space, approximately 54,853 sf of office space, and up to 162 on-site parking spaces along with additional off-site parking prior to future development.

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 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).

The 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, 3rd 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

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

By: Ellie Englehart

Date: 6/3/15

THE ICE BLOCKS (P14-062)

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.

Revisions have been made to this Initial Study are staff-initiated for clarification purposes only and do not affect the adequacy of the environmental analysis contained in this Initial Study. Text changes are shown in ~~strike-through~~ and double-underline format. Pursuant to CEQA Guidelines Section 15073.5, new information has been added to provide updated information and clarification where no new or additional impacts are identified. No recirculation of the mitigated negative declaration is required.

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.

SECTION I - BACKGROUND

Project Name and File Number:	The Ice Blocks (P14-062)
Project Location:	Central City 1812 17th Street; 1801 17th Street; 1800 18th Street; 1731 17th Street
Project Applicant:	Heller Pacific, Inc. 11211 Gold Country Blvd., Suite 106 Gold River, CA 95670 Attn: Michael Heller (916) 638-2400
Project Planner:	Teresa Haenggi, Associate Planner Community Development Department 300 Richards Boulevard, Third Floor Sacramento, CA 95811 thaenggi@cityofsacramento.org
Environmental Planner:	Dana Mahaffey, Associate Planner Community Development Department 300 Richards Boulevard, Third Floor Sacramento, CA 95811 dmahaffey@cityofsacramento.org
Date Initial Study Completed:	April 23, 2015

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 (a) 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 (b) 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)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below. Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed in the Master EIR.

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. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 20-day review period ending May 13, 2015.

Please send written responses to:

Dana Mahaffey
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-2762
dmahaffey@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Introduction

The Ice Blocks project (proposed project) proposes to construct a mixed-use, transit-oriented residential, retail, and office development on three half-blocks located in the City of Sacramento's Midtown neighborhood. This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to evaluate the environmental effects of this project and to ensure compliance under the California Environmental Quality Act (CEQA). The City of Sacramento is the lead agency responsible for CEQA compliance.

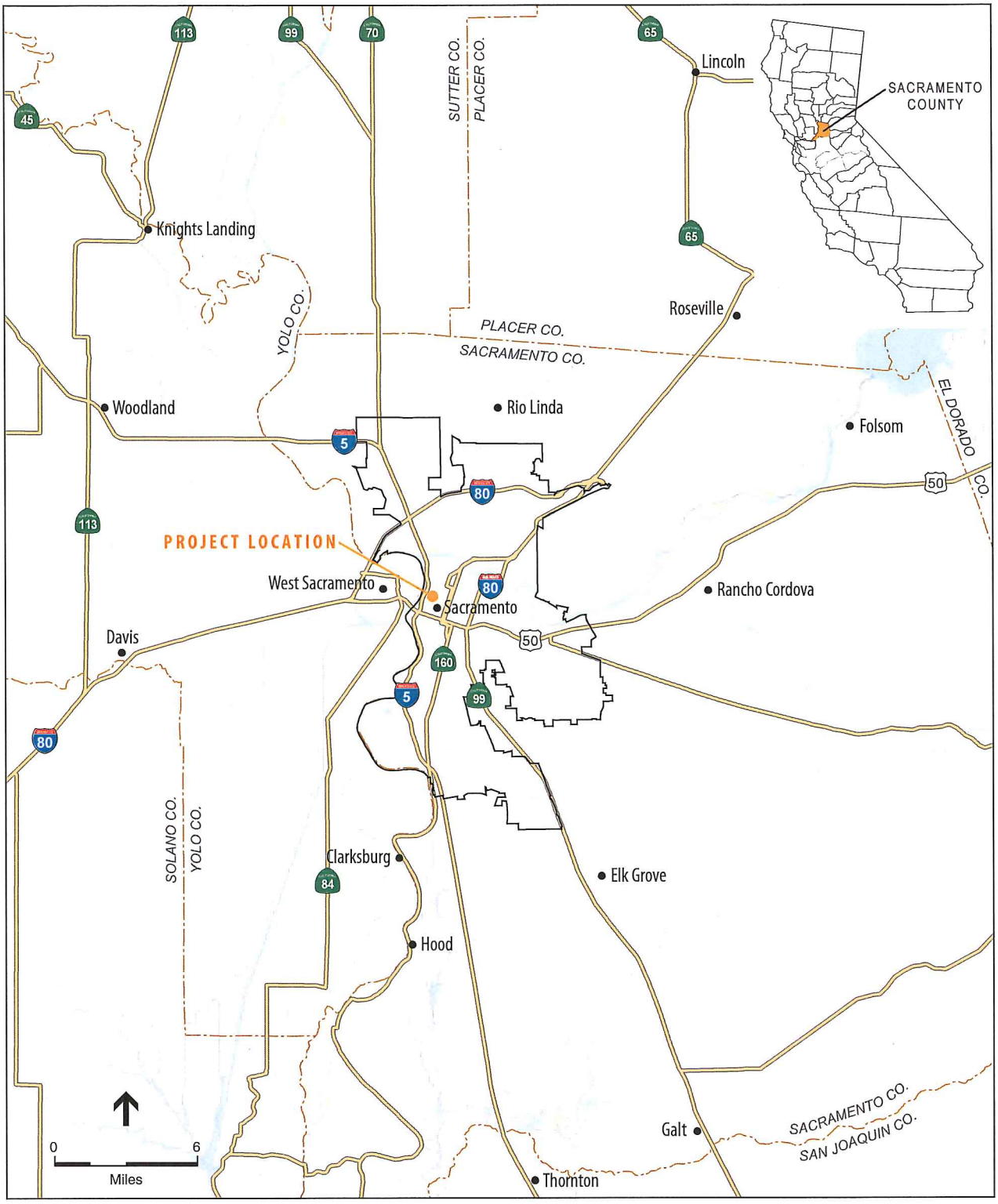
Project Background

The project site is located in an urbanized portion of the community, with office, retail, other commercial, light industrial, and residential uses in the vicinity (see **Figures 1 and 2**). Development of the project site was accounted for in the City's 2035 General Plan, and Master Environmental Impact Report (Master EIR), and the proposed project would be consistent with the General Plan land use designation (Urban Corridor High), and would comply with the current zoning (Office Business Low-Rise Mixed-Use Zone – Special Planning District [OB-SPD] and Residential Mixed Use Zone – Special Planning District [RMX-SPD]). The proposed project is also consistent with the City's 2035 General Plan policy encouraging the adaptive reuse of historic buildings where the buildings' original use is no longer feasible.

The project site is located to the west of the R Street Market (located between 18th and 19th Streets)and contains several commercial businesses (see Figure 2). Uses to the south include vacant land and office/commercial uses and two other office buildings. Uses to the west include the R Street Parking Plaza parking structure and office buildings containing various State of California offices Vacant land, office, and residential uses as well as RT light rail tracks are north of the project site. The RT 16th Street light rail station is located immediately northwest of the site, across 16th Street.

The proposed Ice Blocks project would be developed on three half-blocks located in Sacramento's Midtown neighborhood along the R Street Corridor. Block 1 is bounded by 16th Street, R Street, 17th Street, and Rice Alley. Block 2 is bounded by 17th Street, R Street, 18th Street, and Rice Alley. Block 3 is bounded by 17th Street, R Street, the RT light rail tracks, and the parking lot for the R Street Market (see **Figure 3**).

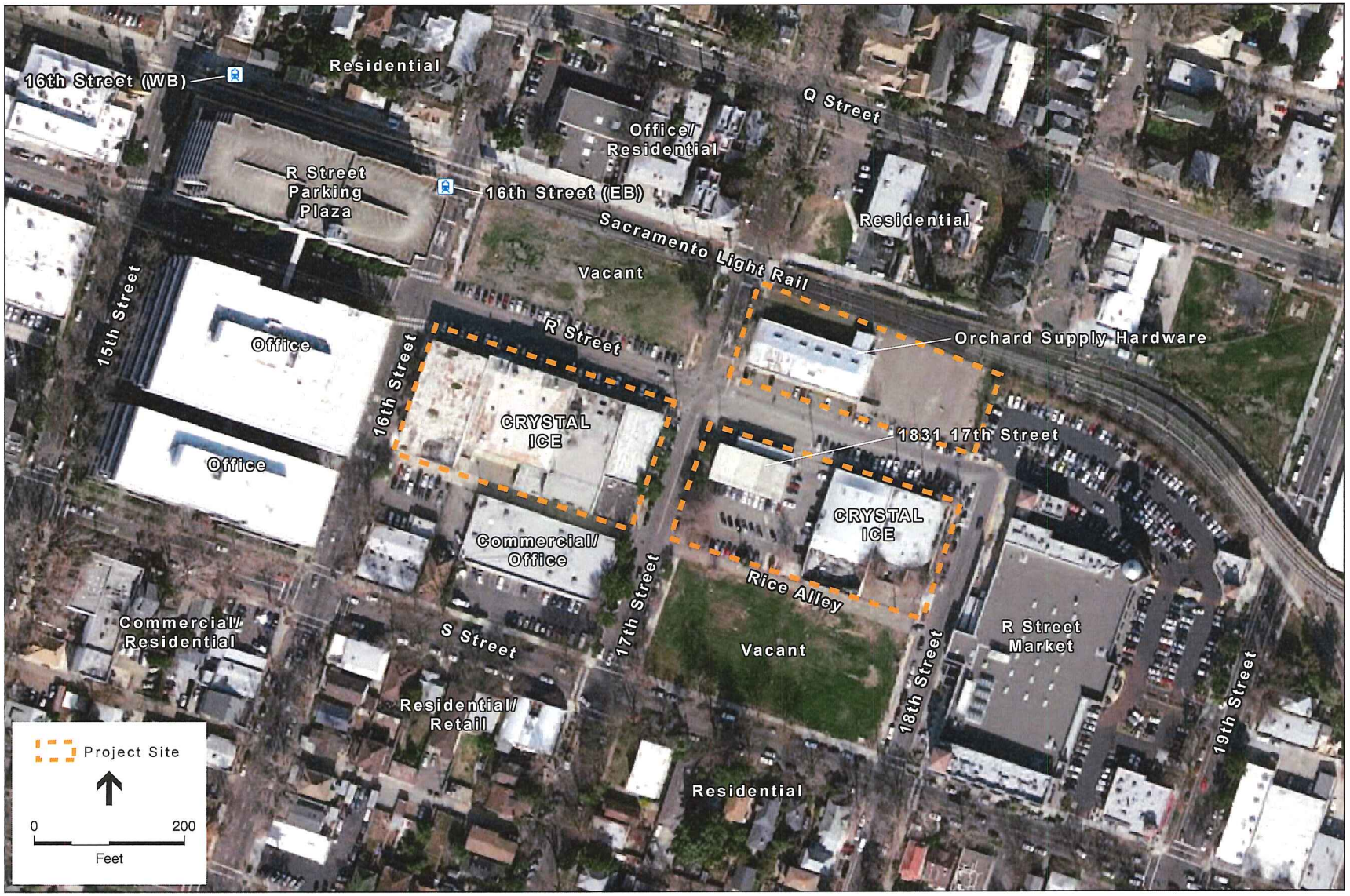
Block 1 is the site of the former Crystal Ice and Cold Storage Company plant, comprised of a variety of brick and concrete buildings that were constructed between 1920 and the late 1940s. Block 2 includes two buildings that were owned by Crystal Ice and were used for ice storage and warehousing. Block 3 is the site of the former Orchard Supply Company Pest Control Supply House, a brick and concrete building that was built in 1947 on the site of a former junkyard, and was substantially damaged by a fire in the 1990s that resulted in the near destruction of the building and the removal of the building's upper three stories.



SOURCE: CaSIL, 2013

Ice Blocks . 140629.00

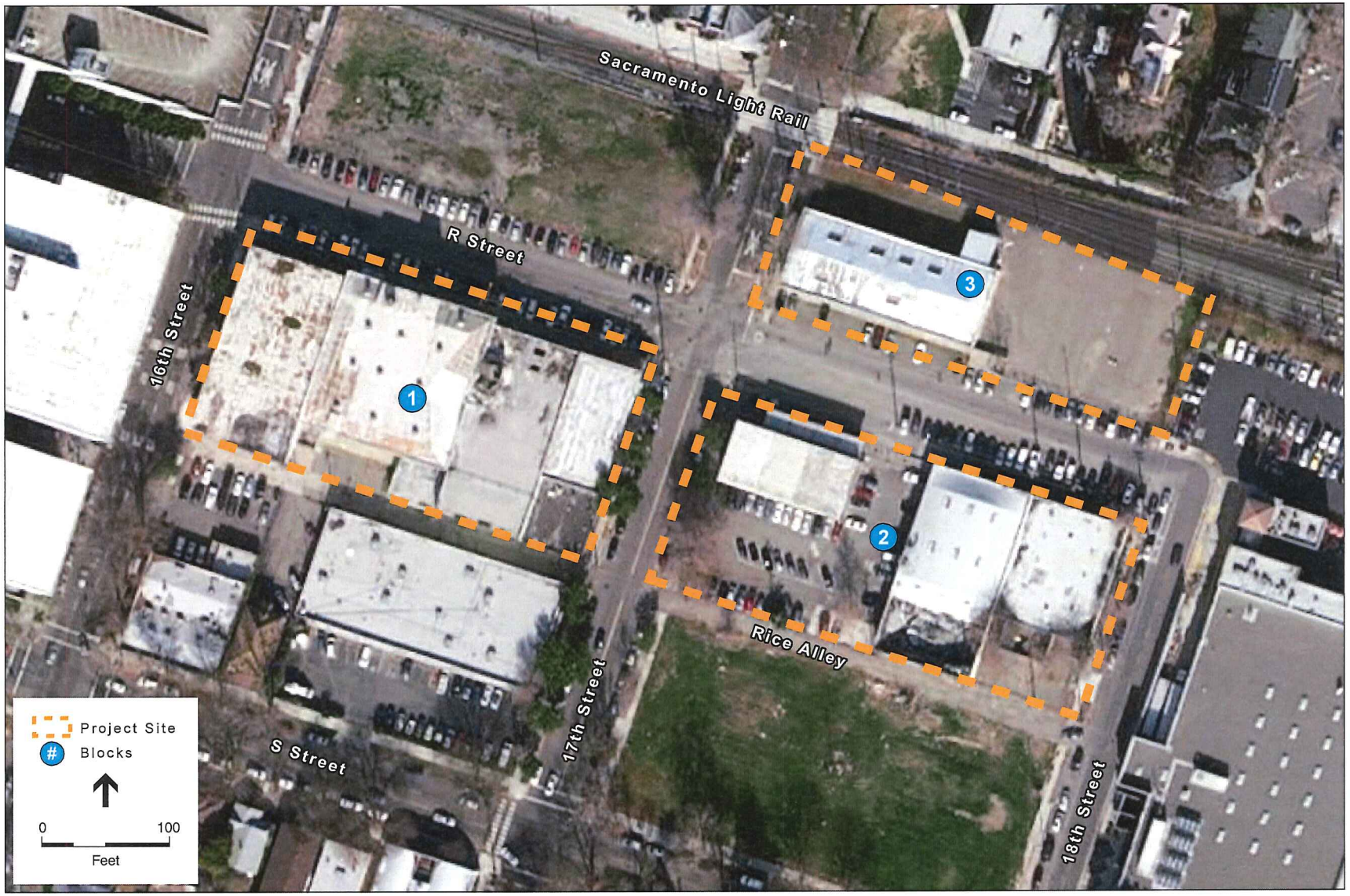
Figure 1
Regional Location Map



SOURCE: Microsoft, 2012

Ice Blocks . 140629.00

Figure 2
Surrounding Uses



SOURCE: Microsoft, 2012

Ice Blocks . 140629.00

Figure 3
Blocks 1, 2, and 3

Project Description

The proposed Ice Blocks project would develop up to 202 residential units in two phases, approximately 68,900 square feet (sf) of retail space, approximately 54,853 sf of office space, and up to 162 on-site parking spaces along with additional off-site parking prior to future development (see **Figure 4**). **Table 1** provides a summary of proposed land uses by block.

Table 1
Land Use Summary

Block	Residential Units	Retail SF	Office SF	Off-Street Parking Spaces
Block 1		38,360	49,313	54*
Block 2	142	14,620		99
Block 3		10,920	5,540	9
Block 3 (Later Phase)	60	5,000		9**
Total	**142**	**63,900**	**54,853**	**162**
Total w/ Later Phase	**202**	**68,900**	**54,853**	**162****

* - Includes 19 off-street and 35 on-street parking spaces included in Administrative Parking Application.
** - Assumes that any additional parking required would be off-site.

Source: Heller Pacific, 2014

Block 1

Block 1 would involve the adaptive reuse of the Crystal Ice Cold Storage buildings presently on the block. Currently, on the half block of the south side of R Street between 16th and 17th streets, there are seven abandoned structures, on one parcel, that comprise the original Crystal Ice Company. The structures have been empty and in disrepair for decades. The proposed project involves a major renovation and adaptive reuse of the four most significant buildings of the ice operation fronting on R Street and the demolition of the three smaller structures that face the alley (see **Figure 5**). The larger structures that comprise the street wall along R Street would be renovated into mixed use commercial office, retail and restaurant uses. The project anticipates restaurant and retail sales for the entire ground floor level.

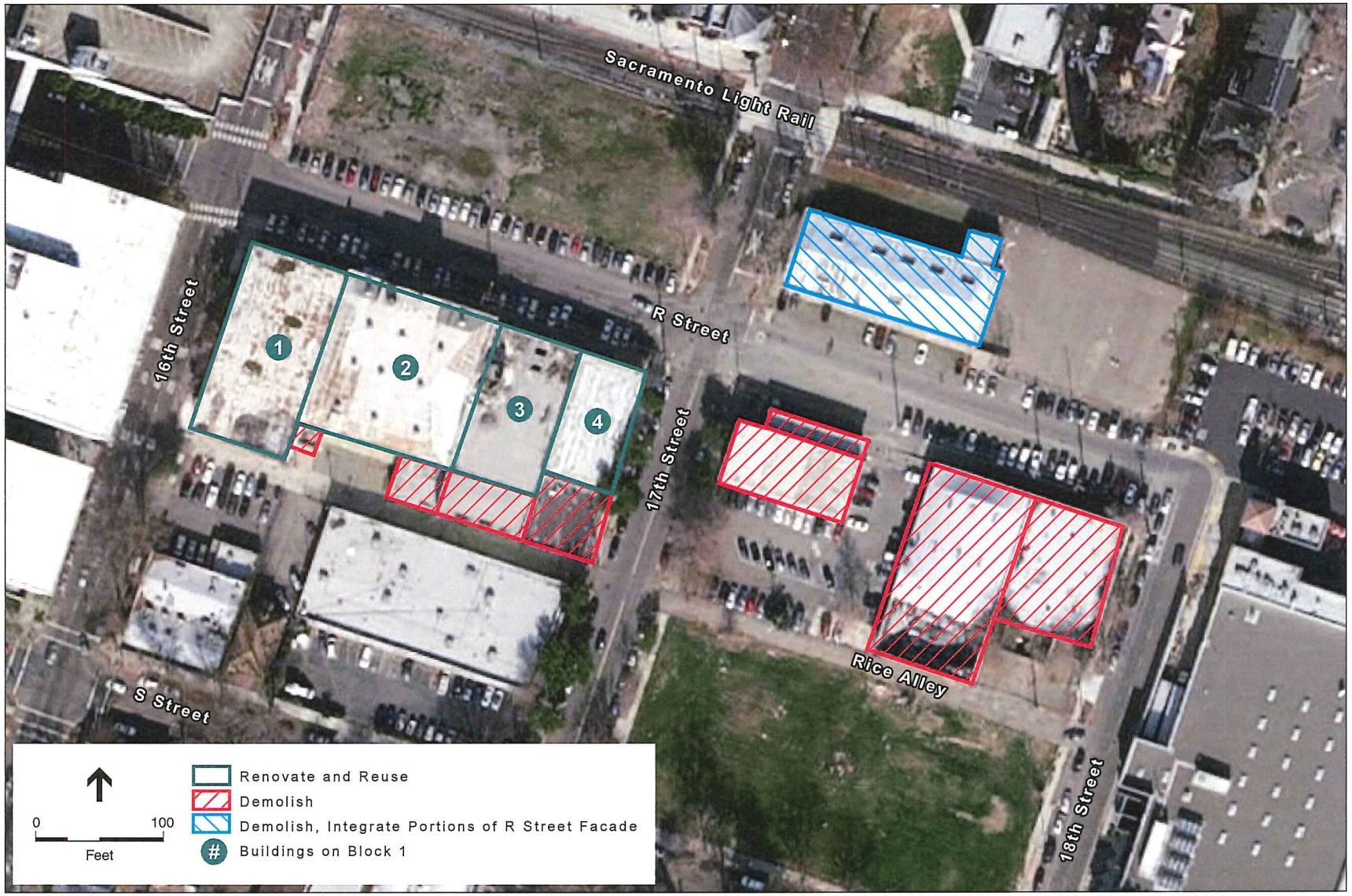
The ground floor would be dedicated to retail uses, accommodating up to approximately 38,360 sf, depending on the final configuration to meet the needs of tenants. The second and third floors would accommodate approximately 49,313 sf of office space. A total of 19 surface parking spaces would be provided at the rear/south portion of the project site, alongside Rice Alley. An additional 35 on-street parking spaces would be available on 16th Street, 17th Street, and R Street. Additional parking would be available for project patrons and employees at the R Street Parking Plaza, a public parking garage across 16th Street to the west.

All four of the buildings proposed to be retained sit on an elevated, dock-high slab. Portions of the slab that extend north beyond the north facades of the buildings is generally within the public Rights-of-Way (ROW.) The renovation would retain and extend the use of the loading dock as a street-facing pedestrian plaza that would extend and both terrace and ramp down to

SOURCE: RMW, 2015; Heller Pacific, 2015

Ice Blocks . 140629.00

Figure 4
Ice Blocks Rendering Overview



SOURCE: Microsoft, 2012

Ice Blocks . 140629.00

Figure 5
Demolition and Reuse Plan

the R Street street-level streetscape improvements currently underway by the City of Sacramento. The proposed project also would include a dock-high pedestrian walkway, as well as surface level parking on the south/alley side of the buildings.

There are four significant buildings on this half-block numbered as Buildings 1, 2, 3 and 4 starting from the west end of the block. The renovation work for each building is discussed below and shown in **Figures 6 through 12**.

Building 1

Due to the current condition of the collapsing roof, the proposed project would remove all roof and ceiling cladding, make structural repairs and seismic upgrades to the roof system and replace the roofing material. The exterior walls would be pressure washed to remove the paint scale, with limited paint touch up to cover the graffiti and black advertising signs. The walls would then be sealed with a waterproof clear penetrating sealer. Since these buildings originally were built for ice storage, exterior walls have limited openings. New window openings would be cut into the existing walls and new glazing and decorative metal panels would be installed over portions of the traditional wall finish. Recycled wood from the old roof structures would be milled into decorative fins and applied as part of the window assemblies to add depth and shadow to the building walls. The main entrance and building lobby for the overall project would occur in the current location of the roll-up door on the eastern edge of the R Street side of this building. A large decorative raw steel form designed to mimic blocks of ice with corrugated infill panels is proposed to frame the entry as a project identity with signage. This frame also engages the roof of Building 2.

Building 2

Building 2 is the oldest building on the project site. The proposed project would remove most of the sheds, pipes and appendages from the exterior elevations of the building; partially strip and pressure wash the exterior brick walls and restore/re-open the original arched door openings at the dock level. New openings would be added with raw steel frames for storefronts on the ground level and painted aluminum double hung windows would be added to allow daylight for the office users on the second floor. This building would also receive a clear penetrating waterproof sealer. The existing third floor/attic space would be opened to the second floor to provide a loft experience for the office users. Skylights would be added to the non-original roof structure to provide daylight to the third floor. A new elevator would be placed in this building to provide access to all floors across all four buildings. Building 2 would also house common area restrooms, showers and secured long term bicycle storage for the project.

Building 3

This building is currently a one-story building which also has a collapsed roof. The proposed project would remove the entire existing roof structure and add in a new second floor to align with the existing second floor in Building 2. This would allow for use of a common elevator and stairs between all buildings. The new second floor window glazing would be continuous and sit on top of, but slightly set back from the existing façade's brick parapet wall. A new sloped roof would cantilever approximately four feet past the walls with painted steel brackets to shade the

Ice Blocks . 140629.00

SOURCE: RMW, 2015; Heller Pacific, 2015

Figure 6
Block 1 Rendering – Perspective Facing South

SOURCE: RMW, 2015; Heller Pacific, 2015

Ice Blocks . 140629.00

Figure 7

Block 1 Rendering – Perspective Facing Southeast

SOURCE: RMW, 2015; Heller Pacific, 2015

Ice Blocks . 140629.00

Figure 8

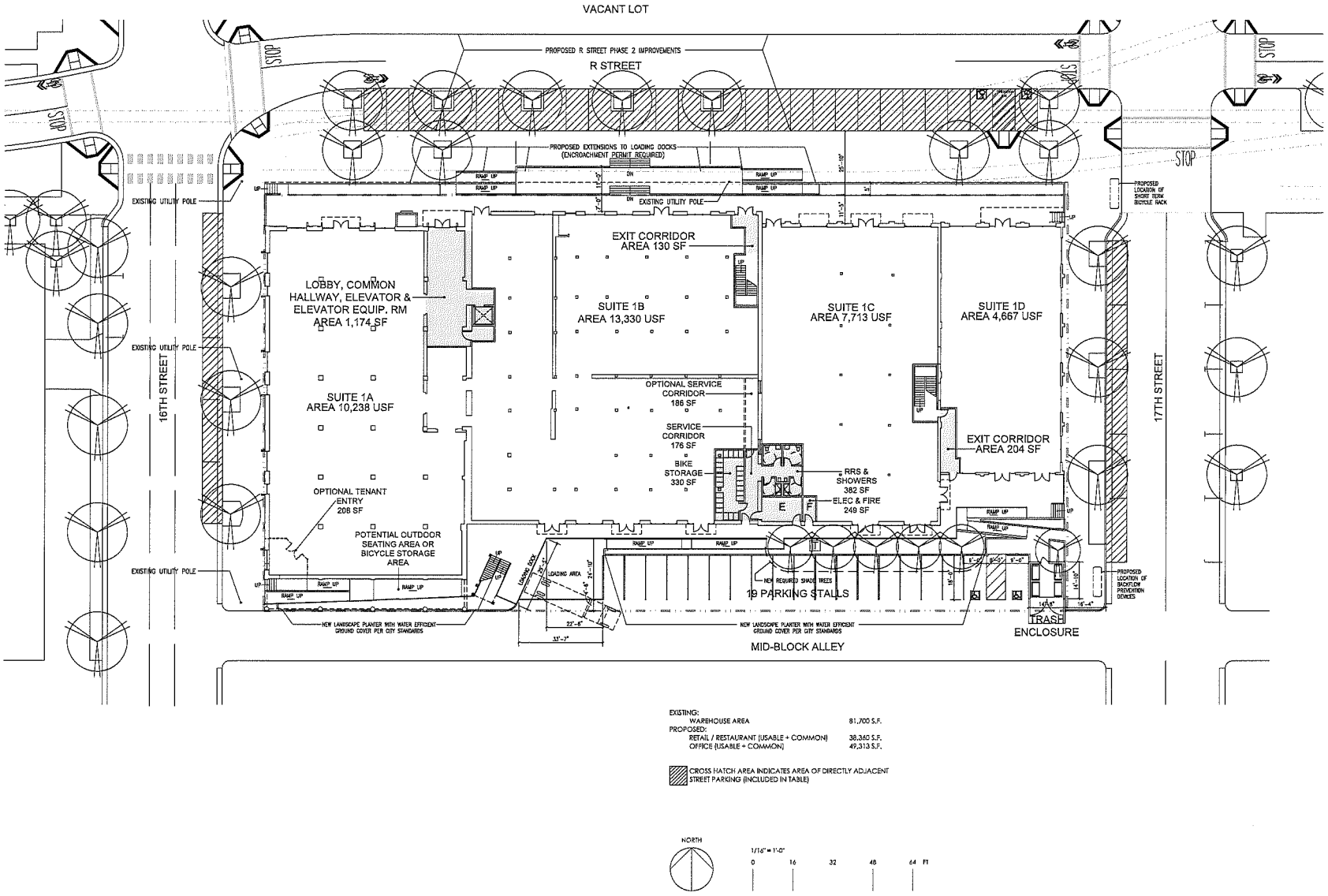
Block 1 Rendering – Perspective Facing North

Ice Blocks . 140629.00

SOURCE: RMW, 2015; Heller Pacific, 2015

Figure 9

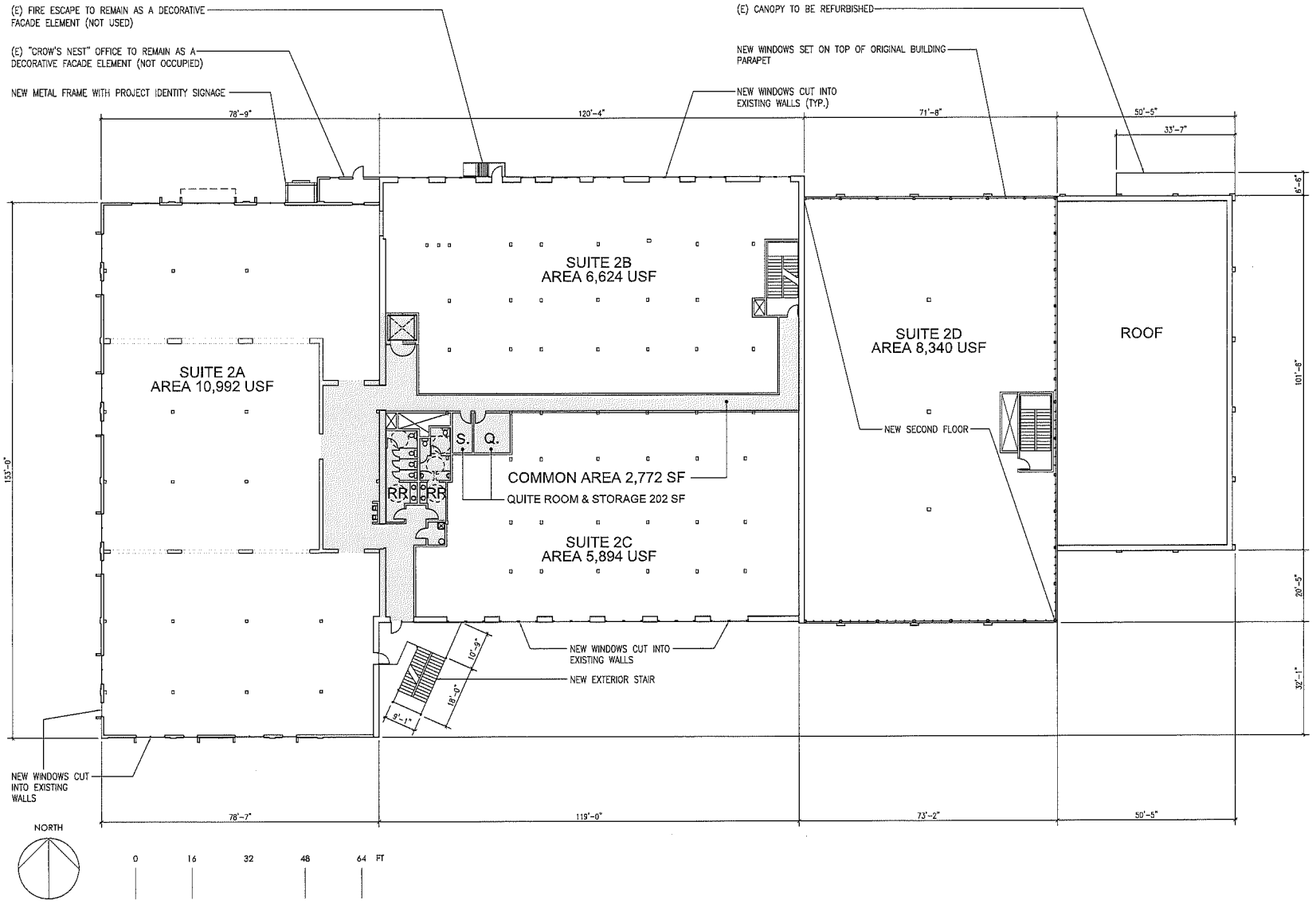
Block 1 Rendering – Perspective Facing Northwest



SOURCE: RMW, 2015; Heller Pacific, 2015

Figure 10

Block 1 – First Floor Site Plan

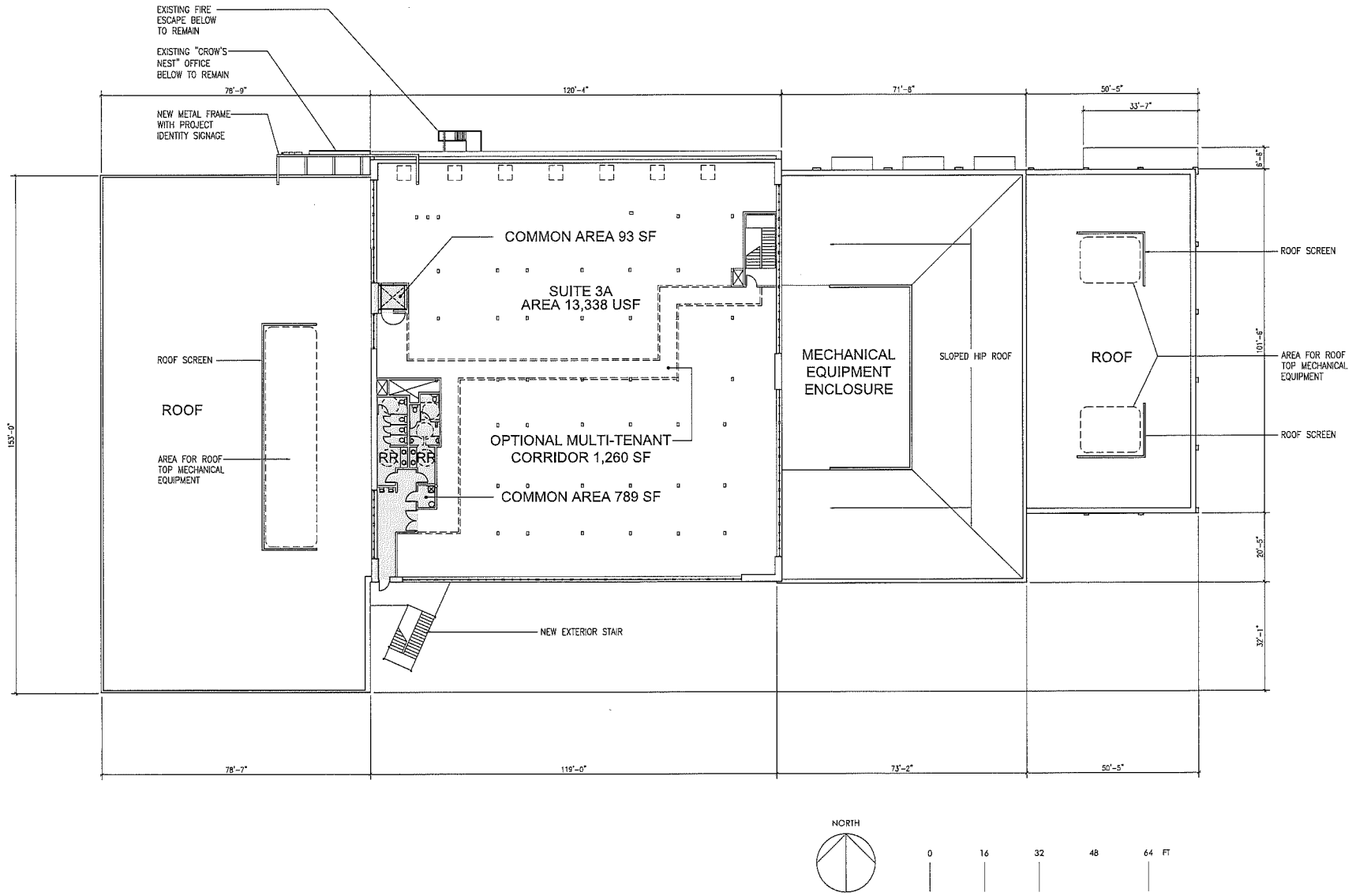


SOURCE: RMW, 2015; Heller Pacific, 2015

Ice Blocks . 140629.00

Figure 11

Block 1 – Second Floor Site Plan



SOURCE: RMW, 2015; Heller Pacific, 2015

Ice Blocks . 140629.00

Figure 12

Block 1 – Third Floor Site Plan

new windows. A rooftop mechanical enclosure would be provided on Building 3 for equipment to serve Buildings 2 and 3. Additional storefront openings would be added to the ground floor with steel frames similar to Building 2. This building would also receive a clear penetrating waterproof sealer.

Building 4

This one story building would receive roof improvements and a restored partial canopy on the R Street side. New openings would be cut into the concrete walls and in-filled with aluminum and glass storefronts. The exterior concrete would receive new paint and painted trim. A new raised concrete and steel deck would be constructed on the alley side to provide a pedestrian outdoor patio and ramp system to facilitate an accessible pathway along the alley-side raised dock.

Dock High Patios

Both the north and south sides of Block 1 have existing loading concrete docks. The proposed project would expand and augment these docks with steel framed extensions and new stair and ramp systems. The extended docks along R Street would not permanently obscure the historic R Street railroad tracks that front the project site.

Block 2

Block 2 is bounded by R Street on the north, Rice Alley on the south, 17th Street on the west, and 18th Street on the east. The proposed project would replace two existing large warehouse structures (currently vacant) with a new mixed-use complex.

Block 2 would involve demolition of the existing buildings and the development of three new buildings (see **Figure 13**). At the corner of 17th Street and R Street, the two-story West Building would contain about 7,450 sf of retail space (see **Figure 14**). To the east, along the R Street frontage, the North Building would be a four-story building and include approximately 52 residential units in three floors over approximately 7,170 sf of ground floor retail. Along Rice Alley, the South Building would be a six-story building containing approximately 90 residential units. A total of 99 on-site parking spaces would be provided on-grade, under portions of the South and North Buildings.

Buildings proposed on Block 2 would be oriented toward R Street. Ongoing City-initiated improvements to the R Street corridor are designed with a large expanse of plaza on the south side of the street, running the length of Block 2 from 17th Street to 18th Street. Block 2 would include a concentration of street-front commercial space along this right-of-way including a two-story restaurant at the corner of 17th and R Streets and a continuous block of retail space extending to the corner of 18th and R Streets. Between the proposed restaurant and retail space, the project proposes a gated courtyard entry to both the North and South Buildings.

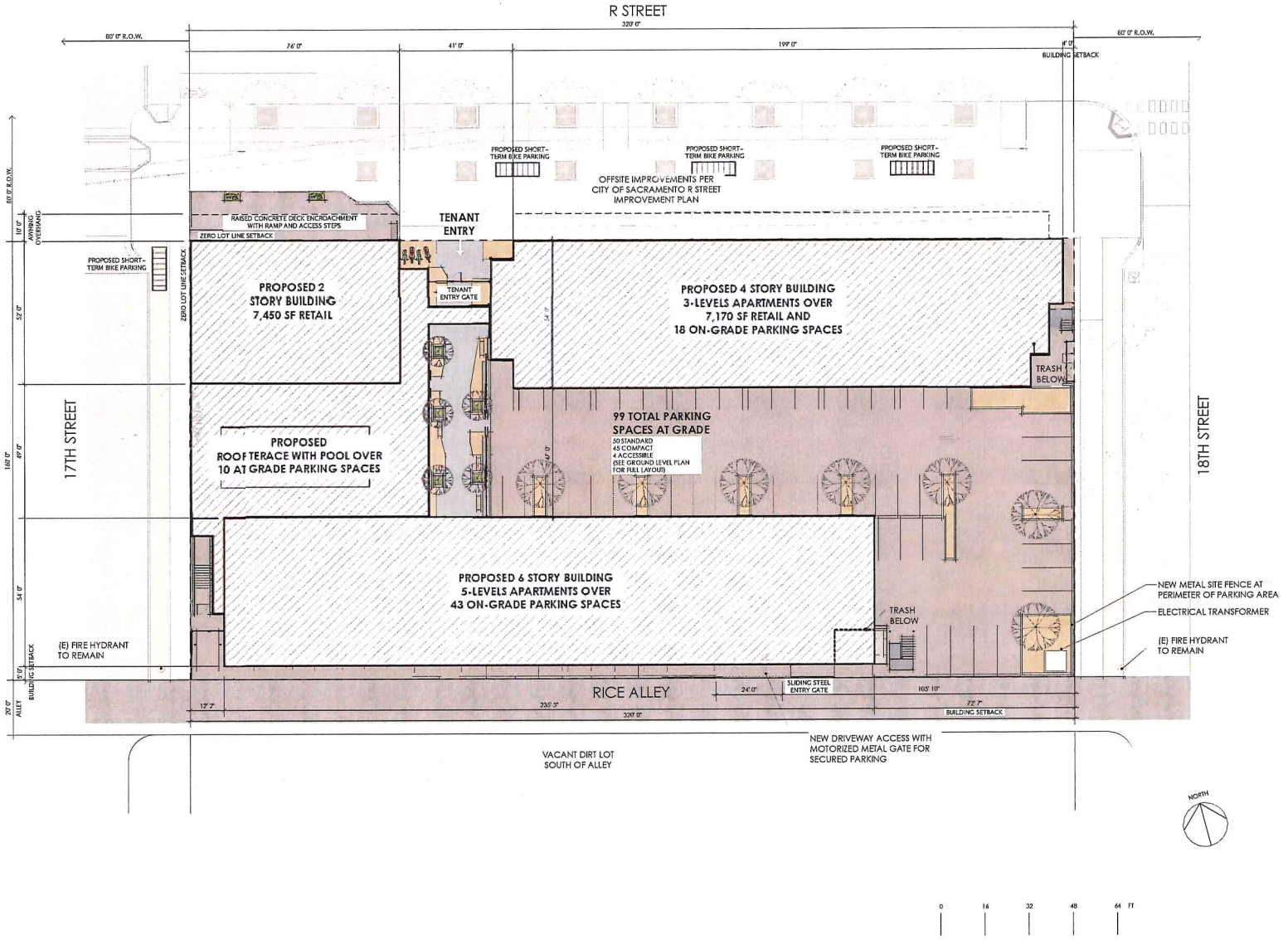
Block 3

Block 3 is bounded by R Street on the south and light rail ROW on the north, and 17th Street on the west and the Safeway parking lot on the east. Block 3 would involve demolition of most of the existing Orchard Supply building (portions of the façade would be retained and integrated into the new development). The proposed project would include three new one- and two-story

SOURCE: Vrilakas Architects, 2014; Heller Pacific, 2014

Ice Blocks . 140629.00

Figure 13
Block 2 Rendering



SOURCE: Vrilakas Architects, 2014; Heller Pacific, 2014

Ice Blocks . 140629.00

Figure 14
Block 2 Site Plan

buildings providing a total of 10,920 sf of retail space and 5,540 sf of office space on the western portion of the block; a series of open-air pedestrian spaces between the buildings for gardens, artwork and outdoor functions including dining; and an open parking area on the eastern portion that serves both as daily surface parking lot with 51 parking spaces as well as a site for regular events such as street fairs (see **Figure 15**). Nine off-street parking spaces would also be provided along the R Street frontage of Block 2 and the 17th Street frontage of Block 3. The three buildings would form two open spaces – a linear passage connecting 17th Street with the eastern parking area and a central courtyard that opens onto R Street on the south (see **Figure 16**). The 17th Street sidewalk frontage is proposed as a parking area for bicycles and scooters, and the eastern parking lot would provide connections for electric vehicles.

Later Development Phase

The eastern half of Block 3 is currently subject to ongoing remediation actions. In the future, when remediation is complete, a residential project may be undertaken on the proposed 51-space surface parking lot. The future development on this site would include up to 60 residential units and approximately 5,000 sf of ground floor retail space. Parking to support the future development would be accommodated on-site or off-site through on-street parking or other parking resources within 600 feet of the project site.

Entitlements

The project requires the following planning approvals from the City of Sacramento:

Block 1

- Conditional Use Permit to establish an office use in the OB zone
- Conditional Use Permit to operate a bar
- Site Plan and Design Review with deviations
- ~~Conditional Use Permit for a Neighborhood Identification Sign~~
- ~~Signage Variance~~

Block 2

- Conditional Use Permit to operate a restaurant over 6,400 square feet
- Site Plan and Design Review with deviations
- ~~Conditional Use Permit for a Neighborhood Identification Sign~~
- ~~Signage Variance~~

Block 3

- Conditional Use Permit to re-establish a non-conforming use
- Conditional Use Permit to operate a bar
- Site Plan and Design Review with deviations
- ~~Conditional Use Permit for a Neighborhood Identification Sign~~
- ~~Signage Variance~~
- Conditional Use Permit to operate an Outdoor Market

Project Site

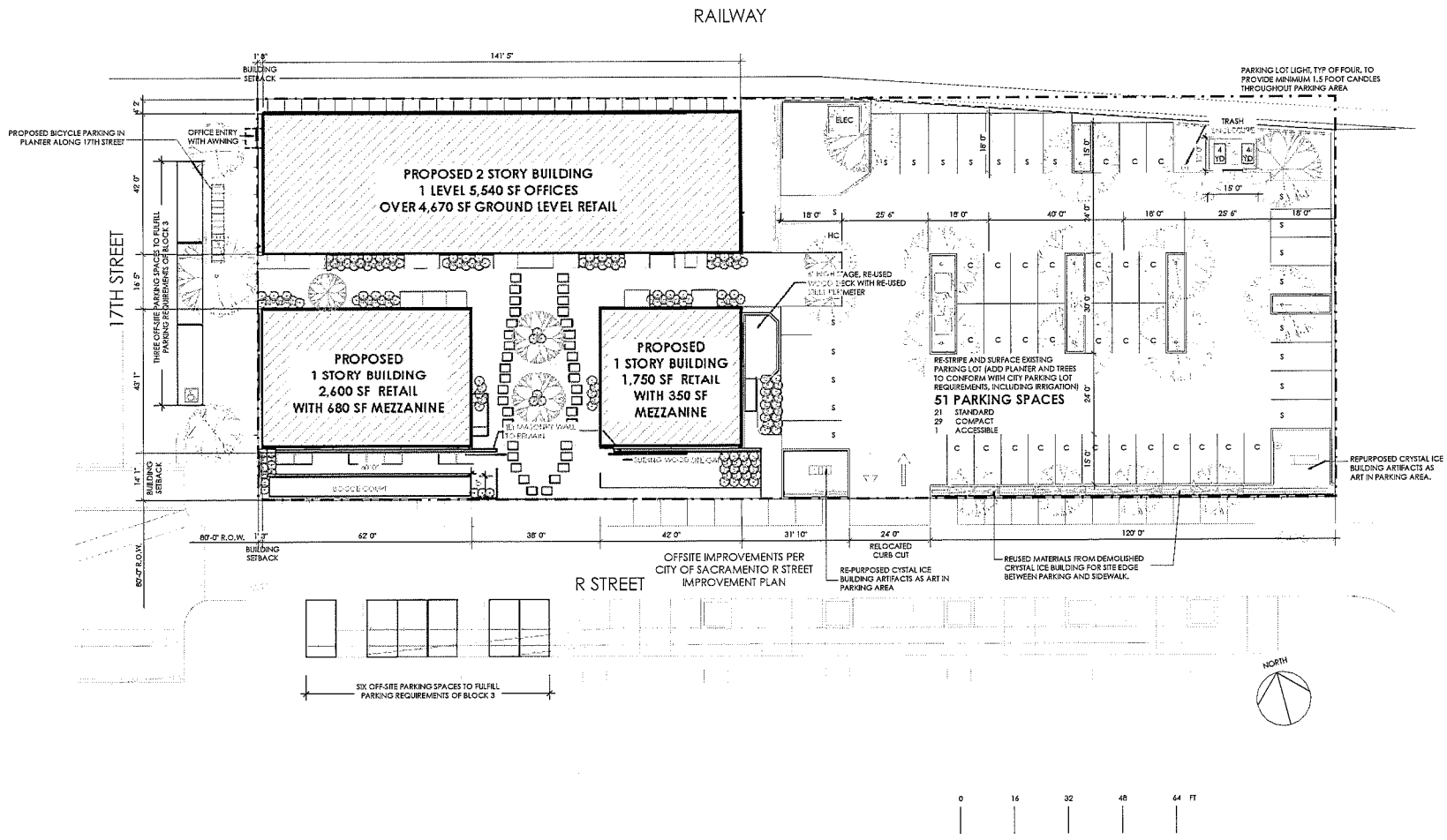
The following planning approvals could apply to Blocks 1, 2, or 3.

- Conditional Use Permit to operate a bar
- Conditional Use Permit to operate a restaurant over 6,400 square feet

SOURCE: Vrilakas Architects, 2014; Heller Pacific, 2014

Ice Blocks . 140629.00

Figure 15
Block 3 Rendering



SOURCE: Vrilakas Architects, 2014; Heller Pacific, 2014

Ice Blocks . 140629.00

Figure 16
Block 3 Site Plan

Attachments

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Figure 2 – Surrounding Uses
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Figure 7 – Block 1 Rendering – Perspective Facing Southeast
Figure 8 – Block 1 Rendering – Perspective Facing North
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Figure 10 – Block 1 – First Floor Site Plan
Figure 11 – Block 1 – Second Floor Site Plan
Figure 12 – Block 1 – Third Floor Site Plan
Figure 13 – Block 2 Rendering
Figure 14 – Block 2 Site Plan
Figure 15 – Block 3 Rendering
Figure 16 – Block 3 Site Plan
Figure 4-1 – Crystal Ice and Cold Storage property, north and west sides along R and 16th streets, camera facing southeast
Figure 4-2 – Crystal Ice and Cold Storage property, north side along R Street, camera facing south, February 27, 2015
Figure 4-1 – Crystal Ice and Cold Storage property, south side along Rice Alley, camera facing northeast
Figure 4-2 – Crystal Ice and Cold Storage property, east side along 17th Street, camera facing west
Figure 4-5 – Block 1 Existing Building Diagram
Figure 4-6 – North side of Building 1, camera facing south
Figure 4-7 – West side of Building 1, camera facing east
Figure 4-8 – North side of Building 2, camera facing southeast
Figure 4-9 – Elevated concrete loading dock along front (R Street) side of Building 2, camera facing east
Figure 4-10 – South side of Building 2, camera facing northeast
Figure 4-11 – Ice Chute located at alley (left), camera facing northwest
Figure 4-12 – Detail view of ice chutes, camera facing northeast
Figure 4-13 – One-story Auto Repair, Truck Storage, and Office along alley, camera facing northeast
Figure 4-14 – North side of Building 3, camera facing south
Figure 4-15 – South side of Building 3 Truck Storage addition, camera facing northeast
Figure 4-16 – North side of Building 4, camera facing southwest
Figure 4-17 – "CRYSTAL ICE AND COLD STORAGE" letters incised in concrete along the upper portion of the wall near the north end of Building 4, camera facing northwest
Figure 4-18 – Southeast corner of Office along 16th Street and alley, camera facing northwest
Figure 4-19 – Loading dock along south side of Building 2, camera facing west
Figure 4-20 – Loading dock along north side, camera facing west
Figure 4-21 – SPRR track and siding along R Street, camera facing west
Figure 8-1 – Noise Measurement Locations

Appendix A – Air Quality Data and Pedestrian Smart Growth Scorecard

Appendix B – Ice Blocks Project Historical Resource Impact Analysis Report
Appendix C – The Ice Blocks Transportation Analysis Technical Report
Appendix D – Ice Blocks Arborist Report

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

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

Discussion

Land Use

The project site is designated as Urban Corridor High in the 2035 General Plan. Block 1 is zoned as Office Business Low-Rise Mixed-Use Zone – Special Planning District (OB-SPD) and Blocks 2 and 3 are zoned as Residential Mixed Use Zone – Special Planning District (RMX-SPD).

The project site is located in an urbanized portion of the community, with office, retail, commercial, light industrial, and residential uses in the project vicinity. The proposed project is located immediately to the west of the R Street Market which contains several commercial businesses. Uses to the south include vacant land and buildings containing office/commercial uses. Uses to the west, between 16th and 15th Streets, include the R Street Parking Plaza parking structure and office buildings. Further west on R Street is the 14th & R Street project containing restaurant, commercial, entertainment, and residential uses in rehabilitated warehouse buildings. Vacant land, office, retail, and residential uses as well as RT light rail tracks are north of the project site.

Development of the site as proposed would develop the existing properties in a manner that is consistent with the designations for urban development in the 2035 General Plan and the Planning and Development Code.

Population and Housing

The 2035 General Plan includes assumptions for the amount of growth that will occur within the Policy Area over the next 20 years. The General Plan assumes the City will grow by approximately 165,000 new residents, 86,483 new jobs, and 68,347 new housing units. The 2035 General Plan Master EIR identifies, estimates, and evaluates population and housing changes that would be caused by development of the 2035 General Plan that have the potential to cause physical environmental effects . The Land Use, Population, and Housing analysis in the 2035 General Plan Master EIR (Chapter 3) provides a detailed discussion of how the City reached these assumptions and the methodology used to determine a realistic level of growth for the City.[1]

According to the City's 2013–2021 Housing Element, there were 32,367 residents in the Central City in 2010.[2] The 2010 Census (SF-1) counted 18,101 households in the Central City's census tracts, resulting in an average household size of approximately 1.8 persons (U.S. Census Bureau, 2014b). For the Census Tracts that represent the Central City area, in all but two of the tracts (20 and 21), the 2010 average household size was less than 1.8 persons.

For the purposes of this analysis, an estimate of 1.8 persons per dwelling unit is used. This could be considered a conservative estimate, since no vacancy is assumed and the estimates from the Census are for occupied housing units only ("conservative" in this context meaning this may overestimate slightly the additional residential population associated with the project). The proposed project proposes up to 202 new dwelling units. The net additional population, then, would be approximately 364 residents. This projected population is consistent with the cumulative population growth assumed in the General Plan and Master EIR.

The project would be consistent with the General Plan land use designation (Urban Corridor High); additionally, it would not require any change to the current zoning (OB-SPD or RMX-SPD). There are no existing houses or residential uses on the project site; therefore, people and housing units would not be displaced as a result of project construction and implementation. Impacts due to the development of proposed project related to population and housing would be less than significant.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (Master EIR, Chapter 4.1). 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

[1] City of Sacramento, 2015: *City of Sacramento 2035 General Plan Master Environmental Impact Report.*
[2] City of Sacramento, 2013. City of Sacramento 2013–2021 Housing Element. Adopted December 17, 2013. Page 3-5. Table H 3-2.

City limits is minimized (Master EIR, page 4.1-3). 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).[3] The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no 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 General Plan Policies U 6.1.9 through U 6.1.16) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

General Plan Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, General Plan Policies U 6.1.10 and U 6.1.13 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The Master EIR evaluated the potential impacts on energy use and concluded that the effects would be less than significant (see Master EIR Impact 4.11-6). The proposed project would not result in any impacts not identified and evaluated in the Master EIR.

[3] California Department of Conservation. 2010. Sacramento County Important Farmland GIS data files. Based on the Sacramento County Important Farmland Map prepared by the California Department of Conservation Farmland Mapping and Monitoring Program. Modified January 12, 2012. As cited in City of Sacramento, 2014 (August). City of Sacramento 2035 General Plan Background Report Public Review Draft.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
1. AESTHETICS, LIGHT AND GLARE Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?	N/A	N/A	N/A
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?	N/A	N/A	N/A
C) Substantially degrade the existing visual character of the site or its surroundings?	N/A	N/A	N/A

Public Resources Code (PRC) §21099(d), effective January 1, 2014, provides that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet the following three criteria:

- The project is in a transit priority area;[4] and
- The project is on an infill site;[5] and
- The project is residential, mixed-use residential, or an employment center.[6]

The proposed project meets each of these above three criteria because (1) it is located approximately 200 feet from the Sacramento Regional Transit 16th Street light rail transit station, (2) is located on an infill site that has been previously developed with industrial uses and is surrounded by existing or planned urban development and/or an improved public right of way used for public transit, and (3) would be an employment center supporting a range of commercial uses, located in proximity to several bus and light rail transit routes, and in an urban

[4] Public Resources Code §21099(a) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Public Resources Code §21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service internal of 15 minutes or less during the morning and afternoon peak commute periods.

[5] Public Resources Code §21099(a) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

[6] Public Resources Code §21099(a) defines an "employment center" as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

area on a site already developed and zoned for commercial uses with a floor area ratio (FAR) of 1.56, greater than the required FAR of 0.75. Thus, this document does not consider aesthetics (or parking) in determining the significance of project impacts under CEQA.

PRC §21099(d)(2)(A) provides: "This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies." Consequently, all applicable City urban design standards and guidelines governing the project site and proposed project, including the R Street Corridor Neighborhood Supplemental Design Guidelines and the Central City Urban Design Guidelines, as well as the City of Sacramento Sign Ordinance (Sacramento City Code, Title 15, Chapter 15.148), would apply to the proposed project. The project entitlements include site plan and design review, which includes review of the design of the project, including the project's proposed treatment of existing structures on the project site.

The project site includes historic resources. PRC §21099(d)(2)(B) states: "For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources." Please refer to Cultural Resources, below, for an assessment of potential project effects on historic and other cultural resources.

FINDINGS

Pursuant to the Public Resources Code, the project would not have aesthetic effects that would be considered significant environmental impacts.

Issues:		No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
2. AIR QUALITY *Would the proposal:*				
A)	Result in construction emissions of NO_x above 85 pounds per day?	X		
B)	Result in operational emissions of NOx 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 PM10 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 proposed project is located within the City of Sacramento. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary local agency with respect to air quality for all of Sacramento County, including the City of Sacramento. The City of Sacramento is within the Sacramento Valley Air Basin (SVAB), which also includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba Counties, the western portion of Placer County, and the eastern portion of Solano County.

As required by the Federal Clean Air Act (FCAA) passed in 1970, the United States Environmental Protection Agency (U.S. EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air quality standards have been established. The U.S. EPA calls these pollutants "criteria air pollutants" because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter, and lead are the six criteria air pollutants. Notably,

particulate matter is measured in two size ranges: PM_{10} for particles less than 10 microns in diameter, and PM2.5 for particles less than 2.5 microns in diameter.

The California Air Resources Board (CARB) regional air quality monitoring network provides information on ambient concentrations of non-attainment criteria air pollutants. The monitoring stations that include data representative of the proposed project site are located on T Street (monitors ozone, PM_{10}, and $PM_{2.5}$ and is approximately 0.8 miles southwest of the project) and near the intersection of El Camino Avenue and Watt Avenue (monitors CO and is approximately 6.5 miles northeast of the project). **Table 2-1** presents a five-year summary of air pollutant concentration data collected at these monitoring stations for ozone, PM_{10}, $PM_{2.5}$ and CO.

TABLE 2-1
SUMMARY OF AIR QUALITY MONITORING DATA (2009–2013)

Pollutant	Applicable Standard	Number of Days Standards Were Exceeded and Maximum Concentrations Measured[a]				
		2009	2010	2011	2012	2013
Ozone – T Street Station						
Days 1-hour State Std. Exceeded	>0.09 ppm[b]	3	0	1	1	0
Max. 1-hour Conc. (ppm)		**0.102**	0.092	**0.100**	**0.104**	**.091**
Days 8-hour National Std. Exceeded	>0.075 ppm[c]	4	0	1	4	0
Days 8-hour State Std. Exceeded	>0.07 ppm[b]	13	1	5	9	0
Max. 8-hour Conc. (ppm)		**0.089**	**0.074**	**0.087**	**0.093**	0.068
Suspended Particulates (PM_{10}) – T Street Station						
Estimated Days Over 24-hour National Std.[d]	>150 µg/m^3 [c]	0	0	0	0	NA
Estimated Days Over 24-hour State Std.[d]	>50 µg/m^3 [b]	6.0	6.1	0	0	NA
Max. 24-hour Conc. National/State (µg/m^3)		47.8/**50.7**	53.5/**53.9**	38.8/42.2	36.2/36.7	**53.1/92.3**
State Annual Average (µg/m^3)	>20 µg/m^3 [b]	19.9	17.6	19.2	17.8	NA
Suspended Particulates ($PM_{2.5}$) – T Street Station						
Estimated Days Over 24-hour National Std.[d]	>35 µg/m^3 [c]	3.0	0	18.4	0	6.1
Max. 24-hour Conc. National (µg/m^3)		**37.7**	30.6	**50.5**	27.1	**39.2**
Annual Average (µg/m^3)	>12 µg/m^3 [b]	9.5	8.0	10.1	8.3	10.1
Carbon Monoxide (CO) – El Camino & Watt Station						
Days 8-hour Std. Exceeded	>9 ppm[b]	0	0	0	0	0
Max. 8-hour Conc. (ppm)		2.8	1.9	2.8	2.1	2.4
Days 1-hour Std. Exceeded	>20 ppm[b]	0	0	0	0	0
Max. 1-hour Conc. (ppm)		3.3	2.3	3.0	2.7	2.8

NOTES:

Bold values are in excess of applicable standard. "NA" indicates that data is not available.
conc. = concentration; ppm = parts per million; ppb=parts per billion;
µg/m3 = micrograms per cubic meter
ND = No data or insufficient data.

a. Number of days exceeded is for all days in a given year, except for particulate matter. PM10 and PM2.5 are monitored every six days.

b. State standard, not to be exceeded.

c. National standard, not to be exceeded.

d. Particulate matter sampling schedule of one out of every six days, for a total of approximately 60 samples per year. Estimated days exceeded mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

SOURCE: California Air Resources Board, 2014. *Summaries of Air Quality Data, 2009-2013*. www.arb.ca.gov/adam/cgi-bin/db2www/polltrendsb.d2w/start. Accessed February 11, 2015.

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 General Plan policies or mitigation from the General Plan Master EIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x 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_{10} 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. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM_{10} ambient air quality standards;
- 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 Climate Action Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, General Plan Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet state and federal air quality standards; General Plan Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; General Plan Policy ER 6.1.4 calls for coordination of City efforts with SMAQMD; and General Plan Policy ER 6.1.14 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 General Plan Policy ER 6.1.4, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as General Plan Policies ER 6.11.1 and ER 6.11.14, referred to above.

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential climate change impacts from new development that could occur under the 2035 General Plan. For example, General Plan Policy ER 6.1.6 calls for the City to maintain and implement a Phase 1 Climate Action Plan (CAP) to reduce municipal greenhouse gas (GHG) emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emission by 49 percent by 2035 and 83 percent by 2050; General Plan Policy ER 6.1.10 calls for the coordination between the City and SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions if not already provided for through project design.

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would be a less than significant impact. 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 GHG emissions and climate change (see Draft Master EIR, Chapter 4.14, and pages 4.14-3 through 4.14-7 et seq.). The Master EIR is available at http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.

Policies identified in the 2035 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR, Table 4.14-3, pages 4.14-12 through 4.14-13 et seq; the Final Master EIR included additional discussion of GHG emissions and climate change in response to written comments.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Construction-related emissions arise from a variety of activities, including: (1) grading, excavation, road building, and other earth moving activities; (2) travel by construction equipment and employee vehicles, especially on unpaved surfaces; (3) exhaust from construction equipment; (4) architectural coatings; and (5) asphalt paving.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM_{10} concentrations may be adversely affected on a temporary and intermittent basis. In addition, fugitive dust generated by construction would include not only PM_{10}, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

The proposed project would include demolition of the existing structures in Block 2, three small structures facing Rice Alley in Block 1 and the demolition of most of the existing Orchard Supply building in Block 3. Construction of the project development would begin in the fall of 2015 and would be completed in approximately 14 months, assuming concurrent development of all three blocks but not the later phase of Block 3.

Construction emissions were estimated for the proposed project using the methods contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County.*[7] The CalEEMod model was used to quantify construction NO_x emissions from off-road equipment, haul trucks associated with demolition and soils export, on-road worker vehicle emissions, and vendor delivery trips. Predicted unmitigated construction emissions for the worst-case day for each of the construction years are presented in **Table 2-2** and compared to the SMAQMD threshold.

TABLE 2-2
UNMITIGATED MAXIMUM DAILY CONSTRUCTION NOX EMISSIONS (POUNDS PER DAY)

Category	NO_x (pounds per day)
Maximum Daily – 2015	84
Maximum Daily – 2016	41
Construction Significance Threshold	85
Exceed Construction Threshold?	No

Notes:
Unmitigated emissions estimated using CalEEMod2013.2.2. Detailed CalEEMod results found in Appendix Air.

Source: ESA, 2015.

As shown in Table 2-2, during years 2015 through 2016, the maximum daily construction NO_x emissions would not exceed the SMAQMD significance threshold. Therefore, the proposed project would have a **less than significant** impact related to construction emissions.

QUESTION B

Over the long-term, the proposed project would increase operational emissions primarily by generating motor vehicle trips. Compared to mobile sources, onsite area sources would result

[7] Sacramento Metropolitan Air Quality Management District, 2009. *Guide to Air Quality Assessment.* Adopted December 2009 and last updated November 2014. pp. 3-1 - 3-11.

in lesser quantities of criteria pollutant emissions.[8] Operational emissions in the year 2017 were calculated using CalEEMod. The key inputs to CalEEMod included the proposed project land uses and the traffic data provided by DKS Associates.[9] The estimates shown in **Table 2-3** are based on 7,586 average daily traffic (ADT) trips generated by the proposed project, which would include up to 208 residential units, 69,680 sf of retail uses, 54,853 sf of office uses, and 204 parking spaces. Modeling assumptions and output files are included in Appendix A.

Based on the estimates shown in Table 2-3, the proposed project's incremental ROG and NO_x contribution to regional air quality would be below the significance thresholds specified by the SMAQMD. Thus, the impact of the proposed project would be **less than significant.**

TABLE 2-3
PROJECT OPERATIONAL EMISSIONS (POUNDS PER DAY)

Sources	Pollutant Emissions (Pounds per day)	
	ROG	NOx
Area Sources	10.6	0.2
Energy Sources	0.1	0.8
Mobile Sources	34.1	48.7
Total Proposed Project	44.8	49.7
SMAQMD Thresholds of Significance	65	65
Exceed Operational Threshold?	No	No

Notes:
Unmitigated operational emissions were estimated using CalEEMod2013. Detailed CalEEMod results can be found in Appendix A.

Source: ESA, 2015.

QUESTIONS C AND D

As previously discussed in response to Questions A and B, construction and operational activities would not exceed any of the SMAQMD's recommended mass emission thresholds, and, as a result, would not violate or contribute to a violation of the California Ambient Air Quality Standard for ozone.

Currently, Sacramento County is nonattainment for the PM_{10}, and $PM_{2.5}$ California Ambient Air Quality Standards. There is no approved regional plan for attaining the state PM_{10} or $PM_{2.5}$ standards.[10] When directly emitted from a project site during operations, PM is generally regarded as having regional and localized impacts. Wood smoke from fireplaces and woodstoves represents the primary operational contributor of PM. However, SMAQMD Rules 417 and 421 have been effective in reducing the contribution of wood smoke to PM concentrations. Consequently, PM_{10} and $PM_{2.5}$ from construction activities has become a primary concern to regulators. SMAQMD does not recommend that dispersion modeling be used to evaluate construction impacts unless the construction acreage exceeds 15 acres.[11] The

[8] Area sources include water and space heaters than burn natural gas, and landscape maintenance equipment that typically burn gasoline.
[9] DKS Associates, *The Ice Blocks Transportation Analysis Technical Report*, February 6, 2015
[10] Sacramento Metropolitan Air Quality Management District. 2013. Air Quality Standards Attainment Status. Sacramento, CA. Available at: http://www.airquality.org/aqdata/attainmentstat.shtml.
[11] Sacramento Metropolitan Air Quality Management District (SMAQMD) 2014. CEQA Guide December 2009, Revised September 2014. Available at: http://www.airquality.org/ceqa/ceqaguideupdate.shtml.

acreage of the proposed project is less than 15 acres and therefore does not require dispersion modeling. Consequently, PM_{10} and $PM_{2.5}$ emissions from the proposed project would not result in a violation or contribute to a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$, and the impact would be **less than significant.**

Emissions generated by short term construction have the potential to generate substantial high levels of PM_{10}, which are primarily associated with fugitive dust emissions during site preparation or grading. Exhaust emissions of PM_{10} are also generated by off-road construction equipment such as graders, dozers and excavators. According to the SMAQMD, all projects are required to implement the SMAQMD Basic Emission Control Practices,[12] whether or not the project meets the screening level for NO_x. The Basic Emission Control Practices consist of the following best practices feasible for controlling fugitive dust from a construction site:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

In the absence of control measures the impact would be **potentially significant**. With the implementation of the SMAQMD Basic Emission Control Practices as described in Mitigation Measure 2-1, this impact would be less than significant.

QUESTION E

Traffic during project operation would consist of customers, employees, delivery trucks, and residents. These traffic volumes would contribute to the existing and future intersection volumes in the vicinity of the project site. A transportation impact study was completed for the proposed project to evaluate the long-term effects on 18 intersections in the vicinity of the project site. The proposed project could potentially contribute traffic volumes to these intersections that would increase delays and idling.

[12] Sacramento Metropolitan Air Quality Management District (SMAQMD) 2014. CEQA Guide December 2009, Revised September 2014. Available at: http://www.airquality.org/ceqa/ceqaguideupdate.shtml.

Intersections that are categorized as a level of service (LOS) E or F would result in increased delays and idling times. These intersections have the potential to create CO hotspots, which is an exceedance of the 1- or 8- hour state CO standard. A CO hotspot can result in the exposure of nearby sensitive receptors to unhealthy CO concentrations. The SMAQMD's CEQA Guide to Air Quality Assessment in Sacramento County provides screening criteria to assess whether project-related vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance to the California Air Quality Standard for CO.

The SMAQMD's recommended screening criteria are divided into a two tiers, as follows:

First Tier
The proposed project will result in a less-than-significant impact to air quality for local CO if:

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

If the first tier of screening criteria is not met, then the second tier of screening criteria needs to be evaluated.

Second Tier
If all of the following criteria are met, the proposed project will result in a less than-significant impact to air quality for local CO.

- The project will not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project will 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 will 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 operation of the proposed project would result in increases in vehicle trips along roadways in the vicinity of the project site. Based on the traffic study conducted for this project, the proposed development would generate approximately 349 AM and 742 PM peak hour trips, and result in a total of 7,586 daily trips.

According to SMAQMD's first tier, a project would result in a less than significant impact if all two categories described above are met. As described in the transportation impact study,[13] traffic generated by the proposed project during the PM peak hour cumulative plus project conditions would result in LOS deterioration of 16th Street and R Street intersection east bound leg from LOS C to E. The rest of the intersections analyzed did not show a LOS deterioration of LOS to an E or F. In addition, the intersection analyzed in the traffic study for the proposed project would not contribute additional traffic to an intersection that already operates at a LOS of E or F. Because the first screening criteria of SMAQMD's first tier would not be met, the second tier screening criteria would need to be evaluated.

[13] DKS Associates, 2015 (February 6). *The Ice Blocks Transportation Analysis Technical Report.* See Appendix C.

Since the proposed project would not meet the first tier screening criteria, the project was compared to SMAQMD's second tier screening criteria. According to SMAQMD's second tier, a project would result in a less than significant impact if all three categories described above are met. As determined in the transportation impact study, under cumulative plus project peak hour conditions, the affected intersection with the highest traffic volume would be at 16th and X Street. This intersection would serve approximately 5,315 vehicles during the PM peak hour conditions, which is less than the SMAQMD threshold of 31,600 vehicles per hour. The project would not result in the contribution of traffic to any tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadways. Lastly, the mix of vehicle types at the effected intersections is not anticipated to be substantially different from the County Average. Therefore, the proposed project would meet all of the SMAQMD's CO hotspot second tier screening criteria and would result in a **less than significant impact**.

QUESTION F

As previously discussed above in response to Questions A through E, construction- and operational-related emissions would not exceed the SMAQMD's thresholds. In addition, toxic air contaminant (TAC) emissions generated during the construction and operations of the proposed project would not be significant, as discussed in response to Question G below. Consequently, this impact is **less than significant**.

QUESTION G

Operations

Operations of the proposed project would not include any new stationary source of TACs. In addition, there are no nearby sources of TACs that represent a health concern to future residents. According to SMAQMD guidance, since the proposed project would locate new residential uses more than 500 feet from the nearest high traffic volume roadway (defined as a freeway or urban roadway with greater than 100,000 vehicles per day), the proposed project would meet the CARB guidance distance and no further roadway-related air quality evaluations are recommended.[14] This impact would be **less than significant.**

Construction

Project construction would result in short-term emissions of diesel particulate matter (DPM), which is a TAC. Off-road heavy-duty diesel equipment would emit DPM during site preparation (e.g., excavation and grading); paving; installation of utilities, materials transport and handling; building construction; and other miscellaneous activities. SMAQMD has not adopted a methodology for analyzing such impacts and has not recommended that health risk assessments be completed for construction-related emissions of TACs. Due to the intermittent nature of construction activities, the relatively short-term construction period in any one location, and the varying distances to sensitive receptors as construction proceeds, the proposed project

[14] Sacramento Metropolitan Air Quality Management District (SMAQMD) 2014. CEQA Guide December 2009, Revised September 2014. Available at: http://www.airquality.org/ceqa/ceqaguideupdate.shtml.

would not result in significant construction-related health risks. This impact would be **less than significant.**

QUESTION H

In 2012, City of Sacramento adopted a community wide Climate Action Plan (CAP). The CAP outlines multiple initiatives intended to help the City achieve its overall goals of reducing community-wide emissions by 15% below 2005 levels by 2020, 38% below 2005 levels by 2030, and 83% below 2005 levels by 2050. Included in the CAP are a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. These GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline and projected emissions from new growth and development anticipated in the 2035 General Plan. In addition, the CAP identifies potentially adverse physical effects related to climate change on the community and includes specific adaptation measures to address and mitigate such effects.

The City has developed a Climate Action Plan Consistency Checklist for use in determining the consistency of proposed projects with the CAP.

The CAP Consistency Review Checklist includes seven criteria that a project must be evaluated against. Projects that are consistent with each of the seven criteria are considered consistent with Sacramento's CAP and would not have a significant GHG impact. The following discussion evaluates the proposed project for each of these seven criteria.

1. *Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2035 General Plan?*

   The CAP Consistency Review Checklist states that the proposed project must be consistent with the 2035 General Plan Land Use and Urban Form Designations and Development Standards. The proposed project site is designated as Urban Corridor High, which requires a residential density ranging from 33 to 150 units per acre and a floor to area ratio (FAR) ranging from 0.3 to 6.0.

   The proposed project would construct a total of 202 residential units in two phases. In the first phase 142 residential units would be constructed on Block 2 and in a later phase up to an additional 60 residential units would be constructed on Block 3. Residential development on Block 2 would result in a density of 112 units per acre (142 units / 1.27 acres). Residential development on Block 3 would result in a density of 70 units per acre (60 units / 0.86 acres). Therefore, residential development on both Blocks 2 and 3 would individually fall within the allowable density range for Urban Corridor High, and would collectively meet the density requirements (202 units / 2.13 acres = 95 units/acre).

   Although the exact footprint of all buildings is not known at this time, the total floor area ratio of the entire project would be within the range of the 0.3 to 6.0 FAR defined for the Urban Corridor High designation. This is determined by taking the total square footage of the development (220,312 square feet) and dividing by the total square footage of the Ice Block project site (141,226 square feet). This results in a FAR of 1.56, which is within

the allowable range. Thus, the proposed project would be consistent with the City's 2035 General Plan FAR requirements for the Urban Corridor High land use designation.

2. *Would the proposed project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average?*

   The CAP Consistency Review Checklist includes a VMT/Capital Screening Map. The map can be used as a quick screening tool to determine whether or not a proposed project is likely to meet the 35% reduction standard based on its geographic location. Since the proposed project is located on the green area of the map, it can be assumed to have a VMT/capita/day below 16, and no further action related to VMT is necessary. Consequently, the proposed project meets the CAP Consistency Review Checklist VMT criteria.

3. *Would the proposed project include traffic-calming measures?*

   The proposed project would be located in the Urban Corridor High District, which is not a part of the City where installation of traffic calming measures is encouraged. Consequently, this measure does not apply to the proposed project and traffic-calming measures are not proposed.

4. *Would the proposed project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan?*

   An integral element of the proposed project would be several open areas intended to provide seamless pedestrian flow in and out of the buildings, pedestrian circulation around the Ice Blocks development, and pedestrian connectivity to S and 16th Streets.

   The Ice Blocks development would be illuminated to highlight circulation paths, landscape features, and create a safe pedestrian experience.

   The level of pedestrian improvements necessary to determine Pedestrian Master Plan and thus CAP consistency is measured according to the "Basic, Upgrade, or Premium" categories defined in Appendix A to the Pedestrian Master Plan.[15] The differences between these three categories are based on several criteria, including project location, surrounding land uses, and proximity to transit. Based on a comparison of the project's pedestrian features with the criteria of the Pedestrian Master Plan, the proposed project would qualify as a premium level of pedestrian amenities.

   The "Pedestrian Smart Growth Scorecard" (from Appendix A to the Pedestrian Master Plan) was completed with a score above the minimum score of 3, indicating that the proposed project would meet this standard and would be consistent with the Pedestrian Master Plan (see Appendix A of this document).

[15] City of Sacramento, 2006. City of Sacramento Pedestrian Master Plan, Making Sacramento the Walking Capital.

Based on this evaluation, the proposed project's pedestrian amenities would meet the City of Sacramento's Consistency Checklist for pedestrian facilities.

5. *Would the proposed project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?*

   The proposed project would comply with the requirements of the Planning and Development Code for the provision of short- and long-term bicycle parking within the Ice Block development. Long-term employee bike parking lockers would be provided in the parking area in Block 3. Short-term bicycle parking racks would be provided along R Street.

   The project site is currently accessible by bicycle. A Class 3 bike route connects the project site to the Sacramento downtown grid which is crisscrossed with Class 2 bike routes. The Class 3 bike route adjacent to the project site also connects to Class 1 bike routes that can lead to the Old Sacramento area and the American River Parkway.[16] Since the project site is accessible by existing on-street bikeways, the proposed project would be consistent with the Bikeway Master Plan and meets the CAP Consistency Checklist for bicycle facilities.

6. *For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2)*

   The proposed project would not generate 15% of its energy demand on-site. However, the proposed project would be designed in compliance with the 2013 Title 24 Building Energy Efficiency Standards, effective January 1, 2014. In addition, the project applicant has committed that residential space would be designed to exceed title 24 standards by at least 10% and commercial space would be designed to exceed Title 24 standards by at least 5%.

7. *Would the proposed project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier 1 water efficiency standards? (CAP Action: 5.1.1)*

   The proposed project would comply with the following CALGreen Tier 1 water efficiency measures that were assumed in the Climate Action Plan Technical Appendix (page E-29):

   - Non-residential Buildings/Space: 30% improvement in indoor water efficiency (compared to 2008 Plumbing Code baseline); and outdoor potable water use reduction to a quantity that does not exceed 60% of the reference evapotranspiration rate (ETo) times the landscape area plus 1 voluntary outdoor

[16] City of Sacramento, 2011. Sacramento Existing and Proposed Bikeways. Department of Transportation. Available at: http://portal.cityofsacramento.org/Public-Works/Transportation/Programs-and-Services/Bikeway-Program

water efficiency & conservation measure as listed in the CALGreen Nonresidential Voluntary Measures.

- Residential Buildings/Space: 20% improvement on indoor water efficiency (compared to 2008 Plumbing Code baseline; per CALGreen Mandatory Measures), and kitchen faucets shall have a maximum flow rate no greater than 1.5 gallons per minute; and outdoor potable water use reduction to a quantity that does not exceed 65% of ETo times the landscape area plus 2 voluntary outdoor water efficiency & conservation measures as listed in the CALGreen Residential Voluntary Measures.

The proposed project would comply with the above-referenced CALGreen Tier 1 Water Efficiency Measures as a condition of approval, and would therefore be consistent with CAP Action 5.1.1.

Based on this review, the proposed project would meet each applicable CAP Consistency Review Checklist item. Therefore, the proposed project would result in a less than significant impact.

MITIGATION MEASURES

Mitigation Measure 2-1: City approval of any grading or improvement plans shall include the following SMAQMD Basic Construction Emission Control Practices, including:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

FINDINGS

With implementation of Mitigation Measure 2-1, all additional significant environmental effects of the project relating to Air Quality can be mitigated to a **less-than-significant** level.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
3. BIOLOGICAL RESOURCES Would the proposal: 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

Regional

The project site is located within the City of Sacramento. The regional setting is mainly urban with the Sacramento River and American River corridors supporting riparian woodlands. Agricultural and grassland areas dominate the unincorporated areas of Sacramento County. Natural habitats are located primarily outside the City boundaries but also occur along river and stream corridors and on a number of undeveloped parcels. Native habitats in the greater region include oak woodlands, riparian woodlands, wetlands, and annual grasslands. These native areas provide habitat for a variety of wildlife including migratory birds, raptors, small mammals, as well as larger native fauna such as deer and coyote.

Local

The project site is located in a highly urbanized area, in the historically industrial R St. corridor, east of 16th Street, in midtown Sacramento. The project site is comprised of three blocks of paved areas with existing abandoned buildings that have been vacant for a number of years. A several ornamental street trees along the perimeter of the project blocks provide landscaping for the area. There are no natural plant communities or sensitive habitats that exist within the project site.

The immediate urban setting is mainly occupied by commercial, office, and residential development and two vacant parcels immediately adjacent to the project site. These vacant

parcels are highly disturbed dominated by non-native grasses and forbs and provide limited wildlife value for non-native and very common wildlife species. The site is approximately 1.3 miles from the Sacramento River. Other nearby water sources that can be used by wildlife include the Capitol Building trout pond (0.5 miles away) and the Southside Park pond (0.75 miles to the west). The proximity of water and the riparian corridor of Sacramento River to the project site can provide foraging and habitat features utilized by special status species.

Some species, like raptors and bats, could utilize urban habitat for nesting and roosting. Therefore, while the project site is completely developed, its proximity to the water features and natural riparian corridor allows for the potential use by native and sensitive species. There are no jurisdictional wetlands, riparian, or other special status habitats located on or immediately adjacent to the project site.

Sensitive Biological Resources

Information in this section is based on data collected during reconnaissance-level field surveys conducted by ESA biologists in January 2015, and review of other relevant documentation for the project area and surrounding vicinity including:

- California Natural Diversity Database (CNDDB) records search of a five (5) mile radius around the project site[17]
- United States Fish and Wildlife Service (USFWS) List of Threatened and Endangered Species[18]
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants[19]
- Sacramento Draft 2035 General Plan[20]
- Sacramento 2035 General Plan Draft Master EIR[21]

Special-Status Wildlife

Twenty-three special-status wildlife species have been documented in the CNDDB 5-mile search area. Most of these species are associated with specific habitat types (aquatic, riparian, vernal pools, oak woodlands) that do not occur within the project site or immediate vicinity and are not evaluated further in this document. Of the special status species documented in the CNDDB search, only roosting bats, nesting raptors, and nesting migratory birds have the potential to occur within the project area and could affected by the proposed project. These special status species include Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperii*), purple martin (*Progne subis*), pallid bat

[17] California Department of Fish and Wildlife, 2015. California Natural Diversity Database (CNDDB).
[18] (USFWS, 2015)
[19] CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Available: http://www.rareplants.cnps.org. Accessed February 25, 2015.
[20] City of Sacramento, 2014. City of Sacramento 2035 General Plan.
[21] City of Sacramento, 2014. City of Sacramento 2035 General Plan Master Environmental Impact Report.

(*Antrozous pallidus*), and Townsend's bat (*Corynorhinus townsendii*), and are further discussed below.

Sensitive Habitats and Special-Status Plant Communities

No native plant communities exist within the project site or immediate vicinity as determined by reconnaissance field surveys. Elderberry savanna and Great Valley cottonwood riparian forest are identified within the 5-mile radius CNDDB search but these habitats are restricted to the American River and would not be affected by project activities. Additionally there are no potential wetlands or waters of the United States within the project area.

The City of Sacramento protects "Street Trees" and "Heritage Trees" for aesthetic and habitat value. These types of trees are defined and further discussed below, under Regulatory Background.

REGULATORY BACKGROUND

Federal Endangered Species Act

Federal Endangered Species Act (FESA) prohibits the unauthorized "take" of any fish or wildlife species listed as threatened or endangered, including the destruction of habitat that could hinder species recovery. The term "take" is defined by the Endangered Species Act as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct."

California Endangered Species Act

The California Endangered Species Act (CESA) prohibits the take of plant and animal species that the California Fish and Game Commission have designated as either threatened or endangered in California. "Take" in the context of the CESA means to hunt, pursue, kill, or capture a listed species, as well as any other actions that may result in adverse impacts when a person is attempting to take individuals of a listed species. The take prohibitions also apply to candidates for listing under the CESA.

California Fish and Game Code

Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation under it. Section 3503.5 prohibits the take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Code Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) allow the designation of a species as fully protected. This is a greater level of protection than that afforded by the CESA. Except for take related to scientific research, all take of fully protected species is prohibited.

Migratory Bird Treaty Act

Federal law protects raptors, migratory birds, and their nests. The federal Migratory Bird Treaty Act (15 USC 703-711 and 16 USC Section 7.3, Supp I 1989), 50 CFR Part 21, and 50 CFR Part 10, prohibits killing, possessing or trading in migratory birds. Executive Order 13186 (January

11, 2001) requires that any project with federal involvement address impact of federal actions on migratory birds.

City of Sacramento City Code Trees (Including Heritage Trees)

The City of Sacramento City Code protects street trees (Sacramento City Code, Title 12, Chapter 12.56) and heritage trees (Sacramento City Code, Title 12, Chapter 12.64) from removal and damage. When circumstances do not allow for tree retention, permits are required to remove heritage trees or trees that are within the City's jurisdiction, including City street trees. Removal of, or construction around, trees that are protected under the City Code requires permission and inspection by qualified arborists

A street tree as defined by City Code, Chapter12.56.020:

- Includes any tree growing on a public street right-of-way.

A heritage tree as defined by City Code, Chapter 12.64.020 is:

- Any tree of any species with a trunk circumference of one hundred (100) inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
- Any native *Quercus* [oak] species, *Aesculus California* [California buckeye] or *Platanus Racemosa* [California sycamore], having a circumference of thirty-six (36) inches or greater when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
- Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the centerline of the water course to thirty (30) feet beyond the high water line.
- Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit. (Ord. 2008-018 § 3; prior code § 45.04.211)

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 Wildlife (CDFW);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (see CEQA Guidelines §15380).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the General Plan policy area. 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, special–status mammals, and contribute to regional loss of special-status plant or wildlife species or their 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. Although determined to be significant and unavoidable, proposed policies require all feasible impact-reducing actions as part of the 2035 General Plan. General Plan Policy ER 2.1.1 calls for the City to encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character; General Plan 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 impact compensation; General Plan Policy ER 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources; and General Plan Policy ER 3.1.3 requires the City to preserve trees of significance.

The Master EIR concluded that the cumulative effects of development that could occur under the 2035 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 4.3-1), reduction of habitat for special-status invertebrates (Impact 4.3-2), loss of habitat for special-status birds (Impact 4.3-3), loss of habitat for special-status amphibians and reptiles (Impact 4.3-4), loss of habitat for special-status mammals

(Impact 4.3-4), special-status fish (Impact 4.3-6) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 4.3-7 through 9).

2035 GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following 2035 General Plan goals and policies relevant to project activities would avoid or lessen environmental impacts as identified in the 2035 Master EIR and are considered mitigation measures for the following relevant project-level and cumulative impacts:

- **Impact 4.3-3** 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.
- **Impact 4.3-5** Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.
- **Impact 4.3-10** Substantial reduction in the number of trees within the Policy Area.
- **Impact 4.3-11** Contribution to regional loss of special-status plant or wildlife species or their habitat.

Goal ER 2.1: Natural and Open Space Protection. Protect and enhance open space, natural areas, and significant wildlife and vegetation in the city as integral parts of a sustainable environment within a larger regional ecosystem.

- **Policy ER 2.1.1**: **Resource Preservation**. The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character.
- **Policy ER 2.1.10**: **Habitat Assessments and Impact Compensation**. The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.
- **Policy ER 2.1.11: Agency Coordination**. The City shall coordinate with State and Federal resource agencies (e.g., California Department of Fish and Wildlife (CDFW)),

U.S. Army Corps of Engineers, and United States Fish and Wildlife Service (USFWS)) to protect areas containing rare or endangered species plants and animals.

Goal ER 3.1: Urban Forest. Manage the city's urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life.

- **Policy ER 3.1.3: Trees of Significance**. The City shall require the retention of City trees and Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Project activities would occur within highly developed, paved areas and the surrounding commercial, office, vacant, and residential land uses provide marginal habitat for disturb-tolerant wildlife. Project activities would not disturb contaminated soils or release any materials that would be hazardous to special-status species (see Item 6, Hazards, below). Therefore, a **less than significant impact** from hazardous materials on special status species would occur.

QUESTION B AND C

The project site provides limited value to wildlife species, including threatened and endangered plants and animals, development of the site would not eliminate any habitat important to the long-term survival of any species or community, and would not substantially reduce the number or restrict the range of any species. However, it is possible that some species which are protected under State and federal regulations could potentially use the landscape trees and abandoned structures, as well as other trees in nearby yards and parks. These species are discussed below.

Special-status birds

Based on the results of the CNDDB search, there are three special-status raptors and one other special status bird with potential to occur within the project area: Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperii*), and purple martin (*Progne subis*).

- **Swainson's hawk**

  Swainson's hawk is a California Threatened species. Due to the urban nature of the site, it is unlikely that Swainson's hawks would occupy the landscape trees on site or street trees adjacent to the site. Swainson's hawk nests have been identified approximately 0.1 miles (approximately 200 feet) north in Fremont Park. Although these nests have been in mature trees in the Park that are substantially larger and taller than the trees that are

on or adjacent to the project site, the potential exists for Swainson's hawks to nest in trees on or adjacent to the site.

- **White-tailed kite**

  A CDFW Fully Protected raptor, the White-tailed kite is sensitive to human disturbance. Due to the urban nature of the project area it is unlikely this species would nest in trees that are within or immediately adjacent to the project site.

- **Cooper's hawk**

  This accipiter is a CDFW watch list species and has the potential to forage and nest in urban areas. Although the on-site and adjacent street trees provide only marginal nesting habitat and more suitable habitat is located outside the project area, there is still potential for this species to utilize the on-site and adjacent street trees for nesting.

- **Purple martin**

  This California Species of Special Concern is a cavity nester that requires small holes with adequate flight access. They are known to utilize bridge structures in Sacramento for colonial nesting. The abandoned buildings on the project site provide marginal nesting habitat and no purple martins were observed during sites visits so it is unlikely purple martins would occur. However, close proximity of known occurrences of purple martins creates the potential for nesting within the project site.

Project activities impacting special-status raptors and birds would be a **potentially significant impact.** Implementation of **Mitigation Measure 3-1** would ensure that this potential impact is reduced to a less-than–significant level.

Raptors and migratory birds

Tree and structure removal, along with disturbances associated with demolition and construction, could result in direct destruction of bird nests protected under the Migratory Bird Treaty Act and California Fish and Game Code §3503.5. Although there is ongoing levels of traffic and frequent construction in and around the project site, project construction noise could also result in noise, vibration, or activity that could disturb raptors and migratory birds causing nest abandonment by the adults and mortality of chicks and eggs, negatively affect breeding or reproduction of species on or adjacent to the project site. The destruction of any migratory bird nest is a violation of the Migratory Bird Treaty Act and would be considered a **significant impact**. If the trees or abandoned buildings were utilized for nesting by raptors at the time of removal, adults or young could be killed. This impact would be in conflict with California Fish and Game Code §3503.5. The loss of an active raptor nest or take of individuals from construction would, therefore, be a **significant impact**. Implementation of **Mitigation Measure 3-1** would reduce these potential impacts to special-status birds, migratory bird, and raptors to a less-than-significant level.

Special-status bats

The abandoned buildings on the project site provide suitable habitat for roosting bats including special-status species such as pallid bat (California Species of Special Concern) and

Townsend's big-eared bat (California Candidate Threatened). During the reconnaissance visit biologists noted small amounts of bat guano of unknown species within the Block 1 buildings and observed suitable roosting habitat in walls and crevices. No evidence of bat presence was identified in buildings on Block 2. Based on the observations, it is highly unlikely that there is substantial, long-term roosting going on within the project buildings. The small amounts of bat guano identified in the Block 1 buildings indicate that it is likely that there is some occasional use of the buildings by bats for roosting or foraging. Impacts to special status bats including disturbance of roosting sites and direct harm from project activities would be a **significant impact.** Implementation of **Mitigation Measure 3-2** would reduce impacts to special status bats to less than significant.

Natural Communities

No wetland, riparian, aquatic, or other sensitive natural habitat would be affected by the proposed project as none of these special-status habitats exist on the site or would be affected offsite. As shown in Appendix D, Arborist Report, the proposed project would remove 11 trees interior to Blocks 2 and 3 to allow for building construction. Trees proposed for removal would not eliminate any habitat important to the long-term survival of any species or community, and would not substantially reduce the number or restrict the range of any species. The proposed project would not remove any City street trees. The City of Sacramento has established policies and ordinances to protect heritage and urban street trees. Although the proposed project would not remove City street trees, construction could impact root zones causing damage to the trees. This would be a **significant impact**. Implementation of **Mitigation Measure 3-3** would reduce impacts to trees to less than significant level.

MITIGATION MEASURES

Mitigation Measure 3-1: Nesting Bird Protection Measures. Nesting birds and their nests shall be protected during construction by implementation of the following measures:

- Removal or disturbance of trees and structures shall occur during periods outside the bird nesting season (August 31 to January 31), to the extent feasible.
- If removal or disturbance of trees and structures during bird nesting season (February 1 to August 30) is necessary, a qualified wildlife biologist shall conduct pre-construction nesting surveys within 7 days prior to the start of such activities or after any construction breaks of 14 days or more. Surveys shall be performed for the project site and suitable habitat within 250 feet of the project site in order to locate any active passerine (perching bird) nests and within 500 feet of the project site to locate any active raptor (birds of prey) nests.
- If active nests are located during the pre-construction bird nesting surveys, the wildlife biologist shall evaluate if the schedule of construction activities could affect the active nests and the following measures shall be implemented based on their determination:
  - If the biologist determines that construction is not likely to affect the active nest, it may proceed without restriction;

- If the biologist determines that construction may affect the active nest, the biologist shall establish a no disturbance buffer. Typically, this buffer distance will be between 25 feet and 250 feet for passerines and between 300 feet and 500 feet for raptors. These distances may be adjusted by the biologist depending on the level of surrounding ambient activity (i.e., if the project site is adjacent to a road or community development) and if an obstruction, such as a building structure, is within line-of-sight between the nest and construction. For bird species that are State-listed sensitive species (i.e., fully protected, endangered, threatened, species of special concern), a City representative, supported by the biologist, shall consult with the CDFW regarding proposed modifications to disturbance buffers or proposed removal or relocation of active nests..

- Any birds that begin nesting within the project site and survey buffers during project activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels. In these cases no work exclusion zones shall be established around active nests.

Mitigation Measure 3-2: Avoidance and Minimization Measures for Special-Status Bats. Pre-construction surveys for special status bats shall be conducted by a qualified biologist in advance of tree and structure removal within the project site to characterize potential bat habitat and identify active roost sites. These surveys shall include visual emergence and acoustic monitoring at any potential bat entries in the structures. A nighttime emergence survey shall be conducted no later than one-half hour before sunset and continue until at least 3 hours after sunset to allow for detection of both day- and night-roosting bats. These surveys should be conducted during seasonally appropriate periods as determined by the qualified biologist (typically between April and June). Should the surveys find no special status bat roosting sites then no further action is required. Should active special status bat roosts be found in trees and/or structures to be removed or disturbed as part of the proposed project, the following measures shall be implemented:

a) Removal of trees and structures shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15; outside of bat maternity roosting season (approximately April 15 – August 31) and outside of months of winter torpor (approximately October 15 – February 28), to the extent feasible.

b) If removal of trees and structures during the periods when bats are active is not feasible and active bat roosts being used for maternity or hibernation purposes are found on or in the immediate vicinity of the project site where tree and structure removal is planned, a no disturbance buffer of 100 feet shall be established around these roost sites until they are determined to be no longer active by the qualified biologist. A 100-foot no disturbance buffer is a typical protective buffer distance however may be modified by the qualified biologist depending on existing screening around the roost site (such as dense vegetation or a building) as well as the type of construction activity which would occur around the roost site.

c) The qualified biologist shall be present during tree and structure removal if potential bat roosting habitat or active bat roosts are present. Trees and structures with active roosts shall be removed only when no rain is occurring or is forecast to occur for 3 days and when daytime temperatures are at least 50°F.

d) Removal of trees with active special status bat roost sites shall follow a two-step removal process:

   i. On the first day of tree removal and under supervision of the qualified biologist, branches and limbs not containing cavities or fissures in which bats could roost, shall be cut only using chainsaws.

   ii. On the following day and under the supervision of the qualified biologist, the remainder of the tree may be removed, either using chainsaws or other equipment (e.g. excavator or backhoe).

e) Removal or disturbance of structures containing active special status bat roosts shall be dismantled under the supervision of the qualified biologist at least one hour past sunset and after bats have emerged from the roost to forage. Structures shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost.

Mitigation Measure 3-3: Protection of City Trees. During construction, the project applicant shall implement the following tree protection measures:

- A Tree Protection Zone (TPZ) should be established around any tree or group of trees to be retained. The formula typically used is defined as 1.5 times the radius of the dripline or 5 feet from the edge of any grading, whichever is greater. The TPZ may be adjusted on a case-by-case basis after consultation with a certified arborist.
- The TPZ of any protected trees should be marked with temporary fencing which should remain in place for the duration of construction activities in the area.
- Construction-related activities, including grading, trenching, construction, demolition or other work should be prohibited within the TPZ. No heavy equipment or machinery should be operated within the TPZ. No construction materials, equipment, machinery, or other supplies should be stored within a TPZ. No wires or signs should be attached to any tree. Any modifications should be approved and monitored by a certified arborist.
- Trees should be pruned according to the standards set forth by the American National Standard Institute (ANSI) for Tree Care Operations (Pruning) (ANSI A300). The ANSI A300 states that "not more that 25 percent of a tree's foliage should be removed within an annual growing season." Furthermore, it states that the percentage of crown thinning must be adjusted to account for inherent tolerance, age, condition, and environmental factors. Therefore, any trees that would require the removal of more than 25 percent of the crown in order to provide adequate clearance may be recommended for removal instead. This assessment should be made on an individual tree basis by a certified arborist. The assessment should evaluate the tree's overall health as well as the health

of tree components, the potential for the tree or tree components to fail, and the tree's location in order to determine if removal is warranted.

- A certified arborist should monitor the health and condition of the protected trees on a weekly basis and, if necessary, recommend additional mitigations and appropriate actions. This shall include the monitoring of street trees adjacent to the project site in order to determine if construction activities (including the removal of nearby trees) would affect protected trees in the future.

FINDINGS

With implementation of the above 2035 Master EIR and project-specific mitigation measures, the proposed project would not result in a significant impact on special-status species and would have a less than significant impact on biological resources. All additional significant environmental effects of the project relating to Biological Resources can be mitigated to a **less-than-significant level**.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
4. CULTURAL RESOURCES 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	

ENVIRONMENTAL SETTING

The primary sources referenced for this section are the Cultural Resources Technical Report, prepared by JRP Historical Consulting in March 2015 to address historic period architectural resources, the City of Sacramento 2035 General Plan Update Master EIR, and archival research and Native American coordination conducted by ESA in February 2015. ESA conducted a confidential records search for the project site in January 2015 at the North Central Information Center (NCIC) in Sacramento, California (NCIC No. SAC-15-6). In light of the urban and developed nature of the project site, with its pavement and heavily modified natural surfaces, ESA staff determined traditional archaeological survey efforts would prove ineffective, and subsequently no field survey was conducted for archaeological resources.

The NCIC records search revealed twelve previously recorded cultural resources within a ½-mile radius of the project site, including a single prehistoric site located ½ mile southeast of the project area. According to the February 2015 NCIC records search the entire project footprint is located within the area surveyed in 2009 by PAR Environmental Services, Inc. for the City of Sacramento's R Street Market Plaza Improvement Project. This 2009 survey failed to identify any prehistoric resources within the project site and its immediate vicinity.

On January 14, 2015, ESA submitted a request of a Sacred Lands File (SLF) search to the Native American Heritage Commission (NAHC) for the proposed project, along with a request for a list of Native American tribes and individuals with knowledge of the area. On January 27, 2015, ESA received a response from the NAHC, stating that the SLF check failed to identify anything in the project area or vicinity. On January 27, 2015, ESA sent hard copy letters and emails to the tribes and individuals identified by the NAHC, informing them of the project location and the general project description, and requesting that they contact ESA with any comments or questions regarding cultural resource impacts within the project.

On February 12, 2015, ESA received a response from the Shingle Springs Band of Miwok Indians (SSB), requesting initiation of the consultation process for the proposed project, in order

to address cultural and historic resource issues pursuant to Section 106. The letter also requested the SSB be added as a consulting part in identifying any traditional cultural properties (TCPs) identified within the Area of Potential Effect (APE). The project is in on private property in an urban, developed area with no known Traditional Cultural Properties or identified prehistoric archaeological resources. Additionally, since there are no federal undertakings involved in the project, the project as proposed does not require federal Section 106 compliance. ESA forwarded SSB's request to the City on February 18, 2015. On February 25, 2015, the City sent the SSB an email providing additional clarification regarding the project's lack of federal involvement, and noting that research done on the site and near the project site indicated no documented resources supporting the likelihood of finding culturally significant resources.[22] The City is soliciting the SSB's input on the cultural resources analysis of the Initial Study during the public comment period. No additional comments have been received to date.

Implementation of the proposed project would not result in an impact to prior identified prehistoric resources. Impacts to undocumented prehistoric archaeological resources are discussed in greater detail below.

The records search identified three potentially historic period architectural resources within the project footprint: Crystal Ice and Cold Storage (P-34-004021), Orchard Supply Co. Warehouse (P-34-004022), and the Crystal Ice Storage Annex (P-34-004023). Of these resources, only the Crystal Ice and Cold Storage buildings (P-34-004021) on Block 1 were recommended eligible for listing in the National Register of Historic Places (NRHP) under criterion A and C for their association with the industrial development of Sacramento and ice plant architecture. Additional discussion of the historical significance of these resources is provided below.

PAR Environmental Services, Inc. (PAR) surveyed and evaluated the Crystal Ice and Cold Storage property in 2009 as part of the Historical Resources Evaluation Report for the R Street Market Plaza Improvement Project: 16th-18th Streets, City of Sacramento. The City worked in that case in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) on the R Street Market Plaza Improvement Project, thus making it a federal undertaking requiring project compliance with Section 106 of the National Historic Preservation Act. PAR concluded that the Crystal Ice and Cold Storage property was eligible under NRHP Criteria A and C at the local level of significance for its importance in the industrial development of Sacramento and for its architecture as an ice plant. PAR identified the building's period of significance from its construction in 1920 to 1950. The DPR 523 form with NRHP evaluation is in Appendix B. As part of the R Street Market Plaza Improvement Project Section 106 compliance, Caltrans (on behalf of FHWA) determined that the property was eligible for the NRHP based on PAR's findings and received concurrence regarding this determination of eligibility from the State Historic Preservation Officer (SHPO) on November 25, 2009.

[22] Written correspondence, 2015. Email from Dana Mahaffey, City of Sacramento to Kara Perry, Cynthia Franco, and Daniel Fonseca, Shingle Springs Band of Miwok Indians. February 25, 2015.

As part of the 2009 review, PAR also surveyed and evaluated The Crystal Ice Storage Annex at 1716 R Street (APN 009-0095-010), and the Orchard Supply Company Warehouse at 1731 17th Street (APN 006-0296-015). The evaluations of these other buildings concluded they were not eligible for listing in the NRHP because of their significant loss of integrity from fires and subsequent repairs. Thus, these individual adjacent properties are not considered historical resources for the purposes of CEQA.

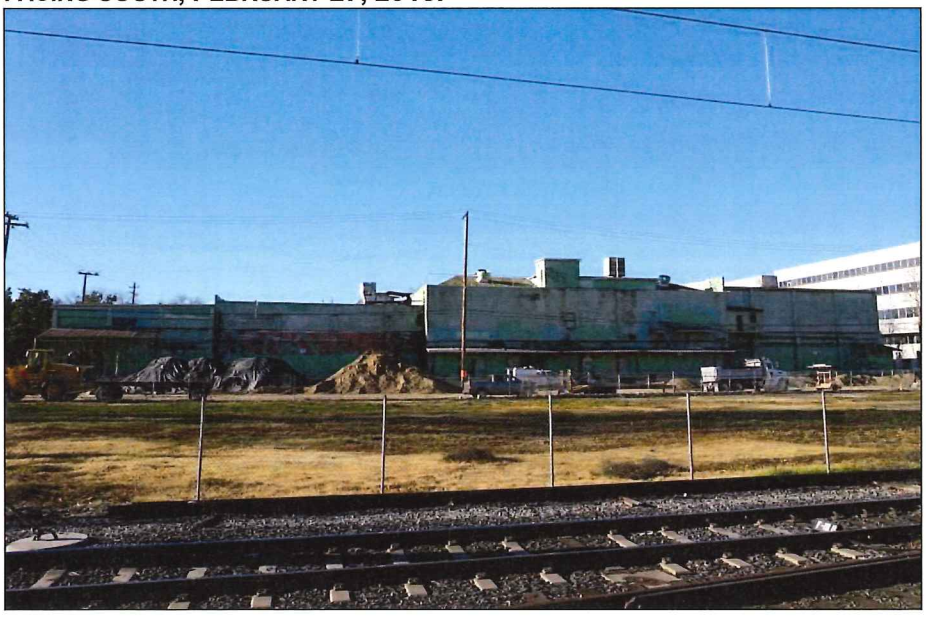
PAR also surveyed and evaluated the Southern Pacific Railroad (SPRR) R Street Track and Siding from 16th to 18th Streets located in the project vicinity. The SPRR R Street Track and Siding was found not eligible as a discontinuous segment of track as the rails from 14th to 16th Streets and from 18th Street and beyond, have been removed; however, the track and siding were found to contribute to the setting of the Crystal Ice and Cold Storage property.

The Crystal Ice and Cold Storage property is a complex of multiple attached buildings constructed in five phases from 1920 to 1950, stretching over a one-half block area on the south side of R Street bound by 16th and 17th Streets and the alley (known as Rice Alley) between R and S streets (**Figures 4-1 through 4-4**), and noting that the north-side loading docks extend into the R Street ROW. The complex is situated in a former industrial corridor that flanked the SPRR line in R Street that is now abandoned. The central core of the plant is of brick masonry construction and represents the property's original 1920-1921 initial construction. A one-story garage centered on the rear was constructed to house trucks in 1925. The west side of the building fronting 16th Street was added in 1944 and the eastern third of the property, including truck storage and an office addition, were added by 1949. PAR assigned numbers to the various buildings that comprise this property. PAR's building numbers are different than those being used in the current project plans. For the purposes of this report, building number designations will follow those assigned for this project (see **Figure 4-5**).

FIGURE 4-1: CRYSTAL ICE AND COLD STORAGE PROPERTY, NORTH AND WEST SIDES ALONG R AND 16TH STREETS, CAMERA FACING SOUTHEAST

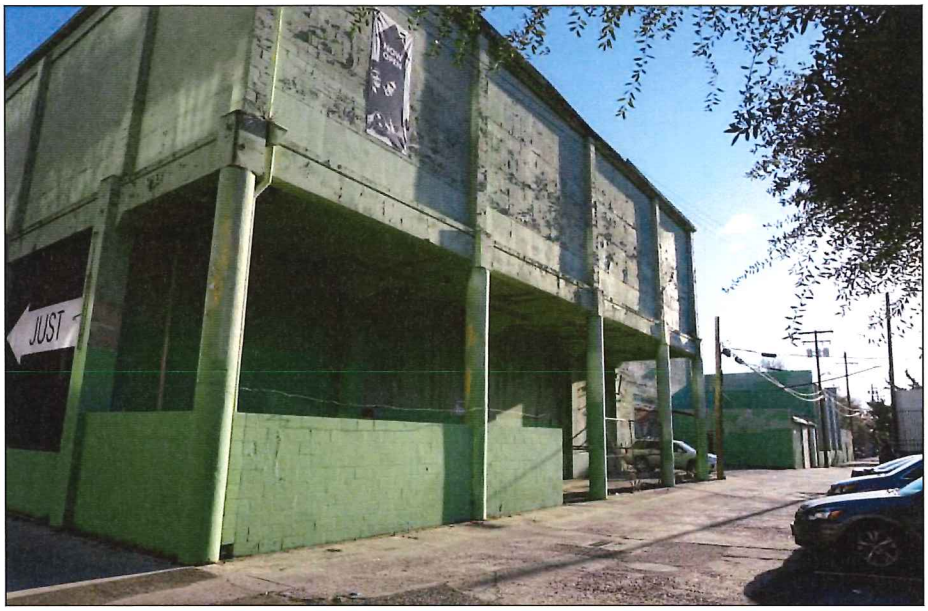
Source: JRP Historical Consulting, February 27, 2015.

FIGURE 4-3: CRYSTAL ICE AND COLD STORAGE PROPERTY, NORTH SIDE ALONG R STREET, CAMERA FACING SOUTH, FEBRUARY 27, 2015.



Source: JRP Historical Consulting, February 27, 2015.

FIGURE 4-4: CRYSTAL ICE AND COLD STORAGE PROPERTY, SOUTH SIDE ALONG RICE ALLEY, CAMERA FACING NORTHEAST

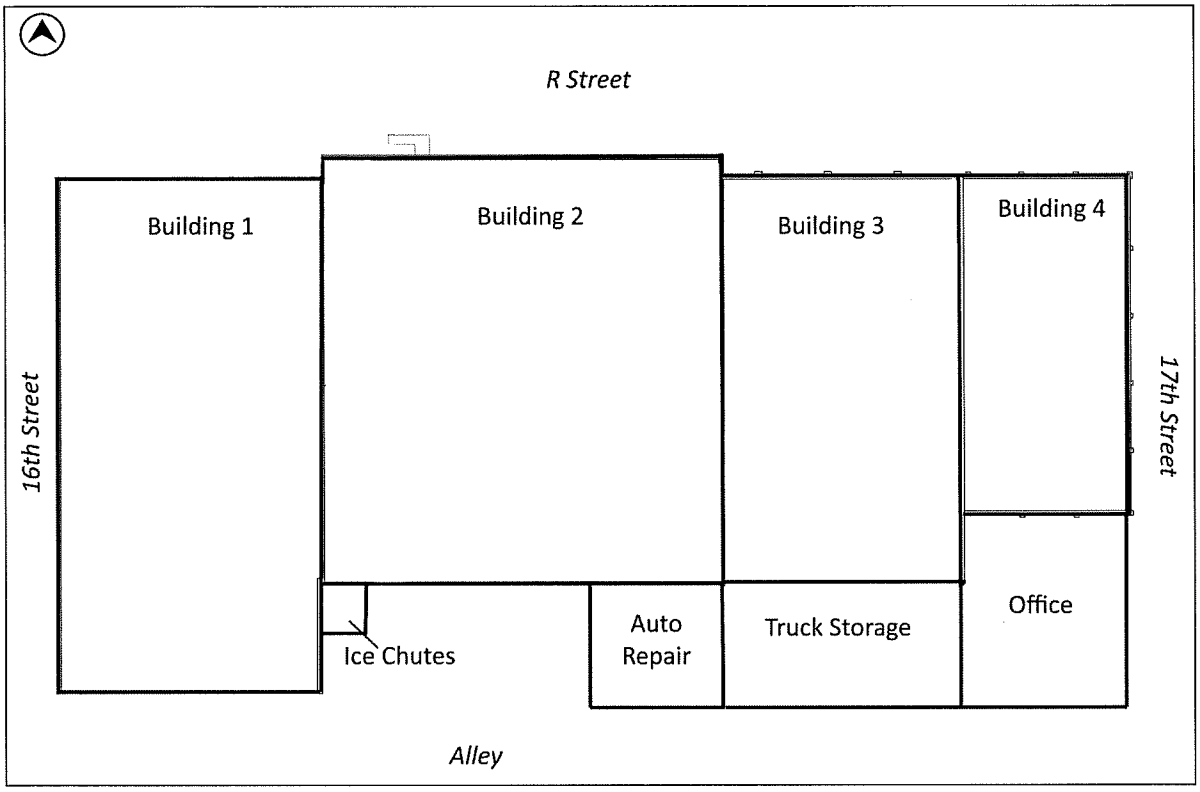


Source: JRP Historical Consulting, February 27, 2015.

FIGURE 4-5: CRYSTAL ICE AND COLD STORAGE PROPERTY, EAST SIDE ALONG 17TH STREET, CAMERA FACING WEST

Source: JRP Historical Consulting, February 27, 2015.

FIGURE 4-5: BLOCK 1 EXISTING BUILDING DIAGRAM



Source: JRP Historical Consulting, March, 2015.

Building 1

Building 1 is bounded by 16th Street on the west, R Street on the north and the alley on the south. The 1951 Sanborn Map labeled this area as "Cold Storage" and noted that it was built in 1944. The structure is concrete frame with poured-concrete and concrete block. A concrete cornice with a slight overhang extends around the top. External concrete framing (which PAR refers to as pilasters) is present on the north and west sides. The north side fronts on R Street and has a roll up metal bay entry on the east and a decorative concrete band with incised grooves dividing the north side (**Figure 4-6**).

FIGURE 4-6: NORTH SIDE OF BUILDING 1, CAMERA FACING SOUTH

Source: JRP Historical Consulting, October 30, 2014.

A metal shed roof canopy, suspended on cables, protects the loading dock and entry bay. Newer additions include a horizontal board small room supported by knee braces on the upper story at the east end. This room has a metal-clad shed roof, a pedestrian door, and a metal sash casement window. The stairs that accessed the door are missing. The west end of the platform has a small enclosed area under the canopy with board and batten plywood siding, few metal sash windows and an access door; all are now boarded over. The west side of Building 1 is about 150 feet long and fronts on the sidewalk of 16th Street (**Figure 4-7**).

This side's concrete framing tapers from 21 inches wide on the lower story to 15 inches wide on the upper. A deeply incised grove is present on the belly band and side is topped with a concrete cornice. The south (rear) side of Building 1 has a recessed first floor protected by the overhanging upper story. The upper story is supported by round tapered columns. A concrete block encloses a portion of the open space between the columns. Five square concrete pilasters with decorative tapered square capitals provide relief to the exterior concrete wall.

FIGURE 4-7: WEST SIDE OF BUILDING 1, CAMERA FACING EAST

Source: JRP Historical Consulting, February 27, 2015.

Building 1 character-defining features:

- Concrete construction, including framing and cornice
- Decorative concrete banding
- Loading dock

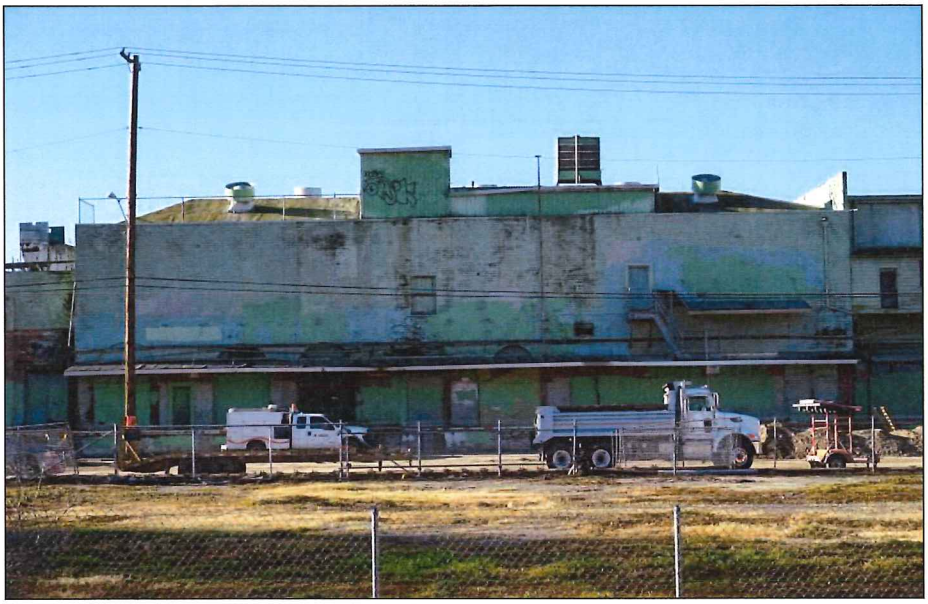
Building 2

Building 2 represents the central and original core of the building (**Figure 4-8**). Originally one story, the core area was expanded to two stories in 1920-21. It is constructed of brick.

The front detailing includes four large openings with arched brick pediments, three to the east of a central door and one to the west. A historic photograph of this same section depicts three of the four arched openings with lites in the pediment and one bricked in. Today the openings have been removed or boarded over. Original windows were metal sash, large multi pane lites; they are now boarded over, but remain in place. Loading dock-level fenestration is symmetrical and includes the four arched windows, a central recessed entry (original), and two additional doors west of the westernmost arched window (all original). A metal canopy, supported by cables, along the length of the north side was added after 1928. A double-hung window, original to the 1921 building, is present on the second floor level. The elevated concrete loading dock along the front of Building 2 is original, although it has been extended to the east (**Figure 4-9**). Newer additions to this side include a pedestrian door with landing and fire steps on the upper floor and wood frame structures on the roof to house condensing and cooling equipment. These do not detract from the overall mass and design apparent in this section. Originally metal letters were

mounted across the upper face of the structure and stated "CRYSTAL ICE & COLD STORAGE CO." These had previously been removed.

FIGURE 4-8: NORTH SIDE OF BUILDING 2, CAMERA FACING SOUTHEAST



Source: JRP Historical Consulting, February 27, 2015.

FIGURE 4-9: ELEVATED CONCRETE LOADING DOCK ALONG FRONT (R STREET) SIDE OF BUILDING 2, CAMERA FACING EAST

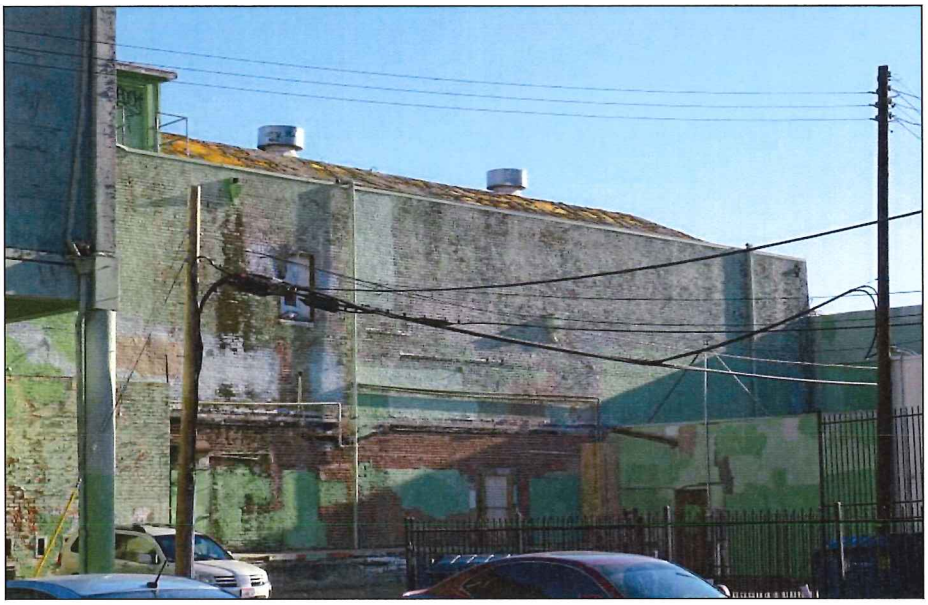
Source: JRP Historical Consulting, February 27, 2015.

The south side of Building 2 characterizes the industrial nature of the business. It includes board-form concrete loading dock accessed by five-riser concrete stairs on the west and east ends, four symmetrically placed pedestrian or bay doors, some with heavy wood coverings and one bricked in (**Figures 4-10 and 4-11**).

Building 2 character-defining features:

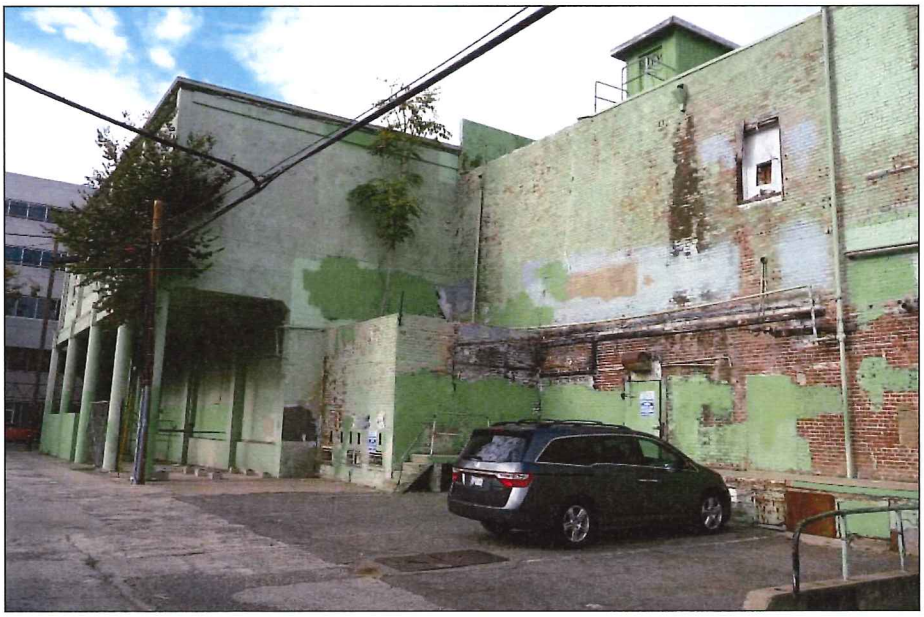
- Unreinforced brick masonry construction
- Large openings with arched brick pediments (R Street side)
- Two original doors west of westernmost arched window
- Double-hung window dating to 1921 second floor level (R Street side)
- Elevated concrete loading dock original on north and south sides

FIGURE 4-10: SOUTH SIDE OF BUILDING 2, CAMERA FACING NORTHEAST



Source: JRP Historical Consulting, February 27, 2015.

FIGURE 4-11: ICE CHUTE LOCATED AT ALLEY (LEFT), CAMERA FACING NORTHWEST



Source: JRP Historical Consulting, October 30, 2014

Ice Chutes

A small, one-story, 16-foot-square brick building which appears to date the original 1920-1921 central building core is present on the alley side of Building 2 (**Figure 4-11**). It has five ice dispenser openings, four retaining the original catch baskets, with coin slots to serve customers buying blocks of ice (**Figure 4-12**).

FIGURE 4-12: DETAIL VIEW OF ICE CHUTES, CAMERA FACING NORTHEAST

Source: JRP Historical Consulting, February 27, 2015

Ice Chutes character-defining features:

- Unreinforced brick masonry construction
- Five ice block dispensers and openings with coin slots

Auto Repair

The one-story building attached to the rear of the main 1920s plant (Building 2) was built in 1925 as truck storage/auto repair (**Figure 4-13**).

FIGURE 4-13: ONE-STORY AUTO REPAIR, TRUCK STORAGE, AND OFFICE ALONG ALLEY, CAMERA FACING NORTHEAST

Source: JRP Historical Consulting, February 27, 2015

It is a frame building and has two corrugated metal-door bays on the south side. A parapet present on the east wall separates it from the Truck Storage addition at the south end of Building 3.

Auto Repair character-defining features:

- One story structure with south facing garage openings

Building 3

Building 3 is immediately to the west of Section 1 and consists of a 1.5-story-high brick addition constructed in 1925. The north side is recessed three feet from Building 3 and has a concrete loading dock along the side that continues along Building 2 and 4 (**Figure 4-14**).

FIGURE 4-14: NORTH SIDE OF BUILDING 3, CAMERA FACING SOUTH

Source: JRP Historical Consulting, October 30, 2014.

Character-defining elements of Building 3 includes three brick piers (which PAR refers to as partial pilasters) symmetrically placed along the north face and a double swing-open entry door, made of horizontal boards with iron hinges, at the west end. There are no windows. A north/south trending brick parapet wall separated Building 3 from Building 4 and extends about 2 feet above the roof line. The 1951 Sanborn Map labeled this section as "Cold Storage" and noted that it had a wood truss roof supported by wood posts with four cork-lined, insulated rooms.

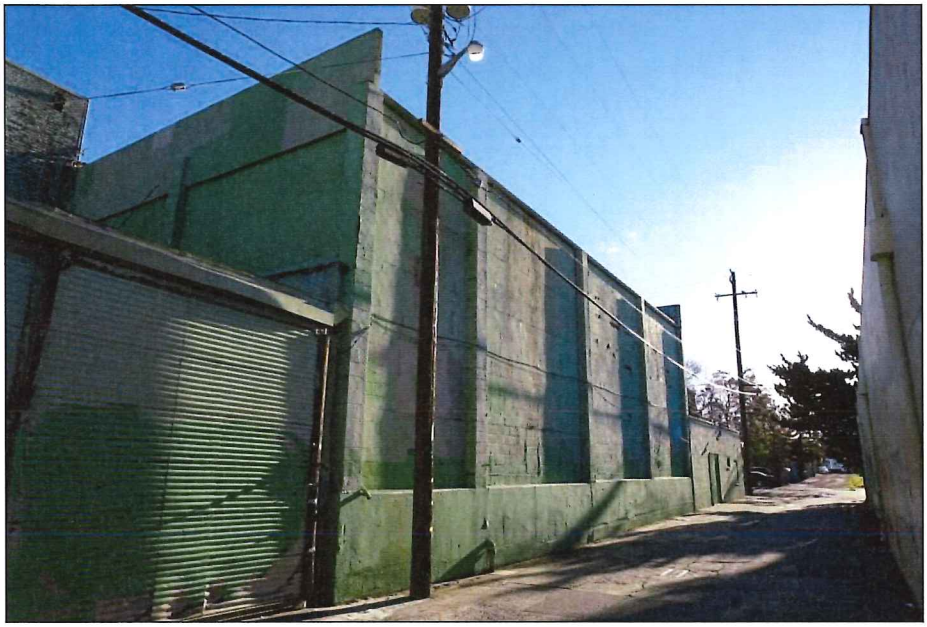
Building 3 character-defining features:

- Unreinforced brick masonry construction
- Three brick piers symmetrically placed along the north face
- Double swing entry door made of horizontal boards with iron hinges at the west end
- Loading dock (north side)

Truck Storage

The south side of Building 3 fronts on the alley and appears to be an extension to the brick building that was added in 1944. This section is listed as "Truck Storage" on the 1951 Sanborn and is also 1.5 stories in height (**Figure 4-15**). The structure is of reinforced board-form concrete. The building's concrete frame symmetrically divides the south facing wall.

FIGURE 4-15: SOUTH SIDE OF BUILDING 3 TRUCK STORAGE ADDITION, CAMERA FACING NORTHEAST



Source: JRP Historical Consulting, February 27, 2015

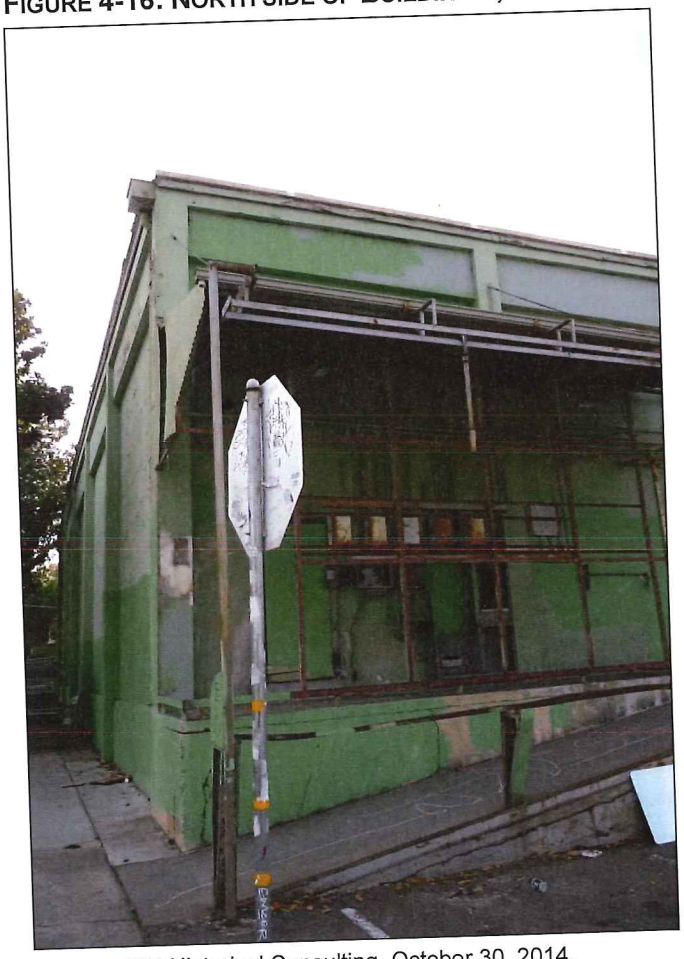
Truck Storage character-defining features:

- Concrete construction, including framing on south side

Building 4

The easternmost section, Building 4, is about 40 feet wide and 160 feet long. The 1951 Sanborn map labels this area as "crate storage." It was built in two sections by 1949 and has not been altered. The northern two thirds of the building fronts on R Street, is 1.5 stories high and is built of reinforced concrete (**Figure 4-16**).

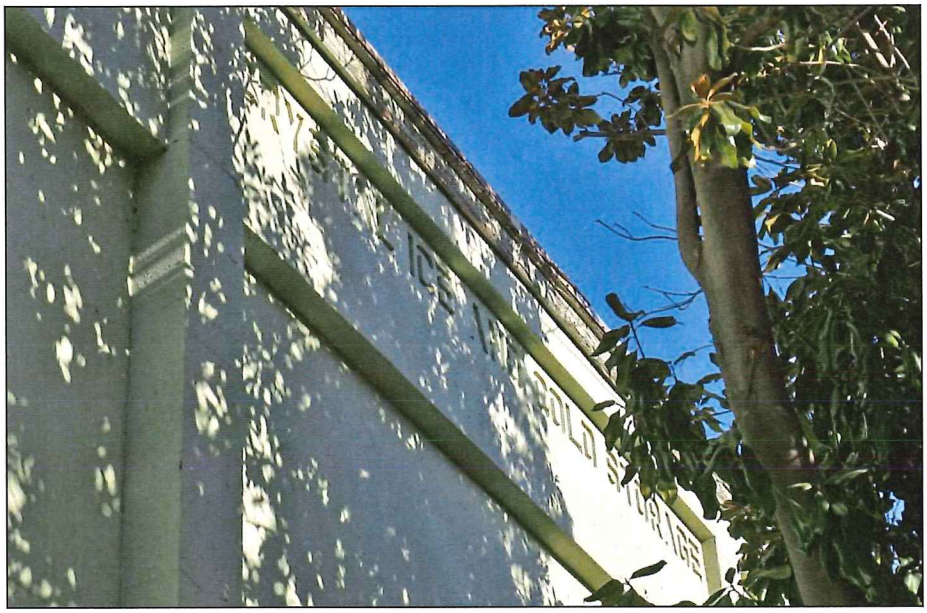
FIGURE 4-16: NORTH SIDE OF BUILDING 4, CAMERA FACING SOUTHWEST



Source: JRP Historical Consulting, October 30, 2014.

The north side is characterized by its concrete frames, a near flat roofline that slants slightly east and a concrete cornice. There is a double metal sliding door, suspended on a track, on the right (west) side. A metal canopy structure protects refrigeration control panels on the east end. The entry door is accessed by a concrete ramp and a concrete loading dock extends along the length of this section of the building. The east side of Building 4 is windowless and is defined by five concrete frames and a concrete cornice. The letters "CRYSTAL ICE AND COLD STORAGE" are incised in the concrete along the upper 1/3 of the wall near the north end (**Figure 4-17**).

FIGURE 4-17: "CRYSTAL ICE AND COLD STORAGE" LETTERS INCISED IN CONCRETE ALONG THE UPPER PORTION OF THE WALL NEAR THE NORTH END OF BUILDING 4, CAMERA FACING NORTHWEST



Source: JRP Historical Consulting, February 27, 2015.

Building 4 character-defining features:

- Concrete construction, including framing
- Flat roof with slant toward east
- Concrete ramp loading dock
- Concrete cornice
- "CRYSTAL ICE AND COLD STORAGE" incised on concrete on east side along 17th Street

Office

At the south end of Building 4 is one story, flat roof office addition (**Figure 4-18**).

FIGURE 4-18: SOUTHEAST CORNER OF OFFICE ALONG 16TH STREET AND ALLEY, CAMERA FACING NORTHWEST

Source: JRP Historical Consulting, October 30, 2014.

It has a single wood pedestrian entry on 17th Street flanked by two eight-lite multi-pane, metal sash casement windows to the south, two larger 16-lite (8-lites in each vertical window side) windows to the north and another small pedestrian door to the north of the large windows. Fenestration, now boarded over, is symmetrical and all windows have concrete sills and lintels. A flat metal canopy hangs by cables along the front of this side. The south-facing side of the office has a double wooden bay door on the west, a three-pane, metal sash casement window protected by an iron grille in the center, and a metal sash multi-pane casement window, identical to the east side, on the east.

Office character-defining features:

- One story construction
- Steel casement windows
- wooden and metal frame doors
- Overhang along 17th Street

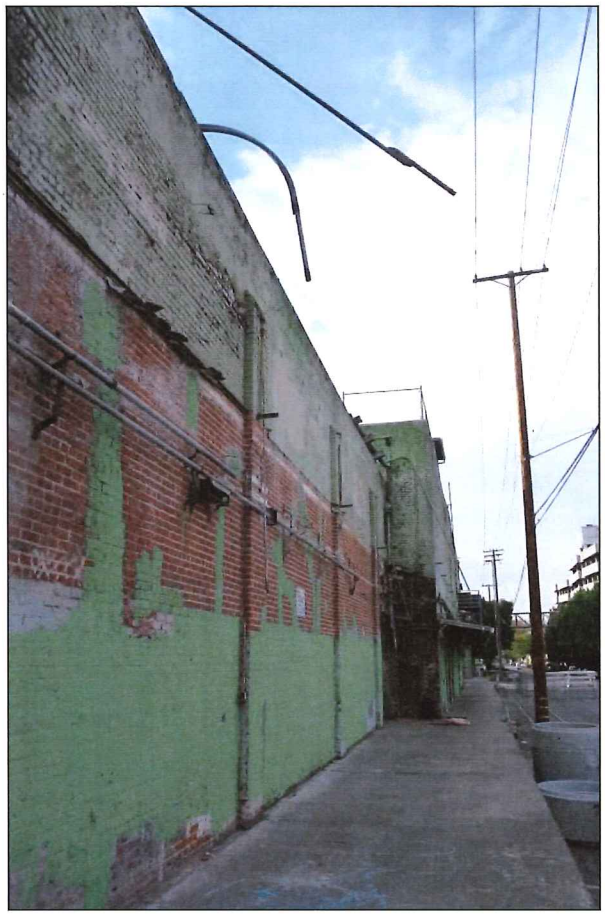
There are additional character-defining features of the Crystal Ice and Cold Storage property. The PAR DPR 523 form generally mentions some interior elements that add to the property's overall significance. While not specifically defined in the form, these elements include cold

storage lockers, water pipe works, and equipment. Thus, such features are generally considered character-defining features. Also, the loading docks on the south side of Building 2 and across the entire north side of Buildings 1, 2, 3, and 4 are character defining (**Figures 4-19 and 4-20**) and the form calls out the SPRR track, siding, switch box, and cobbles from 16th-17th streets along R Street as contributing to the property's setting; these features are considered character defining (**Figure 4-21**). Furthermore, the generally solid block facades with a lack of fenestration for the ice plant building – although not listed in the PAR form – is also a character-defining feature of this property type. Similar to other industrial structures of the era, the various different buildings in the complex were constructed for specific functions, added to and altered over time, and not necessarily developed with a master plan or based upon a specific design aesthetic.

FIGURE 4-19: LOADING DOCK ALONG SOUTH SIDE OF BUILDING 2, CAMERA FACING WEST

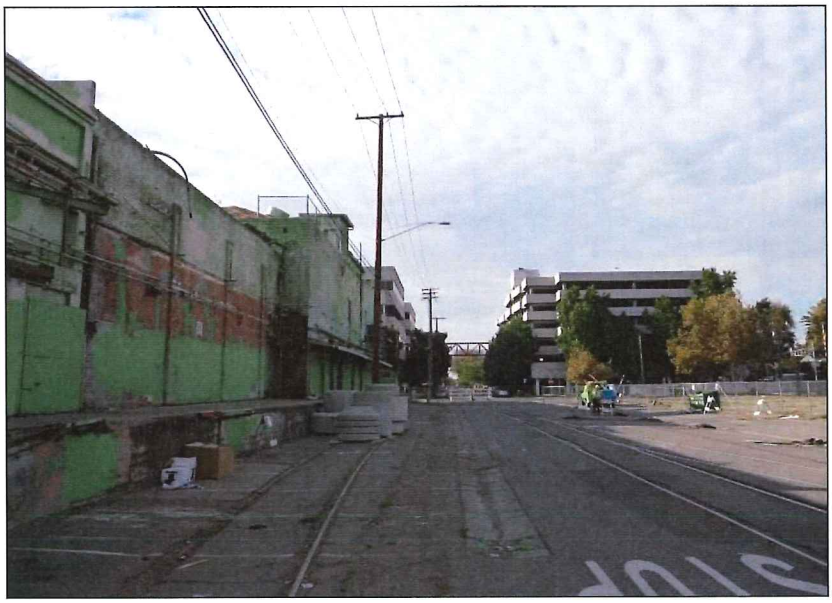
Source: JRP Historical Consulting, February 27, 2015.

FIGURE 4-20: LOADING DOCK ALONG NORTH SIDE, CAMERA FACING WEST



Source: JRP Historical Consulting, October 30, 2014.

FIGURE 4-21: SPRR TRACK AND SIDING ALONG R STREET, CAMERA FACING WEST



Source: JRP Historical Consulting, October 30, 2014.

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.

As discussed above, under Setting, the Crystal Ice and Cold Storage property was determined eligible under NRHP Criteria A and C at the local level for the significance in the industrial development of Sacramento and for its architecture as an ice plant, with a period of significance from 1920 to 1950. The property was formally determined eligible for listing in the NRHP and was thus automatically listed in the CRHR. Assessment of whether project actions / activities individually or combined would materially impair the Crystal Ice and Cold Storage property is based on an examination of how the project may affect the historical resource's historic integrity. For the purposes of this analysis, a substantial adverse change in the significance of an historical resource would be an impact such that the significance of the Crystal Ice and Cold Storage property would be materially impaired. This impairment could occur if the project would demolish or alter in an adverse manner the property's physical characteristics that convey its historical significance and justify its inclusion in the CRHR.

CEQA Guidelines Section 15064.5(b)(3) states that generally a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties, including the Rehabilitation

Standards and Guidelines for Rehabilitating Historic Buildings (SOI Standards) shall be considered as mitigated to a level of a less than significant impact on the historical resource. Rehabilitation is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values," and it is the appropriate treatment for adaptively reusing the Crystal Ice and Cold Storage property.

The SOI Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix). The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources. The Cultural Resources Appendix included the development of context statements for four topics: Agricultural Industry; State Government; Railroads; and World War II, Transportation, and Redevelopment. While there was discussion related to the design of industrial buildings representing function over aesthetics, the historical context of ice production was briefly considered as part of the context statements for Agricultural Industry and Railroads. However, the subcontext of frozen food, the ice industry, and particularly ice storage, was not thoroughly evaluated.[23] Thus, additional project-specific analysis was undertaken for this project.

Relevant General Plan Historic and Cultural Resources (HCR) policies identified as reducing such effects include, but are not limited to, identification of resources on project sites (Policy HCR 2.1.1); implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15); consultation with appropriate organizations and individuals (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City's historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, State, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); maintenance and upkeep of historic resources (Policy HCR 2.1.7); enforcement of compliance with local, State, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10); and preservation, rehabilitation, restoration, and/or reconstruction of contextual features (Policy HCR 2.1.12). Of particular relevance to this project are policies that encourage adaptive reuse of historic structures when the original use of the resource is no longer feasible (Policy HCR 2.1.14). Policy HCR 2.1.15 states that demolition of historic resources is deemed a last resort, and should be permitted only if rehabilitation is determined to be infeasible, if it is necessary to protect public health and safety, or if the public benefits outweigh the loss of the resource.

Relevant General Plan Land Use (LU) policies identified as reducing such effects include promotion of infill development that ensures the integrity of historic districts (Policy LU 1.1.5); provision of sensitive transitions between established neighborhoods and adjoining areas (Policy LU 2.1.2); promotion of infill development, reuse, and rehabilitation that contributes positively (e.g., architectural design) to existing neighborhoods and surrounding areas (Policy LU 2.1.8); and retention and adaptive reuse of existing structures with green technologies in order to retain the structures' embodied energy and limit the generation of waste (Policy LU 2.6.5).

[23] City of Sacramento, 2035 General Plan Master EIR, Appendix C, General Plan Technical Background Report, Appendix B, Cultural Resources, page 6.3-28.

Relevant Central City Community Plan (CC) policies identified as reducing such impacts include Policy CC.HCR 1.1, which requires the City to support programs for the preservation of historically and architecturally significant properties which are important to the unique character of the Central City.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None. The Master EIR notes that "[i]n some instances due to public health and safety reasons, it may be infeasible to protect a historic resource and it may need to be demolished....Policy HCR 2.1.1[5] indicates that the City would consider demolition as a last resort to be permitted only if rehabilitation is not feasible."

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Archaeological Resources

Given the extent of previous disturbance that has occurred on the project site for the prior construction of industrial and warehouse uses and the absence of any previously recorded prehistoric or historic-era archaeological resources on the project site from the NCIC records search, the potential for impacts on significant intact archaeological resources is low, and a construction monitoring program is not warranted. However, previous disturbance and the lack of previously recorded archaeological resources does not preclude the possibility that significant subsurface cultural resources could be discovered during project-related grading, excavation, and other earth-moving activities during construction. This is particularly the case for Blocks 2 and 3 where site clearing and excavation activities would be more substantial than the more limited below-grade activities that would be part of the adaptive reuse of the Block 1 buildings. Further, California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. As specified in Sections 7050.5 and 7052 of the California Health and Safety Code and Section 5097 of the Public Resources Code, in the event of later discovery of such remains and/or resources, procedures to protect and respectfully treat these resources must be implemented. Recent projects in the downtown Sacramento area have also demonstrated that such deposits have the potential to include prehistoric human interments.

Construction of the proposed project could result in the inadvertent discovery of undocumented archaeological materials or human remains, and/or the disturbance or destruction of a known historical or archaeological resource. Therefore the project could result in **potentially significant** cultural resource impacts. Implementation of Mitigation Measures 4-1 and 4-2 described below would reduce the impacts to a less-than–significant level.

Historical Resources

An *Historical Resource Impact Analysis Report* analyzing impacts of the proposed Ice Blocks project to historic architectural resources on Block 1 was prepared by JRP Historical Consulting

(see Appendix B) for the project site.[24] This report details the significance of proposed changes to the Crystal Ice and Cold Storage buildings (P-34-004021) and provides recommendations for mitigation of impacts resulting from the adaptive reuse of the building. The findings of the report are summarized below.

The Crystal Ice and Cold Storage property, a complex of multiple attached buildings on Block 1, was formally determined eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C, significant at the local level. This determination was made based on the evaluation of the property presented on the DPR 523 form prepared by PAR Environmental Services, Inc. in 2009; this form is included in Appendix B. Based on this property's formal determination of eligibility to be listed in the NRHP, the Crystal Ice and Cold Storage property is automatically listed in the California Register of Historical Resources (CRHR). The property is not a City of Sacramento Landmark, and it has not been evaluated for the Sacramento Register of Historic and Cultural Resources (City of Sacramento Municipal Code, Chapter 17.604).

As currently proposed, the project would not diminish the property's historic integrity of *location* and *setting*. The *location* of the property would not change, and the *setting* of the Crystal Ice and Cold Storage property has been altered through time through the demolition of buildings on adjacent properties, construction of new commercial and residential buildings in the vicinity, and the construction of the light rail line and station stop at 16th Street. These changes have transformed the former rail- and trucking-oriented industrial corridor in which the property once was situated into mixed-use neighborhood. The proposed retention of the SPRR track and siding along the Crystal Ice and Cold Storage property's R Street frontage, which was identified as a contributing element to the historical resource setting, helps to retain the industrial setting of the property.

As noted in General Plan Policies HCR 2.1.14 and 2.1.15, adaptive reuse of the Crystal Ice and Cold Storage property is desirable over its demolition, however as proposed, the project would affect the property's historic integrity of *design, materials, workmanship, feeling,* and *association*. The *design, materials,* and *workmanship* of the building would be diminished through various elements of the project and the combined effect of these actions. These three aspects of integrity would be diminished by the following elements of the project:

- Demolition of buildings along the alley (as labeled on **Figure 4-5**) – Ice Chutes building; Auto Repair; Truck Storage; and Office.
- Addition of continuous second floor window glazing sitting on top of existing brick parapet walls at Building 3 with sloped roof, supported on steel brackets, cantilevering approximately four feet past the walls. The same design is also present at the top of the west, east, and south sides of Building 2.
- Addition of the large open stair tower on the alley (south) side of Building 2, the size and massing of which is not compatible with the historic character of the building.

[24] JRP Historical Consulting, LLC, *Historical Resource Impact Analysis Report: Ice Blocks Project, Crystal Ice – Block 1,* prepared for Environmental Science Associates, March 2015. See Appendix B of this document.

- Addition of concrete docks (raised concrete decks) at the south side of Buildings 3 and 4 where no docks were present during the period of significance.
- Addition of recycled wood from the old roof structures milled into decorative fins and applied as part of the window assemblies on Buildings 1 and 4 to add depth and shadow to the building walls. These fins would diminish the overall quality of the stark concrete walls that distinguish the historic industrial character of the property.
- Addition of multiple new window and door openings with steel and aluminum frames installed throughout the property, including fixed storefront windows and doors added at the main/dock level and windows at the second story where there were none historically.

Considered in the context of a project proposing the adaptive reuse of historic structures when the original use of the resource is no longer feasible (2035 General Plan Policy HCR 2.1.14), which the City's adopted General Plan encourages, the situation here involves a resource where the original use is no longer feasible, indeed the buildings have been vacant so long that the roofs of two of the buildings are collapsing. The proposed project is to adaptively reuse these buildings for commercial uses that are feasible today. The adaptive reuse proposes the adaptation of a particular industrial architectural form of an ice plant, with various buildings built to store ice without many openings, into architecture that can accommodate shoppers and commercial and office uses that requires exterior openings and access/egress for people into those buildings. The proposed alterations, especially the new openings, are considered by the project applicant to be essential to adaptively reusing this property. As such, it is the magnitude of the combined alterations that would cause them to diminish the property's integrity of *design, materials*, and *workmanship*. This would occur because these proposed project elements would decrease comprehension of the property's historic function, spaces, scale, and building materials as an ice plant. The integrity of property's historic *materials* also could be diminished if sandblasting or other harsh physical and/or chemical applications are used to remove paint and organic build up.

Furthermore, the property's historic integrity of *feeling and association* as an early twentieth century industrial ice manufacturing property would be diminished with the combination of proposed project alterations, including the demolitions of the smaller structures along the alley and the introduction of new elements listed above.

Some of these project components discussed above may not, by themselves, materially impair the historical resources, but together their combined effect has the potential to demolish and alter in an adverse manner the physical characteristics that convey their significance and justify the Crystal Ice and Cold Storage property's eligibility for listing in the CRHR.

The addition of new windows and doors has the potential to diminish the historic integrity of the Crystal Ice and Cold Storage property, but their addition is inherently necessary to adaptively reusing this property and for creating an efficient contemporary use. The addition of these new elements needs to be balanced with efforts to ensure the historical resource retains sufficient historic character. The SOI Standards Guidance for Rehabilitation acknowledge that alterations may include cutting new entrances or windows. National Park Service publications such as *ITS Number 14: New Openings in Secondary Elevations or Introducing New Windows in Blank*

Walls and *ITS Number 21: Adding New Openings on Secondary Elevations,* provide guidance that emphasizes adding new windows and doors on secondary elevations. The R Street side is now considered the front of the building and the primary elevation. Historically, however, the activity and use of this building would have occurred on multiple sides of the building, with activities along the alley and at the office on 17th Street. Thus, during its period of significance this property likely had less emphasis on a primary side than other industrial or commercial properties. There is no set formula for the number of new openings that can be added to a historic building, but the number of new windows and doors should be limited or configured in such a way that enough mass remains to keep the walls' sense of solidity (also referred to as the glass-to-mass ratio) and differentiated such that the new openings are clearly not original openings. This issue needs to be taken into account in relationship to other design changes and technical issues.

The proposed new openings along the concrete and brick walls fall into two general categories. Along the concrete walls of Buildings 1 and 4 the proposed openings would be very plain, with just cut outs in the wall and minimal trim / surrounds. While installation of new windows requires loss of some historic material, the design of these windows generally have modest impact to one's comprehension of the austere industrial character of the walls in which they would be installed, at the same time they would not create a false sense of history. (The metal panels proposed for installation around the new windows on Buildings 1 and 4 are discussed below.) On the brick walls of Buildings 2 and 3, the new openings would be more pronounced and again would require the loss of some historic material. The new second floor windows in Building 2 (on both the R Street and alley sides), where historically there were solid walls, the proposed window frames would be intended to be differentiated from the single historic plain wooden frame double hung north facing window. The new windows would be designed to appear to be placed on top of the existing brick surface rather than recessed and thus would not crease a false sense of history as they would be clearly contemporary. They would consist of steel angles and channels that are mitered, welded, and clear coated. The stature of these new window frames would be intended to brace the unreinforced masonry walls by bolting the new frame through the cut opening in the brick with a similar frame piece on the inside.

While the project as proposed would diminish the historic integrity of the Crystal Ice and Cold Storage property, as presented herein, there would be some proposed changes to the property that have little potential to cause a substantial adverse change to the significance of the historical resource. Taken individually and in combination with project components as a whole, these project elements, with some caveats, include:

- Elements of the proposed design that retain original elements of the Crystal Ice and Cold Storage property include:
    1. Rebuilding the collapsing roof structures on Buildings 1 and 3 to ensure the buildings, particularly their exterior walls, remain standing.
    2. Re-opening original door openings, including the original arched openings on the R Street side of Building 2.

3. Retention of the original second story one-over-one wood window on the R Street side of Building 2.
4. Preservation of the concrete framing at Buildings 1 and 4 (character-defining feature).
5. Retention of the "CRYSTAL ICE AND COLD STORAGE" incised lettering on the east side of Building 4.
6. Retention of brick piers on R Street side of Building 3.
7. Salvage and reuse of ice chutes, which are to be relocated on the south side of Building 2.
8. Salvage and reuse of the metal fire escape on the north side of Building 2 and "crows nest" office on the north side of Building 1. Although not identified as character-defining features, these elements add to the industrial feeling of the property's north side.
9. Salvage and reuse of two character-defining doors on the north elevation of Buildings 2 and 3 and salvage and reuse of door track on the north side of Building 4.
10. Interior structural and mechanical enhancements and alterations that include salvage of some materials and retention of some large spaces.

- Construction of new standing seam metal roofs and roof structures, as proposed, including installation of skylights.
- Removal and replacement of rooftop mechanical equipment.
- Removal of organic build up, paint, and graffiti from the exterior of the building by using gentlest means possible (no sandblasting).
- Exterior sealing, assuming that appropriate repairs occur to masonry, such as repointing brick where necessary.
- Installation of floating decorative metal panels around new window and door cuts on Building 1 and 4, and the large decorative raw steel form proposed to frame the R Street entry as a project identity. The installation of the signage will not destroy historic materials, features, or spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with historic materials, features, sizes, scale, and proportion. Their installation will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property will be unimpaired.
- Removal of the existing metal canopy on the north side of Building 1, which was not identified as a character-defining feature.
- Retention of the concrete docks and their expansion and augmentation with steel framed extensions and new stair and ramp systems on north side of Buildings 1, 2, 3, and 4. The extensions would be constructed in a manner that differentiates the historic

docks from the additions and would be built in a manner that if removed in the future the integrity of the historic feature would remain intact. Furthermore, the proposed steel extended docks along R Street would not permanently obscure the historic R Street railroad tracks and would be open underneath the decking such that the tracks would visually be seen going under the new decking.

- Removal of post-1950 concrete-block wall at alley side of Building 1 would be constructed in such a manner that it should not resemble the historic loading docks, creating a false sense of history, and if removed in the future, the essential form and integrity of the historic property would be unimpaired.
- Construction of new concrete ramp and dock at location of demolished post-1950 concrete block wall a at alley side of Building 1. The work would be differentiated from the old and constructed in such a manner that if removed in the future, the essential form and integrity of the historic property will be unimpaired.
- Replacement of the partial canopy on the R Street side of Building 4, matching as much as possible the design, color, texture, and where possible, materials of the original canopy it is replacing.
- Construction of a new trash enclosure south of Building 4 would be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property would be unimpaired.

In consideration of the Standards of Significance, and regulations, policies, and guidelines discussed above, the proposed project involving the renovation and reuse of the Crystal Ice and Cold Storage property (Block 1) has the potential to materially alter in an adverse manner those physical characteristics of the historical resource that convey its historical significance and that justifies its eligibility for inclusion in the CRHR. Therefore the project could result in **potentially significant** impact on historical resources. Implementation of Mitigation Measures 4-3 through 4-7, described below, would reduce the impacts to a less-than–significant level.

QUESTION B

Based on review of United States Geological Survey (USGS) geologic mapping, the proposed project would be located entirely within Holocene (11,000 years Before Present and younger) natural levee and channel deposits (Wagner et al. 1981). By definition, an object must be more than 11,000 years old in order to be considered a fossil, and because of the age of the underlying soils, paleontological sensitivity in the project area is considered low.

As discussed in Section 4.5, Geology, Soils, and Mineral Resources, of the General Plan Master EIR, the City of Sacramento is not considered sensitive for paleontological resources and the likelihood for finding paleontologically significant resources is very low (page 4.5-7). General Plan Policy HCR 2.1.16 requires that accepted protocols be adhered to if paleontological resources are discovered during excavation or construction.

While the project site is not considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low, it remains possible that project-related earth-disturbing activities could affect the integrity of a paleontological site, thereby causing a

substantial change in the significance of the resource. Therefore the project could result in **potentially significant** impacts on paleontological resources. Implementation of Mitigation Measure 4-8 described below would reduce the impacts to less than significant.

MITIGATION MEASURES

Mitigation Measure 4-1: If items of historic or archaeological interest are discovered, the construction contractor shall immediately cease all work activities in the vicinity (within approximately 50 feet) of the discovery. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, baked clay fragments, or faunal food remains (bone and shell); stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include the remains of stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

Any inadvertent discovery of cultural resources during construction shall be evaluated by a qualified archaeologist. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

Mitigation Measure 4-2: If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

Mitigation Measure 4-3 (Compliance with the SOI Standards): To reduce the project's potential impact to the historical resource, the project design shall be refined consistent with the SOI Standards. Suggested design changes to include the following:

- Revise the design of the addition of continuous second floor window glazing sitting on top of existing brick parapet wall at Buildings 2 and 3 with sloped roof, supported on steel brackets, cantilevering approximately four feet past the walls to include a larger setback from the exterior historic wall and/or tilted, with minimal or no roof overhang, to provide less potential impact to the character of the property's exterior walls and the spatial relationships of the building's original design.
- The stair tower addition on the south side is located on a secondary elevation and designed so that it is clearly different than the historic building, as suggested by the SOI Rehabilitation guidelines, but its size and scale makes it highly visible and diminishes the viewer's understanding of the building's historic character. Revise the design of the stair

tower to reduce the overall scale and massing to be more compatible with historic character of the building. While meeting building code standards, changes should include designing the stairwell closer to the building, reducing the size of the landings, and lowering the slope of the proposed third story stair entry to be more in line with the new roof slope of Building 2, to the extent feasible.

- Differentiate materials used for the proposed addition of new stair and ramp systems on the south side of Buildings 3 and 4 from the historic loading dock on the south side of Building 2. The new docks could be steel, similar to the proposed new dock structures on the north side of the property. Like other additions to a historical resource, the SOI Standards also note that such additions should be built in a manner that if removed in the future the essential form and integrity of the historic property will be unimpaired.
- Remove the applied recycled wood decorative fins as part of the window assemblies on Buildings 1 and 4 to reduce shadowing on the historically plain elevations.
- Sandblasting, harsh chemical treatments, or other methods that can cause damage to historic materials should not be used to remove paint from the exterior. Graffiti, peeling paint, and organic buildup should be removed using the gentlest effective means possible.

Mitigation Measure 4-4 (Documentation / Recordation and Dissemination): Prior to any structural demolition and removal activities, the project applicant shall retain a professional who meets the Secretary of the of the Interior's Standards for Architectural History to prepare written and photograph documentation of the Crystal Ice and Cold Storage building.

The documentation for the property shall be prepared based on the National Park Services' (NPS) Historic American Building Survey (HABS) Historical Report Guidelines. The documentation prepared for the Crystal Ice and Cold Storage building shall not be reviewed by NPS or transmitted to the Library of Congress and therefore, does not need to be a full-definition dataset. This type of documentation is based on HABS/HAER Level II standards and HABS/HAER/HALS Photography Guidelines. The HABS document will include historical narrative, large format archival quality photographs, reproductions of original plans and plans of alterations, and reproduction of historical photographs. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed or reproduced, and included in the dataset.

Photograph views for the dataset shall include: a) contextual views; b) views of each side of each building and interior views, where possible; c) oblique views of buildings; and d) detail views of character-defining features. The size and complexity of this property would require up to 10 contextual views, 40 exterior and interior building views, and 10 detail views. All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the dataset.

All written and photograph documentation of the Crystal Ice and Cold Storage building shall be approved by the City Preservation Director prior to any demolition and removal activities.

The HABS documentation for the Crystal Ice and Cold Storage building shall be disseminated to multiple repositories, including (but not limited to) the Sacramento Public Library's Sacramento Room, the Center for Sacramento History (CSH), the California State Library in Sacramento, and other local repositories determined appropriate by the City Preservation Director. Two copies of the report shall be full archival sets with archival photograph prints and the report shall be printed on archive quality paper. These archival copies shall be offered first to Sacramento Public Library's Sacramento Room and the Center for Sacramento History. Other copies shall be electronic provided on an archival gold CD or DVD.

Mitigation Measure 4-5 (Permanent Interpretive Displays/Signage/Plaques): The project applicant shall implement measures to interpret the property's historic significance for the public. Interpretive and/or educational exhibits shall include, but are not necessarily limited to the items discussed below.

The applicant shall install a minimum of two interpretive displays within the project boundary that will provide information to visitors regarding the history of the Crystal Ice and Cold Storage within the context of Sacramento industry. These displays shall be integrated into the design of the public areas. The displays shall include historical data taken from the HABS documentation, or other cited archival sources, and shall also include historic photographs. Displayed photographs shall include information about the subject, the date of the photograph, and photo credit / photo collection credit.

Interpretive displays and the signage/plaques installed on the exterior of the property shall be sufficiently durable to withstand typical Sacramento weather conditions for at least ten years, like fiber-glass embedment panels, that meet National Park Service signage standards. Displays and signage/plaques shall be lighted, installed at pedestrian-friendly locations, and be of adequate size to attract the interested pedestrian. Maintenance of displays and signage/plaques shall be included in the management of the common area maintenance program on the property.

Mitigation Measure 4-6 (Salvage and Reuse of Property Elements): To convey the industrial nature of the building's history, the project proponent shall identify elements of the property for potential salvage and reuse from the exterior and interior of the Crystal Ice and Cold Storage property that would serve as important artifacts and physical reminders of the complex's material existence and importance. Potential items include reusing old interior signs as decor in future lobby space, salvage and reuse of additional historic-period doors as future entries to interior office tenants space, and showcasing historic industrial equipment either as outdoor sculpture or in ground-level tenant occupied areas or in circulations areas. The project proponent plans to remove the character-defining exterior ice chutes from the rear of Building 2 before the demolition of the small structure that encloses them. These chutes will be relocated to a prominent location, in consultation with the City's Preservation Director, so the chutes can be interpreted and remain a cultural artifact of the project in a context that is consistent with their function and add to the overall character of the project.

Elements of the structure, including the one-over-one wood window on the R Street side of Building 2 and original exterior doors identified for re-use in the interior, that are to be used in the final design of the building, need to be retained and preserved. The identified elements should be protected and maintained. If such elements are found to be in need of repair, the repair will be made with materials that are like and in kind with the original. If any of the identified elements are found to be too deteriorated to repair, they should be replaced in kind with the same configuration and materials.

Mitigation Measure 4-7 (Oral Histories/Interviews): Prior to any structural demolition and removal activities, the project proponent shall determine if an appropriate number of persons knowledgeable about the Crystal Ice and Cold Storage company and its operations in the buildings on this site during the property's period of significance (1920 to 1950) or until its circa 1992 closure, are available and willing to participate in an oral history project.

The oral history project shall consist of interviews conducted in the Sacramento region, preferably at the Crystal Ice and Cold Storage property. The aim of these interviews shall be to record information about company operations as they were carried out in these buildings. In general, the goal will be to synthesize information gathered from individuals who worked at the ice plant, including personal insights and recollections of the company, its management, innovations, and the day-to-day operation of the plant. Potential formats of the interview could include digital video recording or digital voice recording. Information from the interviews could be used in interpretive signage or displays. Edited recordings of the interviews should be disseminated to multiple repositories, including (but not limited to) the Sacramento Public Library's Sacramento Room, the Center for Sacramento History (CSH), the California State Library in Sacramento, and any other local repositories determined appropriate by the City Preservation Director.

Mitigation Measure 4-8: If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 50 feet) of the discovery. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the project could damage a unique paleontological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.

FINDINGS

With implementation of Mitigation Measures 4-1 through 4-8, all additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a **less-than-significant** level.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
5.GEOLOGY AND SOILS Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?	X		

ENVIRONMENTAL SETTING

The proposed project site is located within the Sacramento Valley, and lies centrally in the Great Valley geomorphic province of California. The Sacramento Valley forms the northern third of the Great Valley, which fills a northwest-trending structural depression bounded on the west by the Great Valley Fault Zone and the northern Coast Range, and to the east by the northern Sierra Nevada and the Foothills Fault Zone. Most of the surface of the Great Valley is covered with Holocene and Pleistocene-age alluvium, primarily composed of sediments from the Sierra Nevada and the Coast Ranges, which were carried by water and deposited on the valley floor. Siltstone, claystone, and sandstone are the primary types of sedimentary deposits. Older Tertiary Cenozoic deposits underlie the Quaternary alluvium.

Within the City of Sacramento and the Sacramento region, there are no known active faults. The greatest earthquake threat to the city comes from earthquakes along Northern California's major faults, which are the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 moment magnitude (Mw). Sacramento's seismic ground-shaking hazard is low, ranking among the lowest in the state. The city is in Seismic Zone 3; accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.[25]

Liquefaction

Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless sands as a result of strong ground shaking during earthquakes. The potential for liquefaction at a specific site is usually determined based on the results of the underlain soil composition and groundwater conditions beneath the site. Some areas in the City

[25] City of Sacramento 2014. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.5-1.

of Sacramento are susceptible to liquefaction events, including: Central City, Pocket, and North and South Natomas Community Plan areas. The proposed project site is not located within a State Designated Seismic Hazard Zone for liquefaction.

Project Area Geology

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey, the entire project site is made up of Urban land.[26] No unique geologic or physical features are located on or adjacent to the project site.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if a project would 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, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, and existing mineral resources in the General Plan policy area. Implementation of identified policies in the 2035 General Plan was determined to reduce all effects on these issues to a less than significant level. General Plan Policies EC 1.1.1 and 1.1.2 require the City to keep up-to-date records of seismic conditions, implement and enforce the most current building standards, and continue to require that site-specific geotechnical analyses be prepared for projects within the City and that report recommendations are implemented. These policies protect City residents and structures from seismic hazards.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

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, 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.

[26] United States Department of Agriculture, 2015. Natural Resources Conservation Service. Custom Soils Report for Sacramento County, California: Ice Blocks. Created from http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed March 29, 2015.

According to the California Geological Survey and the USGS, active faults are not mapped across the project site, nor is the project site located within an Alquist-Priolo Earthquake Special Study Zone. In addition, the nearest fault to the proposed project site, the Dunnigan Hills Fault, is located approximately 30 miles to the northwest. The intensity of ground shaking caused by an earthquake at the Dunnigan Hills Fault is not expected to cause substantial damage to the project site, according to the *Probabilistic Seismic Hazard Assessment for the State of California*.

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). The CBSC is based on more the federal Uniform Building Code (UBC) but is more detailed and stringent than the federal UBC. Specific minimum seismic safety requirements are set forth in Chapter 23 of the CBSC. The state earth protection law (California Health and Safety Code Section 19100 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. Earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the CBSC Seismic Risk Zone 3 improvements. The proposed project would be required to comply with CBSC requirements and the City's 2035 General Plan and Master EIR, which require project applicants to prepare site-specific geotechnical evaluations and conformance with Title 24 of the California Code of Regulations.

Construction activities would involve building demolition and excavating, filling, moving, grading, and temporarily stockpiling soils onsite, which would expose site soils to erosion from wind and surface water runoff. The City has adopted standard measures to control erosion and sediment during construction and all projects in the City are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The project would also comply with the City's grading ordinance (Chapter 15.88 of Sacramento City Code) which specifies construction standards to minimize erosion and runoff.

Because the proposed project would be required to comply with federal, state, and local construction standards, it would not expose people or structures to the risk of loss, injury, or death.

However, per City requirements (2035 Master EIR Policy EC 1.1.2), a geotechnical investigation of the site is required. Since the geotechnical investigation has not been completed to verify onsite geologic conditions, the impact is **potentially significant**. Implementation of Mitigation Measure 5-1 described below would reduce the impacts to less than significant.

MITIGATION MEASURES

Mitigation Measure 5-1: Geotechnical Investigation. Prior to issuance of a building permit, the project applicant shall conduct a geotechnical investigation of the project site to determine the potential for ground rupture, earth shaking, and liquefaction due to seismic events, as well as expansive soils problems. As required by the City, recommendations identified in the geotechnical report for the proposed development shall be implemented.

FINDINGS

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

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
6. HAZARDS 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

The project site is in an area that has records of current and historic areas of soil and groundwater contamination on, beneath and near the project site.

Asbestos and Lead-Based Paint for Onsite Structures

A limited asbestos building inspection was completed on March 27, 2014, for the 1800 18th Street buildings.[27] Based on the 20 sample results collected from the specific sampled areas where the work is to be conducted, the asbestos survey concluded that the materials are free of asbestos-containing construction materials (ACCM). The building inspection and analytical results indicate that no ACCM is present in the limited area that is being renovated. The contractor, employees and/or sub-contractors, can complete their work, in the specific area tested, without any health or safety concerns in regards to the exposure of airborne asbestos fibers.

A limited asbestos and lead-based paint building inspection was completed on March 30, 2005, for the ice house structure at 1900 R Street buildings.[28] Based on the 15 samples for ACCM testing and 5 samples for lead-based paint testing, the survey concluded that some materials have ACCM but none of the tested materials have lead-based paint. A state-certified ACCM

[27] National Analytical Laboratories, Inc., 2014 (March 27). Asbestos Building Inspection Report For: Crystal Ice House - Commercial Property 1800 18th Street, Sacramento, CA.
[28] HT&T Environmental, 2005 (April 4). Crystal Ice Plant.

contractor will be required to remove and dispose of the ACCM. The roof was not accessible and roofing materials were not sampled.

Onsite Soil Hazardous Materials Cases

Former Crystal Ice House USTs (Blocks 1 and 2) – The Former Crystal Ice House had a 1,000-gallon gasoline underground storage tank (UST T1) located under the sidewalk on the eastern side of Block 1.[29] UST T1 had previously been abandoned in place and the County of Sacramento Environmental Management Branch stated that no further action would be required.[30] Nonetheless, the property owner decided to remove the UST anyway. UST T1 was removed on November 9, 2006. Soil samples of the backfill and native material beneath the UST were analyzed for petroleum hydrocarbons and lead. All results were below regulatory action levels, and the County reconfirmed that no further action is needed in their letter dated June 11, 2008.[31]

During demolition activities in 2008, a second 1,500-gallon diesel UST (T2) and a third 100-gallon gasoline UST (T3) were discovered on the eastern side of Block 2.[32] Both USTs were removed in 2008. Soil samples collected from the back fill and from beneath the diesel UST T2 did not detect petroleum hydrocarbons. Soil samples collected from the back fill and from beneath the gasoline UST T3 detected petroleum hydrocarbons and lead at concentrations above action levels, indicating historical leakage. As of November 16, 2010, the investigation and cleanup for UST T3 is still ongoing.[33]

Orchard Supply Hardware Company Property (Block 3) – The Orchard Supply site is on the Cortese list due to the ongoing groundwater cleanup.[34] The site is classified as State Response, Certified/Operation & Maintenance – Land Use Restrictions and ongoing activities include monitoring groundwater quality to track the natural attenuation of contaminants.[35] DTSC previously conducted an investigation and remedial work at the Orchard Supply site to address the presence of volatile organic compounds (VOCs), pesticides, arsenic, and lead in soil, and VOCs in groundwater beneath the site and surrounding area.[36] DTSC removed all known USTs and remediated the on-site soil by excavating approximately 3,100 tons of material from within the Orchard Supply property boundary. The excavation removed the top 10 feet of soil from the

[29] Ramcon, 2006 (December 5). Summary Report, Underground Fuel Tank Removal, Former Crystal Ice Facility, SCEMD #SR0015818.
[30] County of Sacramento Environmental Management Department, 2005 (July 29). Comment to Report, Crystal Ice Facility, 1801/1812 17th Street, Sacramento, CA. Service Request: SR0015818.
[31] County of Sacramento Environmental Management Department, 2008 (June 11). No Further Action Required, Crystal Ice Facility, 1801/1812 17th Street, Sacramento, California.
[32] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[33] County of Sacramento Environmental Management Department, 2010 (November 16). One Underground Storage Tank Removal at 1800 18th Street, Sacramento, California 95814, Removal Authority Permit Number: R08-014.
[34] Department of Toxic Substances Control, 2015. Envirostor Database. Orchard Supply Company (34280048), 1731 17th Street, Sacramento, CA 95814. Available: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=34280048. Accessed: April 17, 2015.
[35] Department of Toxic Substances Control, 2015. Envirostor Database. Orchard Supply Company (34280048), 1731 17th Street, Sacramento, CA 95814. Available: http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=34280048. Accessed: April 17, 2015.
[36] Department of Toxic Substances Control, 2013 (June 28). Certification of Remedial Action, Orchard Supply Company Site, 1731 17th Street, Sacramento, California.

site for disposal at an offsite disposal facility. In 2002, DTSC issued a Certification of Remedial Action letter, confirming that the soil remediation was complete.

In 2011, DTSC approved a Removal Action Workplan (RAW) to remediate groundwater. Pursuant to the RAW, DTSC installed and operated a groundwater extraction and treatment system and a network of monitoring wells. This system consists of two extraction wells (both on Block 3), 36 monitoring wells (15 wells are on Block 3, one well is on Block 2, and the remaining wells are located in R Street or offsite), and one surface carbon filtration treatment system.[37] DTSC planned to operate the groundwater treatment system for a total of 6 years and to perform groundwater monitoring for a total of 20 years, which the agency anticipated would achieve groundwater cleanup within 20 years or about the year 2033.[38] In 2013, DTSC issued a Certification of Remedial Action for the property, certifying that "the final remedial actions" at the site had been "properly implemented."

In 2014, DTSC ceased operation of the groundwater treatment system and transferred regulatory oversight of this site to the RWQCB. Most of DTSC's wells are scheduled to be destroyed.[39] The remaining arrangement of wells will include seven wells with five of the wells on Block 3, one well east of Block 2, and one well offsite to the southwest. RWQCB has approved implementation of an *in situ* groundwater remedy, after which RWQCB has agreed to issue a letter stating that no further action to remediate on-site groundwater shall be required.

Currently, a land use covenant that DTSC recorded with Sacramento County against the property in 2006 remains in force. The covenant presently prohibits installing drinking water wells, growing food items, and using the property for residences, schools, daycare centers, or hospitals.

Nearby Offsite Hazardous Materials Sites

The following two sites are immediately adjacent to the project site.

R Street Investigations (in between Blocks 2 and 3) – The US EPA conducted soil sampling in R Street as a part of a Brownfields study.[40] Analyses of the soil samples performed for the investigation detected lead and motor oil in soil in R Street at concentrations above action levels.

S Street Development (south of Block 2) – The S Street development site is the vacant lot located immediately south of Block 2 across Rice Alley (see Figure 2). This site was most recently occupied by multiple businesses including the Sing Lee Sewing Thread Company, Nichols and Sons Auto Parts, Alta Plating and Chemical Corporation, S&L Business Services, a

[37] URS, 2014 (May 14). Contract No. 10-T1125, Groundwater Monitoring Report, April 2014 Sampling Event, Orchard Supply Company, 1731 17th Street, Sacramento, California.
[38] Department of Toxic Substances Control, 2013 (June 28). Certification of Remedial Action, Orchard Supply Company Site, 1731 17th Street, Sacramento, California.
[39] URS, 2015 (March 11). Contract No. 10-T1125, Groundwater Monitoring Well Destruction Workplan, Orchard Supply Company, 1731 17th Street, Sacramento, California.
[40] United States Environmental Protection Agency, 2007 (January). Final Targeted Brownfields Assessment, Capital Area Development Authority (CADA), Site 1, Site 4, Site 222, and R Street, Sacramento, California.

recording studio, and Werner and Dieter Auto Repair.[41] According to laboratory analytical results, soil and groundwater samples collected contained concentrations of VOCs, petroleum hydrocarbons, and metals above their respective laboratory method detection limits. Regulatory screening levels were exceeded in soil for petroleum hydrocarbons and various metals (arsenic, barium, cadmium, chromium, lead, nickel, and zinc). Regulatory screening levels were exceeded in groundwater for petroleum hydrocarbons and various VOCs. As of April 3, 2013, the soil and groundwater remediation was still in the planning phase.[42]

REGULATORY SETTING

State Department of Toxic Substances Control (DTSC)

The DTSC is responsible for the management of hazardous materials and hazardous wastes within the state of California. The DTSC oversees some cleanup sites, sharing certain overlapping jurisdiction with the SCMED or the RWQCB. Sites within DTSC's jurisdiction include hazardous materials sites where soil and sometimes groundwater has been contaminated. As discussed above, oversight of the Orchard Supply site has been transferred from the DTSC to the RWQCB.

Regional Water Quality Control Board (RWQCB)

The RWQCB is responsible for maintaining the high quality of waters within the state. Although many hazardous materials sites are overseen by the local Certified Unified Program Agency (CUPA), the RWQCB often assumes lead agency status over hazardous materials sites where groundwater has been contaminated. As noted above, RWQCB has assumed lead oversight authority for the Orchard Supply site.

County of Sacramento Environmental Management Department (SCEMD)

The Sacramento County Environmental Management Department (SCEMD) is the local CUPA. Hazardous waste laws and regulations are enforced locally by SCEMD, including UST investigations and cleanups, as referenced in the Setting above for the USTs formerly at the project site.

Sacramento Metropolitan Air Quality Management District (SMAQMD)

The Sacramento Metropolitan Air Quality Management District (SMAQMD) enforces Rule 902 that protects the public from exposure to asbestos in the event of a release, as discussed further below. Federal regulations and regulations adopted by the SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities.

SMAQMD Rule 902 and Commercial Structures

[41] ATC Associates, Inc., 2012 (March 30). Limited Phase II Assessment, S Street Development, 1733 S Street, Sacramento, California.
[42] *Central Valley* Regional Water Quality Control Board (RWQCB), 2013 (April 3). Comments on Draft Remediation Scope – S Street Redevelopment, Sacramento County.

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than 260 lineal feet of RACM on pipes, or 160 square feet of RACM on other facility components, or 35 cubic feet of RACM that could not be measured otherwise. The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless the structure is otherwise exempt from the rule, or any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM. Surveys must be done by a state-licensed asbestos consultant and require laboratory analysis.

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place. If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material. There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

(Cal/OSHA) Lead in Construction Standard Construction Safety Order 1532.1

The work practices and administrative requirements of Section 1532.1 apply to all construction work where an employee may be occupationally exposed to lead, such as in lead-based paint. These requirements include employee training, employee air monitoring, medical surveillance, dust control, and recordkeeping.

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, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft safety hazards (see Master EIR Chapter 4.6).

The Master EIR disclosed that implementation of the 2035 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 2035 General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan were effective in reducing the identified impacts.

General Plan Policy PHS 3.1.1 would require that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. General Plan Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment. The City would also maintain a Multi-Hazard Emergency Response Plan to address hazardous materials spills as required by General Plan Policy PHS 4.1.1.

Routine use and transport of hazardous materials is regulated by a number of federal, state, and local regulations. Most household and general commercial uses of hazardous materials would be very minor and would not result in a substantial increase in the risk of a hazardous materials incident. Potential incidents may include accidental spills or releases, intentional releases, and/or the release of hazardous materials during or following a natural disaster such as an earthquake or flood. To respond to these circumstances, Sacramento County has developed an Area Plan for Emergency Response to Hazardous Materials Incidents. The City of Sacramento Fire Department also has a hazardous materials incident response team, and works in cooperation with other regional and state agencies in the event of a major emergency.

Compliance with all applicable rules and regulations, along with the 2035 General Plan policies, was found to reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to hazardous materials during demolition or construction activities and throughout the life of the 2035 General Plan. The Master EIR concluded that the impact of the 2035 General Plan on hazards within the City was less than significant.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

As discussed in the Setting, one UST (T1) was removed from Block 1 and two USTs (T2 and T3) were removed from Block 2. However, soil under USTs T3 from Block 2 was contaminated with petroleum hydrocarbons and that soil was reportedly left in place.[43] A soil sample was collected from 2 feet beneath T3 at a total depth of 9 feet; the overburden soil stockpile from this

[43] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.

tank also was sampled.[44] The tank sample and stockpile sample were tested for gasoline, BTEX, oxygenates, 1,2 DCA and total lead.[45] The lab report indicates 1,900 parts-per-million (ppm) gasoline in the pit floor sample.[46] BTEX also was reported in this sample ranging from 8.5 parts-per-billion (ppb) benzene to 51,000 ppb xylene.[47] No MTBE was detected in the pit floor sample.[48] The overburden stockpile from T3 tested "clean" for all the indicated organic constituents.[49] Elevated lead was detected in both the T3 pit floor and the stockpile sample at concentrations of 100 and 150 ppm, respectively.[50] Future excavation in this location could encounter soil with petroleum hydrocarbons at concentrations above action levels.

As discussed in the Setting, the top ten feet of soil at the former Orchard Supply site (Block 3) was removed and disposed of at an offsite disposal facility. Excavations of up to ten feet on Block 3 would not be expected to encounter contaminated materials. The depth to groundwater at Block 3 is as shallow as ten feet. Excavations to below ten feet may encounter contaminated groundwater, as discussed in Question C, Groundwater, below.

Soil beneath R Street in between Blocks 2 and 3 is known to be contaminated with lead and motor oil.[51] Lead and motor oil are common contaminants in this area of the City due to years of activity and the past use of leaded paints.[52] In addition, the oil material previously found in near surface soils is likely related to the fairly common past practice of oiling soil surfaces for dust control prior to placement of pavements.[53] Excavation activities on the project site may encounter soil with lead and motor oil at concentrations that may be above regulatory action levels. Should lead- or motor oil-contaminated soil be encountered during project excavation or construction activities, removal and disposal of lead- and motor oil-contaminated soil would follow the requirements set forth in existing State and local regulations.

In summary, excavation at the project site has the potential to expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities.

Disturbance of sites with known or previously unknown hazardous material contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances. If new development is proposed on a documented or suspected hazardous materials site such as Blocks 1 and 2, investigation, remediation, and cleanup of the site would be required before construction could begin. To prevent potential health hazards to

[44] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[45] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[46] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[47] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[48] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[49] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[50] Ramcon, 2008 (November 24). Summary Report, Underground Fuel Tank Removals – 2 Tanks, Former Crystal Ice Facility, SCEMD #R08-014.
[51] Ramcon, 2005 (April 22). Environmental Considerations, Former Crystal Ice Facility.
[52] Ramcon, 2005 (April 22). Environmental Considerations, Former Crystal Ice Facility.
[53] Ramcon, 2005 (April 22). Environmental Considerations, Former Crystal Ice Facility.

construction workers and the public from exposure to previously unknown contamination, General Plan Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment. These activities would occur under the supervision of the RWQCB, DTSC or the SCEMD, depending on the particular characteristics of each site. In addition, upon identification of the contamination, a remediation plan pursuant to Section 25401.05 (a)(1) of the California Health and Safety Code and approved by the appropriate agency or authority must be implemented at the site. Should any previously undiscovered chemicals of concern be found during construction of the project, including excavation or earth moving activities, construction activities would be required to cease and further investigation and remediation would be required before construction could continue.

Compliance with all applicable rules and regulations, along with implementation of the 2035 General Plan policies, would reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to hazardous during construction activities. However, known soil contamination on Block 2 at the site of UST T3 could expose people to contaminated soils and groundwater. This is a **potentially significant** impact. Implementation of **Mitigation Measure 6-1** would reduce this impact to a less-than-significant level.

Question B

As discussed the Setting, the building inspection and analytical results indicate that ACCM is present in the 1900 R Street buildings. A state-certified ACCM contractor will be required to remove and dispose of the ACCM in accordance with the SMAQMD Rule 902 requirements. The roof was not accessible and roofing materials were not sampled. In the event that roofing materials need to be removed, an ACM survey of those materials will be required, as per Rule 902.

Construction activities on the project site would involve the transport and use of fuels, lubricants, paint, solvents, and other potentially hazardous materials to the project site during construction. Relatively small amounts of these commonly used hazardous substances would be used on site for construction and equipment maintenance. An array of federal, state, and local laws regulate the transport, management, storage, and use of hazardous materials. These laws are enforced by various City, County, and State departments. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment.

Following construction, the transport, storage, use, and/or disposal of hazardous materials would be limited to common hazardous materials typical of any residences or place of employment (e.g., cleaning agents, paints and thinners, fuels, insecticides, herbicides, etc.). Although limited quantities of hazardous materials can be found in most buildings, the use of such substances would not occur in quantities that would present a significant hazard to the environment or the public. Accidents or spills involving small quantities of the materials typical of any residences or place of employment (cleaning agents, paints, etc.) would not create a significant hazard to the public or the environment. Therefore, with the compliance with existing regulations, construction and operation of the project would not expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; this impact is considered to be **less than significant.**

Question C

As discussed in the Setting, DTSC's groundwater investigation associated with the former Orchard Supply site (Block 3) identified groundwater contamination that extends beneath all three blocks. RWQCB has approved *in situ* treatment to address groundwater beneath the former Orchard Supply site, after which RWQCB has agreed to issue a letter stating that no further action to remediate on-site groundwater shall be required. Historically, the depth to groundwater has been as shallow as 10 feet below the ground surface; however, the groundwater within this shallow zone beneath the former Orchard Supply site is not above actionable levels.

The former Orchard Supply site has land use restrictions that prohibit certain uses (the installation of drinking water wells, the growing of food items, and the use of the property for residences, schools, daycare centers, or hospitals). Construction activities would primarily be limited to a depth of less than 10 feet. There is no evidence to suggest that construction would require dewatering efforts or the introduction of contaminated groundwater to the surface. Therefore, with compliance with the land use restrictions, this impact would be **less than significant**.

MITIGATION MEASURES

Mitigation Measure 6-1: Prior to excavation or other ground-disturbing activities within 50 feet of UST T3 on Block 2, the project applicant shall obtain a No Further Action letter for the UST T3 site on Block 2 from the Sacramento County Environmental Management Department, Environmental Compliance Division (EMD), or other authorization that allows for construction to commence to the satisfaction of Sacramento County EMD and the City. The project applicant shall conduct soil testing at the UST T3 site on Block 2 to determine if soil contaminants are below action levels. If contaminants are above action levels, the project applicant shall excavate the contaminated soils and dispose of the contaminated soils at a properly classified landfill to the satisfaction of Sacramento County EMD. The project applicant shall also test the T3 area to ensure that contaminants in the soil have not also contaminated groundwater. Should groundwater sampling determine that soil contamination at the T3 site also polluted the groundwater, the project applicant shall monitor or remediate the groundwater below Block 2 to the satisfaction of the Sacramento County EMD.

FINDINGS

With implementation of Mitigation Measure 6-1, all additional significant environmental effects of the project relating to Hazards can be mitigated to a less-than-significant level.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
7. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?	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 entire project site is paved, occupied by buildings or surface streets and parking areas. There are few trees within the project footprint, but those areas are street trees within defined tree wells or trees along the periphery of the project site. The project site is in an urban area of downtown Sacramento. Currently the project site is almost entirely comprised of impervious surfaces and as a result, storm water drains to the adjacent storm drain system.

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 shaded Zone X (Community Panel Number 060266 0180H). This zone is applied to areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from 1% annual chance flood. The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

The public wastewater collection system with the city includes a combined sewer system (CSS) in the older central city area where the project site is located, and a newer separated sewer system (sanitary sewer) in the remaining areas of the City. The CSS serves residences and businesses generally within the Downtown, East Sacramento, and Land Park communities, which contribute both sanitary sewage and storm drainage flows (combined sewer) to the CSS. The communities of East Sacramento, River Park and Tahoe Park contribute only sanitary sewage flows to the CSS. Pipes within the latter communities once conveyed combined sewer but the sanitary sewer and storm drainage flows were separated in the 1950s in an effort to improve operational efficiency by diverting storm drainage into its own system and thus reduce the surcharging caused by high runoff flows.

The CSS is composed of about 345 miles of 4- to 120-inch diameter vitrified clay, reinforced concrete and brick pipes that drain to the west to two large pump station facilities known as Pump Station 1/1A/1B and Pump Station 2/2A, located near the Sacramento River. Pump Stations 1B and 2A are the primary pumping stations at each facility, operating continuously throughout the year, while Pump Stations 1/1A and 2 only operate during large storms. Other City facilities include an off-line storage facility known a Pioneer Reservoir that also serves as a primary treatment plant and the Combined Wastewater Treatment Plant (CWTP), which is another primary treatment plant with a capacity of 130 million gallons per day (mgd). Pioneer Reservoir has a peak hydraulic capacity of approximately 350 mgd and a treatment capacity of about 250 mgd.

The City has an agreement with the Sacramento Regional County Sanitation District (SRCSD) whereby the City can convey a maximum of 60 mgd to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for secondary treatment prior to discharge to the Sacramento River. This capacity is sufficient to treat all CSS dry weather sanitary flows (about 17 to 18 mgd) and stormwater from low-intensity storms. During moderate to large storms when the CSS flows are greater than 60 mgd, the flows greater than 60 mgd are routed to CWTP and/or Pioneer Reservoir for temporary storage. When flows exceed storage capacity, the excess flows are released to the Sacramento River after receiving primary treatment, including chlorination and de-chlorination. When the storage and treatment capacities are reached, additional CSS flows are discharged directly to the Sacramento River from Sump 1 and/or Sump 2.

Flows conveyed by the City's wastewater systems are routed to the SRWTP for treatment and disposal via an interceptor system consisting of large diameter pipes and pump stations. The interceptor system and the SRWTP, located just south of the City limits, are owned and operated by the independent SRCSD.

The Stormwater Quality Improvement Plan (SQIP)[54] 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. [http://www.sacstormwater.org/]

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 or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property. Because the CSS is considered at or near capacity, all additional inflow into the system is required to be mitigated. The Sewer Development Fee Fund is used to recover an appropriate share of the capital costs of the City's

[54] City of Sacramento, 2007. City of Sacramento Department of Utilities, Engineering Services. Stormwater Quality Improvement Program. June 2007.

existing or newer system facilities or the City's existing or new CSS facilities. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees. Infill development pays $2,086 per equivalent multi-family dwelling (ESD) (rates effective July 1, 2014).[55]

Several projects are planned to improve the operation of the combined system. Projects initiated by the City to address existing deficiencies are system improvements, while major land development projects often include specific measures to mitigate the additional sewage and drainage flows created by the specific development. Notably, the Downtown Combined Sewers Upsizing Project is a 15-year program to upsize downtown sewers which will provide significant reductions of street flooding and combined sewer outflows when complete. Upsizing the 7th Street Sewer from K Street to P Street from 24 inches to 60 inches is one of the final legs of the project and will provide the downtown combined system with additional capacity. Major development projects within the combined sewer area are required to mitigate the additional sewage flows and the added impervious surface, which increases drainage runoff, or to pay the new CSS Development Fee, which funds this project.

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 (Impact 4.7-1), and exposure of people to flood risks (Impact 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (General Plan Policies ER 1.1.2 and EC 2.1.1), comprehensive flood management (General Plan Policy EC 2.1.23), and construction of adequate drainage facilities with new development (General Plan Policy U 1.1.1) were identified that reduced all impacts to a less-than-significant level.

[55] Regional San, 2015. Sacramento Regional Sanitation District Impact Fees. Available: http://www.regionalsan.com/impact-fees. Accessed March 29, 2015.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A
Storm water runoff from the project site flows to the City's storm water drainage system. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Disturbance of site soils would increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for storm water 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 this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in 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 BMPs the discharger will 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" pollutants 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 bales, 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 also inspect and enforce 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, construction activities under the proposed project would result in a **less-than-significant** impact related to storm water absorption rates, discharges, flows, and water quality.

Question B
The proposed project consists of constructing a total of 202 residential units, retail, and office uses on three half-blocks. The proposed project site is located within Flood Zone X of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM).[56] The project area

[56] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 7-19. Figure 7.2

designation under Flood Zone X is determined to be outside the area having a 0.2 percent chance of a flood. Based on this designation, the project site is not subject to flooding from the 100 or 500-year storm events. Because the proposed project site is located outside the FEMA 100-year floodplain, the project would not place housing within a 100-year flood hazard, expose people to significant risk, or impede flood flows, a **less-than-significant impact** would occur.

MITIGATION MEASURES

None.

FINDINGS

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

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
8. NOISE 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_{dn} 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 following discussions present basic information related to noise and vibration, as well as the existing noise environment at the proposed project site.

Noise

Sound is mechanical energy transmitted by pressure waves through the air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of

oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting," referred to as dBA. In general, a difference of more than three dBA is a perceptible change in environmental noise, while a five dBA difference typically causes a change in community reaction. An increase of 10 dBA is perceived by people as a doubling of loudness.[57]

Cumulative noise levels from two or more sources will combine logarithmically, rather than linearly. For example, if two identical noise sources produce a noise level of 50 dBA each, the combined noise level would be 53 dBA, not 100 dBA.

Time variation in noise exposure is typically expressed in terms of the average energy over time (L_{eq}), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time – half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_8 and L_{25} represent the noise levels that are exceeded eight and 25 percent of the time, respectively, or for five and 15 minutes during a 1 hour period, respectively.

Several methods have been devised to relate noise exposure over time to human response. The Day-Night Noise Level (L_{dn}) is a 24-hour L_{eq} that adds a 10 dBA penalty to sounds occurring between 10:00 PM to 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. A commonly used noise metric for this type of study is the Community Noise Equivalent Level (CNEL). The CNEL, originally developed for use in the California Airport Noise Regulation, adds a five dBA penalty to noise occurring during evening hours from 7:00 PM to 10:00 PM, and a 10 dBA penalty to sounds occurring between the hours of 10:00 PM and 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. Thus, the CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment, which reflects increased sensitivity to noise during these times of the day.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The

[57] United States Environmental Protection Agency (USEPA), 1974 (March). *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA 550/9-79-100).*

decibel notation acts to compress the range of numbers required to describe vibration.[58] Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration sensitive equipment. Fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV. The human annoyance response level is 80 RMS.

Existing Noise Setting

The proposed project is in an urban area surrounded by commercial, mixed uses and office developments. Existing noise sources in the immediate vicinity of the proposed project are primarily limited to the Sacramento Regional Transit light rail tracks running between Q and R Streets, and vehicular traffic on local streets such as R Street, 18th Street and S Street.

To quantify the ambient noise levels in the vicinity of the proposed project, a noise measurement survey was conducted on February 17, 2015 within the project area and near sensitive land uses that could be impacted by noise generated by the project. All noise measurements were conducted using a calibrated Metrosonics dB308 noise meter. The noise measurement survey consisted of five 15-minute short-term noise measurements. Noise measurement results in locations are shown in **Table 8-1** and **Figure 8-1**, respectively. Noise levels generally increase in the early morning corresponding with increases in commuter traffic and other activities.

TABLE NOISE 8-1
AMBIENT NOISE MEASUREMENT SURVEY

Monitor	Location	Primary Noise Source(s)	Measured L_{eq} (dBA)[1]
ST-1	Approximately 96 feet north-east of Block 3, 48 feet north of the Sacramento Regional Transit centerline.	Traffic noise from 18th Street and Sacramento Regional Transit rail pass-byes.	63.7
ST-2	Approximately 300 feet north of Block 1, 37 feet west of the 16th Street centerline and 116 feet north of the Sacramento Regional Transit centerline.	Traffic noise from 16th Street and Sacramento Regional Transit rail pass-byes.	68.6
ST-3	Located in the center of R Street, 80 feet east of the 16th Street centerline and 178 feet south of the Sacramento Regional Transit centerline.	Traffic noise from 16th Street and Sacramento Regional Transit rail pass-byes.	61.3
ST-4	Located in the center of R Street, 56 feet west of the 18th Street centerline and 173 feet south of the Sacramento Regional Transit centerline.	Traffic noise from 18th Street and Sacramento Regional Transit rail pass-byes.	60.2

[58] Federal Transit Administration (FTA), 2006 (May). *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).*

ST-5	Approximately 350 feet south of the project site, 30 feet south of the S Street centerline and 645 feet south of the Sacramento Regional Transit centerline.	Traffic noise from S Street.	61.6

Notes
[1] The L_{eq} is the constant sound level, which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).
Source: ESA, 2015

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the Master EIR and are considered mitigation measures for the following project-level and cumulative impacts.

Impact 4.8-4: Implementation of the 2035 General Plan could 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.

General Plan Policy EC 3.1.5 – Interior Vibration Standards: The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

Impact 4.8-5: Implementation of the 2035 General Plan could 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.

General Plan Policy EC 3.1.6 – Effects of Vibration: The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.

Impact 4.8-6: Implementation of the 2035 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic and rail operations.

General Plan Policy EC 3.1.7 – Vibration: The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.

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 the following impacts that remain significant after implementation of 2035 General Plan policies or mitigation from the General Plan Master EIR:

Ice Blocks . 140629.00

SOURCE: ESRI, 2012; ESA, 2015

Figure 8-1
Noise Measurement Locations

- 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 Ldn 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, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 (General Plan Policies EC 3.1.1 and 3.1.2) and interior (General Plan Policies EC 3.1.3 and 3.1.4) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan. See General Plan 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. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1), interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Construction

Construction activity noise levels at the project site would fluctuate depending on the particular type, number and duration of usage for various pieces of construction equipment. Proposed project construction activities would involve demolition, excavation, grading and earth movement, foundations (concrete pours), materials delivery, building erection and cladding, roofing, exterior treatments (power washing, painting, application of siding materials), and landscaping. Construction is expected to begin in the fall of 2015 and would be completed in approximately 31 months if construction of the buildings ran consecutively. The proposed project would include demolition of the existing structures in Block 2, three structures facing Rice Alley in

Block 1 and the demolition of most of the existing Orchard Supply building in Block 3 (with the exception of portions of the R Street façade). Although market conditions will determine final decisions regarding timing of construction, it is currently anticipated that construction of the project would start with Block 1, followed by Block 2 and then Block 3. **Table 8-2** shows typical noise levels produced by various types of construction equipment. Notably, the project would not include construction activities that could generate significant ground vibration, such as pile driving.

TABLE 8-2
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level[a] (dBA, Lmax at 50 Feet)
Dump truck	84
Portable air compressor	80
Concrete mixer (truck)	85
Scraper	85
Jackhammer	85
Dozer	85
Paver	85
Generator	82
Backhoe	80

A Maximum noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given piece of construction equipment.
dBA = A-weighted decibels, L_{max} = maximum noise exposure level for the given time period
SOURCE: FHWA Roadway Construction Noise Model User's Guide, January 2006.

The nearest off-site sensitive land use to the proposed project are residences that are located approximately 70 feet north across the existing light rail tracks. Noise from construction activities generally attenuates at a rate of 6 dBA for every doubling of distance.[59] Assuming an attenuation rate of 6 dBA per doubling of distance, the closest sensitive land use would be exposed to a maximum noise level of approximately 82 dBA L_{max}, which would exceed the City's noise ordinance thresholds if feasible noise controls are not implemented. However, Chapter 8.68.080 of the City Code exempts noise due to erection, excavation, demolition, alteration or repair of any building or structure between the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. For this exception to take effect, all internal combustion engines must be equipped with suitable exhaust and intake silencers that are in good working order.

Because proposed project construction activities would take place during the City of Sacramento construction exempt hours and all internal combustion engines will be equipped with suitable exhaust and intake silencers, construction activities would comply with the City Code and noise

[59] California Department of Transportation (Caltrans). 2013 (September). *Traffic Noise Technical Noise Supplement to the Traffic Noise Analysis Protocol.* Page 2-27.

levels would be exempt from the standards in the City's Noise Control Ordinance. This impact would be considered **less than significant.**

Vehicular Traffic Noise

The effect of project generated traffic was calculated using traffic noise prediction equations found in the FHWA Traffic Noise Prediction Model (FHWA RD-77-108). **Table 8-3** shows the calculated traffic noise levels along roadways that are expected to have an increase in traffic due to the proposed project during existing, existing plus project, cumulative no project and cumulative plus project conditions.

As shown in Table 8-3, the greatest effect on ambient levels would occur at the existing commercial land uses located along Rice Alley, between 17th Street and Block 1, where traffic noise would increase by 16.7 dBA Ldn/CNEL. The highest increase in traffic noise near a sensitive land use would occur at the single-family homes along S Street, between 18th and 19th Street, where traffic noise would increase by 0.4 dBA Ldn/CNEL. All other traffic noise increases near existing sensitive land uses are expected to be below 0.3 dBA Ldn/CNEL. The City of Sacramento 2035 General Plan (Table EC 2) provides maximum allowable exterior incremental noise standards for existing developments, which are based on existing noise levels. The existing traffic noise levels at sensitive land uses adjacent to roadway segments affected by the proposed project would range between 52.0 and 64.2 dBA CNEL, as shown in Table 8-3. According to the City of Sacramento 2035 General Plan (Table EC 2), the allowable traffic noise increment for this range of existing noise levels is between 1 and 5 dB at residences and buildings where people sleep. The highest increase in traffic noise at a sensitive land use (located adjacent to a roadway segment affected by the proposed project) is 0.4 dB, which is below the City of Sacramento General Plan Exterior Incremental Noise Impact Standard. Therefore, this impact would be considered **less than significant**.

With respect to new (proposed) on-site sensitive land uses (residences), the City of Sacramento General Plan Policy EC 3.1.1 requires that indoor and outdoor areas of new residential (and other noise sensitive land use) projects are constructed such that they are not exposed to noise levels that would exceed the City's noise standards. According to the City's General Plan, the project is located in the Urban Corridor High District. Therefore, an impact will be considered significant if new residences would be exposed to transportation-related noise levels above 70 dBA CNEL, as shown in General Plan Table EC-1. The planned on-site residential units would be located in Block 2. Planned outdoor activity areas located in Block 2 would include a pool area. The proposed residential dwelling units and associated outdoor activity areas in Block 2 would be located approximately 50 feet from adjacent roadway centerlines near R Street and Rice Alley. As shown in Table 8-3, the calculated traffic noise generated by the proposed project from these roadway segments would be approximately 56.9 and 51.9 dBA CNEL under existing plus project conditions and 58.8 and 51.8 dBA CNEL under cumulative plus project conditions, respectively. These noise levels would be less than 70 dBA CNEL; therefore, this impact would be considered **less than significant**.

Mechanical Building Noise

The proposed project would generate stationary-source noise associated with heating, ventilation and air conditioning (HVAC) units. Such HVAC units typically generate noise levels of approximately 55 dBA at a reference distance of 100 feet from the operating units during

TABLE 8-3
TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

Roadway Segment	Adjacent to an Existing Sensitive Land Use (Yes or No)	Traffic Noise Level 50 feet from Center of Roadway, dBA, CNEL/L_{dn}[a] Existing	Existing Plus Project	Incremental Increase	Significant? (Yes or No)[b]	Cumulative Near Term No Project	Cumulative Near Term Plus Project	Incremental Increase	Cumulatively Significant? (Yes or No)[b]
1. 15th Street, north of Q Street	No	62.4	62.6	0.2	No	63.7	63.8	0.1	No
2. 15th Street, Q Street to R Street	Yes	62.7	62.8	0.1	No	64.4	64.5	0.1	No
3. 15th Street, R Street to S Street	No	62.7	63.2	0.5	No	64.4	64.5	0.1	No
4. 15th Street, S Street to W Street	Yes	63.2	63.4	0.3	No	64.3	64.9	0.6	No
5. 15th Street, W Street to X Street	No	65.1	65.2	0.1	No	67.7	67.7	0.0	No
6. 15th Street, south of X Street	No	61.5	61.6	0.1	No	62.8	62.8	0.1	No
7. 16th Street, north of Q Street	No	64.2	64.4	0.2	No	66.0	66.1	0.1	No
8. 16th Street, Q Street to R Street	Yes	63.5	63.7	0.2	No	65.4	65.6	0.1	No
9. 16th Street, R Street to Rice Alley	No	63.7	64.0	0.3	No	65.5	65.7	0.2	No
10. 16th Street, Rice Alley to S Street	No	63.7	64.0	0.3	No	65.5	65.7	0.2	No
11. 16th Street, S Street to W Street	Yes	64.2	64.5	0.3	No	65.9	66.1	0.2	No
12. 16th Street, W Street to X Street	No	65.1	65.7	0.6	No	68.1	68.1	0.1	No
13. 16th Street, south of X Street	No	62.5	62.6	0.1	No	65.9	65.0	-0.9	No
14. 17th Street, north of R Street	No	54.1	55.8	1.6	No	54.1	55.8	1.7	No
15. 17th Street, R Street to Rice Alley	No	53.6	55.1	1.5	No	53.6	55.1	1.5	No
16. 17th Street, Rice Alley to S Street	No	53.8	55.1	1.2	No	53.8	56.6	2.7	No
17. 17th Street, south of S Street	Yes	52.2	52.2	0.0	No	52.2	54.9	2.7	No
18. 18th Street, R Street to Rice Alley	No	53.5	54.7	1.3	No	53.5	53.8	0.3	No
19. 18th Street, Rice Alley to S Street	No	53.5	54.8	1.3	No	53.5	55.2	1.8	No
20. 18th Street, south of S Street	Yes	52.0	52.0	0.0	No	52.0	52.0	0.0	No
21. 19th Street, north of S Street	No	61.3	61.3	0.0	No	64.1	64.1	0.0	No
22. 19th Street, south of S Street	Yes	61.2	61.3	0.1	No	64.0	64.1	0.1	No

Roadway Segment	Adjacent to an Existing Sensitive Land Use (Yes or No)	Traffic Noise Level 50 feet from Center of Roadway, dBA, CNEL/L_{dn}[a]							
		Existing	Existing Plus Project	Incremental Increase	Significant? (Yes or No)[b]	Cumulative Near Term No Project	Cumulative Near Term Plus Project	Incremental Increase	Cumulatively Significant? (Yes or No)[b]
23. Q Street, west of 15th Street	No	62.0	62.1	0.1	No	62.9	63.1	0.2	No
24. Q Street, 15th Street to 16th Street	Yes	61.8	61.9	0.0	No	61.9	62.0	0.1	No
25. Q Street, east of 16th Street	Yes	60.3	60.5	0.2	No	58.0	58.3	0.3	No
26. R Street, west of 15th Street	No	52.6	52.8	0.2	No	55.3	55.6	0.3	No
27. R Street, 15th Street to 16th Street	No	56.1	56.9	0.8	No	57.0	57.7	0.7	No
28. R Street, 16th Street to 17th Street	No	52.0	55.8	3.8	No	57.4	58.8	1.5	No
29. R Street, 17th Street to Block 3	No	52.8	54.9	2.1	No	52.6	54.8	2.2	No
30. R Street, Block 3 to 18th Street	No	52.8	53.0	0.2	No	52.6	53.4	0.8	No
31. S Street, west of 15th Street	No	59.5	59.7	0.2	No	59.3	59.3	0.0	No
32. S Street, 15th Street to 16th Street	Yes	61.7	59.9	-1.8	No	59.8	60.0	0.2	No
33. S Street, 16th Street to 17th Street	Yes	62.1	60.2	-1.9	No	59.8	60.1	0.3	No
34. S Street, 17th Street to 18th Street	Yes	59.9	60.2	0.3	No	59.3	59.7	0.4	No
35. S Street, 18th Street to 19th Street	Yes	59.9	60.2	0.4	No	59.3	59.8	0.5	No
36. S Street, east of 19th Street	No	59.6	59.8	0.2	No	59.5	59.6	0.1	No
37. Rice Alley, 16th Street to Block 1	No	38.1	51.9	13.8	No	38.1	51.7	13.6	No
38. Rice Alley, Block 1 to 17th Street	No	38.1	50.3	12.2	No	38.1	50.3	12.2	No
39. Rice Alley, 17th Street to Block 2	No	32.7	49.4	16.7	No	32.7	49.1	16.4	No
40. Rice Alley, Block 2 to 18th Street	No	32.7	48.4	15.7	No	32.7	51.8	19.1	No

Notes:

a. Noise levels were determined using FHWA Traffic Noise Prediction Model (FHWA RD-77-108).

b. For existing sensitive land uses traffic noise is considered significant if the incremental increase exceeds the City of Sacramento maximum allowable exterior incremental noise impact standards (City of Sacramento General Plan Environmental Constraints Element, Policy EC2.1.2, Table EC 2). For new/planned development traffic noise is considered significant if the exterior noise levels exceed the City of Sacramento Exterior Noise Compatibility Standards (City of Sacramento General Plan Environmental Constraints Element, Policy EC2.1.1, Table EC 1).

Source: ESA, 2015

maximum heating or air conditioning operations.[60] HVAC units are typically housed in equipment rooms or in exterior enclosures on the building's rooftop. Sensitive land uses located within approximately 178 feet of these HVAC units would be exposed to noise levels above the applied City of Sacramento nighttime noise standard of 50 dBA. However, as part of the project's final design all rooftop mechanical equipment, including HVAC units, will be installed on building rooftops within enclosures or have roof screens blocking line of sight to nearby sensitive land uses. As a result, adjacent on- and off- site land uses would not be exposed to substantial mechanical equipment noise. Therefore, this impact would be **less than significant**.

Existing Light Rail Noise

There is an existing freight rail line and a regional transit light rail near the project site that has the potential to increase existing ambient noise levels above the City's exterior noise standards. As previously discussed, General Plan Policy EC 3.1.1 requires that indoor and outdoor areas of new projects are constructed such that they are not exposed to noise levels that exceed the City's noise standards. Therefore an impact will be considered significant if new residences would be exposed to transportation-related noise levels above 70 dBA L_{dn}, as shown in General Plan Table EC-1. The on-site proposed (new) residential land uses that could be impacted by rail pass-byes are the residential units proposed in Block 2 and potential future residential dwellings in Block 3.

There is a BNSF freight rail line that runs parallel to both 19th and 20th Street. The rail line is located approximately 690 feet east of Block 2. BNSF has not published existing or future rail line volumes. However, according to the Federal Transit Administration's (FTA) Guidance Manual for Transit Noise and Vibration Impact Assessment,[61] the estimated existing noise exposure for a railroad line at a distance between 500 to 800 feet is 50 dBA L_{dn}. Consequently, the future planned residential uses proposed in Blocks 2 would be exposed to rail noise of approximately 50 dBA L_{dn}. These noise levels would be below the City's outdoor noise standard for transportation noise sources. In addition, there is a building (R Street Market) between the BNSF rail line and Block 2 that would partially shield onsite residential dwelling units from fright rail pass-bys, which would further attenuate noise levels. Consequently, the noise levels generated by fright rail traffic along the BNSF rail line, 690 feet east of the project site, would be less than 70 dBA L_{dn}. Therefore, this impact would be considered **less than significant**.

There is a Sacramento Regional Transit (RT) light rail station (16th Street Station), which serves RT's Gold and Blue rail lines, located near the project site. Based on the RT Gold and Blue Line light rail schedule, it was determined that the RT operates 19 hours a day and approximately 271 train pass-bys occur per day along the double tracks north of the project site, which equates to approximately 14 train pass-bys per hour. According to the Federal Transit Administration's Guidance Manual for Transit Noise and Vibration Impact Assessment,[62] the typical Sound Exposure Level (SEL) from a rail transit pass-by is 82 dB at a reference distance of 50 feet. The effect of light rail train noise levels, in terms of L_{dn} at a distance of 50 feet, were computed using rail noise prediction equations found in the FTA's Guidance Manual for Transit Noise and

[60] Bolt, Baranek, and Newman, *USEPA Noise from Construction Equipment and Operations, Building Equipment*, and Home Appliances, 1971.

[61] Federal Transit Administration (FTA), 2006 (May). *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).*

[62] Federal Transit Administration (FTA), 2006 (May). *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).*

Vibration Impact Assessment. The combined rail noise generated by light rail traffic along the RT Gold and Blue lines would be about 60.6 dBA L_{dn} from a distance of 50 feet from the center of the rail tracks. This referenced noise level was propagated out to the nearest planned residential dwelling units in Block 2 located approximately 220 feet south of the RT centerline. The calculated light rail noise exposure level at these onsite residential dwelling units was found to be approximately 54.3 dBA L_{dn}. In addition, there is a commercial/office building that would be constructed near the light rail tracks in Block 3 that would partially shield onsite residential dwelling units in Block 2 from light rail pass-bys, which would further attenuate noise levels. As previously discussed, there is a potential for residential dwelling units to be constructed in Block 3. If residential dwelling units are constructed in Block 3, they would be located within 100 feet south of the light rail centerline. The calculated light rail noise exposure level at these potential onsite residential dwelling units was found to be approximately 57.7 dBA L_{dn}. Consequently, the noise levels generated by light rail traffic along the rail line just north of the project would be less than 70 dBA L_{dn}. Therefore, this impact would be considered **less than significant**.

Question D

Construction activities would include demolition, excavation, site preparation work, foundation work (including concrete pours) and new building framing and finishing. Construction activities may generate perceptible vibration when heavy equipment or impact tools such as jackhammers, hoe rams, or impact wrenches are used. As previously discussed, the proposed project would include demolition of the existing structures in Block 2, three concrete structures facing Rice Alley on Block 1 and the demolition of most of the existing Orchard Supply building in Block 3. Construction of the project would be expected to begin in the fall of 2015 and would be completed in approximately 31 months. The proposed project would not require pile driving.

The potential use of excavator during demolition would be expected to generate the highest vibration levels during construction. Excavators typically generate vibration levels of 0.035 in/sec PPV or 79 VdB at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods and equipment used. Vibration levels would be expected to be 0.035 in/sec PPV or less, which is substantially below the 0.5 in/sec PPV significance threshold for the surrounding modern structures. Assuming a large bulldozer would be used during the construction of the proposed project, the nearest modern structure located approximately 70 feet north of Block 3 would not be exposed to vibration levels that would result in building damage. Construction vibration impacts to historical land uses are discussed in response to Question F, below. Consequently, construction-related vibration levels at the nearest on- and off-site modern structures would be below the City of Sacramento 0.5 in/sec PPV threshold and would be **less than significant**.

The nearest sensitive land use to the project site is a single-family home located approximately 70 feet north of Block 3, across the light rail tracks. The vibration level at this residential land use during on-site demolition activities would be approximately 0.007 in/sec PPV or 65.5 VdB. According to the FTA's Guidance Manual for Transit Noise and Vibration Impact Assessment,[63] the average human's perceptibility of vibration is about 65 VdB and vibration levels are often noticeable, but acceptable, in the range of 70 to 75 VdB. Beyond 80 VdB, vibration levels are

[63] Federal Transit Administration (FTA), 2006 (May). *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).*

often considered unacceptable by building occupants. The groundborne vibration at the nearest single-family home, during onsite grading, would be below the FTA vibration impact threshold of 80 VdB. Consequently, construction-related vibration levels at the nearest off-site sensitive land uses would be below the FTA vibration impact threshold and would be **less than significant**.

Question E

As previously discussed, the RT light rail Gold and Blue Line tracks are located within 100 feet north of the Block 3 project site. According to the FTA's Guidance Manual for Transit Noise and Vibration Impact Assessment, vibration impacts from rail traffic must be assessed if a project is located within 150 feet of a light rail transit.[64] The closest proposed on-site residential units to the existing RT light rail are located in Block 2, approximately 220 feet south of the light rail centerline. These residences would be located beyond the FTA vibration impact screening distance of 150 feet. However, there is the potential for future residential units to be construction on the eastern portion of Block 3, which would be located within the FTA vibration impact screening distance of 150 feet. If these residential units are constructed, there is a potential for these homes to be exposed to perceptible vibration levels from RT light rail pass-bys.

A vibration impact would occur if vibration levels generated by light rail pass-bys are above the City of Sacramento threshold of 0.5 in/sec PPV for modern structure building damage or above the FTA impact threshold of 80 VdB for human disturbances. According to the FTA Guidance Manual for Transit Noise and Vibration Impact Assessment,[65] the typical ground-surface vibration levels for light rail trains traveling at a speed of 50 miles per hour (MPH) and at a distance of 100 feet is 0.009 in/sec PPV or 67 VdB. These vibration levels would be below the City of Sacramento and FTA vibration impact thresholds. In addition, the existing light rail traffic traveling along the RT rail line adjacent to the project site is anticipated to be less than 50 MPH due to the located of the 16th Street Station and the large degree of curvature along the segment light rail crossing 19th Street. This would result in vibration levels lower than what was previously estimated. Consequently, light rail vibration levels at the nearest on-site residential land uses would be below the City of Sacramento 0.5 in/sec PPV and FTA 80 VdB disturbance thresholds, and would be considered **less than significant.**

Question F

There is a historic building located within Block 1 that may be impacted by vibration during the construction of the proposed project. There are no known archaeological sites located close enough to the project site that would be exposed to vibration levels above the City of Sacramento 0.2 in/sec PPV threshold. As previously discussed in response to Question D, the highest vibration levels would occur during construction of the project. During construction, the highest levels of vibration would be generated through the use of excavators during building demolition. Excavators can generate vibration levels of 0.035 in/sec PPV or less at a distance of 25 feet, which is substantially below the City of Sacramento vibration threshold for historic buildings of 0.2 in/sec PPV. However, demolition activities would occur within 5 feet from the existing historical building located in Block 1. At this distance the historical building would be exposed to vibration

[64] Federal Transit Administration (FTA), 2006 (May). *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).*

[65] Federal Transit Administration (FTA), 2006 (May). *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).*

levels of approximately 0.391 in/sec PPV. Consequently, vibration levels generated by construction of the proposed project would be above the City of Sacramento vibration threshold for historic buildings of 0.2 in/sec PPV and would be considered a **significant impact**. Implementation of Mitigation Measure 8-1 would reduce construction-related vibration levels at the historical building located in Block 1 to a less than significant level.

Mitigation Measures

Mitigation Measure 8-1: Prior to the issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with a geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include vibration mitigation measures such that the historical building located in Block 1 would be exposed to a vibration level of less than 0.2 in/sec PPV to prevent building damage.

The vibration mitigation measures shall include a vibration, crack, and line and grade monitoring program at the existing historical building located in Block 1, which is located within 5 feet from where demolition/construction activities will occur. The following elements shall be included in this program:

- Pre-Demolition and Construction:
    - Photos of current conditions shall be included as part of the crack survey that the construction contractor will undertake. This includes photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labeled in detail and dated.
    - The construction contractors shall install crack gauges on cracks in the walls of the historical building, located in Block 1, to measure changes in existing cracks during project activities. Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing where demolition will occur.
    - The construction contractor shall determine the number and placement of vibration receptors at the affected historic building, located in Block 1, in consultation with the consulting architectural historian and/or architect. The number of units and their locations shall take into account proposed demolition and construction activities so that adequate measurements can be taken illustrating vibration levels during the course of the project, and if/when levels exceed the established threshold.
    - A line and grade pre-construction survey at the historical building, located in Block 1, shall be conducted.
- During Demolition and Construction:
    - The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction

reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors, such as during demolition of three buildings located near the historical building in Block 1.

- The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.

- With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.

- Post-Construction

  - The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.

  - Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general

rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted consistent with the Secretary of Interior Standards Treatment of Preservation.

Findings

With implementation of the Mitigation Measure 8-1, the project would have no additional project-specific environmental effects relating to Noise.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
9. PUBLIC SERVICES Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?	X		

Environmental Setting

The project site is located in downtown Sacramento and is served with fire protection and police protection by the City of Sacramento.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by Central Command which is located at the Richards Police Facility, 300 Richards Boulevard which is 2.25 miles northwest of the project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

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 1, located at 624 Q Street, approximately 0.75 miles west of the project site.[66] Service is also provided by Station 2, located at 1229 I Street approximately 0.8 miles north of the site; Station 4, located at 3145 Granada Way approximately 1.3 miles east of the project site; Station 5, located at 731 Broadway approximately 0.9 miles southwest of the project site, and Station 14, located at 1341 North C Street approximately 1.55 miles north of the project site.

City of Sacramento Unified School District provides school services to 42,000 students within the project area. The District serves 55 elementary schools, 5 K-8 schools, 8 middle schools, 8 high schools, 4 adult schools and 15 children centers, plus 7 administrative sites.[67] Elementary, middle, and high school students are assigned to a designated neighborhood school based on where the student lives, as long as the school offers the services the student needs. Each

[66] City of Sacramento Fire Department, 2012 (May 20). Engine Company First-In Districts and Response Zones - BARB Configuration. Available: http://portal.cityofsacramento.org/Fire/About/Station-Information. Accessed March 29, 2015.

[67] Sacramento City Unified School District, 2015. Available http://www.scusd.edu/operations. Accessed March 29, 2015.

neighborhood school has a defined geographic boundary and is intended to serve the students who live within that geographic boundary. Theodore Judah Elementary School, Sutter Middle School, and C.K. McClatchy High School are the assigned schools for the proposed project site.[68]

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, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include parks (Chapter 4.9) and 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 1.1.4 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 4.10-5).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Fire Protection
The proposed project consists of constructing a total of 202 multi-family residential units, retail, and office uses. The added population to the SFD services for the project area would be expected to increase as a result of the proposed project. It should be noted that the added population resulting from the proposed project construction would be temporary. Nevertheless, five fire stations are located in close proximity to the proposed project site. The proposed project would be served by SFD Station 1 located approximately 0.75 miles west of the site, with backup service provided by Stations 2, 4, 5, and 14.

[68] Sacramento City Unified School District, 2015. Available: http://www.scusd.edu/attendance-areas. Accessed March 29, 2015.

According to the General Plan Master EIR, the SFD requires a ratio of one fire station for every 1.5 mile service radius, per every 16,000 population, and where a company experiences call volumes exceeding 3,500 in a year.[69] For purposes of the Master EIR analysis, 1 station per 16,000 city residents threshold was used to determine whether the additional growth anticipated to occur under the General Plan would require additional fire stations that could result in additional environmental impacts that were not evaluated in the Master EIR.[70] The proposed project is consistent with the land use designation in the 2035 General Plan. The General Plan Master EIR concluded that at full buildout of the General Plan, including the proposed project site, the City would be required to provide approximately 10 new fire stations and additional fire personnel to accommodate the increase in population. Furthermore, the proposed project would include fire protection features as required in the City Code including fire alarm systems, fire extinguisher systems and exit illumination. Therefore, impacts to fire service from the proposed project have already been accounted for, and the project would comply with the requirements of the City Code, and General Plan policies regarding adequate fire protection services. As a result, a less-than-significant impact would occur related to fire protection.

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. The project area, including the proposed project site, is currently served by Central Command located at 300 Richards Boulevard, approximately 2.25 miles northwest of the project site. Although the proposed project would increase the service population for the SPD in the project area, the SPD does not have an adopted officer-to-resident ratio. The Department 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. However, the project applicant would be required to pay fees for the provision of public services. Additionally, the location of the project would be consistent with established service areas in the Sacramento 2035 General Plan and SPD Annual Report.[71] Therefore, the proposed project would have a less-than-significant impact related to police protection.

School Facilities

The proposed project consists of 202 multi-family residential units, resulting in a permanent increase in population to the area. According to the Sacramento Unified School District Developer Fee Justification Report, a new multi-family unit ("apartments" and "condos") will generate an average of 0.26 K-12 students.[72] Student generation varies based on grade level with 0.19 students generated in grades K-6, 0.03 students generated in grades 7-8, and 0.04 students generated in grades 9-12 per multi-family dwelling unit.[73] Based on this generation rate, the proposed project is expected to generate 53 K-12 students, further broken down as 39 K-6 students, 6 7-8 students, and 8 9-12 students.

[69] City of Sacramento, 2014. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.10-5.
[70] City of Sacramento, 2014. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.10-5.
[71] Sacramento Police Department, 2012. Sacramento Police Department 2012 Annual Report. Available: http://portal.cityofsacramento.org/Police/About-SPD/Annual-Report. Accessed March 29, 2015.
[72] Sacramento Unified School District, 2012 (March). Developer Fee Justification Report. Page 2.
[73] Sacramento Unified School District, 2012 (March). Developer Fee Justification Report. Page 7, Figure 2.

The proposed General Plan policies include measures to accommodate growth and increased service demands. Policies ERC 1.1.1 and ERC 1.1.2 encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenways. Policy ERC 1.1.3 suggests that schools be developed with joint uses to integrate recreational, cultural, and non-school related activities.

Implementation of Sacramento 2035 General Plan Policies ERC 1.1.1 through ERC 1.1.3 would ensure that adequate school facilities are provided to serve the anticipated student growth in the city. Those policies, coupled with the payment of statutory fees by developers under SB 50 would serve as complete CEQA mitigation to satisfy the impact of development on school facilities. Therefore, the impact to school facilities would be less than significant.

MITIGATION MEASURES

None.

FINDINGS

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

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
10. RECREATION Would the project: 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

The City of Sacramento Parks and Recreation (Parks) Department maintains parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Community Parks are generally 10 to 60 acres and serve an area within approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and serve the entire City, as well as population from around the region. Regional parks are developed with a wide range of improvements not usually found in local neighborhood and community parks.[74] The City of Sacramento currently has a park inventory of 235 facilities with a total area of 3,431 acres. Of these, 1,607 acres are neighborhood and community parks and the remaining are City regional parks and parkways.[75].

The closest park to the proposed project site is Fremont Park located approximately one block (0.10 mile) northwest of the project site on 16th Street. In general, neighborhood parks are located near the residential neighborhoods that they serve. There are 30 parks in the Central City totaling 193 acres.[76] Based on a population of 32,367, the Central City is served by neighborhood, community and regional parks at a ratio of 5.96 acres of parks for each 1,000 residents.

[74] City of Sacramento Department of Parks and Recreation. 2015. Parks. Available: http://portal.cityofsacramento.org/ParksandRec/Parks. Accessed March 31, 2015.
[75] City of Sacramento, 2015 (March 25). City Park Acreage: Neighborhood and Community Parks.
[76] City of Sacramento, 2015 (March 25). City Park Acreage: Neighborhood and Community Parks.

The 2035 General Plan establishes a goal of developing and maintaining 5 acres of neighborhood and community parks and other recreational facilities/sites per 1,000 residents. The 2035 General Plan also requires new residential development to meet its fair share of park dedication, payment of a fee in lieu of dedication, or a combination of the two. Park dedication is required when a project proposes a subdivision map. However, the proposed project does not propose a new subdivision map and is, therefore, not required to provide parkland facilities. For new development in urban areas where land dedication or acquisition is constrained by a lack of available suitable properties (e.g., the Central City), General Plan Policy ERC 2.2.5 requires new development to either construct improvements or pay fees for existing park and recreation enhancements to address increased use. Additionally, General Plan Policy ERC 2.2.5 requires the City to identify and pursue the best possible options for park development, such as joint use, regional park partnerships, private open space, acquisition of parkland, and use of grant funding.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee pursuant to Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are used to finance the construction of neighborhood and community park facilities.

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, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1) and a park acreage service level goal of 5 acres per 1,000 residents (Policy ERC 2.2.4). New residential development is 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).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The City requires developers to comply with the City's Park Development Impact Fee

requirements to finance the construction of park and recreational facilities that are impacted by development. Pursuant to Chapter 18.44 of the City Code, the standard Park Development Impact Fee for new multi-family units developed within the City is $3,426 per residential unit and $0.41 per square feet of retail/commercial space and $0.56 per square foot of commercial/office space.[77]

The proposed project would provide a number of recreation opportunities including plaza rooftop pool and terrace on Block 2; a gated courtyard entry to both the North and South Buildings on Block 2; a series of open-air pedestrian spaces between the buildings on Block 3 for gardens, artwork and outdoor functions including dining; and an open parking area on the eastern portion of Block 3 provide public and private recreation opportunities for project residents and guests.

Because existing regulations would require payment of fees to satisfy park needs and avoid adverse effects related to demand for parks, there would be **no impact**.

MITIGATION MEASURES

None.

FINDINGS

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

[77] City of Sacramento, 2014. Park Development Fee Impact Schedule, July 1, 2014 – June 30, 2015.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
11. TRANSPORTATION AND CIRCULATION 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		

The information on Environmental Setting and Impacts, presented below, is derived from a transportation analysis of the proposed Ice Blocks project prepared by DKS Associates for the City of Sacramento.[78] The analysis report is summarized below and is presented in its entirety in Appendix C.

ENVIRONMENTAL SETTING

Roadway System - Regional Access

Regional automobile access to the site is provided by the freeway system. U.S. Highway 50 (US 50) is an east-west freeway that extends from the Interstate 80 (I-80) junction in West Sacramento to Canal Street in the City of Placerville, where it continues as a highway across the Sierra Nevada to South Lake Tahoe and Nevada.

In the vicinity of the project, US 50 is an eight-lane freeway. Primary access to US 50 is via a split diamond interchange with 15th Street / 16th Street about 0.4 miles south of the site. To the west, US 50 provides access to I-5, West Sacramento, and I-80. To the east, US 50 provides access to SR 99, eastern Sacramento County, the cities of Rancho Cordova and Folsom, and El Dorado County.

Roadway System - Local Access

Primary access to the site is provided via 16th Street, 17th Street, 18th Street, R Street, and Rice Alley.

15th Street and **16th Street** are north-south arterial streets in the Central City of Sacramento that form a one-way couplet. 15th Street is southbound, while 16th Street is northbound. The couplet extends from D Street to the north to Broadway to the south. South of Broadway, 16th Street becomes Land Park Drive, and extends as a two-way facility through South Sacramento. North of the Central City, 16th Street becomes North 16th Street and extends as a one-way facility into the Richards Area. At Richards Boulevard just south of the American River, North 16th Street and North 12th Street join to form the North Sacramento Freeway (SR 160).

Both 15th and 16th Streets are approximately 48 feet wide. Each street accommodates parking along each curb and three through travel lanes.

17th Street is a local two-way north-south street in the Central City of Sacramento. 17th Street is continuous from F Street to the north to W Street to the south. The street accommodates parking along both curbs, and one through travel lane in each direction.

18th Street is a local two-way north-south street in the Central City of Sacramento. Adjacent to the project site, 18th Street begins at R Street and continues southerly south of US 50 into the Land Park neighborhood. The street accommodates parking along both curbs, bike lanes on each side, and one through travel lane in each direction.

19th Street and **21st Street** are north-south arterial streets in the Central City of Sacramento that

[78] DKS Associates, *The Ice Blocks Transportation Analysis, Technical Report,* prepared for the City of Sacramento, February 6, 2015.

form a one-way couplet. 19th Street is southbound, while 21st Street is northbound. The couplet extends from I Street to the north to W Street to the south. South of Broadway, 19th Street continues as Freeport Boulevard. Near the site, each street accommodates parking along each curb, bike lanes on each side, and two through travel lanes.

P Street and **Q Street** are east-west arterial streets in the Central City of Sacramento that form a one-way couplet. P Street is westbound, while Q Street is eastbound. The couplet extends from I-5 to the west to Alhambra Boulevard to the east.

Both P and Q Streets are approximately 48 feet wide. West of 15th Street, each street accommodates parking along each curb and three through travel lanes. East of 15th Street, each street accommodates parking along each curb, bike lanes on each side, and two through travel lanes.

R Street is a local two-way east-west street in the Central City of Sacramento. Adjacent to the project site, R Street begins at 18th Street and continues westerly to 2nd Street. Originally an industrial street with freight rail tracks that served manufacturing and warehouse uses, R Street has been upgraded over time to serve the changing land use in the corridor.

R Street between 16th and 18th Streets is currently being reconstructed to include new pavement, one travel lane in each direction, sidewalks, curb ramps, trees, street lighting, and upgrades to the storm drainage system.[79] The street will include perpendicular parking along the south curb adjacent to Blocks 1 and 2 of the project.

Rice Alley is a two-way, east-west alleyway serving adjacent properties. It is located south of R Street and north of S Street. Adjacent to the project site, it extends from 16th to 18th Streets.

S Street is a local two-way east-west street in the Central City of Sacramento. It extends from 2nd Street to the west to 34th Street to the east. The street accommodates parking along both curbs, one through lane in each direction, and a two-way-left-turn-lane.

Pedestrian System

Throughout the Central City, sidewalks are provided on both sides of most streets.

The City of Sacramento recently approved the R Street Streetscape Improvement Project to improve the R Street Corridor between 16th and 18th Streets. With the completion of the R Street Improvement Project, continuous sidewalks will be provided along the 16th Street, 17th Street, 18th Street, and R Street frontages of the project site. These pedestrian improvements will facilitate access to destinations throughout the Central City, including transit access. The improvements will provide uninterrupted pedestrian paths from the project to the 16th Street Light Rail Station, via new sidewalks and crosswalks.

The R Street Streetscape Improvement Project includes:

- New sidewalks on both the north and south sides of R Street from 16th Street to

[79] "R Street between 16th and 18th Streets getting a makeover", Press Release, City of Sacramento Department of Public Works, November 10, 2014.

18th Street.

- New marked crosswalks at the R Street intersections with 16th Street, 17th Street, and 18th Street.
- All-way stop control at the intersection of R Street and 17th Street.

Bicycle System

The City's Bikeway Master Plan is intended to create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the City. Figure 3 in Appendix C illustrates existing and bikeways in the vicinity of the site. Existing bikeways include:

- P Street and Q Street east of 15th Street
- 18th Street
- 19th and 21st Streets

Transit System

The Sacramento Regional Transit District (RT) operates 67 bus routes and 38.6 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using 76 light rail vehicles, 182 buses (with an additional 30 buses in reserve) powered by compressed natural gas (CNG) and 11 shuttle vans. Buses operate daily from 5 a.m. to 11 p.m. every 12 to 75 minutes, depending on the route. Light rail trains begin operation at 4 a.m. with service every 15 minutes during the day and every 30 minutes in the evening and on weekends. Blue Line and Gold Line trains operate until 12:30 a.m. and the Gold Line to Folsom operates until 7 p.m. Green Line trains operate every 30 minutes Monday through Friday.

Passenger amenities include 50 light rail stops or stations, 31 bus and light rail transfer centers and 18 park-and-ride lots. RT also serves over 3,300 bus stops throughout Sacramento County.[80]

The proposed project is located less than one block from the 16th Street Light Rail Station. Access to both Gold Line and Blue Line trains are available at this station. The Gold Line extends from Folsom to the Sacramento Valley Station in Downtown. The Blue Line extends from Meadowview through Downtown to the Watt / I-80 station. Also, Regional Transit Bus Route 6 (Land Park) operates on 15th and 16th Streets from the Pocket Area through Land Park to Downtown.

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:

[80] Sacramento Regional Transit, 2015. Available: www.sacrt.com. Accessed January 13, 2015.

Roadway Segments and Intersections

A) the traffic generated by the project degrades Level of Service (LOS) from acceptable (without the project) to unacceptable (with project); or

B) the LOS (without project) is already (or projected to be) unacceptable, and project generated traffic increases the average vehicle delay by 5 seconds or more.

As the project is located within the Central City Community Plan Area, LOS F is considered acceptable.

Transit

- adversely affect public transit operations; or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect existing or planned bicycle facilities; or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect existing or planned pedestrian facilities; or
- fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

- Degrade an intersection or roadway to an unacceptable Level of Service;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Multiple modes of travel were addressed in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway and freeway capacity, identification of existing and future (including cumulative) levels of service, and effects of the 2035 General Plan on the public transportation system.

Numerous policies of the 2035 General Plan were noted to reduce potential adverse environmental impacts of implementation of the Plan. For roadway segments and intersections, these policies support: identification of level of service standards (Policy M 1.2.2); a transportation network that is well-connected (Policy M 1.3.1), elimination of "gaps" in roadways, bikeways, and pedestrian networks (Policy M 1.3.2), improved transit access (Policy M 1.3.3), improved connections to transit stations (Policy M1.3.5), identification of existing and future transportation corridors that should be linked across jurisdictional boundaries (Policy M 1.3.6), increased

regional average vehicle occupancy (Policy M 1.4.1), and reduced single-occupant vehicle commute trips (Policy M 1.4.2).

Of particular for the project site, Policy M 1.2.2 establishes a flexible Level of Service (LOS) standard that is specific to the context and unique characteristics of the neighborhood and community. For the Central City Community Plan Area, including the vicinity surrounding the project site, this policy establishes that LOS F is allowed where projects include provisions to "to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures ...."

For bicycle, pedestrian, and transit elements of the transportation system, in addition to Policy M 1.2.2, described above, policies that would serve to reduce potential impacts support: preservation and management of rights-of-way consistent with the General Plan circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection (Policy M 1.1.1); increased multimodal choices (Policy M 1.2.1); evaluation of discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities (Policy 1.2.3); participation of commercial, retail, or residential projects in Transportation Management Associations (Policy M 1.4.3); provision of sufficient road travel space for all users including bicyclists, pedestrians, and transit riders (Policy M 4.2.1); ensuring that all street projects support pedestrian and bicycle travel (Policy M 4.2.2); an adequate street tree canopy (Policy M 4.2.3); pedestrian and/or bicycle facilities on bridges (Policy M 4.2.4); designation of multi-modal corridors in the Central City (Policy M 4.2.5); identification and filling of gaps in Complete Streets (Policy M 4.2.6); promotion of infill development (Policy LU 1.1.5); promotion of compact development patterns, mixed use, and higher-development intensities that use land efficiently, reduce pollution and automobile dependence and the expenditure of energy and other resources, and facilitate walking, bicycling, and transit use (Policy LU 2.6.1); creation of walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use (Policy LU 2.7.6); neighborhoods that are pedestrian friendly (Policy LU 4.1.3); better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations (Policy 4.1.6); and enhanced walking and biking in existing suburban neighborhoods (Policy LU 4.2.1).

For construction effects on the local roadway system, in addition to Policy M 1.2.2, described above, policies that would serve to reduce potential impacts support: ensuring mobility in the event of emergencies (Policy M 4.1.1); and maximizing connections and minimizes barriers between neighborhoods corridors, and centers within the city (Policy LU 2.5.1)

While the 2035 General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that implementation of the 2035 General Plan would result in significant and unavoidable effects on roadway segments in neighboring jurisdictions (see Impact 4.12-3) and on certain segments of freeways in the region (see Impact 4.12-4).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

For traffic analysis purposes, a set of intersections was selected based upon the anticipated volume of project traffic, the distributional patterns of project traffic, and known locations of operational difficulty. The following locations were identified to be studied:

1. 15th and Q Streets (signalized),
2. 15th and R Streets (unsignalized),
3. 15th and S Streets (signalized),
4. 15th and W Streets (signalized),
5. 15th and X Streets (signalized),
6. 16th and Q Streets (signalized),
7. 16th and R Streets (unsignalized),
8. 16th Street and Rice Alley (unsignalized),
9. 16th and S Streets (signalized),
10. 16th and W Streets (signalized),
11. 16th and X Streets (signalized),
12. 17th and R Streets (unsignalized),
13. 17th and S Streets (unsignalized),
14. 17th Street and Rice Alley (unsignalized),
15. 18th and R Streets (unsignalized),
16. 18th and S Streets (unsignalized),
17. 18th Street and Rice Alley (unsignalized), and
18. 19th and S Streets (signalized).

Traffic generated by the project was added to existing traffic volumes. In this manner, the traffic and impacts associated with the project was directly compared to known and measured conditions. Impacts were determined by comparing traffic operating conditions associated with the project scenarios to traffic operating conditions without the project.

For the cumulative scenarios, traffic associated with full development of the project was added to future year traffic on the roadway system. The future year forecasts were developed through use of the SACSIM model with SACOG's year 2035 projections. The regional travel model encompasses the entire Sacramento region, and forecasts peak hour and daily traffic volumes

based upon projections of future land use and transportation networks throughout the region.

Cumulative impacts were determined by comparing the traffic operating conditions associated with the project with the traffic operating conditions associated with the cumulative (no project) scenario.

The project would increase traffic volumes at study area intersections. All study area intersections are expected meet the City's level of service goal for the study area. All study area intersections are expected to operate at LOS C or better during the weekday commuter peak hours. The impacts of the project would be **less than significant**.

Construction may potentially include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Pedestrian, bicycle, and transit access may be disrupted. Heavy vehicles may access the site and may need to be staged for construction. These activities could result in degraded roadway operating conditions.

As required by City Code (City Code 12.20.030), the project is required to prepare a construction traffic and parking management plan prior to beginning of construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. With the implementation of the traffic control plan, the impact of the project would be **less than significant**.

QUESTION C

Project impacts on intersections were included in the traffic study to determine the conformity of the project with the Mobility Element of the 2035 General Plan and to confirm that no substantial new or additional information shows that the impacts on the roadway system are more significant than as described in the Master EIR. The proposed project qualifies as a Transit Priority Project (TPP) under Senate Bill (SB) 375, which eliminates the need for certain environmental reviews including analysis of the regional transportation network. Therefore, effects on the regional transportation system (such as the freeway system) were not reviewed in this analysis.

QUESTION D

The project would not adversely affect existing or planned transit operations. Transit access is provided by the Regional Transit light rail system located within one-half block of the project site. The project would add transit demands, which are anticipated to be adequately accommodated by the transit system. The impacts of the project would be **less than significant**.

QUESTIONS E AND F

The project would not remove any existing or planned pedestrian facility. The project would not remove any existing bicycle facility or any facility that is planned in the City of Sacramento Bikeway Master Plan. The project would add pedestrian and bicycle demands within the project site and to and from nearby land uses.

Associated with both the project and the ongoing reconstruction of R Street, there will be continuous sidewalks along the project frontage, and marked crosswalks at many nearby intersections. These sidewalks provide access to major nearby destinations, including the 16th

Street light rail station. There are existing bikeways on 17th Street, 18th Street, 19th Street, 21st Street, P Street, and Q Street near the site providing access to destinations throughout the City. The impacts of the project would be **less than significant**.

MITIGATION MEASURES

None.

FINDINGS

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

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
12. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?	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

Water Supply

Water service for the project would be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources including the American River, Sacramento River, and groundwater wells. Water from the American River and Sacramento River is diverted by two water treatment plants: the Sacramento River Water Treatment Plant (WTP), located at the southern end of Bercut Drive approximately 1.75 miles northwest of the project site, and the E.A. Fairbairn Water Treatment Plant (EAFWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 3.9 miles east of the project site. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMPs) every five years. The most recent UWMP was adopted in 2010, and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development until 2035. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2035.[81]

Wastewater and Stormwater

Wastewater would be collected by the City of Sacramento's CSS, conveyed to the SRCSD system, and ultimately treated at the SRWTP, which is located in Elk Grove. Local drainage within the City is pumped or gravity flown into the creeks and rivers.

Solid Waste Disposal

[81] City of Sacramento, 2011 (October). Department of Utilities. 2010 Urban Water Master Plan. Page 5-22.

As discussed in the City's 2035 General Plan Background Report, multifamily residences with five units or more are considered commercial, and thus served by private haulers franchised by the Sacramento Solid Waste Authority (SWA).[82]

The Sacramento County Kiefer Landfill is the primary location for the disposal of waste in the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day.[83] This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer's Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD.[84] It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Current peak and average daily disposal is much lower than the current permitted amounts. As of 2012, 305 acres of the 660 acres contain waste.[85] The landfill facility sits on 1,084 acres. As a result, the Kiefer Landfill should be able to serve the area until the year 2065.[86]

Electricity and Natural Gas

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. The Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the City of Sacramento.

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, or school facilities beyond what was anticipated in the 2035 General Plan:

- 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, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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.

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[82] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-44.
[83] CalRecycle, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.
[84] CalRecycle, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.
[85] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-45.
[86] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-45.

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). Increased generation of wastewater and stormwater could result in the need for additional conveyance facilities (Impact 4.11-3) but there are established plans and fee programs in place as well as proposed policies to increase conveyance capacity in response to demand. Impacts to conveyance facilities are less than significant. The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4) because SRCSD has determined that the Sacramento Regional Wastewater Treatment Plant would have sufficient capacity throughout the General Plan planning period, and no capacity expansion at the plant would be expected. Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings would reduce effects for energy to a less-than-significant level (Impact 4.11-6). Demand for telecommunications facilities would be met through long-range planning of telecommunication facilities for new development areas, resulting in a less-than-significant impact (Impact 4.11-7).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Water Supply
The proposed project consists of constructing a total of 202 multi-family residential units, 68,900 sf of retail uses, and 54,853 sf of office uses. An existing transmission main runs in a north-south direction along 16th Street in the existing right-of-way (roadway located adjacently west of the project site);[87] the on-site water conveyance system for the proposed project would connect to this water pipeline for water conveyance.

The projected water demand from the proposed project was accounted for in the City's 2035 General Plan and Master EIR, as the project is consistent with the General Plan land use designation. The Master EIR concluded that the City's existing water right permits and United States Bureau of Reclamation (USBR) contract are sufficient to meet the total water demand projected for buildout of the proposed 2035 General Plan, including the proposed project site. In addition, according to the 2010 Sacramento Urban Water Management Plan (UWMP), the City's water supply would be well below the City's water demand during a multiple-dry year in 2015, 2020, 2025, 2030, and 2035. During a drought year in 2035, the City's water yearly supply is expected to be 346,800 acre feet (AFY), while the City's yearly water demand would be 260,984 AFY; it is anticipated that there would be a 85,816 AFY surplus of water supply in the year 2035 during drought.[88] Because the City would have adequate capacity of water supply at buildout of the 2035 General Plan, and the proposed project is consistent with the General Plan, the project would have a less-than-significant impact related to water supply.

[87] City of Sacramento, 2011 (October). Department of Utilities. 2010 Urban Water Master Plan. Page 2-5, Figure 3.
[88] City of Sacramento, 2011 (October). Department of Utilities. 2010 Urban Water Master Plan. Page 5-21, Table 46.

Wastewater and Stormwater
The proposed project consists of 202 multi-family residential units, which would house up to 364 individuals, and develop 68,900 sf of retail uses and 54,853 sf of office uses. Because the proposed project land use is consistent with that identified for the project site in the 2035 General Plan, wastewater flows on the project site were accounted for in the 2035 General Plan and Master EIR.

The Sacramento Regional County Sanitation District (SRCSD) has a program in place to continually evaluate demand/capacity needs, and the master planning effort provides the flexibility to respond to changes in demand that can be anticipated in advance of planned improvements so that capacity issues are addressed in a timely and cost-effective manner. Master planning efforts that would identify necessary improvement in capacity to accommodate city growth beyond the 2020 Master Plan timeframe would be initiated well in advance of 2035. To fund expansions to the conveyance systems, the SRCSD requires a regional connection fee be paid to the District for any users connecting to or expanding sewer collection systems (SRCSD Ordinance No. SRCSD-0043).

Development under the proposed 2035 General Plan would also increase the demand for conveyance capacity in the local City-maintained sewer lines that connect to major trunk lines and interceptors in the separate sewer system. For the areas in the city that are served by the CSS, including the proposed project, there would not be a substantial increase in sewage flows to the system because it is already limited in capacity, and flows must currently be mitigated in accordance with the Combined System Development Fee.

Therefore, because there are established plans and fee programs in place as well as proposed policies to increase conveyance capacity in response to demand, the impact would be less than significant.

See Section 7, Hydrology and Water Quality for a discussion related to the Combined System Development and SRCSD Regional Connection fees.

Solid Waste
As described above, multifamily residences with five units or more are considered commercial, and thus served by private haulers franchised by the Sacramento Solid Waste Authority (SWA).[89] To determine the amount of solid waste that could be generated by the proposed project, this analysis mirrors the analysis used in the 2035 General Plan Master EIR. The analysis uses information provided by both the City of Sacramento as well as the CIWMB. The residential rate was provided by the City of Sacramento, as part of the proposed 2035 General Plan Master EIR analysis. The business rate was taken from data provided by CIWMB and is a conservative estimate of all employment (retail, office, industrial) anticipated to be developed within the General Plan Policy Area.[90] This would be a conservative estimate of solid waste generation. The following solid waste generation rates are used for the analysis:

[89] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-44.
[90] CIWMB Jurisdiction Profile for Sacramento, conservative rate based on data as of 2004.

Residential = 1.1 tons/unit/year
Employment (retail, office, industrial) = 10.8 lbs/employee/day

Using the estimated number of dwelling units proposed by the project in conjunction with the given rate of 1.1 tons of solid waste/unit/year, it can be assumed that by 2035 residences in the proposed project would be producing an additional 222.2 tons of solid waste per year.

Employees are calculated using employee generation rates dictated by zoning, as shown in Sacramento City Code Section 17.700.050. Block 1 of the project site is zoned Office Business Low-Rise Mixed-Use Zone – Special Planning District (OB-SPD) and Blocks 2 and 3 are zoned as Residential Mixed Use Zone – Special Planning District (RMX-SPD). Office building is shown to generate 3.3 employees per 1,000 gross square feet. Although Sacramento City Code Section 17.700.050 does not suggest an employment generation rate for Residential Mixed Use Zone, the same employee generation factor was applied to Blocks 2 and 3 as Block 1. Therefore, 409 employees are expected to be generated by the proposed project (123,753 sf / 1,000 x 3.3 employees).

Using the estimated number of employees proposed by the project in conjunction with the given rate of 10.8 lbs/employee/day, it can be assumed that by 2035 employment uses in the proposed project would be producing an additional 806 tons of solid waste per year (409 employees x 10.8 lbs/employee/day / 2,000 lbs/ton x 365 days). Therefore, the proposed project would generate demand for waste disposal of 1,028.2 tons/year.

As growth continues in the region, in accordance with the County General Plan and city general plans, population would increase and the solid waste stream would continue to grow. Implementation of the Solid Waste Authority and Sacramento recycling requirements would continue to significantly reduce potential cumulative impacts on landfill capacity.

Because the project was accounted for in the City's General Plan and Master EIR, and the project is consistent with the General Plan land use designation, this increase in solid waste production would not exhaust the remaining landfill capacity and this impact would be **less than significant**.

Electricity and Natural Gas
Construction of the project would result in increased use of electricity and natural gas to support 208 multi-family residential units, retail, and office uses. Both utility providers would install new distribution facilities, as needed, according to California Public Utilities Commission rules. Because the increased demand in energy is evaluated in the 2035 General Plan Master EIR, and because PG&E and SMUD would ensure their capability of providing an adequate level of service to the project site, this impact would be **less than significant**.

MITIGATION MEASURES

None.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
13. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		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 discussed in the Biological Resources, Cultural Resources, Geology and Soils, and Hydrology and Water Quality sections of this Initial Study, the proposed project would result in potentially significant impacts as a result of demolition and adaptive reuse of buildings, tree removal, and other construction activities on the project site. However, adoption and implementation of mitigation measures described in this Initial Study would reduce these individual impacts to less-than-significant levels.

Although it is unlikely that sensitive bat species, tree-nesting raptors, and migratory birds would occupy the buildings and/or trees on and surrounding the site given the urban nature of the

area, some of the older buildings on the site may provide limited roosting or foraging habitat for bats, and the large and mature trees near the project site could provide potential raptor nesting sites. If sensitive bats are actively roosting or foraging in buildings that will be demolished or roofing structures of buildings that will be adaptively reused, the potential exists that project construction could result in disturbance to or mortality of bats. If active nests of raptors or other legally protected bird species are present in trees that would be removed during the raptor breeding season (February–August), mortality of eggs and chicks could result. In addition, project demolition and construction could disturb active nests by increased activity and higher than ambient noise levels near the site or in trees not yet removed from the site, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs. This would be a significant impact.

Implementation of Mitigation Measures 3-1 and 3-2 would reduce the impact to a less-than-significant level. Therefore, the project would not 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, or reduce the number or restrict the range of an endangered, rare, or threatened species.

Construction of the proposed project could, however, result in the inadvertent discovery of undocumented archaeological materials or human remains, and/or the disturbance or destruction of a known historical or archaeological resource. Therefore the project could result in **potentially significant** cultural resource impacts. Implementation of Mitigation Measures 4-1 and 4-2 described below would reduce the impacts to a less-than-significant level.

The proposed project involves the renovation and reuse of the Crystal Ice and Cold Storage property (Block 1) which has the potential to materially alter in an adverse manner those physical characteristics of the historical resource that convey its historical significance and that justifies its eligibility for inclusion in the CRHR. This could result in **potentially significant** impact on historical resources. Implementation of Mitigation Measures 4-3 through 4-7 would reduce the impacts to a less-than-significant level.

While the project site is not considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low, it remains possible that project-related earth-disturbing activities could affect the integrity of a paleontological site, thereby causing a substantial change in the significance of the resource. Therefore the project could result in **potentially significant** impacts on paleontological resources. Implementation of Mitigation Measure 4-8 would reduce the impacts to less than significant.

QUESTION B

Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

The proposed project would result in the addition of up to 202-multi-family residential units and 123,753 sf of commercial space in downtown Sacramento and would not affect population growth either directly or indirectly beyond that which was analyzed in the City's 2035 General Plan Master EIR. Implementation of the Master EIR and project-specific mitigation measures proposed in this Initial Study would reduce the project's impacts to a **less-than-significant**

level, further reducing the project's contribution to environmental impacts to less than cumulatively considerable.

QUESTION C

With implementation of 2035 General Plan Master EIR and project-specific mitigation measures for seismic hazards and noise and vibration impacts identified in this initial study, the proposed project would not have a substantial adverse effect on human beings, either directly or indirectly. Adoption and implementation of Mitigation Measures 5-1 and 8-1 would reduce potential seismic and vibration impacts, respectively, to a **less-than-significant** level.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project, but would be mitigated to a less-than-significant level with implementation of mitigation.

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

SECTION V - DETERMINATION

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; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

☒ 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))

☐ 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 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 focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

☐ 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 not adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. An EIR shall be prepared, which shall tier off of the Master EIR to the extent feasible. (CEQA Guidelines Section 15178(e))

Signature

Date 9/23/15

DANA MAHAFFEY
Printed Name