

City of
SACRAMENTO

Community Development Department
Environmental Planning Services
916-808-5842

300 Richards Boulevard
Sacramento, CA
95811

ADDENDUM TO MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Addendum to a previously certified environmental impact report for the following described project:

Mack and Franklin Development (P17-016) - The project includes the construction of a new 3,200 square-foot convenience store with associated fuel station and carwash, a 2,800 square-foot fast food restaurant, a 1,200 square-foot retail outlet, a 10,700 square-foot medical office building, and a 4,600 square-foot office building on a 4.02-acres located at 4420 Mack Road (APN: 119-2180-001-0000)

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Addendum, would have a significant effect on the environment beyond that which was evaluated in the mitigated negative declaration. A subsequent mitigated negative declaration is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to an adopted mitigated negative declaration (MND) has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

The environmental document prepared for the Franklin Point Project (P05-153), including the MND as well as the City Council Resolution adopting the MND and adopting the required findings, can be reviewed at the offices of the Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811 during public counter hours, or on the City's website at: <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

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

By: _____

Date: _____

9/26/2017

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**Addendum to
Initial Study/Mitigated Negative Declaration**

Franklin Point Project

City of Sacramento, Sacramento County, California
State Clearinghouse No. 2006102013



City of Sacramento
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Sacramento, California 95811
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September 2017

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List of Acronyms

APN	assessor's parcel number
CEQA	California Environmental Quality Act
City	City of Sacramento
dBA	A-weighted decibels
IS/MND	Initial Study/Mitigated Negative Declaration
L_{eq}	Energy-Equivalent Noise Level
MMP	Mitigation Monitoring Plan
NCIC	North Central Information Center
Project	Franklin Point Project
PUD	Planned Unit Development
SMAQMD	Sacramento Metropolitan Air Quality Management District
SCH	State Clearinghouse
sf	square feet
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

1.0 INTRODUCTION

This environmental document is an Addendum to the Franklin Point Project (Project) Initial Study/Mitigated Negative Declaration (IS/MND) (State Clearinghouse [SCH] No. 2006102013), which was circulated in 2008 and adopted in March 2009 by the City of Sacramento (City). Since adoption of the IS/MND, changes to the design for the previously approved Project have been proposed, thus requiring further environmental analysis. The changes to Project design are addressed in this Addendum.

As demonstrated in this Addendum to the MND, the IS/MND continues to serve as the appropriate document addressing the environmental impacts of the Project pursuant to California Environmental Quality Act (CEQA). The 2008 IS/MND (SCH No. 2006102013) is hereby incorporated by reference.

1.1 Background

The City prepared and circulated a Draft IS/MND for review on February 19, 2008 to assess the environmental impacts that may result from the Project. The Project is located at the southwest corner of Franklin Boulevard and Mack Road in the International Plaza Planned Unit Development (PUD), on assessor's parcel number (APN) 119-2180-001-0000 and 119-2180-002-0000. The Project included the subdivision and development of approximately 5.5 acres with a commercial mixed use development (office, gas/retail, and a sit-down restaurant). On March 10, 2009, the City Council approved the Project and adopted the MND (Resolution No. 2009-141).

The 2008 IS/MND identified potentially significant impacts associated with air quality, biological resources, noise, and cultural resources. The City determined that those impacts would be less than significant with implementation of mitigation measures and/or Project revisions agreed to by the Project proponent.

The Project proponent, J & T Business Management, Inc., submitted a modified Site Plan and Design Review to the City Community Development Department on March 20, 2017. The site plan was circulated to various departments, agencies, and neighborhood groups for review and City staff have worked with the Project proponent to refine the proposal. The revisions to the Project include a decrease in the overall size of the development, changes to the number and mix of commercial units, and a change in the location of the gas station/carwash. These modifications are described in more detail in 2.0 Project Description. Due to changes made to the Project, the City has completed this Addendum to provide further environmental analysis under CEQA for the Project.

1.2 Purpose of Addendum to the IS/MND

The purpose of this Addendum is to evaluate whether the Project as currently designed would result in any new or substantially greater significant effects or require any new mitigation measures not identified in the 2008 IS/MND for the original Project. This Addendum, together with the 2008 IS/MND, will be used by the City when considering approval of the Project modifications.

This addendum describes the Project modifications and documents the City's determination that the modification does not require preparation of a subsequent or supplemental IS/MND. This determination is necessary because after an IS/MND has been approved, CEQA requires an agency, as part of any further discretionary approvals, to evaluate any project modifications that necessitate changes or additions to the IS/MND. If the project modifications are substantial and require major changes to the previous IS/MND because of new significant environmental effects or a substantial increase in the severity of previously identified effects, then the agency must prepare a subsequent or supplemental IS/MND. For project modifications that do not rise to this level but necessitate some revisions to the IS/MND, the agency may prepare an addendum to describe the project modifications and explain why a subsequent or supplemental MND is not required. Accordingly, a technical analysis of the incremental environmental effects posed by the modification was completed, using the Project as described in the IS/MND as the baseline. This addendum describes that analysis, which concludes that the modifications would not cause new significant environmental effects or a substantial increase in the severity of previously identified effects (CEQA Guidelines Section 15164). There are also no changes in circumstances or new information that should have been known with reasonable diligence that will substantially affect the Project.

2.0 PROJECT DESCRIPTION

The Project as modified would construct a new 3,200 square-foot convenience store with associated fuel station and carwash, a 2,800 square-foot fast food restaurant, a 1,200 square-foot retail outlet, a 10,700 square-foot medical office building, and a 4,500 square-foot office building on a 4.02 acre site.

2.1 Project Location

The Project is located at 4420 Mack Road in the City of Sacramento (Figure 1). The 4.02-acre vacant parcel is bordered to the north by Mack Road, to the east by Franklin Boulevard, to the south by a single-family residential development that is under construction, and to the west by an existing single-family residential subdivision (Figure 2). The Project is located on one parcel (APN: 119-2180-001-0000). The site is zoned SC PUD (Shopping Center Planned Unit Development). The General Plan land use designation for the site is Community/Neighborhood Commercial and Office. The South Sacramento Community Plan land use designation for the site is General Commercial.

2.2 Project Modifications Since IS/MND Adoption

The original Project evaluated in the 2008 IS/MND consists of a commercial mixed-use development comprised of 15,000 square feet of office, 16,300 square feet of gas/retail, and an 8,000-square-foot sit-down restaurant. The original Project divided the 5.5-acre parcel into five parcels:

- The parcel at the northeast corner of the Project site on the corner of Franklin Boulevard and Mack Road was originally planned as a 3,700-square-foot (sf) gas station and retail store with a car wash.
- The original Project included a 16,300-sf retail development at one parcel along Mack Road on the northwestern corner of the Project site.
- The original Project planned to divide the southwestern corner of the Project site into two parcels, each with one approximately 7,500-sf office building, for a total of 15,000 sf of office space.
- Under the original Project plans, an 8,000-sf restaurant was planned at the parcel at the southeastern corner of the Project site.

Figure 3 shows the 2008 site plan.

In 2014, the parcel at the northeast corner of the Project site on the corner of Franklin Boulevard and Mack Road was developed as a “Family Dollar” store. This 1.3-acre parcel is not part of the modified site plan for the Project.

The revisions to the Project include relocation of the gas station/carwash, a decrease in the square footage of gas/retail and restaurant development, and a reduction in the number of parcel subdivisions. In the current site plans, the 4.02-acre lot would be subdivided into three parcels:

- A 3,200-square foot convenience store and fuel station with 18 dispensers and carwash would be constructed along Mack Road at the parcel on the northwestern corner of the Project site.
- Under the current site plan, as originally planned, the southwestern corner of the Project site would be developed with two office buildings. The Project includes a 10,700-square foot medical office building and a 4,500-square foot office building. Unlike the original Project, the two office buildings would share a parcel, rather than each office being located on a separate parcel.
- Under the current site plan, as originally planned, the southeastern corner of the Project site would be developed as a restaurant. On this parcel, a 2,800-square foot fast food outlet with an attached 1,200-square foot retail outlet would be constructed.

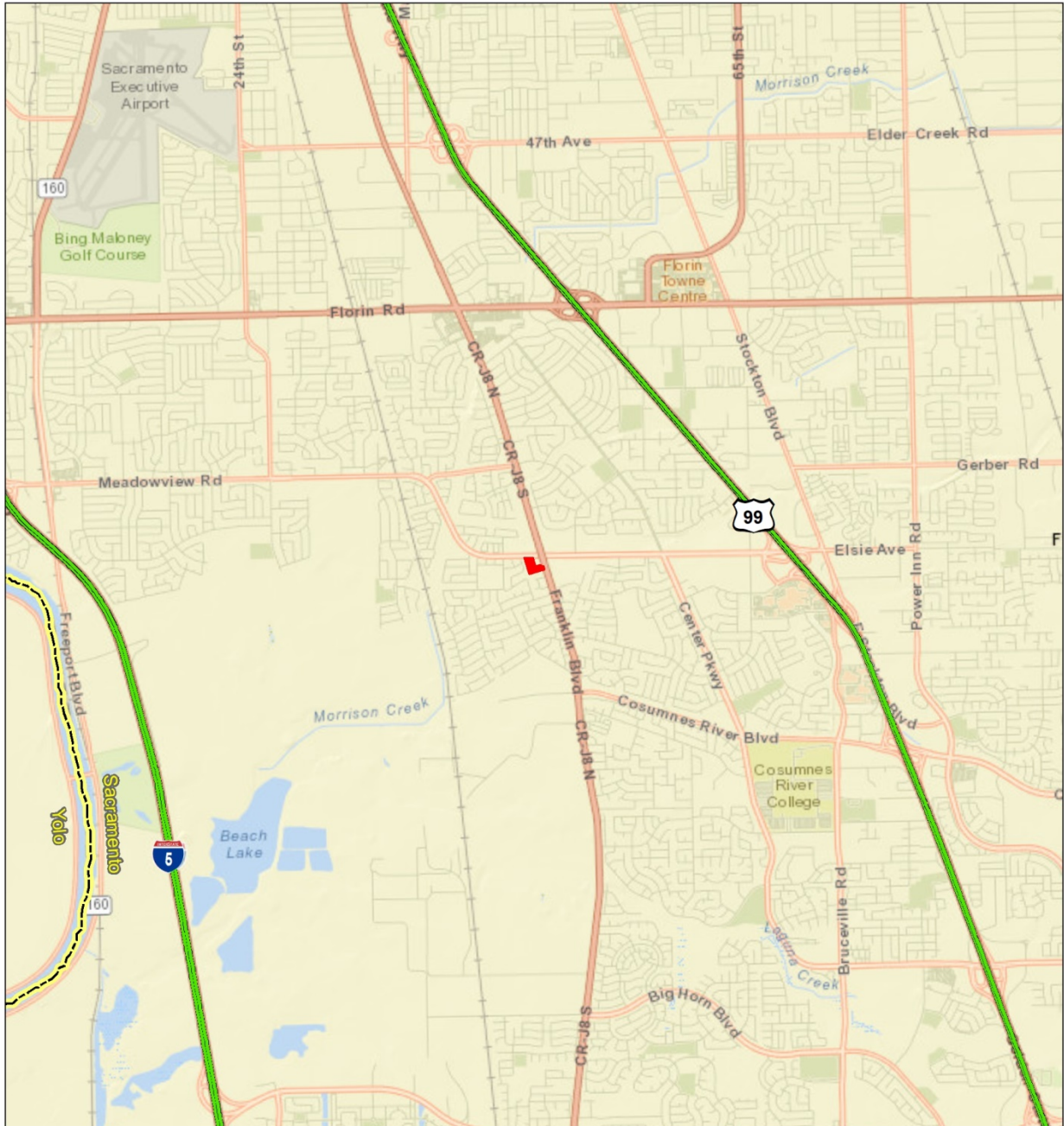
The modified Project relocates the carwash to the west, closer to existing residences. To address noise generated from the carwash, the Project proponent will include entrance doors on the carwash as a barrier to noise between carwash driers and nearby residents. The doors will reduce noise levels by at least 15 decibels compared to the carwash without doors. Also, the Project proponent agrees to limit the carwash hours of operation to 7:00 a.m. to 10:00 p.m. thereby reducing nighttime noise.

Figure 4 provides the revised 2017 site plan.

Table 1 below compares the 2009 approved and 2017 modified Projects. As shown in the table, the current overall Project size is 1.03 acres smaller than the Project evaluated in the 2008 IS/MND since the Family Dollar development has been completed. Additionally, the revisions to the Project result in 200 more square feet of office space, 2,720 fewer square feet of gas/retail, 5,200 fewer square feet of restaurant, and one fewer parcel division.

Table 1. Comparison of 2008 and 2017 Franklin Point Project

Type	Approved Project 2009 (sf)	Family Dollar 2014 (sf)	Modified Project 2017 (sf)	Difference
Office	15,000	0	4,500	+200
Medical office	0	0	10,700	
Gas/Retail	16,300	0	3,200	-2,720
Other retail	0	9,180	1,200	
Restaurant	8,000	0	2,800	-5,200
Total Parcels	5	1	3	-1
Site acreage	5.5 acres	1.03 acres	4.02 acres	0



FRANKLIN POINT PROJECT

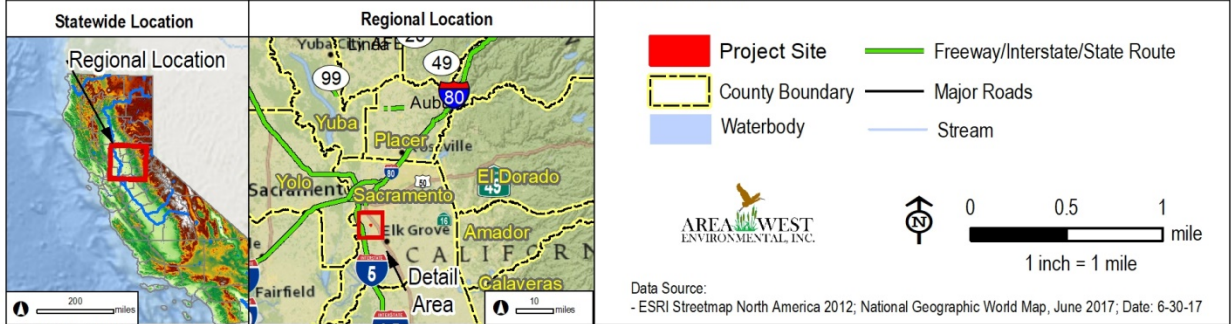
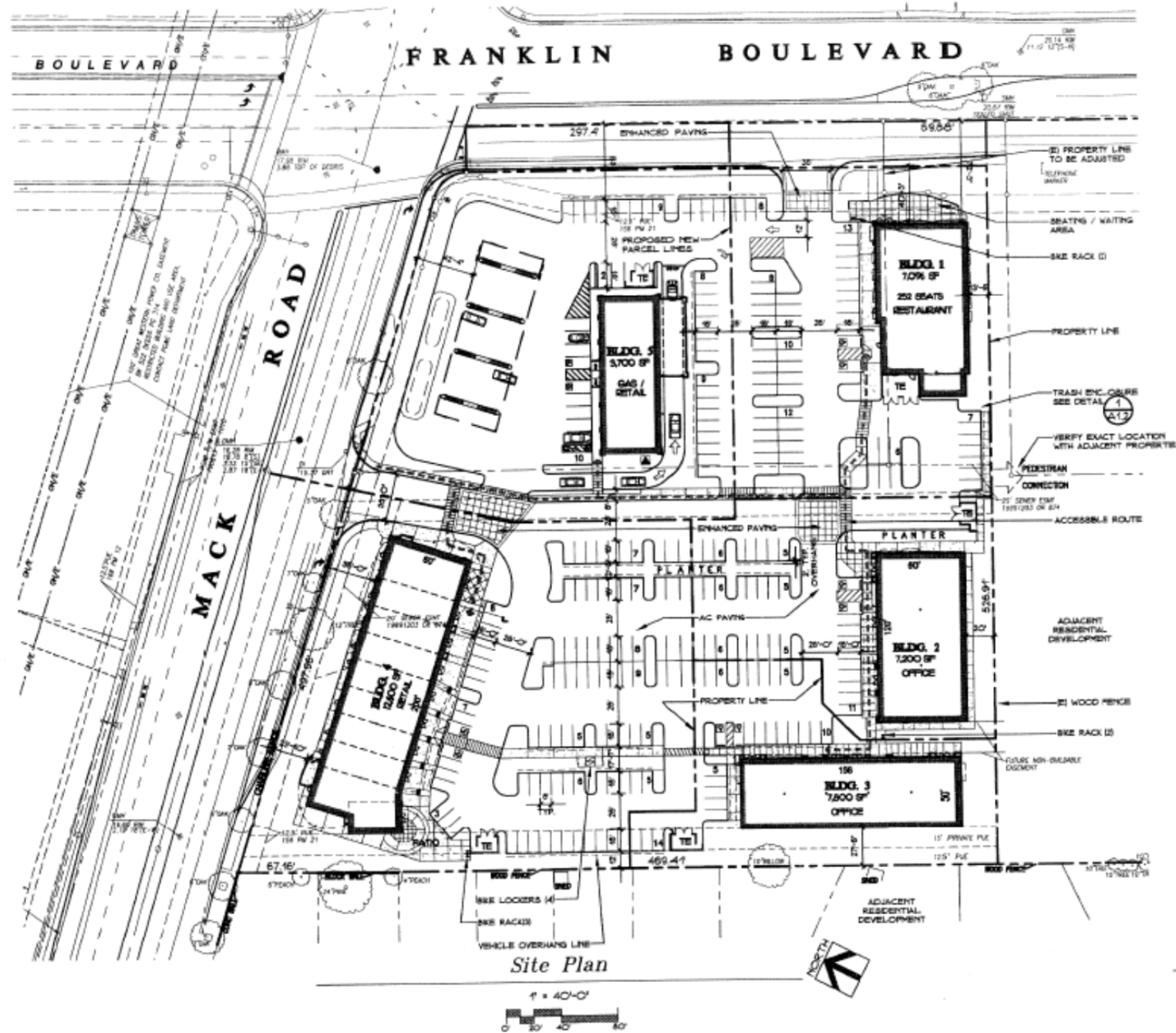


Figure 1. Project Vicinity



D:\AWE\06-011_AMP\Mack_RDI\Figure3.mxd

Figure 2. Project Site



APN:	19-007-72.63
ZONING:	SC
SITE AREA:	± 55 AC (GROSS)
BLDG. 1 (RESTAURANT) 252 SEATS	
PARKING REQD. # 1/3 SEATS	84 STALLS
BLDG. 2 (MOB) 7300 SF.	
PARKING REQD. # 1/200 SF.	36 STALLS
BLDG. 3 (OFFICE) 7800 SF.	
PARKING REQD. # 1/400 SF.	20 STALLS
BLDG. 4 (RETAIL)	
IN LINE RESTAURANT 6,000 SF/	200 SEATS
PARKING REQD. # 1/3 SEATS	67 STALLS
RETAIL STORE 6,600 SF/	
PARKING REQD. # 1/250 SF.	26 STALLS
BLDG. 5 GAS/RETAIL 3,700 SF.	
PARKING REQD. # 1/250 SF.	15 STALLS
TOTAL BLDG. AREA:	30,300 SF.
TOTAL PARKING REQD.	246 STALLS
TOTAL PARKING PROVIDED	206 STALLS
BIKE PARKING REQD.	12
BIKE PARKING PROVIDED	8 BAYS 8 LOCKERS

APPLICANT

D & S DEVELOPMENT
 1329 H STREET
 SACRAMENTO, CALIFORNIA 95814
 (PH) 286-2104 PH
 (PH) 286-2106 FX

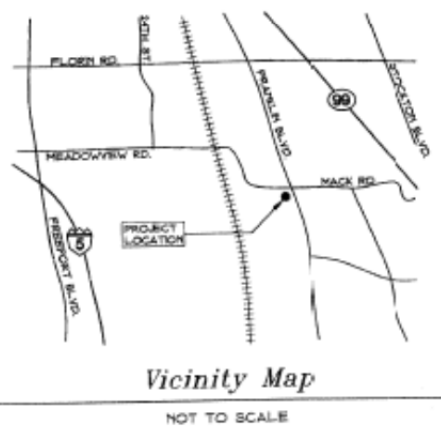
PROJECT TEAM

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 RANCHO CORDOVA, CALIFORNIA 95670
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 (PH) 787-2777 FX



Franklin Point
 Franklin Blvd. & Mack Road
 Sacramento, California

DRAWING INDEX

- A1.1 SITE PLAN & DATA
- A1.2 SITE DETAILS
- A1.3 SITE PHOTOS
- A2.1 BUILDING 1 ELEVATIONS
- A2.2 BUILDING 2 PLANS
- A3.1 BUILDING 3 ELEVATIONS
- A3.2 BUILDING 3 PLANS
- A4.1 BUILDING 4 ELEVATIONS
- A4.2 BUILDING 4 ELEVATIONS
- A4.3 BUILDING 4 FLOOR PLAN
- A4.4 BUILDING 4 ROOF PLAN
- A5.1 BUILDING 5 ELEVATIONS
- A5.2 BUILDING 5 PLANS
- LA LANDSCAPE PLAN

PERKINS, WILLIAMS & COTTERILL
A · R · C · H · I · T · E · C · T · S

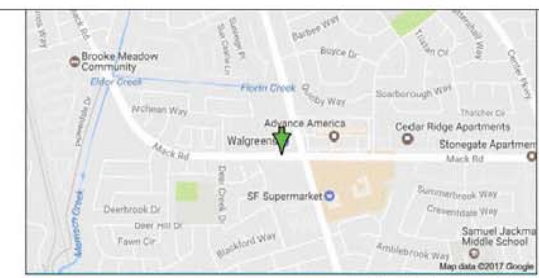
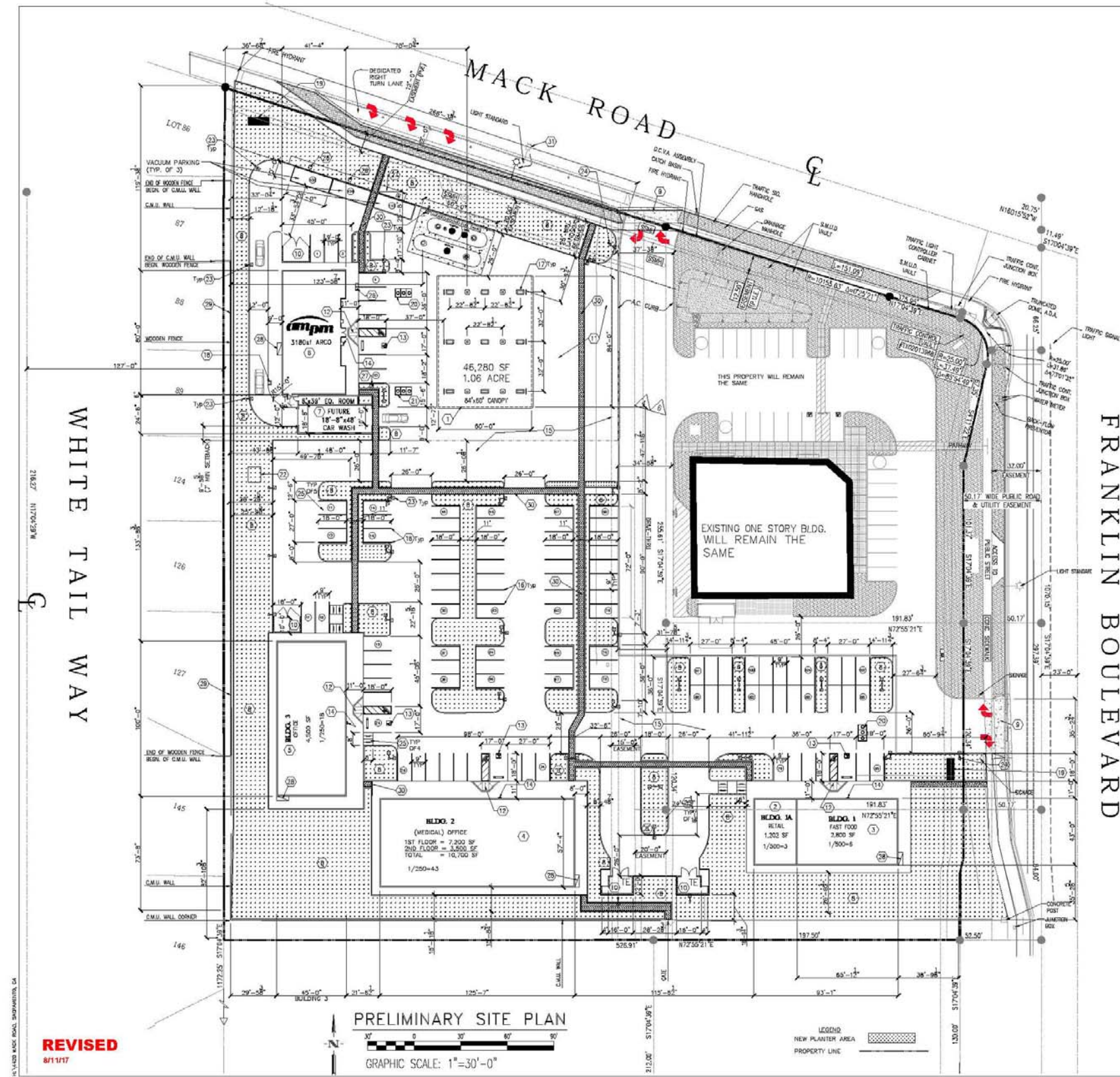
10690 WHITE ROCK RD., SUITE 300 RANCHO CORDOVA, CA 95670
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Preliminary Site Plan

Project: FRANKLIN & MACK RETAIL
 Job No. 27340 Date: 7-3-07
 Scale: AS NOTED

A1.1

Figure 3. 2008 Approved Site Plan



PARKING CALCULATIONS

BLDG.	SQ.FT.	RATIO OF PARKING	NO. OF PARKING SPACES REQUIRED
BLDG 1	2,800	1 / 500	6
BLDG 1A	1,202	1 / 500	3
BLDG 2	10,700	1 / 250	43
BLDG 3	4,500	1 / 250	18
ARCO AM / PM	3,180	1 / 500	7
Car Wash	1,418	1 / 500	3
Total Parking Required			80
Total Parking Provided			107

SITE INFORMATION

ITEM	SIZE	LOT %	AREA (SQ.FT.)
TOTAL LOT AREA	N/A	N/A	186,444.30 = 4.287 ACRES
BLDG 1 - FASTFOOD	65'-11/2"x43'	1.51	2,800.0
BLDG 1A - RETAIL	27'-11/2"x43'	0.85	1,202.0
BLDG 2 - MEDICAL OFFICE	67'-4"x126'-7" + 57'-4"x61'	5.77	10,700.0
BLDG 3 - OFFICE	45'x100'	2.43	4,500.0
ARCO, MERCANTILE	41'-4"x180'	1.71	3,180.0
CAR WASH & EQUIPMENT RM.	24'-8"x48' + 6'x39'	0.76	1,418.0
CANOPY	60'x84'	2.72	5,040.0
TOTAL BUILDING % & AREA		15.55	28,840
PLANTER AREA	N/A	26.31	48,802.44

- ### PRELIMINARY SCOPE OF WORK
- 1) CONSTRUCT 3,040.0 SQUARE FEET, 8-COLUMNS STEEL CANOPY PER PLAN
 - 2) CONSTRUCT 1,202.0 SQUARE FEET (BLDG 1A, RETAIL) PER PLAN & ELEVATIONS
 - 3) CONSTRUCT 2,800.0 SQUARE FEET (BLDG 1, FASTFOOD) PER PLAN & ELEVATIONS
 - 4) CONSTRUCT 10,700.0 SQUARE FEET (BLDG 2, MEDICAL OFFICE) PER PLAN & ELEVATIONS
 - 5) CONSTRUCT 4,500.0 SQUARE FEET (BLDG 3, OFFICE) PER PLAN & ELEVATIONS
 - 6) CONSTRUCT 3,180.0 SQUARE FEET (ARCO AM/PM MERCHANTILE) PER PLAN & ELEVATIONS
 - 7) CONSTRUCT 1,330.0 SQUARE FEET (CAR WASH + EQUIPMENT ROOM) PER PLAN & ELEVATIONS
 - 8) CONSTRUCT LANDSCAPE & PLANTING AREA PER PLAN & LANDSCAPE DRAWINGS.
 - 9) EXISTING DRIVEWAYS WILL REMAIN THE SAME
 - 10) CONSTRUCT 8'-0" HIGH STUCCO FINISH CMU TRASH ENCLOSURE WITH SOLID ROOF COVER & DOUBLE STEEL GATE PER PLAN
 - 11) PROPOSED LOCATION FOR UNDERGROUND STORAGE TANKS
 - 12) CONSTRUCT 48" WALKING WIDE CURB RAMP WITH DETECTABLE WARNING & FLARE AT EACH SIDE, SLOPE NOT TO EXCEED 8% ON CURB RAMP & FLARES
 - 13) STRIPE 17'-0"x15'-0" DISABILITY PARKING SPACE PER PLAN. SLOPE NOT TO EXCEED 2.0% AT ANY DIRECTION.
 - 14) INSTALL DISABILITY PARKING SIGNS PER PLAN.
 - 15) CONSTRUCT PAVING AT THE ENTIRE OF SITE PER SOIL REPORT AND CIVIL DRAWINGS
 - 16) STRIPE 6'-0"x15'-0" STANDARD PARKING STALLS PER PLAN
 - 17) INSTALL PRODUCTION DISPENSER TYPICAL OF 8 PER PLAN
 - 18) INSTALL CAR WASH COIN BOX WITH GUARD POST AT EACH SIDE PER CAR WASH MANUFACTURER DRAWINGS
 - 19) PROPOSED WORKMAN SIGNS UNDER SEPARATE PLAN CHECK AND PERMIT
 - 20) INSTALL DISEASE INTERCEPTOR PER PLAN, PLUMBING AND CIVIL DRAWINGS
 - 21) INSTALL CAR WASH CLARIFIER PER PLAN, PLUMBING AND CIVIL DRAWINGS
 - 22) ELECTRICAL TRANSFORMER CONCRETE PAD SEE ELECTRICAL SITE PLAN, TRANSFORMER INSTALLATION BY UTILITY COMPANY
 - 23) 14'-0" HIGH YARD LIGHT PER PLAN AND ELECTRICAL DRAWINGS
 - 24) INSTALL ADDITIONAL SIGN AT EACH ENTRANCE TO OFF STREET PARKING FACILITIES OR IMMEDIATELY ADJACENT AND VISIBLE FROM EACH ACCESSIBLE STALL OR SPACE PER PLAN AND DETAIL 3/201
 - 25) STRIPE 2'-0"x15'-0" BICYCLE PARKING SPACES WITH REQUIRED BIKE U RACK PER PLAN & DETAIL 5/201 FOR SHORT TERM (8 SPACES) AND LONG TERM (8 SPACES) BICYCLE PARKING
 - 26) VACUUM TYPICAL OF 3 PER ARCO STANDARD
 - 27) AIR AND WATER UNIT PER ARCO STANDARD
 - 28) MAIN SWITCH BOARD PER PLAN AND ELECTRICAL DRAWINGS
 - 29) REMOVE WOODEN FENCE & INSTALL NEW 6" HIGH BLOCK WALL TO MATCH EXISTING WALLS.
 - 30) PROPOSED PATH OF THE TRAVEL WITH STAMPED CONCRETE.
 - 31) RELOCATE EXISTING LIGHT FIXTURE.

REVISIONS	BY

PLANS PREPARED BY:
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 PLANNING ENGINEERING CONSTRUCTION MANAGEMENT
 28405 SAND CANYON ROAD, SUITE B
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 PHONE #: (661) 250-9300; FAX #: (661) 250-9333



J & T BUSINESS MANAGEMENT
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 SITE #: 4420 MACK ROAD
 ADDRESS: SACRAMENTO, CA 95823

DRAWN: HOSS PARTAD
 CHECKED: HF
 DATE: 02-28-2017
 SHEET TITLE: PROPOSED PRELIMINARY SITE PLAN
 JOB NUMBER:
 SHEET: **PS1**

Figure 4. 2017 Modified Site Plan

3.0 ENVIRONMENTAL ANALYSIS

This comparative analysis has been undertaken pursuant to the provisions of CEQA Guidelines Section 15162 and 15164 to provide the City with the factual basis for determining whether any changes in the Project, any changes in circumstances, or any new information since the IS/MND was certified require additional environmental review or preparation of a Subsequent MND or Environmental Impact Report.

The Project would result in a similar duration and intensity of construction activities relative to the original Project. As such, both the approved 2008 Project and the modified Project would result in the construction-related impacts described in the 2008 IS/MND. Compared to the original Project analyzed in the IS/MND, the modified Project would relocate the gas station/car wash, decrease the size of gas/retail and restaurant developments, and reduce the number of parcel subdivisions. These changes could reduce some Project demands on public services and utilities, though those changes would be modest.

Since the 2008 IS/MND was adopted, conditions on and around the Project site remain largely the same except for the development of the Family Dollar store. The analyses below identify any changes in existing site conditions and whether those changes result in new or different environmental impacts.

The 2008 IS/MND found that the Project would result in impacts that were either less than significant or less than significant with mitigation. Taking into account Project modifications, the Project would have similar effects as the original Project. As described further below, the revised Project would not result in new or different environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the IS/MND. Therefore, the Project would not change the analysis or conclusions reached in the IS/MND.

3.1 Aesthetics

The 2008 IS/MND found that the Project would have a less-than-significant impact on aesthetics, light, and glare. Modifications to the Project design do not change the conclusions made in the 2008 IS/MND regarding aesthetics, light, and glare. The gas station and carwash were originally planned at the parcel on the corner of Mack Road and Franklin Boulevard, approximately 200 feet away from the nearest residence. The currently planned location of the gas station and carwash is adjacent to residential areas. Compliance with City standards for lighting design, orientation, and shielding will minimize light spillover to adjacent residential properties to the west. Therefore, no changes have been made to the conclusions of the aesthetics analysis presented in the 2008 IS/MND.

3.2 Air Quality

The 2008 IS/MND found that with implementation of mitigation measures, the Project would have a less-than-significant impact on air quality. The gas station will be required to obtain a

permit from the Sacramento Metropolitan Air Quality Management District (SMAQMD), as described in the following mitigation measure from the 2008 IS/MND.

- A-1. The applicant shall work with the Sacramento Metropolitan Air Quality Management District (SMAQMD) to create an Air Quality Mitigation Plan to reduce operational emissions below the significance level for NO_x. The Air Quality Mitigation Plan shall implement specific measures selected by the applicant with assistance from the SMAQMD. The Air Quality Mitigation Plan shall be a stand-alone document separate from any other project document. The document shall provide narrative, descriptions, and exhibits that illustrate and justify the measure being chosen and the proposed point value. Once the Air Quality Mitigation Plan meets the satisfaction of the applicant, SMAQMD and the City of Sacramento, a letter from the SMAQMD shall be sent to the City of Sacramento. The Air Quality Mitigation Plan shall be referenced as a condition of approval.

The modified Project would not increase operational emissions beyond what was assumed for the original Project. No change to the air quality impact conclusions or adopted mitigation measure is needed.

3.3 Biological Resources

The 2008 IS/MND found that the Project would have potentially significant impact on biological resources unless mitigation is incorporated to reduce those impacts. Potential impacts were identified to burrowing owls, special-status invertebrates, and jurisdictional seasonal wetland habitat. Mitigation measures were recommended to offset or mitigate for these impacts. The design refinements analyzed herein would result in similar impacts on sensitive biological resources and similar mitigation measures are recommended.

To assess whether or not conditions at the Project site have changed since 2008, biologist Sara Castellanos Cortez conducted a field visit to the site on June 17, 2017. Vegetation conditions and potentially jurisdictional aquatic resources (i.e., wetlands) were noted and compared to conditions described in the 2008 IS/MND. The results of this field visit are provided in Figure 5.

Since the 2008 IS/MND, the entire site has been graded and/or disked, and 1.03 acres were developed as a “Family Dollar” store in 2014. These activities have altered the site’s potential habitat value, as discussed below.

The 2008 IS/MND determined that the Project could affect burrowing owls; however, as determined during the recent 2017 biological survey, the Project site no longer provides habitat for burrowing owls. Therefore, implementation of the mitigation measures for this species that were identified in the 2008 IS/MND, listed below, would no longer be applicable.

- B-1a: Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable burrowing owl habitat within the project site within 30 days prior to construction to ensure that no burrowing owls have become

established at the site. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If no burrowing owls are located, then no further mitigation is required.

- B-1b: If located, occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by California Department of Fish and Game (CDFG) verifies through noninvasive methods that either the birds have not begun egg-laying and incubation; or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

The 2008 IS/MND determined that the Project would result in the loss of 0.052 acre of potentially Corp-jurisdictional wetland habitat and included the following mitigation measures.

- B-4: Prior to issuance of a grading permit, the applicant shall demonstrate that it has obtained permits for “fill” activities from the Central Valley Regional Water Quality Control Board (RWQCB) and U.S. Army Corps of Engineers (USACE).
- B-5: Wetland mitigation credits for loss of 0.052-acre of jurisdictional seasonal wetland must be purchased from an USACE-approved mitigation bank or in-lieu fees must be paid to a USACE-approved fund at a 1:1 replacement ratio to offset the loss of Waters of the U.S.

A wetland assessment performed on June 17, 2017 found that these areas have been significantly disturbed from grading and/or disking. Nevertheless, approximately 0.014 acre of vernal pool and 0.041 acre of seasonal wetland remain on the Project site (Figure 5). The remainder of the site is ruderal or disturbed and does not provide habitat for special-status wildlife or plant species.

In October 2007, the USACE responded to a request for a jurisdictional determination for the Franklin Point Project and determined that all waters on the Project site are intrastate isolated waters, and as such, would not be subject to USACE permitting (Dadey 2007). This 2007 USACE verification has since expired, so the Project proponent will need to confirm with USACE that the isolated waters determination is still appropriate. The Project proponent will provide evidence to the City on whether or not these wetlands require permits for fill activities and associated mitigation credits.



FRANKLIN POINT PROJECT

<p> Project Area (3.731 acres)</p> <p>● Data Point</p> <p>Delineation performed by Sara Cortez.</p> <p><small>D:\AW\06-011_AMPM_Mack_RD\Wet_Del.mxd</small></p>	<p>Feature Classification</p> <p> Vernal Pool (0.014 acre)</p> <p> Seasonal Wetland (0.041 acre)</p> <p> Ruderal (3.676 acres)</p>	<p>0 50 100 feet</p> <p>1 inch = 100 feet</p> <p></p>	<p></p> <p><small>Data Source: - ESRI Aerial Basemaps, June 21, 2016; Area West Environmental, Inc. 2017; Date: 7-5-17</small></p>
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Figure 5. 2017 Wetland Delineation Results

The 2008 IS/MND also determined that the wetland habitat on the Project site had potential to support federally listed vernal pool invertebrates and included the following mitigation measures:

- B-2: The proposed Project shall be subject to consultation under Section 7 of the federal ESA between the USACE, the federal lead agency under Section 404 of the Clean Water Act, and the U.S. Fish and Wildlife Service (USFWS).
- B-3: Mitigation credits shall be purchased from a USFWS-approved mitigation bank or in-lieu fees must be paid to a USFWS-approved fund at a 1:1 preservation and 2:1 creation replacement ratio to offset the loss of special-status invertebrates and suitable habitat.

However, wet-season and dry-season studies were performed consistent with USFWS protocols and determined that federally listed branchiopods were not present in the Project site (Helm 2006 and 2007). Therefore, mitigation measures B-2 and B-3 are not applicable.

The Project modifications and changes in on-site conditions would result in the removal of a smaller area of sensitive habitat because much of these sensitive habitats have already been disturbed or removed. Mitigation measures B-4 and B-5 listed above, offset impacts on jurisdictional seasonal wetland habitat and still may be required. Mitigation measure B-4 has been revised to state:

- B-4 (revised): Prior to issuance of a grading permit, the applicant shall demonstrate that it has obtained permits for “fill” activities from the RWQCB and USACE, *or obtained concurrence from those agencies that a permit is not required.*

Mitigation B-5 has been revised to remove the acreage specified in 2008, since the on-site acreage is now less, and to state that mitigation is applicable only if required by the permitting agencies. The revised mitigation B-5 reads:

- B-5 (revised): *If required by USACE and/or RWQCB*, wetland mitigation credits for loss of jurisdictional seasonal wetland must be purchased from an USACE-approved mitigation bank or in-lieu fees must be paid to a USACE-approved fund at a 1:1 replacement ratio to offset the loss of Waters of the U.S.

The 2008 IS/MND biological resources impact conclusions (less-than-significant with mitigation incorporated) remain valid.

3.4 Cultural Resources

Modifications to the Project design do not change the conclusions made in the 2008 IS/MND regarding cultural resources since the Project’s overall footprint is smaller and depth of disturbance remains the same. Mitigation measures from the 2008 IS/MND are listed below.

- CR-1: The applicant shall hire a qualified archaeologist to conduct a records search for the project site, including a search of the North Central Information System at CSU

Sacramento. The qualified archaeologist shall provide recommendations for mitigation should any resource be identified on the project site by the records search. Prior to issuance of grading permits, the applicant shall provide proof that the records search has been performed and that any cultural resources identified on the project site have been mitigated according to the recommendations of the qualified archaeologist.

- CR-2a: In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. 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.
- CR-2b: If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.
- CR-3: 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 reinterment 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 CR-1 from the 2008 IS/MND requires that prior to issuance of a grading permit, a qualified archaeologist conduct a records search for the Project site, including a search of the North Central Information System (NCIS) at CSU Sacramento, and provide recommendations for mitigation should any resource be identified on the Project site by the records search. An NCIS records search and cultural field survey were completed by a qualified archeologist, and determined that there are no known recorded prehistoric or historic

archaeological resources within or adjacent to the Project site (Golden Hills Environmental Services 2006).

Mitigation Measures CR-2a, CR-2b, and CR-3 from the 2008 IS/MND listed above will be implemented to avoid impacts to previously undiscovered subsurface cultural resources encountered during excavation.

No changes to the conclusions of the cultural resources analysis or mitigation measures presented in the 2008 IS/MND are needed.

3.5 Noise

The 2008 IS/MND evaluated short-term and long-term noise impacts and determined that impacts would be less-than-significant with mitigation. Significance thresholds in the 2008 analysis were based on standards in the City Noise ordinance as well as the City's General Plan, which has since been updated in 2015. The IS/MND adopted Mitigation Measure N-1, listed below, to reduce noise level impacts to surrounding residential uses to less than significant.

- N-1: A six-foot (6') noise barrier shall be constructed of concrete masonry units or solid concrete panels on the south wall of the proposed project in-between Building 1 and Building 2. The proposed pedestrian connection shall require a glass or steel frame gate or another solid sheet material. The door material shall be solid with four pounds per square foot in density with no large gaps around the edges and bottom of the gate.

Mitigation Measure N-1 requires a six-foot noise barrier be constructed of concrete masonry units or solid concrete panels on the south wall of the Project between Building 1 and Building 2. This noise barrier was intended to reduce noise impacts from the car wash to nearby residences, which would have been located approximately 200 feet south of the 2008 planned carwash location. This specific mitigation measure is no longer applicable because the current Project design has relocated the car wash and noise impacts to residents south of the project are not projected. Nevertheless, the Project will comply with the City's Planning and Development Code Section 17.620.120, which requires that all nonresidential development shall provide a minimum 6-foot high solid wall of masonry, brick, or similar material along all property lines which abut a residential zone or use.

Under current Project design, the carwash would be constructed in the northwestern corner of the Project site, adjacent to residential properties to the west. Carwash users would travel east through the carwash, accessing the entrance on the west side (Figure 4). A noise study was completed based on the current Project design to analyze noise impacts and develop recommendations to reduce noise levels at adjacent residences (Rincon Consultants, Inc. 2017) (Appendix A). As part of the noise study, noise measurements were collected at an existing similar carwash facility to represent the noise levels that would be generated by the new carwash.

The reference noise level for carwash noise without entrance or exit doors is 77.7 decibels (dBA)¹ Leq² at 40 feet from the carwash exit.

Anticipated noise levels were compared to the Section 8.68.060 of the City Municipal Code, which sets exterior noise thresholds in residential areas at 55 dBA from 7:00 AM to 10:00 PM, and 50 dBA from 10:00 PM to 7:00 AM.

The exit of the new carwash would be located approximately 100 feet east of the nearest residential property line. Based on standard distance attenuation of 6 dBA per doubling of distance, noise from the carwash without doors would be approximately 70 dBA Leq at the nearest residential property line while the blowers are operating. This exceeds the City's standard of 55 dBA during daytime hours and 50 dBA during nighttime hours by 15 dBA and 20 dBA, respectively.

To address potential noise impacts, the Project applicant has adopted the noise study recommendations to include doors on the carwash and limit operating hours. The carwash will include entrance doors to separate the carwash dryers/blowers from the exterior environment at nearby residences. The doors will be rated to reduce dryer noise by at least 15 dBA. Additionally, operational hours for the carwash will be limited to 7:00 AM – 10:00 PM daily to prevent carwash operations from exceeding the nighttime noise standard of 50 dBA at adjacent residences. With the addition of the carwash doors and the accepted limits to operational hours, the Project as modified will result in a less-than-significant noise impact. For more information, see the noise study (Appendix A).

3.6 Other Environmental Topics

The environmental analysis provided in the IS/MND remains current and applicable to the Project in areas unaffected by the design refinements or changes in existing conditions. The Project would have similar, less-than-significant impacts related to land use; population and housing; seismicity, soils, and geology; water; transportation/circulation; energy; hazards; public services; utilities; and recreation. The Project would neither increase the severity of these impacts nor result in new or substantially different environmental effects. These topics do not warrant further discussion in this addendum.

¹A-weighted decibels (dBA) = the decibel level which has been weighted to approximate the frequency response of the average human ear.

² Energy-Equivalent Noise Level (Leq) = an average of the sound energy occurring over a specified period. In effect, Leq is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period.

4.0 CONCLUSIONS

Based on the information provided above, the modifications to the Project would not result in a measurable increase in environmental impacts over what was previously analyzed in the 2008 IS/MND. No changes have occurred with respect to circumstances surrounding the Project that would cause significant environmental impacts. Although the environmental setting or regulatory context for some resource areas has changed, no new significant impacts have been identified. No new mitigation measures would be necessary to reduce significant impacts. The applicable mitigation measures are listed in a revised Mitigation Monitoring Plan (Appendix B). Therefore, the analyses conducted and the conclusions reached in the 2008 IS/MND adopted in March 2009 remain valid and no supplemental environmental review is required beyond this addendum.

5.0 REFERENCES

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Appendix A. 2017 Noise Study



Noise Study

Sacramento Mack Road Car Wash

prepared for
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June 2017

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1 Project Description

This report is an analysis of the potential noise impacts that may result from a new car wash proposed as part of a commercial development that would be located south of Mack Road and west of Franklin Boulevard in Sacramento, California. Rincon Consultants, Inc. prepared this report under contract to Salem Engineering Group, for use by the City of Sacramento, in support of the environmental documentation being prepared for the project. The purpose of this report is to analyze the proposed project's noise impacts related to long-term operation of the carwash facility and traffic noise related to carwash operations.

The carwash would be a part of a project involving the construction a fuel station, fast food restaurant, retail building, medical office building and associated parking lot on an approximately one-acre site. Only noise generated by carwash operations is analyzed in this study. It is assumed that the carwash would be in operation 24 hours per day. Vehicle access, used for customer, employee, and delivery ingress and egress, would be located at the northern and western site borders on Mack Road and Franklin Boulevard, respectively. Cars using the car wash would travel east, accessing the entrance from the west, adjacent to nearby residences. The approximate location of the car wash is shown in Figure 1. Adjacent uses include commercial space to the north across Mack Road and to the east across Franklin Boulevard, as well as residences located directly south and west of the project site.

Figure 1 Noise Measurement Locations



Imagery provided by Google and its licensors © 2017.

Fig 1 Noise Measurement Locations

2 Background

2.1 Overview of Sound Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces noise levels by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006).

In addition to the instantaneous measurement of sound levels, the duration of sound is important because sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 PM to 7 AM) hours, or Community Noise Equivalent Level (CNEL), which is the

24-hour average noise level with a 5 dBA penalty for noise occurring from 7 PM to 10 PM and a 10 dBA penalty for noise occurring from 10 PM to 7 AM. Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

The relationship between peak hourly Leq values and associated Ldn/CNEL values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hour Leq to Ldn or CNEL. However, in urban areas near heavy traffic, the peak hour Leq is typically 2-4 dBA lower than the daily Ldn/CNEL. In less heavily developed areas, such as suburban areas, the peak hour Leq is often roughly equal to the daily Ldn/CNEL. For rural areas with little nighttime traffic, the peak hour Leq will often be 3-4 dBA greater than the daily Ldn/CNEL value (California State Water Resources Control Board [SWRCB] 1999). The project site is located in a suburban area; therefore, the Ldn/CNEL in the area would be roughly equal to the peak hour Leq.

2.1.1 Existing Project Area Noise Levels

The primary off-site noise sources in the project area are motor vehicles (e.g., automobiles, buses, and trucks) along Mack Road and Franklin Boulevard. Motor vehicle noise is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels would be expected to be highest during the daytime and rush hour unless congestion slows speeds substantially. Active construction along the southern border of the project site also contributes to the existing noise environment.

To determine ambient noise levels in the project site vicinity, two 15-minute noise measurements were taken using an ANSI Type II integrating sound level meter between 4:00 PM and 6:00 PM on May 24, 2017 (refer to Appendix A for noise measurement data). Figure 1 shows the locations of these two on-site noise measurements. A third noise measurement conducted by Rincon Consultants at an existing similar carwash facility in March 2017 is used to represent the noise levels generated by the proposed new carwash. Table 1 lists the ambient noise levels (Leqs) measured at the two on-site locations, as well as the noise level measured at the existing carwash. Measurements 1 and 2 in Table 1 are from the project site; measurement 3 is from the existing carwash.

Table 1 Project Noise Monitoring Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[15] (dBA) ¹
1	On-site adjacent to nearest residence	5:05 PM – 5:20 PM	150 feet ²	55.0
2	On-site	5:25 PM – 5:40 PM	200 feet ³	59.8
3	Car wash ⁴	7:00 PM – 7:10 PM	40 feet	77.7

See Appendix A for noise monitoring data.

See Figure 1 for a map of Noise Measurement Locations.

¹ The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the Leq was over a 15-minute period (Leq[15]).

² Approximate distance to active construction at southern border.

³ Approximate distance to Mack Road.

⁴ 10-minute noise measurement performed at an operational carwash in Buellton, California, on March 2, 2017 at 7 PM using an ANSI Type 2 integrating sound level meter (see Appendices for noise measurement data). The car wash was in operation during the entire 10-minute measurement and included two carwash cycles, both with car drying stages. The measurement also includes secondary sources of noise, including 120 passenger vehicle pass-bys and 1 heavy duty truck pass-by; therefore, it is considered a conservative estimate of carwash noise.

Source: Rincon Consultants, field measurements on May 24, 2017 field using ANSI Type II Integrating sound level meter.

2.1.2 Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses, according to the City's General Plan, typically include residences, hotels and motels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas. The closest sensitive receptors are single-family residences located directly adjacent to the project site along the western border, approximately 50 feet from the proposed car wash. Additional sensitive receptors include single-family residences located approximately 500 feet south of the proposed carwash. Commercial buildings, which are not typically considered noise-sensitive, are located across Mack Road north of the site and across Franklin Boulevard east of the site.

2.2 Regulatory Setting

2.2.1 City of Sacramento General Plan

The Sacramento 2035 General Plan (2015) identifies sources of noise and provides objectives and policies designed to incorporate noise control in the planning process. To ensure that land uses are developed in compatible noise environments, the City's General Plan establishes noise guidelines for land use planning.

The General Plan requires protection of sensitive receptors from excessive noise associated with commercial and industrial businesses and agricultural activities. During the preliminary stage of the development process, potential noise impacts and appropriate mitigation are to be identified. Table 2 shows the Exterior Noise Compatibility Standards for Various Land Uses expressed in the City's

General Plan. Table 3 shows the allowable noise increment for residences and building where people normally sleep, also from the City’s General Plan.

Table 2 Exterior Noise Compatibility Standards for Various Land Uses

Land Use Type	Highest Level of Noise Exposure That is Regarded as “Normally Acceptable” (CNEL)
Residential – Low Density Single Family, Duplex, Mobile Homes	60 dBA
Residential – Multi-family	65 dBA
Urban Residential Infill and Mixed-Use Projects	70 dBA
Transient Lodging – Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports area, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings – Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Source: City of Sacramento General Plan 2035 (2015)

Table 3 Exterior Incremental Noise Impact Standards for Residences and Buildings Where People Normally Sleep (dBA)

Existing L_{dn}	Allowable Noise Increment
45	8
50	5
55	3
60	2
65	1
70	1
75	0
80	0

Source: City of Sacramento General Plan 2035 (2015)

The General Plan includes specific objectives and policies to reduce noise that apply to new development:

Goal EC (Environmental Constraints) 3.1: Minimize noise impacts on human activity to ensure the health and safety of the community.

- Policy EC 3.1.1 Exterior Noise Standards: The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table 2, to the extent feasible.
- Policy EC 3.1.2 Exterior Incremental Noise Standards: The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table 3, to the extent feasible.
- Policy EC 3.1.3 Interior Noise Standards: The City shall require new development to include noise mitigation to assure acceptable interiors noise levels appropriate to the land use type: 45 dBA Ldn (with windows closed) for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA Leq (peak hour with windows closed) for office buildings and similar uses.
- Policy EC 3.1.8 Operational Noise: The City shall require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded.
- Policy EC 3.1.10 Construction Noise: The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

2.2.2 City of Sacramento Municipal Code

The City of Sacramento Municipal Code sets forth the City’s standards, guidelines, and procedures concerning the regulation of operational noise. Specifically, Chapter 8.68, Noise Control, of the Code regulates noise levels in the City. These regulations are intended to implement the goals, objectives, and policies of the General Plan, protect the public health, safety, and welfare of the City, and to control unnecessary, excessive, and/or annoying noise in the City.

Section 8.68.060 of the Municipal Code sets exterior noise thresholds in residential areas at 55 dBA from 7:00 AM to 10:00 PM, and 50 dBA from 10:00 PM to 7:00 AM. Allowable decibel increase measured at the receiving property line during a given amount of time in an hour is shown in Table 4.

Table 4 Intrusive Sound Allowance

Cumulative Duration of the Intrusive Sound	Allowance Decibels
Cumulative period of 30 minutes per hour	0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minutes per hour	+15
Level not to be exceeded for any time per hour	+20

Source: City of Sacramento Municipal Code (2017)

Section 8.68.200 of the Municipal Code prohibits the use of any power saw, power planer, or other powered tool or appliance or saw or hammers between the hours of 10PM and 7AM.

3 Impact Analysis

3.1.1 Methodology and Significance Thresholds

Noise associated with the proposed new carwash facility was estimated based on a reference noise level measured by Rincon Consultants at an existing operating carwash facility (refer to Table 1). Noise measurements of the existing carwash were conducted 40 feet from the exit of the carwash and record the noise level associated with dryers/blowers, which are the loudest component of the carwash. Noise associated with other on-site operational activities (trash and delivery trucks) was evaluated based on noise levels reported by the U.S. Environmental Protection Agency (USEPA) and the distance to nearby receptors. Traffic noise was estimated based on traffic estimates from the Institute of Transportation Engineers (ITE).

As described above, the City of Sacramento Municipal Code has adopted exterior noise thresholds in residential areas of 55 dBA from 7:00 AM to 10:00 PM and 50 dBA from 10:00 PM to 7:00 AM. Intrusive sounds are permitted to exceed this level by varying decibels, depending on the amount of time the noise level persists, as shown in Table 4. As such, operations of the carwash would exceed City of Sacramento standards if noise from the carwash exceeded these levels at the adjacent residences, 50 feet west of the carwash.

3.1.2 Impact Analysis

Operational Noise

On-Site Noise Sources

Carwash Noise

A speaker box located at the entrance of the carwash would create minimal noise, which would be directed toward the driver's side window of the vehicle entering the carwash. The main source of operational noise would come from the water pump and spray noise during the wash cycle inside the carwash building and the blowers used during the drying process after the washing cycle is complete. Pumps would be located in the building interior and the water spray noise would occur in the wash tunnel; therefore, they would be shielded from noise-sensitive receptors. The blowers would be located at the exit of the carwash and would have the greatest impact on residential receptors near the project site.

As noted in Table 1, the reference noise level for carwash noise is 77.7 dBA Leq at 40 feet from the carwash exit. The exit of the proposed new carwash would be located approximately 100 feet east of the nearest residential property line. Based on standard distance attenuation of 6 dBA per doubling of distance, noise from the carwash would be approximately 70 dBA Leq at the nearest residential property line while the blowers are operating. This exceeds the City of Sacramento standard of 55 dBA during daytime hours and 50 dBA during nighttime hours by 15 dBA and 20 dBA, respectively. Considering the intrusive sound allowance, the noise level would be permitted if the carwash blowers were only in operation for 1 minute an hour, see Table 4. The operational noise level would not be permitted during nighttime hours for any period of time.

The number of vehicles that would be served daily and during peak hour operations was estimated based on vehicle trip generation rates available in the Institute of Transportation Engineers (ITE) *Trip*

Generation Manual (9th Edition). The Trip Generation Manual identifies 41 average daily trips (ADT) and up to 14 peak hour trips associated with an automated carwash (Land Use: 948). Each vehicle would take approximately two minutes per wash-dry cycle, resulting in a maximum use of operating time for the blowers of 28 minutes in an hour. Therefore, this analysis conservatively estimates that the blowers would be active for up to 30 minutes in an hour (50% activity). Based on this activity level, the carwash would exceed the 55 dBA standard by 20 dBA Leq for 30 minutes an hour; this exceeds the intrusive sound allowance shown in Table 4.

Off Site Traffic Noise

As discussed above, based on the Institute of Traffic Engineers Trip Generation Manual (9th Edition), the automated carwash would generate 41 ADT on area roadways. Based on the most recent traffic counts conducted by the City of Sacramento, there are 25,931 existing daily trips on Mack Road. This number has likely increased since 2008 when these counts were taken; therefore, the estimated percent change shown in Table 5 is conservative. While the site would be accessible from both Mack Road and Franklin Boulevard, Mack Road has substantially higher traffic volumes, so it is assumed that while some traffic would use Franklin Boulevard, a majority of project trips would use Mack Road to access the site. The addition of 41 daily trips would increase the daily traffic by approximately 0.2%. As discussed in the overview of sound measurement, a doubling of sound energy would result in an increase of 3 dBA. This is the minimum change that is generally noticeable, while 1-2 dBA changes are generally not perceived. The traffic volume increase of 0.2% would increase the noise level along Mack Road by less than 0.4 dBA, which would not be a noticeable increase in traffic noise in the vicinity of the project site. Because the ambient noise level at adjacent residences is 55 dBA Leq, see Table 1, an increase in roadway noise of 0-0.4 dBA would be acceptable.

Table 5 Daily Trips on Mack Road

Road Segment	Existing Daily Trips	Net Trips Generated by Carwash	Daily Trips with Carwash	Percent Change in Daily Trips
Mack Road	25,931	41	25,972	0.2

Source: Based on traffic counts conducted by Rincon Consultants during peak hour traffic on May 24, 2017.

Recommendations

Because operation of the carwash would generate noise exceeding City of Sacramento exterior noise standards for adjacent residences, the following operation-related measures are recommended:

- Limit operational hours for the carwash to 7:00 AM – 10:00 PM daily. Limiting operation of the carwash would prevent carwash operations from exceeding the nighttime noise standard of 50 dBA at adjacent residences.
- The carwash design should include doors at the entrance, separating the carwash dryers from residences east of the project site. The doors should be rated to reduce dryer noise by 15 dBA. With a 15 dBA reduction in dryer noise, carwash operations would be 55 dBA at the adjacent residences.

4 References

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Noise Appendix A

Noise Measurement Data

Noise Measurement: 1

Freq Weight: A

Time Weight: FAST

Level Range: 40-100

Max dB: 73.6

SEL: 84.4

Leq: 55.0

No.s	Date	Time	dB
1	5/24/2017	5:05:27 PM	52.6
2	5/24/2017	5:05:29 PM	50.2
3	5/24/2017	5:05:31 PM	48.8
4	5/24/2017	5:05:33 PM	55.2
5	5/24/2017	5:05:35 PM	56.4
6	5/24/2017	5:05:37 PM	52.3
7	5/24/2017	5:05:39 PM	59.8
8	5/24/2017	5:05:41 PM	58.2
9	5/24/2017	5:05:43 PM	51.8
10	5/24/2017	5:05:45 PM	50.6
11	5/24/2017	5:05:47 PM	52
12	5/24/2017	5:05:49 PM	63.3
13	5/24/2017	5:05:51 PM	55.5
14	5/24/2017	5:05:53 PM	49.8
15	5/24/2017	5:05:55 PM	48.8
16	5/24/2017	5:05:57 PM	48.8
17	5/24/2017	5:05:59 PM	62.9
18	5/24/2017	5:06:01 PM	49.5
19	5/24/2017	5:06:03 PM	49.4
20	5/24/2017	5:06:05 PM	49.6
21	5/24/2017	5:06:07 PM	57
22	5/24/2017	5:06:09 PM	47.7
23	5/24/2017	5:06:11 PM	63.8
24	5/24/2017	5:06:13 PM	47.8
25	5/24/2017	5:06:15 PM	52.2
26	5/24/2017	5:06:17 PM	49.5
27	5/24/2017	5:06:19 PM	48
28	5/24/2017	5:06:21 PM	49.4
29	5/24/2017	5:06:23 PM	49
30	5/24/2017	5:06:25 PM	52.9
31	5/24/2017	5:06:27 PM	53.1
32	5/24/2017	5:06:29 PM	52
33	5/24/2017	5:06:31 PM	63.4
34	5/24/2017	5:06:33 PM	58.4
35	5/24/2017	5:06:35 PM	61.3
36	5/24/2017	5:06:37 PM	49
37	5/24/2017	5:06:39 PM	62.5
38	5/24/2017	5:06:41 PM	63

39	5/24/2017	5:06:43 PM	48.7
40	5/24/2017	5:06:45 PM	50
41	5/24/2017	5:06:47 PM	48.8
42	5/24/2017	5:06:49 PM	48.7
43	5/24/2017	5:06:51 PM	48.6
44	5/24/2017	5:06:53 PM	54.8
45	5/24/2017	5:06:55 PM	50.5
46	5/24/2017	5:06:57 PM	61.3
47	5/24/2017	5:06:59 PM	54.9
48	5/24/2017	5:07:01 PM	62
49	5/24/2017	5:07:03 PM	50.6
50	5/24/2017	5:07:05 PM	50.6
51	5/24/2017	5:07:07 PM	66.4
52	5/24/2017	5:07:09 PM	53.5
53	5/24/2017	5:07:11 PM	52.8
54	5/24/2017	5:07:13 PM	62.2
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56	5/24/2017	5:07:17 PM	50.5
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377	5/24/2017	5:17:59 PM	50.3
378	5/24/2017	5:18:01 PM	48.7
379	5/24/2017	5:18:03 PM	50.2
380	5/24/2017	5:18:05 PM	50
381	5/24/2017	5:18:07 PM	50.6
382	5/24/2017	5:18:09 PM	48.5
383	5/24/2017	5:18:11 PM	49.4
384	5/24/2017	5:18:13 PM	56.1
385	5/24/2017	5:18:15 PM	52
386	5/24/2017	5:18:17 PM	61.3
387	5/24/2017	5:18:19 PM	49.1
388	5/24/2017	5:18:21 PM	58.4
389	5/24/2017	5:18:23 PM	52.7
390	5/24/2017	5:18:25 PM	47.3
391	5/24/2017	5:18:27 PM	48.1
392	5/24/2017	5:18:29 PM	49.5
393	5/24/2017	5:18:31 PM	50
394	5/24/2017	5:18:33 PM	51
395	5/24/2017	5:18:35 PM	51.4
396	5/24/2017	5:18:37 PM	50.8
397	5/24/2017	5:18:39 PM	57.4
398	5/24/2017	5:18:41 PM	52.9
399	5/24/2017	5:18:43 PM	51.9
400	5/24/2017	5:18:45 PM	52.3
401	5/24/2017	5:18:47 PM	55.2
402	5/24/2017	5:18:49 PM	52.7
403	5/24/2017	5:18:51 PM	54.4
404	5/24/2017	5:18:53 PM	54.4
405	5/24/2017	5:18:55 PM	61.3
406	5/24/2017	5:18:57 PM	59.2
407	5/24/2017	5:18:59 PM	66.8
408	5/24/2017	5:19:01 PM	53.9
409	5/24/2017	5:19:03 PM	52.1
410	5/24/2017	5:19:05 PM	51.8
411	5/24/2017	5:19:07 PM	63
412	5/24/2017	5:19:09 PM	50.8
413	5/24/2017	5:19:11 PM	53.6
414	5/24/2017	5:19:13 PM	50.8

415	5/24/2017	5:19:15 PM	50.4
416	5/24/2017	5:19:17 PM	57.2
417	5/24/2017	5:19:19 PM	53
418	5/24/2017	5:19:21 PM	63.6
419	5/24/2017	5:19:23 PM	51.7
420	5/24/2017	5:19:25 PM	48.7
421	5/24/2017	5:19:27 PM	56.7
422	5/24/2017	5:19:29 PM	57.9
423	5/24/2017	5:19:31 PM	49.8
424	5/24/2017	5:19:33 PM	52.2
425	5/24/2017	5:19:35 PM	59.5
426	5/24/2017	5:19:37 PM	58.6
427	5/24/2017	5:19:39 PM	61.2
428	5/24/2017	5:19:41 PM	56.7
429	5/24/2017	5:19:43 PM	49.1
430	5/24/2017	5:19:45 PM	48.8
431	5/24/2017	5:19:47 PM	48.1
432	5/24/2017	5:19:49 PM	47.2
433	5/24/2017	5:19:51 PM	48.2
434	5/24/2017	5:19:53 PM	48.3
435	5/24/2017	5:19:55 PM	47.5
436	5/24/2017	5:19:57 PM	47.8
437	5/24/2017	5:19:59 PM	47.6
438	5/24/2017	5:20:01 PM	48
439	5/24/2017	5:20:03 PM	47.5
440	5/24/2017	5:20:05 PM	47.2
441	5/24/2017	5:20:07 PM	47
442	5/24/2017	5:20:09 PM	58.8
443	5/24/2017	5:20:11 PM	54.7
444	5/24/2017	5:20:13 PM	48.3
445	5/24/2017	5:20:15 PM	48.3
446	5/24/2017	5:20:17 PM	49.7
447	5/24/2017	5:20:19 PM	48
448	5/24/2017	5:20:21 PM	50.1
449	5/24/2017	5:20:23 PM	62.2
450	5/24/2017	5:20:25 PM	49.7

Noise Measurement: 2

Freq Weight: A

Time Weight: FAST

Level Range: 40-100

Max dB: 72.3

SEL: 89.3

Leq: 59.8

No.s	Date	Time	dB
1	5/24/2017	5:25:42 PM	59
2	5/24/2017	5:25:44 PM	58.7
3	5/24/2017	5:25:46 PM	58.7
4	5/24/2017	5:25:48 PM	56.2
5	5/24/2017	5:25:50 PM	55.2
6	5/24/2017	5:25:52 PM	54.7
7	5/24/2017	5:25:54 PM	56.4
8	5/24/2017	5:25:56 PM	55.5
9	5/24/2017	5:25:58 PM	53.2
10	5/24/2017	5:26:00 PM	52.2
11	5/24/2017	5:26:02 PM	53.1
12	5/24/2017	5:26:04 PM	56.1
13	5/24/2017	5:26:06 PM	58.2
14	5/24/2017	5:26:08 PM	56.5
15	5/24/2017	5:26:10 PM	57.7
16	5/24/2017	5:26:12 PM	59.1
17	5/24/2017	5:26:14 PM	57.4
18	5/24/2017	5:26:16 PM	59.7
19	5/24/2017	5:26:18 PM	57.3
20	5/24/2017	5:26:20 PM	57.4
21	5/24/2017	5:26:22 PM	56.6
22	5/24/2017	5:26:24 PM	56.7
23	5/24/2017	5:26:26 PM	58.1
24	5/24/2017	5:26:28 PM	57.4
25	5/24/2017	5:26:30 PM	61
26	5/24/2017	5:26:32 PM	59
27	5/24/2017	5:26:34 PM	58.1
28	5/24/2017	5:26:36 PM	55.8
29	5/24/2017	5:26:38 PM	56.4
30	5/24/2017	5:26:40 PM	58.1
31	5/24/2017	5:26:42 PM	62.4
32	5/24/2017	5:26:44 PM	54.7
33	5/24/2017	5:26:46 PM	57.2
34	5/24/2017	5:26:48 PM	57
35	5/24/2017	5:26:50 PM	57.9
36	5/24/2017	5:26:52 PM	56.5
37	5/24/2017	5:26:54 PM	55.2
38	5/24/2017	5:26:56 PM	57.7

39	5/24/2017	5:26:58 PM	56.3
40	5/24/2017	5:27:00 PM	58.3
41	5/24/2017	5:27:02 PM	59.3
42	5/24/2017	5:27:04 PM	60.4
43	5/24/2017	5:27:06 PM	57.9
44	5/24/2017	5:27:08 PM	59.5
45	5/24/2017	5:27:10 PM	61.5
46	5/24/2017	5:27:12 PM	62.3
47	5/24/2017	5:27:14 PM	63.1
48	5/24/2017	5:27:16 PM	61.1
49	5/24/2017	5:27:18 PM	58.9
50	5/24/2017	5:27:20 PM	55.6
51	5/24/2017	5:27:22 PM	59.2
52	5/24/2017	5:27:24 PM	57.7
53	5/24/2017	5:27:26 PM	57.9
54	5/24/2017	5:27:28 PM	59.7
55	5/24/2017	5:27:30 PM	60.6
56	5/24/2017	5:27:32 PM	59.8
57	5/24/2017	5:27:34 PM	59.9
58	5/24/2017	5:27:36 PM	61.5
59	5/24/2017	5:27:38 PM	56.8
60	5/24/2017	5:27:40 PM	56.5
61	5/24/2017	5:27:42 PM	59.6
62	5/24/2017	5:27:44 PM	55.3
63	5/24/2017	5:27:46 PM	61.2
64	5/24/2017	5:27:48 PM	57.8
65	5/24/2017	5:27:50 PM	57.1
66	5/24/2017	5:27:52 PM	59.7
67	5/24/2017	5:27:54 PM	58.3
68	5/24/2017	5:27:56 PM	58.3
69	5/24/2017	5:27:58 PM	57.3
70	5/24/2017	5:28:00 PM	56.5
71	5/24/2017	5:28:02 PM	58.2
72	5/24/2017	5:28:04 PM	60
73	5/24/2017	5:28:06 PM	59.7
74	5/24/2017	5:28:08 PM	56.5
75	5/24/2017	5:28:10 PM	56.6
76	5/24/2017	5:28:12 PM	56.8
77	5/24/2017	5:28:14 PM	58.6
78	5/24/2017	5:28:16 PM	58
79	5/24/2017	5:28:18 PM	57.3
80	5/24/2017	5:28:20 PM	59.7
81	5/24/2017	5:28:22 PM	63.4
82	5/24/2017	5:28:24 PM	62.9
83	5/24/2017	5:28:26 PM	60.2
84	5/24/2017	5:28:28 PM	58.1
85	5/24/2017	5:28:30 PM	57

86	5/24/2017	5:28:32 PM	57.6
87	5/24/2017	5:28:34 PM	58.8
88	5/24/2017	5:28:36 PM	58.8
89	5/24/2017	5:28:38 PM	58.6
90	5/24/2017	5:28:40 PM	57.5
91	5/24/2017	5:28:42 PM	56.3
92	5/24/2017	5:28:44 PM	56.7
93	5/24/2017	5:28:46 PM	61.2
94	5/24/2017	5:28:48 PM	58.4
95	5/24/2017	5:28:50 PM	58.2
96	5/24/2017	5:28:52 PM	56.7
97	5/24/2017	5:28:54 PM	58.2
98	5/24/2017	5:28:56 PM	56.6
99	5/24/2017	5:28:58 PM	57.4
100	5/24/2017	5:29:00 PM	64.3
101	5/24/2017	5:29:02 PM	62.2
102	5/24/2017	5:29:04 PM	65.2
103	5/24/2017	5:29:06 PM	63.5
104	5/24/2017	5:29:08 PM	60.2
105	5/24/2017	5:29:10 PM	57.3
106	5/24/2017	5:29:12 PM	56
107	5/24/2017	5:29:14 PM	58.2
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109	5/24/2017	5:29:18 PM	60.1
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113	5/24/2017	5:29:26 PM	57.2
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130	5/24/2017	5:30:00 PM	55.5
131	5/24/2017	5:30:02 PM	57.7
132	5/24/2017	5:30:04 PM	63.2

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161	5/24/2017	5:31:02 PM	57.8
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332	5/24/2017	5:36:44 PM	58.5
333	5/24/2017	5:36:46 PM	59.6
334	5/24/2017	5:36:48 PM	59.4
335	5/24/2017	5:36:50 PM	58
336	5/24/2017	5:36:52 PM	56.9
337	5/24/2017	5:36:54 PM	57.4
338	5/24/2017	5:36:56 PM	58.1
339	5/24/2017	5:36:58 PM	57.4
340	5/24/2017	5:37:00 PM	59
341	5/24/2017	5:37:02 PM	60.3
342	5/24/2017	5:37:04 PM	58.2
343	5/24/2017	5:37:06 PM	57.5
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345	5/24/2017	5:37:10 PM	58.7
346	5/24/2017	5:37:12 PM	59.8
347	5/24/2017	5:37:14 PM	56.6
348	5/24/2017	5:37:16 PM	60.4
349	5/24/2017	5:37:18 PM	58.4
350	5/24/2017	5:37:20 PM	60
351	5/24/2017	5:37:22 PM	60
352	5/24/2017	5:37:24 PM	60.4
353	5/24/2017	5:37:26 PM	62.6
354	5/24/2017	5:37:28 PM	59.5
355	5/24/2017	5:37:30 PM	60.6
356	5/24/2017	5:37:32 PM	59.7
357	5/24/2017	5:37:34 PM	59.1
358	5/24/2017	5:37:36 PM	58.7
359	5/24/2017	5:37:38 PM	57.7
360	5/24/2017	5:37:40 PM	57.2
361	5/24/2017	5:37:42 PM	55.3
362	5/24/2017	5:37:44 PM	56.8
363	5/24/2017	5:37:46 PM	58.1
364	5/24/2017	5:37:48 PM	58
365	5/24/2017	5:37:50 PM	62.6
366	5/24/2017	5:37:52 PM	58.5
367	5/24/2017	5:37:54 PM	60

368	5/24/2017	5:37:56 PM	59.4
369	5/24/2017	5:37:58 PM	60.3
370	5/24/2017	5:38:00 PM	58.2
371	5/24/2017	5:38:02 PM	57.9
372	5/24/2017	5:38:04 PM	61.9
373	5/24/2017	5:38:06 PM	65
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375	5/24/2017	5:38:10 PM	56.4
376	5/24/2017	5:38:12 PM	57.2
377	5/24/2017	5:38:14 PM	59.8
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382	5/24/2017	5:38:24 PM	56.7
383	5/24/2017	5:38:26 PM	56.7
384	5/24/2017	5:38:28 PM	59.3
385	5/24/2017	5:38:30 PM	64.8
386	5/24/2017	5:38:32 PM	62.3
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390	5/24/2017	5:38:40 PM	61.8
391	5/24/2017	5:38:42 PM	60.2
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417	5/24/2017	5:39:34 PM	56.9
418	5/24/2017	5:39:36 PM	57.8
419	5/24/2017	5:39:38 PM	56.5
420	5/24/2017	5:39:40 PM	56.1
421	5/24/2017	5:39:42 PM	56
422	5/24/2017	5:39:44 PM	55.9
423	5/24/2017	5:39:46 PM	59.8
424	5/24/2017	5:39:48 PM	57.2
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431	5/24/2017	5:40:02 PM	56.5
432	5/24/2017	5:40:04 PM	56.7
433	5/24/2017	5:40:06 PM	58.5
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435	5/24/2017	5:40:10 PM	57.6
436	5/24/2017	5:40:12 PM	65.3
437	5/24/2017	5:40:14 PM	66.3
438	5/24/2017	5:40:16 PM	60.2
439	5/24/2017	5:40:18 PM	59.4
440	5/24/2017	5:40:20 PM	58.9
441	5/24/2017	5:40:22 PM	58.4
442	5/24/2017	5:40:24 PM	59.6
443	5/24/2017	5:40:26 PM	58.6
444	5/24/2017	5:40:28 PM	59.4
445	5/24/2017	5:40:30 PM	60.4
446	5/24/2017	5:40:32 PM	58
447	5/24/2017	5:40:34 PM	58.7
448	5/24/2017	5:40:36 PM	58.8
449	5/24/2017	5:40:38 PM	56.1
450	5/24/2017	5:40:40 PM	58.2

Freq Weight: A
Time Weight: FAST
Level Range: 40-100
Max dB: 83.3
SEL: 105.4
Leq: 77.7

Carwash Reference Noise Level

No.s	Date Time	dB
1	3/2/2017 7:03	70.1
2	3/2/2017 7:03	67.5
3	3/2/2017 7:03	65.4
4	3/2/2017 7:03	67.4
5	3/2/2017 7:03	65.9
6	3/2/2017 7:03	68.7
7	3/2/2017 7:03	66.2
8	3/2/2017 7:03	64.4
9	3/2/2017 7:03	64.6
10	3/2/2017 7:03	63.3
11	3/2/2017 7:03	63.3
12	3/2/2017 7:03	62.8
13	3/2/2017 7:03	65.4
14	3/2/2017 7:04	67.9
15	3/2/2017 7:04	72.2
16	3/2/2017 7:04	69.5
17	3/2/2017 7:04	69.7
18	3/2/2017 7:04	70.3
19	3/2/2017 7:04	71
20	3/2/2017 7:04	74.8
21	3/2/2017 7:04	73.5
22	3/2/2017 7:04	66
23	3/2/2017 7:04	65.6
24	3/2/2017 7:04	66.5
25	3/2/2017 7:04	65.9
26	3/2/2017 7:04	63.4
27	3/2/2017 7:04	62.7
28	3/2/2017 7:04	62.2
29	3/2/2017 7:04	62.9
30	3/2/2017 7:04	64.5
31	3/2/2017 7:04	66.5
32	3/2/2017 7:04	67.1
33	3/2/2017 7:04	68.2
34	3/2/2017 7:04	71
35	3/2/2017 7:04	72.6
36	3/2/2017 7:04	73
37	3/2/2017 7:04	68.1
38	3/2/2017 7:04	70

39	3/2/2017 7:04	71.6
40	3/2/2017 7:04	70
41	3/2/2017 7:04	67.7
42	3/2/2017 7:04	67.6
43	3/2/2017 7:04	66.1
44	3/2/2017 7:05	67.4
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46	3/2/2017 7:05	63.5
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53	3/2/2017 7:05	70.5
54	3/2/2017 7:05	71.4
55	3/2/2017 7:05	71.9
56	3/2/2017 7:05	71.4
57	3/2/2017 7:05	71.1
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60	3/2/2017 7:05	66.4
61	3/2/2017 7:05	65.7
62	3/2/2017 7:05	64.4
63	3/2/2017 7:05	65.5
64	3/2/2017 7:05	66.4
65	3/2/2017 7:05	69.4
66	3/2/2017 7:05	67.2
67	3/2/2017 7:05	66.1
68	3/2/2017 7:05	63.8
69	3/2/2017 7:05	63.9
70	3/2/2017 7:05	65.3
71	3/2/2017 7:05	67.4
72	3/2/2017 7:05	68.6
73	3/2/2017 7:05	65.2
74	3/2/2017 7:06	65.2
75	3/2/2017 7:06	68.6
76	3/2/2017 7:06	71
77	3/2/2017 7:06	72.2
78	3/2/2017 7:06	72.8
79	3/2/2017 7:06	68.8
80	3/2/2017 7:06	66.4
81	3/2/2017 7:06	66.1
82	3/2/2017 7:06	67.3
83	3/2/2017 7:06	69.4
84	3/2/2017 7:06	69.6
85	3/2/2017 7:06	68.1

86	3/2/2017 7:06	67
87	3/2/2017 7:06	67.4
88	3/2/2017 7:06	68.5
89	3/2/2017 7:06	71
90	3/2/2017 7:06	69.6
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92	3/2/2017 7:06	69.5
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96	3/2/2017 7:06	65
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102	3/2/2017 7:06	66.2
103	3/2/2017 7:06	70
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105	3/2/2017 7:07	68.9
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109	3/2/2017 7:07	75.1
110	3/2/2017 7:07	72.8
111	3/2/2017 7:07	71.4
112	3/2/2017 7:07	68.5
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114	3/2/2017 7:07	70.3
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117	3/2/2017 7:07	68.4
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128	3/2/2017 7:07	67.2
129	3/2/2017 7:07	71.7
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131	3/2/2017 7:07	61.8
132	3/2/2017 7:07	63.6

133	3/2/2017 7:07	65.5
134	3/2/2017 7:07	64.4
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137	3/2/2017 7:08	66.8
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139	3/2/2017 7:08	77.4
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141	3/2/2017 7:08	78.1
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147	3/2/2017 7:08	80.3
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178	3/2/2017 7:09	79.8
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209	3/2/2017 7:10	80.3
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212	3/2/2017 7:10	80.8
213	3/2/2017 7:10	80.7
214	3/2/2017 7:10	81.3
215	3/2/2017 7:10	82.3
216	3/2/2017 7:10	81.7
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218	3/2/2017 7:10	81
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222	3/2/2017 7:10	81.4
223	3/2/2017 7:10	80.5
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225	3/2/2017 7:11	79.4
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227	3/2/2017 7:11	80.7
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275	3/2/2017 7:12	82.1
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285	3/2/2017 7:13	81
286	3/2/2017 7:13	80.3
287	3/2/2017 7:13	80
288	3/2/2017 7:13	79.7
289	3/2/2017 7:13	80.7
290	3/2/2017 7:13	81
291	3/2/2017 7:13	80.4
292	3/2/2017 7:13	80.2
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299	3/2/2017 7:13	80.6
300	3/2/2017 7:13	79.8

Appendix B. Revised Mitigation Monitoring Plan

Franklin Point Project Mitigation Monitoring Plan – Revised

On March 10, 2009, the City of Sacramento adopted a Mitigation Monitoring Plan (MMP) for the Franklin Point Project pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074(d). The MMP is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

Mitigation for Biological Resources, Air Quality, and Cultural Resources are included in the MMP. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study and Addendum to the Initial Study. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by the MMP shall be funded by the owner/developer.

The mitigation measures have been taken from the 2008 Initial Study, as revised per analysis in the 2017 Addendum to the Initial Study, and are assigned the same number they have in the 2008 document. Numbers may not be sequential due to revisions made in the 2017 Addendum. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

The following table presents a revised MMP for the Project.

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone
Air Quality	<p>A-1 The applicant shall work with the Sacramento Metropolitan Air Quality Management District (SMAQMD) to create an Air Quality Mitigation Plan to reduce operational emissions below the significance level for NOx. The Air Quality Mitigation Plan shall implement specific measures selected by the applicant with assistance from the SMAQMD. The Air Quality Mitigation Plan shall be a stand-alone document separate from any other project document. The document shall provide narrative, descriptions, and exhibits that illustrate and justify the measure being chosen and the proposed point value. Once the Air Quality Mitigation Plan meets the satisfaction of the applicant, SMAQMD and the City of Sacramento, a letter from the SMAQMD shall be sent to the City of Sacramento. The Air Quality Mitigation Plan shall be referenced as a condition of approval and implemented prior to issuance of the Mitigated Negative Declaration.</p>	<p>City of Sacramento, Development Services Department, Sacramento Metropolitan Air Quality Management District</p>	<p>Prior to issuance of any grading or building permit, Development Services Department shall verify measures identified on plans and compliance.</p>
Biological Resources	<p>B-4 Prior to issuance of a grading permit, the applicant shall demonstrate that it has obtained permits for “fill” activities from the Central Valley Regional Water Quality Control Board (RWQCB) and U.S. Army Corps of Engineers (USACE), or obtained concurrence from those agencies that a permit is not required.</p>	<p>City of Sacramento, Development Services Department, RWQCB USACE</p>	<p>Development Services Department shall confirm compliance prior to issuance of any grading or building permit.</p>
Biological Resources	<p>B-5 If required by USACE and/or RWQCB, wetland mitigation credits for loss of jurisdictional seasonal wetland must be purchased from an USACE-approved mitigation bank or in-lieu fees must be paid to a USACE-approved fund at a 1:1 replacement ratio to offset the loss of Waters of the U.S.</p>	<p>City of Sacramento, Development Services Department, RWQCB USACE</p>	<p>Development Services Department shall confirm compliance prior to issuance of any grading or building permit.</p>

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone
Cultural Resources	<p>CR-2a In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. 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.</p>	<p>City of Sacramento, Development Services Department Developers’ construction contractor</p>	<p>Measures shall be implemented during construction activities.</p>
Cultural Resources	<p>CR-2b If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p>	<p>City of Sacramento, Development Services Department Developers’ construction contractor</p>	<p>Measures shall be implemented during construction activities.</p>

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone
Cultural Resources	CR-3 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 reinterment 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.	City of Sacramento, Development Services Department Developers' construction contractor Native American Heritage Commission	Measures shall be implemented during construction activities.

**Appendix C. Resolution No. 2009-141 – Adopting
the Franklin point (P05-153) MND**

RESOLUTION NO. 2009-141

Adopted by the Sacramento City Council

March 10, 2009

ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE FRANKLIN POINT PROJECT (P05-153)

BACKGROUND

- A. On May 8, 2008, the City Planning Commission conducted a public hearing on the Franklin Point project and continued the item.
- B. On September 25, 2008, the City Planning Commission conducted a public hearing, and forwarded to the City Council a recommendation to approve with conditions the Franklin Point project.
- C. On March 10, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c) (publication, posting, and mail 500'), and received and considered evidence concerning the Franklin Point project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds as follows:

- A. The Project initial study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Project applicant before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:
 - 1. On February 19, 2008, a Notice of Intent to Adopt the MND (NOI) dated February 19, 2008, was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On February 19, 2008, the project site was posted with the NOI, the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

Section 2. The City Council has reviewed and considered the information contained in the MND, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

Section 3. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

Section 4. The City Council adopts the MND for the Project.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

Section 6. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Table of Contents:

Exhibit 1: Mitigation Monitoring Program

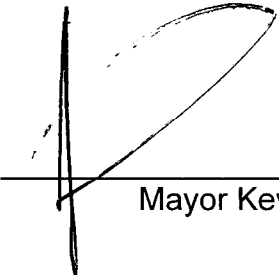
Adopted by the City of Sacramento City Council on March 10, 2009 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: None.



Mayor Kevin Johnson

Attest:



Shirley Concolino
Shirley Concolino, City Clerk

Exhibit 1 - Mitigation Monitoring Plan

MITIGATION MONITORING PLAN

FOR

Franklin Point (P05-153)

**TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ NEGATIVE DECLARATION**

**PREPARED FOR:
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT**

DATE:

January 30, 2008

**ADOPTED BY:
CITY OF SACRAMENTO
CITY COUNCIL**

DATE:

ATTEST:

Franklin Point (P05-153)
MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: Franklin Point (P05-153)

Owner/Developer- Name: Bay Miry
Address: D & S Development,
1329 H Street,
Sacramento, CA 95814

Project Location / Legal Description of Property (if recorded):

The proposed project site located on two parcels (APN 119-0070-072 and 063) and is generally rectangular in shape. The proposed project is bounded on the west by single-family homes, Mack Road to the north, Franklin Boulevard to the east and single-family homes to the south.

Project Description:

The proposed project consists of entitlements to subdivide and develop an approximately 5.5-acre parcel with a commercial mixed used development containing 15,000 square feet of office, 16,300 square feet of gas/retail and an 8,000 square foot sit-down restaurant within the International Plaza PUD.

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Biological Resources, Air Quality, Noise, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
Biological Resources	B-1a Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable burrowing owl habitat within the project site within 30 days prior to construction to ensure that no burrowing owls have become established at the site. If ground disturbing activities are delayed or suspended for more that 30 days after the preconstruction survey, the site shall be re-surveyed. If no burrowing owls are located, then no further mitigation is required.	City of Sacramento, Development Services Department California Department of Fish and Game	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Biological Resources	B-2 The proposed project shall be subject to consultation under Section 7 of the federal ESA between the Army Corps of Engineers (ACOE), the federal lead agency under Section 404 of the Clean Water Act, and the U.S. Fish and Wildlife Service.	City of Sacramento, Development Services Department, Army Corps of Engineers, U.S. Fish and Wildlife Service	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			of any grading or building permit
Biological Resources	B-3 Mitigation credits shall be purchased from a United State Fish and Wildlife Service (USFWS) approved mitigation bank or in-lieu fees must be paid to a USFWS-approved fund to offset the loss of special-status invertebrates and suitable habitat.	City of Sacramento, Development Services Department, U.S. Fish and Wildlife Service	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Biological Resources	B-4 Prior to issuance of a grading permit, the applicant shall demonstrate that it has obtained permits for "fill" activities from the U.S. Regional Water Quality Control Board (RWQCB) and Army Corps of Engineers (ACOE).	City of Sacramento, Development Services Department, Central Valley Regional Water Quality Control Board Army Corps of Engineers	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			and confirm compliance prior to issuance of any grading or building permit.
Biological Resources	B-5 Wetland mitigation credits for loss of 0.052-acre of jurisdictional seasonal wetland must be purchased from an ACOE-approved mitigation bank or in-lieu fees must be paid to a ACOE-approved fund at a 1:1 replacement ratio to offset the loss of Waters of the U.S.	City of Sacramento, Development Services Department, Army Corps of Engineers	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Air Quality	The applicant shall work with the Sacramento Metropolitan Air Quality Management District (SMAQMD) to create an Air Quality Mitigation Plan to reduce operational emissions below the significance level for NO _x . The Air Quality Mitigation Plan shall implement specific measures selected by the applicant with assistance from the SMAQMD. The Air Quality Mitigation Plan shall be a stand-alone document separate from any other project document. The document shall provide narrative, descriptions, and exhibits that illustrate and justify the measure being chosen and the proposed point value. Once the Air Quality Mitigation Plan meets the satisfaction of the applicant, SMAQMD and the City of Sacramento, a letter from the SMAQMD shall be sent to the City of Sacramento. The Air Quality Mitigation Plan shall be	City of Sacramento, Development Services Department, Sacramento Metropolitan Air Quality Management District	Prior to the issuance of release of the Mitigated Negative Declaration for Franklin Point (P05-153) measures identified on plans shall be verified for compliance.

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
	referenced as a condition of approval and implemented prior to issuance of the release of the Mitigated Negative Declaration.		
Noise	N-1 A six-foot (6') noise barrier shall be constructed of concrete masonry units or solid concrete panels on the south wall of the proposed project in-between Building 1 and Building 2. The proposed pedestrian connection shall require a glass or steel frame gate or another solid sheet material. The door material shall be solid with four pounds per square foot in density with no large gaps around the edges and bottom of the gate.	City of Sacramento, Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit
Cultural Resources	CR-1 The applicant shall hire a qualified archaeologist to conduct a records search for the project site, including a search of the North Central Information System at CSU, Sacramento. The qualified archaeologist shall provide recommendations for mitigation should any resource be identified on the project site by the records search. Prior to issuance of grading permits, the applicant shall provide proof that the records search has been performed and that any cultural resources identified on the project site have been mitigated according to the recommendations of the qualified archaeologist.	City of Sacramento, Development Services Department, Native American Heritage Commission	Measure shall be implemented prior to issuance of grading permits and during construction activities. Measures shall be implemented during construction activities, as specified.

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
Cultural Resources	<p>CR-2a In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. 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 the current professional standards.</p>	<p>City of Sacramento, Development Services Department, Native American Heritage Commission</p>	<p>Measure shall be implemented prior to issuance of grading permits and during construction activities. Measures shall be implemented during construction activities, as specified.</p>
Cultural Resources	<p>CR-2b If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p>	<p>City of Sacramento, Development Services Department, Native American Heritage Commission</p>	<p>Measure shall be implemented prior to issuance of grading permits and during construction activities. Measures shall be implemented during construction activities, as specified.</p>
Cultural Resources	<p>CR-3 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</p>	<p>City of Sacramento, Development Services</p>	<p>Measure shall be implemented prior to issuance of grading</p>

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
	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-interment 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.	Department, Native American Heritage Commission	permits and during construction activities. Measures shall be implemented during construction activities, as specified.

Appendix D. Franklin Point (P05-153) Mitigated Negative Declaration



DEVELOPMENT SERVICES DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

915 I Street, 3rd Floor

SACRAMENTO, CA
95814

ENVIRONMENTAL PLANNING SERVICES

Phone 916-808-8429
FAX 916-866-3968

MITIGATED NEGATIVE DECLARATION

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

P05-153 - Franklin Point

The proposed project consists of entitlements to subdivide and develop an approximately 5.5-acre parcel with a commercial mixed use development containing 15,000 square feet of office, 18,300 square feet of gas/retail and an 8,000 square foot sit-down restaurant within the International Plaza PUD.

Specific entitlements include a Plan Review of a commercial mixed-use development within the Shopping Center International Plaza Planned Unit Development (SC-PUD) zone and a Tentative Map to subdivide approximately a 5.5-acre parcel into five parcels. The proposed project includes the request to sell beer and wine at the gas/retail building which requires the following entitlements, a PUD Guidelines Amendment to allow the off-site sale of beer and wine in a convenience market, a Special Permit to operate a convenience market within 500 feet of a residential use and a Special Permit for the sale of beer and wine for off-site consumption.

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

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Environmental Planning Division, 915 I Street, New City Hall, 3rd Floor Reception Desk, Sacramento, CA 95814. The public counter is open from 8:00 am to 5:00 pm; Monday through Friday.

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

By: _____

FRANKLIN POINT (P05-153)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Initial Study has been prepared by the Development Services Department, Environmental Planning Services, 2101 Arena Blvd, Suite 200, Sacramento, CA 95834, pursuant to Title 14, Section 15070 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.

This Initial Study is organized into the following sections:

SECTION I. - BACKGROUND: Provides summary background information about the project name, location, applicant, when the Initial Study was completed, and a project introduction.

SECTION II. - PROJECT DESCRIPTION: Includes a detailed description of the Proposed Project.

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts" that may not be mitigated to a less-than-significant level with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V. - DETERMINATION: Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

ATTACHMENTS:

- A** – Vicinity Map
- B** – Site Plan
- C** – Wetland Delineation Map

SECTION I. BACKGROUND

File Number, Project Name:

P05-153, Franklin Point

Project Location:

The proposed project site is generally rectangular in shape and is located at the southwest corner of Franklin Boulevard and Mack Road. The site is bounded on the west by single-family homes, Mack Road to the north, Franklin Boulevard to the east and single-family homes to the south. Commercial uses are located to the east across Franklin Boulevard and shopping center uses are located to the north across Mack Road. The project site is located on two parcels (Assessor's Parcel Numbers 119-0070-063 and -072).

Project Applicant, Project Planner, and Environmental Planner Contact Information:

Project Applicant

Bay Miry
D & S Development
1329 H Street
Sacramento, CA 95814

Project Planner

Kimberly Kaufmann-Brisby, Associate Planner
City of Sacramento, Development Services Department
915 I Street, 3rd Floor
Admin Building
Sacramento, CA 95814
(916) 808-5590

Environmental Planner

Kristin Ford, Assistant Planner
City of Sacramento, Development Services Department
300 Richards Boulevard
Sacramento, CA 95811
(916) 808-8419

Introduction

The following Initial Study/Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The City of Sacramento is the lead agency for the preparation of this Mitigated Negative Declaration for Franklin Point (P05-153).

The City has determined that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project. This environmental review examines project effects identified as significant impacts on the environment and that may be substantially reduced or avoided by the adoption of revisions or conditions to the project. The project impacts would be reduced to less-than-significant levels with the implementation of appropriate mitigation measures. A Mitigated Negative Declaration is the proposed environmental document for this project.

This analysis may incorporate by reference all or portions of other documents (located on page 6 of this document, each of which is a matter of public record (CEQA Guidelines Section 15150(a)). These documents are available for public review at the City of Sacramento, Development Services Department, 915 I Street, New City Hall, 3rd Floor reception desk, Sacramento, CA 95814. The public counter is open from 8:00 am to 5:00 pm; Monday through Friday.

Section 15130 (d) of the CEQA Guidelines states that "No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in 15152(f) (1), in a certified EIR for the plan." The proposed project is consistent with the General Plan designation for the site, and the SGPU adequately addressed the cumulative impacts that could be associated with the project.

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 30-day review period ending **February 1, 2008**.

Please send written responses to:

Kristin Ford, Assistant Planner
City of Sacramento, Development Services Department
300 Richards Boulevard
Sacramento, CA 95811
(916) 808-8419
FAX: 566-3968

SECTION II. PROJECT DESCRIPTION

Environmental Setting

The project site is composed of approximately 5.5 vacant acres located at the southwest corner of Franklin Boulevard and Mack Road in the International Plaza PUD (APNs 119-0070-063 and -072).

The project site topography is level and approximately 18 feet above mean sea level. The entire site consists of disturbed annual grassland and ruderal habitats. The site is highly disturbed from past cultivation and more recent use of the site for materials dumping and general neglect. Area West Environmental prepared a biological resources report and a Delineation of Waters of the U.S. for the proposed project site. The project site has potential foraging habitat for burrowing owl and supports 0.468 acre of wetland habitat. The complete results of the survey and delineation are included in the Biological Resources section of the Mitigated Negative Declaration.

The proposed project is located in an urban, built-up area. Surrounding land uses include single-family residences located immediately to the west, the Villa Terrasa residential subdivision construction to the south, and commercial uses are located to the north and east of the site. There are no agricultural uses on, or adjacent to, the project site.

Project Background

The project site is part of the International Plaza Planned Unit Development (PUD). Prior planning entitlement requests for the project site date to 2003 when the Villa Terrasa project (P03-132) was processed. Villa Terrasa was approved in late 2004. The Villa Terrasa project site was approximately 12 acres. The Franklin Point project carves out approximately 5.5 acres of the original 12-acre site. The International Plaza PUD was adopted on May 3, 1994 (Resolution No. 94-260), designating the site for commercial uses. The designation of land uses within the International Plaza PUD was based on the long-term planning for the general area, and the desire to provide a balance of commercial and residential uses.

Information from the Villa Terrasa Residential Project Mitigated Negative Declaration (P03-132) is incorporated by reference where applicable.

The project site is currently zoned SC PUD (Shopping Center Planned Unit Development). The General Plan land use designation for the site is Community/Neighborhood Commercial and Office. The South Sacramento Community Plan land use designation for the site is General Commercial.

Project Description

The proposed project consists of entitlements to subdivide and develop approximately 5.5 acres with a commercial mixed use development containing 15,000 square feet of office, 16,300 square feet of gas/retail and an 8,000 square foot sit-down restaurant within the International Plaza PUD.

Specific entitlements include a Plan Review of a commercial mixed-use development within the Shopping Center International Plaza Planned Unit Development (SC-PUD) zone and a Tentative Map to subdivide approximately a 5.5-acre parcel into five parcels. The proposed project includes the request to sell beer and wine at the gas/retail building which requires the following entitlements; a PUD Guidelines Amendment to allow the off-site sale of beer and wine in a convenience market; a Special Permit to operate a convenience market within 500 feet of a residential use and a Special Permit for the sale of beer and wine for off-site consumption.

References

City of Sacramento. 1988. *General Plan Update*.

City of Sacramento. 1988. *Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR)*.

City of Sacramento Department of Utilities and County of Sacramento Water Resources Division, 2000. *January 2000 Guidance Manual for On-Site Stormwater Quality Control Measures*.

J.C. Brennan & Associates, Inc., 2006. *Environmental Noise Assessment Franklin Point Condominiums*.

Sacramento Metropolitan Air Quality Management District (SMAQMD) 2004. *Guide to Air Quality Assessment in Sacramento County*.

Area West Environmental 2006. *Biological Resources Report for the Franklin Point Project, Sacramento County, California*.

Area West Environmental 2006. *Delineation of Waters of the U.S. for Franklin Point Project, Sacramento County, California*.

Golden Hills Environmental Services 2006. *Cultural Resources Survey Proposed Franklin Point Development Franklin Boulevard and Mack Road, Sacramento, Sacramento County, California*.

City of Sacramento. 2004. *Mitigated Negative Declaration for the Villa Terrasa Residential Project (P03-132)*.

SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
1. LAND USE <i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			✓
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			✓

Environmental Setting

The existing General Plan land use designation for the site is Community/Neighborhood Commercial and Office. The existing South Sacramento Community Plan land use designation for the site is General Commercial.

The project site is currently vacant. The area surrounding the site consists of land developed with single-family residences and commercial uses. The property surrounding the site is zoned Single Family (R-1 and R-1A) to the west and south, Shopping Center (SC-PUD) to the north and Commercial (C-2) to the east.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would substantially alter an approved land use plan that would result in a physical change to the environment. Impacts to the physical environment resulting from the proposed project are discussed in subsequent sections of this document.

Answers to Checklist Questions

Question A

The project site is located in the International Plaza Planned Unit Development, and is currently designated for commercial uses. Designation of land uses within the International Plaza Planned Unit Development were based on long-term planning for the general area, and the desire to provide a balance of commercial and residential uses.

The project proposes a commercial mixed-use development containing approximately 38,400 square feet of building area on approximately 5.5 vacant acres. The project proposes development of the site with uses that are consistent with the current land use designations and zoning. Impacts to the land use are ***less than significant***.

Question B

The project site does not include agricultural uses. No commercial agriculture operations exist in the project vicinity. Land uses include single-family homes to the west, Mack Road to the north, Franklin Boulevard to the east and single-family homes to the south. Commercial uses are located to the east across Franklin Boulevard and shopping center uses are located to the north across Mack Road.

Findings

The proposed project would result in a less-than-significant impact to the land use of the proposed site and surrounding area and to agricultural resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>2. <u>POPULATION AND HOUSING</u></p> <p><i>Would the proposal:</i></p> <p>A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</p>			✓
<p>B) Displace existing housing, especially affordable housing?</p>			✓

Environmental Setting

The project site is currently zoned SC-PUD (Shopping Center Zone Planned Unit Development). The shopping center zone allows development that would provide a wide range of goods and services to the community. General commercial uses which are not compatible with retail shopping center are prohibited in the SC Zone. The proposed project is located in the International Plaza Planned Unit Development. The General Plan is Community Neighborhood Commercial and Office and the South Sacramento Community Plan land use designation for the site General Commercial.

The property surrounding the site is zoned Single Family (R-1 and R-1A) to the west and south, Shopping Center (SC-PUD) to the north and Commercial (C-2) to the east.

Standards of Significance

An impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

Answers to Checklist Questions

Questions A

The project proposes to subdivide and develop approximately 5.5 vacant acres with a commercial mixed-used development containing approximately 38,400 square feet of building area. The proposed project is consistent with the General Plan and South Sacramento Community Plan designations for the site.

The proposed project includes connections to water, sewer and storm drains. These improvements would serve only the site, and would not provide utilities to an area not previously served.

The project would not directly or indirectly induce substantial growth in the project area and the impact is ***less than significant***.

Question B

The project site is vacant and not in agricultural use. No commercial agricultural operations exist in the project vicinity. Commercial uses are located north and east of the project site. The proposed project is bound on the west by single-family homes, Mack Road to the north, Franklin Boulevard to the east and single-family homes to the south. Commercial uses are located to the east across Franklin Boulevard and shopping center uses are located to the north across Mack Road. The proposed project site is not in agricultural use and therefore, the impact would be ***less than significant***.

Findings

The proposed project would develop the project site in a manner that is consistent with the General Plan and community plan designations for the site. The project would not induce growth that is greater than that anticipated within the area's approved land used plans. The impacts to population and housing would be less than significant.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
3. <u>SEISMICITY, SOILS, AND GEOLOGY</u>			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

Environmental Setting

Seismicity. The Sacramento General Plan Update (SGPU) Draft Environmental Impact Report (DEIR) identifies all the City of Sacramento as being subject to potential damage from earthquake ground shaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, 1987, T-16). No active or potentially active faults are known to cross within close proximity to the project site.

Topography. Terrain of the proposed site is relatively flat. The elevation of the proposed project is approximately 18 feet above sea level.

Geology. The surface geology of the project site consists of Quaternary alluvium. Quaternary alluvium consists of gravel, sand, silt and clay deposited by present day stream and river systems.

Soils. According to the Soils Survey of Sacramento County prepared by the US Department of Agriculture Soil Conservation Services, the project site is primarily underlain with San Joaquin silt loam. The San Joaquin soil is moderately deep and moderately well-drained on low terraces. Permeability is very slow, and shrink-swell potential is high. The hazard from water erosion is moderate for San Joaquin soil. Water is perched above the claypan for short periods after heavy rainfall.

Standards of Significance

An impact is considered significant if it allows a project to be built that would introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against such hazards.

Answers to Checklist Questions

Question A

Because no active or potentially active faults are known in the project area, the proposed project would not be subject to hazards due to the rupture of a known earthquake fault.

The SGPU determined that an earthquake of Intensity VII on the Modified Mercalli Scale is a potential event due to the seismicity of the region. Such an event would cause alarm and moderate structural damage could be expected. People and property on the site could be subject to seismic hazards, such as groundshaking, liquefaction, and settlement, which could result in damage or failure of components of the proposed project. This seismic activity could disrupt utility service due to damage or destruction of infrastructure, resulting in unsanitary or unhealthful conditions or possible fires or explosion from damaged natural gas lines.

The City is located in Zone 3 of the Uniform Building Code (UBC) Seismic Risk Map. The City requires that all new structures be designed and constructed consistent with the UBC's Zone 3 requirements. Compliance with the California Uniform Building Code (CUBC) (Title 24) would minimize the potential for adverse effects on people and property due to seismic activity by requiring the use of earthquake protection standards in construction.

Implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. The impacts due to seismic activity would be ***less than significant*** and no mitigation is required.

Question B

Topography of the project site is relatively flat, and changes in topography would not be substantial because the project does not propose significant site grading. San Joaquin silt loam type soil has a moderate hazard of erosion. The City of Sacramento Department of Utilities would require Best Management Practices (BMP's) (e.g., use of erosion controlled barriers, hydro-seeding) to minimize erosion and sedimentation during grading).

The applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the applicant to prepare erosion and sediment control plans for both construction and operation impacts of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site. The ordinance also requires preparation of a Post Construction Erosion and Sediment Control Plan to minimize the increase of urban runoff pollution caused by development of the area. Storm drain maintenance is required at all drain inlets. The project would include on-site source and treatment controls as required by the updated Table 2-1 Stormwater Quality Standards for Development Projects in the Guidance Manual for On-Site Stormwater Quality Control Measures (January 2000).

Compliance with the standard City requirements would ensure that impacts for erosion, changes in topography or exposure to unstable soil conditions are ***less than significant***.

Question C

According to the SGPU DEIR, no significant subsidence of land has occurred within the City of Sacramento (T-13). State regulations and standards related to geotechnical considerations are reflected in the Sacramento City Code. Construction and design would require complying with the latest City-adopted code at the time of construction, including the Uniform Building Code. The Code would require construction and design of buildings to meet standards that would reduce risks associated with subsidence or liquefaction.

The proposed residential subdivision does not include below-grade features, such as basements, which would require extensive excavation. Well data from the State of California Department of Water Resources indicate the depth of the groundwater approximately one mile from the proposed project is approximately 27 feet below the ground surface. Given the depth of the groundwater in proximity, there is no chance of encountering groundwater during excavation. Construction of the proposed project is not anticipated to require groundwater pumping or dewatering.

Based on this analysis, there is no potential for subsidence of land due to the removal of groundwater and the impact is ***less than significant***.

Question D

No recognized unique geologic features or natural physical features exist on the project site. Therefore, related impacts to such features would be ***less than significant***.

Findings

The proposed project would have a ***less-than-significant*** impact due to seismicity, soils, or geology.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>4. WATER <i>Would the proposal result in or expose people to potential impacts involving:</i></p>			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling or storage, delivery areas, etc.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alterations to surface water quality that substantially impact the temperature, dissolved oxygen, turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?			✓
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?			✓
E) Changes in currents, or the course or direction of water movements?			✓
F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of recharge capability?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

Environmental Setting

Drainage/Surface Water. The project site is located within two drainage sheds, 67 and 128. Each drainage shed corresponds to the same sump station number. Sump 67 is located northeast of the project site, at 7756 Center Parkway, Sacramento. Sump 128 is located northwest of the project site

at 3951 Mack Road, Sacramento. The project site is located within an area of the City with separated drainage and sewage collection. SRCSD also provides storm drainage service for the area. There is an 18" drain line in Mack Road and a 12" drain line in Franklin Boulevard. CSD-1 has a 12" sewer main in Mack Road and a 60" main in Franklin Boulevard.

Water Quality. The City's municipal water is received from the American River and Sacramento River. The water of the American River is considered to be of very good quality. The Sacramento River water is considered to be of good quality, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tail waters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwater within the City. The RWQCB's efforts are generally focused on preventing the introduction of the new pollutants into bodies of water that fall under its jurisdiction.

The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities and is sent directly to the Sacramento River. The RWQCB implements water quality standards and objectives that are in keeping with the State of California Standards.

The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in storm runoff. The general permit requires the permittee to employ Best Management Practices (BMP's) before, during, and after construction. The primary objective of the BMP's is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential areas and BMP's for construction sites. BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as grease from entering the storm water drains. BMP's are approved by Department of Utilities before beginning conduction (the BMP document is available form the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA). Components of BMP's include:

- maintenance of structures and roads;
- flood control management;
- comprehensive development plans;
- grading, erosion and sediment control measures;
- inspection and enforcement procedures;
- reduction of pesticide use; and
- site-specific structural and non-structural control measures.

Flooding. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map revised as of February 18, 2005 indicates that the project site is within the Flood Zone X. The flood zone identifies areas of 500-year flood and areas protected by levees from 100-year flood. Within the X zone, there are no requirements to elevate or flood proof structures.

Standards of Significance

Surface/Ground Water. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. An impact is significant if it would substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Answers to Checklist Questions

Questions A, C, and D

Development of the proposed project would alter absorption rates and surface runoff through the addition of paved surfaces and buildings (impervious surfaces). The project's drainage system is located within two drainage sheds, 67 and 128. Each drainage shed corresponds to the same sump station number. Sump 67 is located northeast of the project site and Sump 128 is located northwest of the project site.

During construction, the applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the applicant to prepare erosion and sediment control plans for both during and post construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction. This ordinance also requires that a Post Construction Erosion and Sediment Control Plan be prepared to minimize the increase of urban runoff pollution caused by development of the area. The project is not served by a regional water quality basin but is greater than an acre therefore both source control measures and onsite treatment control measures are required. Improvements plans must include both source control measures and onsite treatment control measures selected for the site as required by the update Table 3-2 Stormwater Quality Control Measure Selection Matrix in the Stormwater Quality Design Manual (May 2007).

General Stormwater Construction Permit

Development of the site would be required to comply with regulations involving the control of pollution in storm-water discharges under the National Pollutant Discharge Elimination System (NPDES) program (Section 402(p), Clean Water Act) and the City's NPDES permit.

The development work area is greater than one acre, and the developer would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include information on runoff, erosion control measures to be employed, and any toxic substance to be used during construction activities. Surface runoff and drainage primarily limited to areas disturbed by grading during construction. Short term, construction-related, erosion control would be readily available by means of Best Management Practices (BMP's) (e.g., use of erosion control barriers, hydro-seeding). Long term erosion control would be accomplished by establishing vegetation and controlling surface water flow.

The SWRCB requires that the best available technology that is economically achievable and best conventional pollutant control technology be used to reduce pollutants. The features would be discussed in the SWPPP. A monitoring program would be implemented to evaluate the effectiveness of the measures included in the SWPPP. The RWQCB may review the final drainage plans for the project components.

Compliance with all applicable regulatory requirements, designed to maintain and improve water quality from development activities, would ensure that the proposed project would have a ***less-than-significant*** impact on drainage and water quality.

Question B

The project site is located within Flood Zone X. The Flood Zone identifies areas of 500-year flood and areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 100-year flood. Impacts from flooding would be ***less than significant***.

Question E

Stormwater from the project site would flow into the SRCSD system, which ultimately flows into the Sacramento River. The proposed project would not result in the direct discharge of storm water into either the Sacramento or American Rivers, both of which are approximately three miles from the proposed project site.

The proposed project site is currently vacant and undisturbed with no impervious surface area. Because the proposed project would not change currents, course, or direction of water movements and would be subject to grading and drainage controls in the design process the impacts are anticipated to be ***less than significant***

Questions F-H

Water for the proposed project would be provided by the City of Sacramento, which receives most of its water from surface water sources (for more detail, see the Utilities section). The project would not include large subsurface features or wells, and would consequently not affect the direction or rate of flow of ground water. The proposed project would result in a ***less-than-significant*** impact on groundwater.

Findings

This project would result in ***less-than-significant*** impacts to water resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
5. AIR QUALITY			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

Environmental Setting

The project area is located in the Sacramento Valley Air Basin, which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the project area and surrounding region is largely influenced by urban emission sources.

Regulatory Setting

Air quality management responsibilities exist at local, state, and federal levels of government. Air quality management planning programs were developed during the past decade generally in response to requirements established by the federal Clean Air Act (CAA) and the California Clean Air Act of 1988 (CCAA).

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for control of stationary- and indirect-source emissions, air monitoring, and preparation of air quality attainment plans in the Sacramento County portion of the Sacramento Valley Air Basin (SVAB).

Both the State of California and the federal government have established ambient air quality standards for several different pollutants. For some pollutants, separate standards have been set for different periods of the year. Most standards have been set to protect public health, although some standards have been based on other values, such as protection of crops, protection of materials, or avoidance of nuisance conditions.

The pollutants of greatest concern in the project area are carbon monoxide (CO), ozone, and inhalable particulate matter smaller than or equal to 10 microns in diameter (PM₁₀).

Based on ozone levels recorded between 1988 and 1991, the Sacramento County portion of the SBAB was classified by the CAA as a severe non-attainment area, with attainment required by 1999. Sacramento County is still classified as a non-attainment area for ozone.

Sacramento County is federally designated as a moderate non-attainment area for PM₁₀. Monitoring data have verified that no violation of the federal PM₁₀ standards has occurred in the four most recent years for which data are available, allowing the SMAQMD to request a re-designation from non-attainment to attainment of the federal standards. SMAQMD is currently working with the EPA in preparing a report for the re-designation from non-attainment to attainment, and it is expected to be completed within the next few years.

For CO, the region is designated as unclassified attainment by the EPA, and is also designated as being in attainment by the State. The State of California has designated the region as being a serious non-attainment area for ozone, and a non-attainment area for PM₁₀.

Standards of Significance

The SMAQMD has adopted the following thresholds of significance:

Ozone. An increase of nitrogen oxides (NO_x) above 85 pounds per day for short-term effects (construction) would result in significant impact. An increase of either ozone precursor, nitrogen oxides (NO_x) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact.

Particulate Matter. The threshold of significance for PM₁₀ is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM₁₀, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO_x thresholds, it can be assumed that the project is below the PM₁₀ thresholds well SMAQMD, 2004.

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of this environmental analysis, sensitive receptor locations generally include sidewalks and residences. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm.

Project-related air emissions would have a significant effect if they result in concentrations that create either a violation of an ambient air quality standard or contribute to an existing air quality violation.

Answers to Checklist Questions

Questions A and B

Operational Impacts: In order to assess whether mobile source emissions for ozone precursor pollutants (NO_x and ROG), PM₁₀ and CO are likely to exceed the standards of significance due to operation of the project, an initial project screening was performed using Table 4.2 Project Sizes

with Potentially Significant Emissions, which is included within the SMAQMD *Guide to Air Quality Assessment* (July 2004). The function of the table is to provide project sizes for land use types which, based conservatively on default assumptions for modeling inputs using the URBEMIS 2007 9.2.2 model, are likely to result in mobile source emissions exceeding the SMAQMD thresholds of significance for ROG and NO_x (SMAQMD 2004, p. 4-2).

The URBEMIS 2007 9.2.2 model was used to calculate estimated emissions for the operation of the proposed project. Estimated ROG and NO_x summer emissions for using the URBEMIS 2007 9.2.2 model were calculated to be approximately 42.58 lbs/day and 49.42s/day, respectively, which is below the 65 lbs/day threshold. The estimated ROG and NO_x winter emissions for using the URBEMIS 2007 9.2.2 model were calculated to be approximately 46.41 lbs/day and 74.58 lbs/day, respectively. The winter emission of 74.58 lbs/day of NO_x is above the 65 lbs/day threshold and will require the below mitigation:

Mitigation Measure

A-1 The applicant shall work with the Sacramento Metropolitan Air Quality Management District (SMAQMD) to create an Air Quality Mitigation Plan to reduce operational emissions below the significance level for NO_x. The Air Quality Mitigation Plan shall implement specific measures selected by the applicant with assistance from the SMAQMD. The Air Quality Mitigation Plan shall be a stand-alone document separate from any other project document. The document shall provide narrative, descriptions, and exhibits that illustrate and justify the measure being chosen and the proposed point value. Once the Air Quality Mitigation Plan meets the satisfaction of the applicant, SMAQMD and the City of Sacramento, a letter from the SMAQMD shall be sent to the City of Sacramento. The Air Quality Mitigation Plan shall be referenced as a condition of approval and implemented prior to issuance of the Mitigated Negative Declaration.

Project-Related Construction Impacts: The URBEMIS 2007 9.2.2 model was used to calculate estimated emissions for the construction of the proposed project. Based on the estimated emissions from running the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO_x. Estimated NO_x summer and winter emissions using the URBEMIS 2007 9.2.2 model were calculated to be approximately 69.73 lbs/day, which is below the 85 lbs/day threshold.

Construction emissions do not exceed the maximum amount to be considered potentially significant the NO_x screen level. No potentially significant impacts to air quality due to construction source emissions are expected for these criteria pollutants.

The SMAQMD 2004 Guide to Air Quality Assessment states on page 3-2 that if the project's NO_x mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommended methodologies for estimating emissions (Manual Calculation, URBEMIS, and Roadway Construction Model), the Lead Agency may assume that exhaust emissions of other pollutants from operation of construction equipment and worker commute vehicles are also not significant. The URBEMIS 2007 model indicated that the project would not exceed the NO_x threshold and the analysis of other criteria pollutant emissions is not included in this discussion.

Construction activities would be required to comply with SMAQMD's Rule 403 on Fugitive Dust, which states that a person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions include, but are not limited to:

- the use of water or chemicals for control of dust, where possible, during construction operations (including roadways), or during the clearing of land;
- the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces, which can give rise to airborne dusts;
- other means approved by the Air Pollution Control Officer.

The project, with mitigation, would comply with the air quality standards as established by SMAQMD, and would result in a ***less-than-significant*** impacts to air quality

Question C

The area surrounding the proposed project site is relatively flat. The existing built environment consists of single-family residences to the west and south and commercial uses to the north and east. Significant changes in air movement can result from the construction of tall or large-mass structures. Construction of buildings that result in the shading of adjoining buildings or parcels for a significant part of the day can result in temperature changes in the project vicinity. Temperature and moisture changes can also result from the construction of structures that emit large quantities of air that is significantly different in temperature and/or humidity than the surrounding environment. There are no structures tall enough to significantly affect air movement and temperature in the vicinity of the proposed project site.

The proposed project would result in a ***less-than-significant*** impact related to changes in climate.

Question D

The predominant source of power for construction is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings may be considered offensive. Because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not result in the frequent exposure of the on-site receptors to objectionable odors emissions. As a result, short-term construction-related odors would be considered *less than significant*.

Findings

The project would have a ***less-than-significant*** impact on air quality with the incorporation of compliance with the regulatory requirements and the above mitigation measures.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
6. <u>TRANSPORTATION/CIRCULATION</u>			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?			✓
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?			✓
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
G) Rail, waterborne or air traffic impacts?			✓

Environmental Setting

The existing roadway component of the transportation system within the study area is described below.

Existing Roadways

Regional automobile access to the site is provided primarily by Highway 99. Access to and from Highway 99 is provided at Mack Road (south of the site). Local automobile access is provided by a system of arterial and collector roadways in the project vicinity. Arterial roadways include Franklin Boulevard and Mack Road.

Franklin Boulevard is a north-south four-lane arterial that extends from Elk Grove Boulevard in the south (in the City of Elk Grove) to Broadway in the north. Parking is not permitted in close proximity of the project site.

Mack Road is currently a six-lane east west arterial that connects the project site with State Route 99 in the east and extends to the west as Meadowview road and connects to the Interstate 5 (I-5). No parking is permitted in the area of the project.

Valley Hi Drive is a two-lane second arterial roadway that is south of the project that provides east-west access between Mack Road and Center Parkway.

Center Parkway is a two-lane collector roadway that is east of the project that provides north-south access between Mack Road and Valley High Drive.

Deer Creek Drive is a residential street with parking permitted on both sides of the street, except for the first block south of the intersection with Mack Road. The posted speed limit is 25mph.

Tangerine Avenue is a residential street which terminates at Mack Road across from a shopping center entrance. Its posted speed limit is 25 mph.

Brookfield Drive is a two-lane collector street east of intersection with Franklin Boulevard and a four-lane roadway west of the intersection. Its posted speed limit is 45 mph on the four-lane segment and 25 mph on the two-lane segment.

Armadale Way is a residential street with parking permitted on both sides of the street except within the Franklin Boulevard. Its posted speed limit is 25 mph.

Standards of Significance

The following Standards of Significance have been established in assessing the impacts of proposed projects on the transportation facilities.

*Signalized and
unsignalized
Intersections:*

- (1). An impact to the intersections is considered significant if the Project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse.
- (2). For intersections that are already operating at LOS D, E, or F without the Project, an impact is significant if the implementation of the Project increases the average delay by 5 seconds or more at an intersection.

*Transit
Facilities:*

An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1). The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
- (2). Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g., removes shelter, reduces park and ride).

Transit Facilities:

An impact is considered significant if the implementation of the project will cause one or more of the following:

- (3). The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
- (4). Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g., removes shelter, reduces park and ride).

Bicycle Facilities: An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1). eliminate or adversely affect an existing bikeway facility in a way that discourages the bikeway use;
- (2). interfere with the implementation of a proposed bikeway;
- (3). result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

Pedestrian Facilities: An impact is considered significant if the project will adversely affect the existing pedestrian facility or will result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

Answers to Checklist Questions

Question A

A Traffic Impact Study was done for this project. The analysis shows that the proposed project would not result in a significant impact on the existing or future roadway system. The analysis considered whether the proposed project would result in degradation of a LOS at intersections, whether the project would increase the average stopped delay by five seconds or more at an intersection already operating worse than LOS C.

Trip generation was estimated using the ITE's Trip Generation, Seventh Edition. The total number of additional trips estimated for the proposed project is 2,933 daily vehicle trips, 203 a.m. peak-hour trips and 230 p.m. peak-hour trips. The analysis of six area intersections shows that the total project peak-hour number of trips would not be considered substantial and would not be anticipated to degrade LOS on roadways or intersections to unacceptable levels. The proposed project would result in a ***less-than-significant*** impact related to increased vehicle trips and traffic congestion.

Questions B & E

Pursuant to section 16.48.110 of the City of Sacramento Code, improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. There would be no hazards to safety from design features or incompatible uses.

The proposed project would not result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian/motor vehicle conflicts. Impacts of the project related to design hazards or hazards to bicyclist/pedestrians would be ***less than significant***.

Question C

Existing road infrastructure provides adequate emergency access to the proposed project site. The project site shall be designed to appropriate standards, to the satisfaction of the City of Sacramento's Development Services Department, Development Engineering Division and Fire

Department. Potential emergency access impacts are ***less than significant***.

Question D

City Code Section 17.64.020 identifies the parking requirements by land use type. The project provides 248 spaces, and complies with the code requirements. There is space for grading equipment and construction workers to park on-site during construction and for use as a staging area for the project. As a result, the project would have a ***less-than-significant*** impact on parking.

Question F

A bus stop exists at the north corner of the proposed project off Mack Road. A bus service is provided to the area by Regional Transit routes 4, 5 47, 56, and 64. Each route connects with the Meadowview light rail station. The proposed project would not interfere with existing modes of alternative transportation or decrease the level of service provided by Regional Transit and the impact is ***less than significant***.

Question G

There are no railroad tracks or navigable waterways within, or adjacent to the project site. Impacts to rail or waterways would be ***less than significant***.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
7. BIOLOGICAL RESOURCES <i>Would the proposal result in impacts to:</i> A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?		✓	
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?		✓	

Environmental Setting

The following discussion is based on a Biological Resources Report for the Franklin Point Project, Sacramento County, California” prepared by Area West Environmental (AWE) on July 24, 2006.

Site Description

The proposed project is located in an urbanized portion of the City of Sacramento surrounded by residential development to the west and south and commercial development to the north and east. The project site is an approximately 5.5 acre, vacant site located within the southwest quadrant of the Franklin Boulevard/Mack Road intersection. The site consists of disturbed annual grassland and ruderal habitats. The site is highly disturbed from past cultivation and general neglect. A portion of a former drainage canal is located in the western portion of the project site. More information about the drainage canal is found in the wetlands discussion and in the project description. Several small ornamental trees occur along the northern site perimeter. No other trees or shrubs exist elsewhere on the project site.

Special-Status Species

The Biological Resources Report for the Franklin Point Project, dated July 24, 2006 AWE states that no special-status plants exist onsite. AWE concluded that the project site did not provide suitable nesting or foraging habitat for any of the special-status species with a potential to occur on the site with the exception of Burrowing Owl and invertebrates found in vernal pools. The nearest know nest site is located approximately 1.5 miles south of the project site (California Fish and Game Natural Diversity Database).

Heritage Trees

Chapter 12.56 of the City of Sacramento Code protects City trees and Chapter 12.64 of the City Code protects heritage trees. Chapter 12.56 defines a City tree as any tree growing in a public street right-of-way. Chapter 12.64 of the City Code defines a heritage tree as (1) 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, (2) Any native *Quercus* species, *Aesculus californica* or *Platanus racemosa*, 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, (3) Any tree thirty-six (36) inches in circumference or greater in a riparian zone, and (4) 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.

Wetlands

Area West Environmental prepared the "Delineation of Waters of the U.S. for Franklin Point Project Sacramento County, California" in May 2006.

The report identifies 0.468-acre of wetland habitat on the project site. A total of 0.416-acre appears to be isolated and 0.052-acre appears to be wetlands under the jurisdiction of the Army Corps of Engineers. Four wetland features were identified; two disturbed seasonal wetland areas, 0.052-acre (southwest portion of the site, feature W2) and 0.388-acre (east portion of the site), an abandoned agricultural ditch that is 0.014-acre (western portion of the site), and a vernal pool that is 0.014-acre (northwestern portion of the site). The ditch, vernal pool and a disturbed seasonal wetland located in the southeast corner of the site do not qualify as Waters of the U.S. because they are isolated (i.e., do not drain to a navigable waterway and do not have a foreign or interstate commerce connection). The impact to non-jurisdictional waters is subject to USFWS review and process as the impact relates to special status species, specifically vernal pool invertebrates. The 0.052 acre disturbed seasonal wetland located along the west side of the site was found to qualify as Waters of the U.S. because this feature drains to a navigable waterway.

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;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code Chapter 12.64).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);

- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA);

Answers to Checklist Questions

Question A

Special-Status Plants

The findings in the biological resources report prepared for the proposed project site concluded that no special-status plant species were identified at the site, therefore no impacts to special-status plant species would occur.

Burrowing Owls

Although the survey found no evidence of nesting or foraging burrowing owls at the project site, the proximity of active foraging and nesting sites close to the project site indicates that there is the potential for owls to utilize the site in the future. Implementation of Mitigation Measure B-1a and B-1b would ensure a **less-than-significant** impact to burrowing owl foraging and nesting habitat.

Swainson 's Hawk

Swainson's hawk is known to nest in undeveloped portions of the Central Valley. Currently, the nearest known nest site to the project is on the Bufferlands property, located approximately 1.5 miles to the south of the project site.

The Swainson's hawk likely historically occupied the proposed project site and surrounding area. Urbanization of the project site and vicinity has continued to the extent that the occurrence of this species is infrequent. The project site is small and isolated from other open spaces areas and foraging habitat conditions on the site are marginal at best. Surrounded on all sides by dense urbanization, the proposed project is considered infill development. Although the project site exceeds the Department of Fish and Game standard for mitigation (mitigation required for the loss of greater than 5 acres of potential Swainson's hawk habitat by 0.5 acre,) the site currently has no Swainson's hawk next or foraging habitat value, and no mitigation is required.

Therefore, development of the project site would result in a **less-than-significant** impact to Swainson's hawk foraging.

Invertebrates

Three highly disturbed seasonal wetland habitats occur on the project site. All of the onsite wetland areas are potential habitat for special status invertebrate species including vernal pool tadpole shrimp (*Lepidurus packardii*), vernal pool fairy shrimp (*Branchinecta lynchi*), California fairy shrimp (*Lindleriella occidentialis*) and mid-valley fairy shrimp (*Branchinecta mesovallensis*). The project proposes to fill all potential special status invertebrate habitat onsite. The USFWS has developed specific protocols to determine presence or absence of listed vernal pool invertebrates and guidelines to assess mitigation responsibility. Presence of these species should either be assumed or protocol-level surveys should be conducted to determine their absence.

If potential take of these species cannot be avoided due to development of the site, the project will be subject to consultation under Section 7 of the federal Endangered Species Act (ESA) between the Army Corps of Engineers, under Section 404 of the Clean Water Act and the USFWS. The

project proponent proposes to fill all existing wetlands on the project site, therefore, the applicant would be required to mitigate for the loss of special-status invertebrates and their habitat. Implementation of Mitigation Measures B-2 and B-3, which require purchase of invertebrate habitat, ensures a **less-than-significant** impact to special-status invertebrates and their habitat.

Question B

The Biological Resources Report prepared by Area West Environmental identified the vegetation on the project site. There are several small ornamental trees along the northern site perimeter and on adjacent residential properties to the west. No trees or shrubs exist elsewhere on the project site with the exception of a Japanese honeysuckle (*Lonicera japonica*) that has encroached onto the property from an adjoining residence along the western border. None of the trees on the project site qualify as Heritage Trees. City street trees are not likely to be affected by the proposed project.

Because the proposed project would not impact Heritage or City street trees, impacts would be less than significant.

Question C

The Franklin Point project site is to be graded and all wetland areas are proposed to be filled. This activity is subject to regulation under Sections 401, 402, and 404 of the Clean Water Act. Placement of “dredge” or “fill” material into the Waters of the U.S. requires a permit from the Corps and the RWQCB. Disturbance of the 5.5 acre site will require notification to the SWRCB and preparation of a SWPPP.

The proposed project would result in the loss of 0.052acre of jurisdictional seasonal wetland habitat. This constitutes a potentially significant impact. Implementation of Mitigation Measures B-4 and B-5 would ensure a **less-than-significant** impact to jurisdictional wetlands.

Mitigation Measures

Implementation of the following mitigation measures would reduce potentially significant impacts to biological resources to a less-than-significant level by complying with the appropriate regulations, protecting the resource on-site or by purchasing mitigation land to protect the resource and its habitat in accordance with the California Environmental Quality Act and the Endangered Species Act.

- B-1a Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable burrowing owl habitat within the project site within 30 days prior to construction to ensure that no burrowing owls have become established at the site. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If no burrowing owls are located, then no further mitigation is required.
- B-1b If located, occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by California Department of Fish and Game (CDFG) verifies through noninvasive methods that either the birds have not begun egg-laying and incubation; or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.
- B-2 The proposed project shall be subject to consultation under Section 7 of the federal ESA between the Army Corps of Engineers (ACOE), the federal lead agency under Section 404 of the Clean Water Act, and the U.S. Fish and Wildlife Service.

- B-3 Mitigation credits shall be purchased from a United State Fish and Wildlife Service (USFWS) approved mitigation bank or in-lieu fees must be paid to a USFWS-approved fund at a 1:1 preservation and 2:1 creation replacement ratio to offset the loss of special-status invertebrates and suitable habitat.
- B-4 Prior to issuance of a grading permit, the applicant shall demonstrate that it has obtained permits for “fill” activities from the U.S. Regional Water Quality Control Board (RWQCB) and ACOE
- B-5 Wetland mitigation credits for loss of 0.052-acre of jurisdictional seasonal wetland must be purchased from an ACOE-approved mitigation bank or in-lieu fees must be paid to a ACOE-approved fund at a 1:1 replacement ratio to offset the loss of Waters of the U.S.

Findings

With implementation of Mitigation Measures B-1 through B-5, the proposed project would result in ***less-than-significant*** impacts to biological resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
8. <u>ENERGY</u>			
<i>Would the proposal result in impacts to:</i>			
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

Environmental Setting

The Sacramento Municipal Utility District (SMUD) supplies electricity to portions of the City of Sacramento, including the project site. Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. Distribution conduits are located throughout the City, usually underground along City and County public utility easements (PUE's).

Standards of Significance

A significant impact would result if the project would use non-renewable resources in a wasteful and inefficient manner, or create a substantial new demand for energy resources.

Answers to Checklist Questions

Questions A – C

The project would consume fossil fuels during construction. The project site is located in an urbanized portion of the community, and is served by existing utility services. The project site is designated for commercial uses. The project would not create a substantial new demand for energy services, and would be required to comply with the state energy efficiency standards required of all new development. The project's impact to energy sources would be ***less than significant***.

Findings

The project would result in ***less-than-significant*** impacts to energy resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
9. <u>HAZARDS</u>			
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			✓
B) Possible interference with an emergency evacuation plan?			✓
C) The creation of any health hazard or potential health hazard?			✓
D) Exposure of people to existing sources of potential health hazards?			✓
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

Environmental Setting

The site is bounded on the west by single-family homes to the north, Franklin Boulevard to the east and single-homes to the south. Commercial uses are located to the east across Franklin Boulevard and shopping center uses are located to the north across Mack Road. The proposed site has no evidence of recognized environmental conditions.

Standards of Significance

For the purposes of this document, 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
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during de-watering activities; or
- expose people (e.g., residents, pedestrians, construction workers) to increase fire hazards.

Answers to Checklist Questions

Questions A, C & D

The proposed land uses would be expected to use pesticides, fuels, and household chemicals associated with residences and landscaping. The amounts of such substances would be minor.

The proposed project site does not contain evidence of recognized hazardous environmental conditions, and neither the construction nor operation of the proposed project would result in the release of hazardous substances or the exposure of people to existing sources of potential health hazards.

The project proposes the development of a commercial mixed-use development. These land uses would not create or use substantial amounts of materials that could result in the creation of significant health hazards.

The project would not result in a release of potentially hazardous materials, would not create a hazard, or expose people to a hazard. The impacts are anticipated to be ***less than significant***.

Question B

The proposed site plan has been reviewed for adequacy by the City of Sacramento Fire Department. Recommendations by the Fire Department were incorporated into the site design. The project site is located in an urbanized portion of the community, and is served by local roadways that provide routes for travel in emergencies. The proposed project would result in a ***less-than-significant*** impact associated with interference with an emergency evacuation plan.

Questions E

The project site is currently vacant with a surrounding urban built-up area of developed land. Project site landscaping is maintained and does not pose a fire hazard. Development of the project site would not increase the potential for fire hazard. Impacts associated with fire hazards are ***less than significant***.

Findings

The proposed project would result in ***less-than-significant*** impacts regarding hazards.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>10. <u>NOISE</u></p> <p><i>Would the proposal result in:</i></p> <p>A) Increases in existing noise levels? Short-term Long Term</p>			<p>✓ ✓</p>
<p>B) Exposure of people to severe noise levels? Short-term Long Term</p>			<p>✓ ✓</p>

Environmental Setting

The proposed Franklin Point subdivision is located adjacent to Mack Road to the north and Franklin Boulevard to the east. Single family residential is located to the south and west of the project site. The project consists of the construction of commercial mixed use development. A pedestrian connection on the south wall of the is proposed on the project site in-between Building 1 and Building 2. The major noise source for the proposed project is traffic on Mack Road and Franklin Boulevard.

Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project, which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for residential backyards it is 60 dB L_{dn}, and for residential interior it is 45 dB L_{dn};
- Residential interior noise levels of 45 L_{dn} or greater caused by noise level increases due to the project; and
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance.

Construction-generated sound is exempt from limits if construction activities take place between the hours of 7:00 a.m. and 6:00 p.m. Monday-Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays as specified in Section 8.68.080 of the City of Sacramento Noise Ordinance.

Answers to Checklist Questions

Questions A and B

In the Sacramento General Plan Update Environmental Impact Report, AA-24 identifies the noise level generated by Franklin Boulevard between Mack Road and Florin Road as 69 dB L_{dn} at 75 feet from roadway centerline. Page AA-25 identifies the noise level generated by Mack Road between Franklin Boulevard and Valley Hi Drive as 70 dB L_{dn} at 75 feet from roadway centerline.

The City of Sacramento General Plan Noise Element establishes a 65 dB L_{dn} exterior noise level criterion as acceptable for Office Buildings, Business Commercial and Professional. The City of Sacramento considers exterior noise environments up to 80 dB L_{dn} as conditionally acceptable for Office Buildings, Business Commercial and Professional. The City of Sacramento does not establish an interior noise level standard for Office Buildings, Business Commercial and Professional.

Exterior noise levels at the proposed project are not expected to expose people to noise levels greater than the conditionally acceptable environment (80 dB L_{dn}). Traffic noise from Mack Road and the proposed project site after build-out (e.g., collection of trash, on-site activities) could cause noise levels to affect the surround subdivisions. Implementation of the following mitigation measure would reduce potentially significant impacts to the surrounding subdivisions south and east of the proposed project:

Mitigation Measures

N-1 A six-foot (6') noise barrier shall be constructed of concrete masonry units or solid concrete panels on the south wall of the proposed project in-between Building 1 and Building 2. The proposed pedestrian connection shall require a glass or steel frame gate or another solid sheet material. The door material shall be solid with four pounds per square foot in density with no large gaps around the edges and bottom of the gate.

The proposed project may temporarily increase noise in the area due to construction activities. The City of Sacramento Noise Ordinance exempts construction-related noise-making place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. Increases in noise levels resulting from construction activities would be temporary, and would be required to comply with the City's Noise Ordinance.

Findings

Development of the proposed project would potentially expose sensitive receptors to noise levels associated with traffic and the build-out of the proposed project. With implementation of the above mitigation, the impact would be ***less than significant***.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
11. <u>PUBLIC SERVICES</u> <i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

Environmental Setting

The nearest fire stations to the proposed project site are, in no particular order, Station 11 at 785 Florin Road, Station 12 at 4500 24th Street, Station 16 at 7363 24th Street and Station 56 at 3720 47th Avenue.

The area is served by the Sacramento City Police Department. The Joseph E. Rooney Police Facility serves the South Area of Sacramento and is located at 5303 Franklin Boulevard approximately 4 miles north of the project site.

The proposed project site is within the Elk Grove Unified School District.

Standards of Significance

For the purposes of this report, 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, roadway maintenance, or other governmental services; the construction of which could cause significant environmental effects.

Answers to Checklist Questions

Questions A – E

The City's General Fund and other special collections such as Measure G, state school funds and developer fees provide the financial support to achieve basic safety, school, library and park services. Police/fire personnel, schools, libraries, and parks provide a wide range of services that are affected by population increases.

Fire Protection

Implementation of the project would result in an increase in the demand for fire protection and emergency services. The proposed project would incorporate design features identified in the Uniform Building Code and the Uniform Fire Code. The Fire Department reviews and comments on the design of any proposed project that could affect fire safety. The incorporation of fire safety measures required by the Uniform Building Code and the Uniform Fire Code, as well as City permitting requirements, would reduce any physical fire safety impacts associated with the project to a ***less-than-significant*** level.

The proposed project size and compatibility with surrounding land uses would not significantly increase the anticipated demand for fire protection service in the area over what was anticipated in the SGPU.

Police

The City of Sacramento Police Department provides police protection services within the City of Sacramento. The Department takes an active role in crime prevention through the Crime Prevention Through Environmental Design Program (CPTED). This program requires new development to coordinate with the Community Resources Division of the Police Department to facilitate public safety through appropriate design of new residential developments. The incorporation of City permitting requirements and CPTED Program would reduce any physical public safety impacts associated with the project to a less than significant level.

The proposed project size and compatibility with surrounding land uses would not significantly increase the anticipated demand for police protection service in the area over what was anticipated in the SGPU.

Schools

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential building space.

Senate Bill 50 (SB 50) and Proposition 1A (both passed in 1998) provide a comprehensive school facilities financing and reform program. Provisions of SB 50 prohibit local agencies from denying legislative land use approvals on the basis that school facilities are inadequate. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions will remain in place as long as subsequent state bonds are approved and available.

Development of the proposed project would be required to pay school impact fees to compensate for the impacts of the residential development on local school capacity in order to maintain adequate classroom seating and facilities standards. Pursuant to SB 50, payment of fees to the School Districts is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance standards for schools. Thus, although the proposed project would add students, the project would pay development fees to the school districts, which is considered full mitigation for project impacts under SB 50.

Findings

The proposed project would result in *less-than-significant* impacts to public services.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
12. <u>UTILITIES</u>			
<i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

Environmental Setting

Water. The City of Sacramento is identified as the water supplier for the proposed project. The project is within the City's Water Service Area. The City of Sacramento obtains water from three sources: the American River, the Sacramento River, and groundwater wells. Treated water is currently produced at two water treatment plants: the Fairbairn Water Treatment Plant (WTP) on the American River, and the Sacramento WTP on the Sacramento River.

Surface Water Rights: According to the City's Urban Water Management Plan (UWMP) (p. 4-2), the City holds an annual surface water entitlement of 81,000 acre-feet from the Sacramento River, and, ultimately, 245,000 acre-feet from the American River. The total annual diversion allowed by the City's four American River permits is 245,000 acre-feet at build-out of these entitlements in the year 2030. The maximum total combined water supply from both the Sacramento and American River by the year 2030 is 326,800 acre-feet.

According to the UWMP (p. 6-1), about 18 percent of the City's water demand is currently met through groundwater wells. The groundwater is generally of good quality. The City focuses on surface water and minimizes reliance on groundwater to avoid water quality problems and reduce the City's contribution to possible groundwater overdraft conditions.

Water Supply. Water supply facilities in the project area include an 8", 18" and 30" inch water main located in Franklin Boulevard and a 12" water main is located in Mack Road. No connection is allowed to the 18" and 30" mains. The 8" water main in Franklin Boulevard may need to be extended to an onsite connection point.

Stormwater Drainage. The project site is within Drainage Shed 67 and 128. The drainage Shed corresponds to the same sump station. The proposed project is located in an area of the City with separated storm drainage and sewer effluent collection. Onsite drainage system is required and shall be connected to the existing City's stormwater system. The City of Sacramento provides

storm drainage service for the area. There is an 18" drain line in Mack Road and a 12" drain line in Franklin Boulevard.

Sewage. The Sacramento Regional County Sanitation District (SRCSD) provides sewage treatment for the cities of Folsom and Sacramento and County Sanitation District (CSD-1), which serves the unincorporated urban portions of the County and portions of Sacramento. The SRCSD is responsible for the operation of all regional interceptors and wastewater treatment plants, while local collection districts operate the system that transport less than 10 million gallons of waste flow daily. This portion of the City is served by the CSD1, although treatment is provided by SRCSD. CSD-1 maintains a 12" sewer line in Mack Road, a 33" line north of the intersection of Mack Road and Franklin Boulevard and a 60" line in Franklin Boulevard (an interceptor that belongs to SRCSD). CSD-1 determined the project could connect to the 12-inch line in Mack Road.

Solid Waste. The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter. City solid waste collection services transport waste to the Sacramento Recycling and Transfer Station, located at 8191 Fruitridge Road, where it is ultimately transported to Lockwood Landfill in Nevada. The Lockwood Landfill has an approximate 40-year capacity.

Standards of Significance

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

- create an increase in water demand of more than 10 million gallons per day;
- substantially degrade water quality;
- generate more than 500 tons of solid waste per year;
- generate storm water that would exceed the capacity of the storm water system or
- result in a determination by the wastewater collection and treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to existing commitments.

Answers to Checklist Questions

Question A

The project site is located in an urbanized portion of the community, and is served by existing communications systems. No impact to communications systems would result.

Questions B and C

Based on the figures presented in the City's UWMP, Sacramento's water supply is sufficient through year 2030. The UWMP illustrates the City's ability to meet foreseen water demand and indicates that the City of Sacramento has sufficient water rights and the infrastructure to deliver water in normal, single-dry, and multiple-dry years. The City would continue water conservation programs to reduce demand with the City (P. 7-4). Any impacts would be ***less than significant***.

Question D

CSD-1 maintains a 12" sewer main in Mack Road, a 33" line north of the intersection of Mack Road and Franklin Boulevard and a 60" line in Franklin Boulevard. CSD-1 has determined that the existing 12" sewer main would provide adequate sewage flows to the project site. The design and construction of wastewater facilities are subject to review and approval of the Department of Utilities and the County Sanitation District (CSD-1). With the development requirements established by the Department of Utilities and County Sanitation District (CSD-1), the proposed project would have a ***less-than-significant*** impact on sewer services.

Question E

Drainage from the proposed paved surfaces and buildings would be required to connect to the existing City's public drainage system. All onsite systems shall be designed to the City's standard for private storm drainage systems per Section 11.12 of the Design and Procedures Manual.

The project's drainage system is located within two drainage sheds, 67 and 128. Each drainage shed correspond to the same sump station number. Sump 67 is located northeast of the project site and Sump 128 is located northwest of the project site.

All drainage improvements would be required to be developed to the satisfaction of the Department of Utilities. All drainage lines would be placed within the asphalt section of public rights-of-way as per the City's Design and Procedures Manual. The storm drain system shall be designed to conform to the master drainage plan for the area.

Because the Department of Utilities will ensure that project's drainage system is appropriately sized and is connected appropriately to the City's drainage system, the project impacts on the City's drainage facilities would be ***less than significant***.

Question F

The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used material; and reduce litter.

There is sufficient capacity for the solid waste generated by the City of Sacramento. Keifer Landfill has capacity until 2035 at the current throughput, and the Lockwood landfill has capacity for the 250 to 300 years.

For these reasons, it is anticipated that development of the proposed project would result in ***less-than-significant*** impacts from solid waste.

Findings

The proposed project would result in ***less-than-significant*** impacts to utility systems.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
13. <u>AESTHETICS, LIGHT AND GLARE</u>			
<i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?			✓

Environmental Setting

The project site is not in an adopted view corridor or a scenic vista. The project site currently consists of approximately 5.5 vacant acres in an urban setting with relatively flat topography. The surrounding project area is presently comprised of residential and commercial uses. Franklin Boulevard borders the project site to the east and Mack Road borders the project site to the north.

Standards of Significance

Visual impacts would include obstruction of a significant view or the introduction of a façade which lacks visual interest and compatibility which would be visible from a public gathering or viewing area.

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Answers to Checklist Questions

Question A

Because the project site is not located within an identified scenic corridor or viewshed, impacts to an identified scenic corridor or viewshed would not occur.

Question B

The project would be required to comply with the City of Sacramento’s guidelines for the development of structures, which would ensure that the appearance of the project is compatible with existing development in the project vicinity.

For these reasons, the impacts related to a negative aesthetic effect would be ***less than significant***.

Question C

The proposed project includes construction of a commercial mixed use development. Commercial mixed used development is not typically considered to be substantial sources of glare, due to the

limited height and the limited amount of reflective surface area (i.e., glass and metal surfaces). Therefore, the proposed project would not be anticipated to result in substantial adverse affects associated with glare.

The proposed project would require improvements to the City rights-of-way. These improvements include the installation of street lighting, as required by the Department of Transportation as a condition of approval. The lighting would be installed and shielded consistent with City standards. With the design and orientation of lighting in compliance with the City standards, impacts associated with light and glare are anticipated to be ***less than significant***.

Findings

The project is determined to have a ***less-than-significant*** impact to visual resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
14. <u>CULTURAL RESOURCES</u> <i>Would the proposal:</i>			
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?			✓
D) Have the potential to cause a physical change, which would affect unique ethnic cultural values?			✓
E) Restrict existing religious or sacred uses within the potential impact area?			✓

Environmental Setting

The proposed project is not in a Primary Impact Area as defined by the Sacramento General Plan Update Draft Environmental Impact Report (SGPU) (DEIR, V-5). The SGPU defines a Primary Impact Area as an area that is most sensitive to urban development due to the potential presence of cultural resources. The proposed project site has five structures onsite; three single family residences, a garage and a shed. All five structures do not have cultural or historical value.

Standards of Significance

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Answers to Checklist Questions

Questions A – D

Although there are no known cultural/historic resources, during construction previously unidentified cultural or historical resources may be unearthed. The mitigation measures listed below shall be implemented to ensure a less-than-significant impact to potential cultural resources.

Mitigation Measures

CR-1 The applicant shall hire a qualified archaeologist to conduct a records search for the project site, including a search of the North Central Information System at CSU Sacramento. The

qualified archaeologist shall provide recommendations for mitigation should any resource be identified on the project site by the records search. Prior to issuance of grading permits, the applicant shall provide proof that the records search has been performed and that any cultural resources identified on the project site have been mitigated according to the recommendations of the qualified archaeologist.

CR-2a In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. 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.

CR-2b If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

CR-3 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-interment 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.

Question E

There are no known existing religious or sacred uses on the project site. Therefore, it is not anticipated that religious or sacred uses will be impacted by the proposed project, and a ***less-than-significant*** impact would occur.

Findings

The project would have less-than-significant impacts on cultural resources with the incorporation of the above mitigation measures.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
15. <u>RECREATION</u> <i>Would the proposal:</i> A) Increase the demand for neighborhood or regional parks or other recreational facilities?			✓
B) Affect existing recreational opportunities?			✓

Environmental Setting

There are no existing recreational amenities within the project site, as the site is currently vacant. Mesa Grande Park, Hite Park and Prairie School Park are located within a mile of the project site. Mesa Grande Park includes 6.30 acres of walking and jogging trails with a common area for picnics. Hite Park includes 5.50 acres of a soccer field and is adjacent to Hite School.

Standards of Significance

Recreation impacts would be considered significant if the project created a new demand for additional recreational facilities or affect existing recreational opportunities.

Answers to Checklist Questions

Questions A and B

The project would result in the construction of a commercial mixed used development. The project is consistent with the General Plan and the South Sacramento Community Plan designation for the site, and would not generate a greater impact on such resources than has been identified in the City's planning process. The project proponent would be responsible for paying the Park Development Fee to mitigate impacts to park facilities. The relatively small increase in population that could result from the project would result in a **less-than-significant** impact related to recreational facilities.

Findings

The proposed project would result in **less-than-significant** impacts to recreational resources.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>			
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? Disturb paleontological resources?		✓	
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			✓
C. 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.)			✓
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓

Question A

As discussed in the preceding sections, the proposed project, with the implementation of the mitigation measures, would not degrade the quality of the environment, including effects on animals or plants. The proposed project may affect cultural resources within the project site. Mitigation language has been included in the case that previously unidentified cultural or paleontological resources are uncovered during construction. Mitigation has been proposed in order to reduce these impacts to ***less-than-significant*** levels.

Question B

The project does not require a variance from any regulations in order to be constructed. The proposed project would not result in short-term goals to the disadvantage of long term environmental goals because all significant impacts of the project can be mitigated to a ***less-than-significant*** level.

Question C

Section 15130 (d) of the CEQA Guidelines state that “No further cumulative impacts analysis is required when a project is consistent with a general, specific, matter or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed.”

The proposed project would create a significant impact to air quality, biological resources and cultural resources. However, all impacts would be reduced to a less-than-significant level with mitigation. None of these impacts would affect offsite resources. Therefore, there would be no significant cumulative impacts.

For these reasons, there are no cumulatively considerable impacts and the impact is ***less than significant***.

Question D

The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The environmental effect on humans would be ***less than significant***.

SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Seismicity, Soils and Geology | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Water | <input type="checkbox"/> Utilities |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Aesthetics, Light and Glare |
| <input type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None Identified | |

SECTION V. DETERMINATION

On the basis of the initial evaluation:

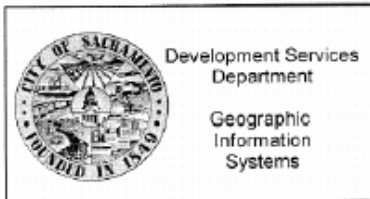
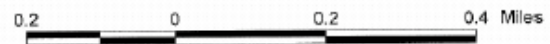
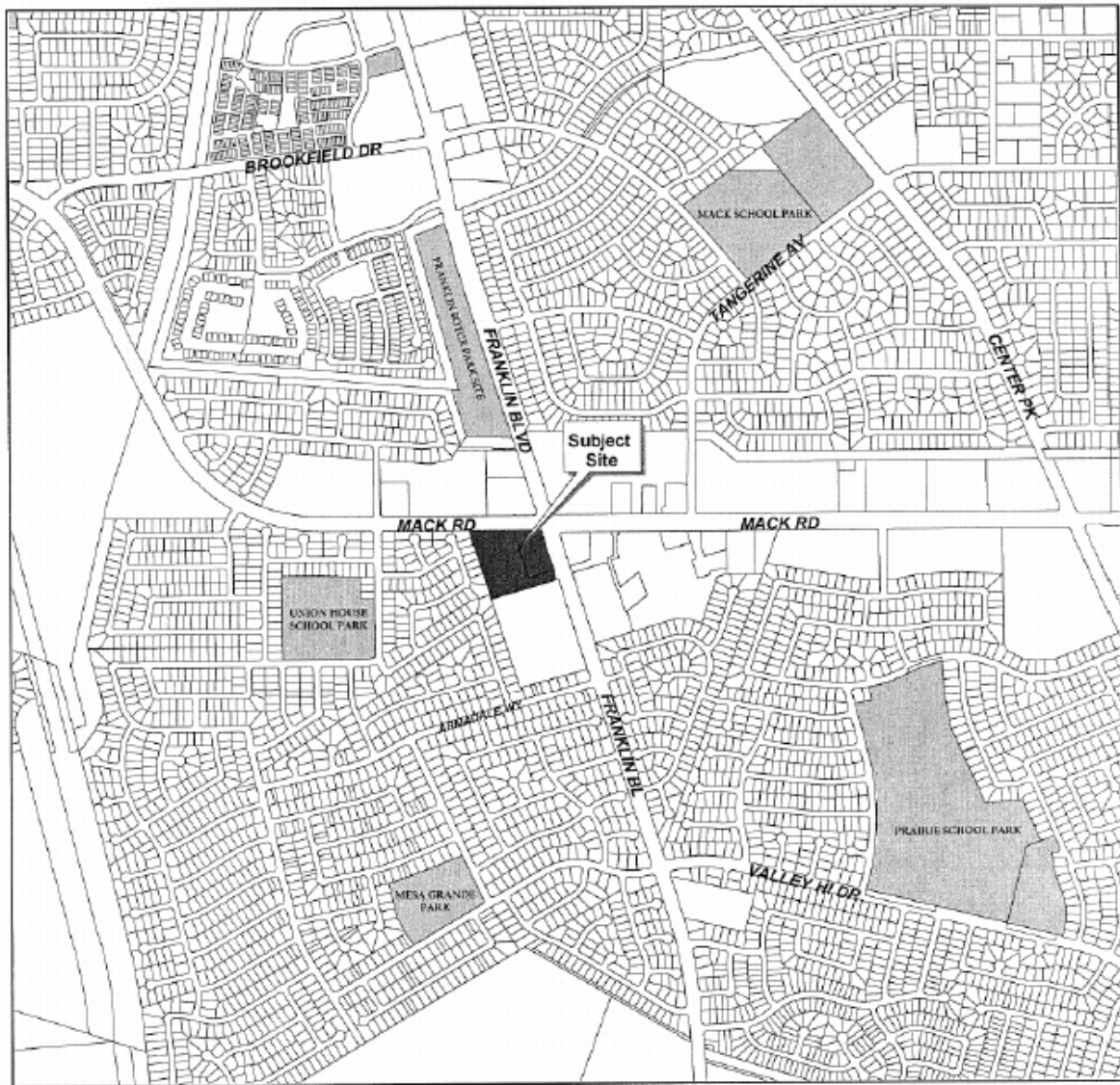
I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- X I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Kristin Ford, Assistant Planner

Date



Franklin Point Vicinity Map



P05-153

Attachment C



Legend

- Project Boundary
Total Area 5.5 Acres
- ▲ Data Point
- Ditch

Wetlands

- Disturbed Seasonal Wetland
- Vernal Pool

The data within this map is compiled from multiple sources and is meant as a general reference.
The authors of this map do not guarantee the accuracy, completeness, or jurisdiction status of these data.

FRANKLIN POINTE PROJECT

Delineation of Waters of the U.S.



Scale 1 : 1,200
1 inch = 100 feet



Date: 5/15/06

AAA/XXX

Attachment C
Wetland Delineation Map