CHAPTER 2
PROJECT DESCRIPTION

2.0 INTRODUCTION

The McKinley Village Project (proposed project) consists of the construction and operation of a 328-unit residential development, a neighborhood recreation center, parks, and associated infrastructure on an approximately 48.75-acre site within the East Sacramento Community Plan Area located in the City of Sacramento, California (City). The project location, project setting and surrounding land uses, project objectives, and specific project elements are described in detail in this chapter.

2.1 PROJECT LOCATION

The project site is located northeast of downtown Sacramento (see Figure 2-1, Regional Location).

The project site is situated along the south side of Interstate 80/State Route 51 (Capital City Freeway) north of the Union Pacific Railroad (UPRR) lines, largely east of Alhambra Boulevard, and largely west of Lanatt Street. The American River is located approximately 0.25 mile north and east of the project site (see Figure 2-2, Project Location). Existing access to the site is from an unimproved roadway and an existing overpass that spans the Capital City Freeway. The Assessor's Parcel Number (APN) for the project site is 001-0170-028. Other properties that would be used for ingress and egress include the following APNs: extension of 40th Street 001-0170-025, 001-0170-009, 004-0010-031, 004-0010-002; A Street east of freeway 001-0170-013, 003-0061-011; Alhambra undercrossing 003-0010-003; and A Street west of freeway 003-0050-016, 003-0050-014, and 003-0050-012.

2.2 PROJECT SETTING AND SURROUNDING LAND USES

As shown in Figure 2-2, the project site is bounded on the south and east by an elevated portion of the UPRR tracks and on the north and west by the Capital City Freeway. The UPRR tracks are located on an elevated berm that ranges in height from between 18 feet to 30 feet above the current site elevation.

Surrounding land uses include the former City of Sacramento 28th Street Landfill to the north across Capital City Freeway (the former landfill site has been designated as a regional park – Sutter's Landing Regional Park and the River Park neighborhood to the east. Land uses to the south and west include the Cannery Business Park and residential neighborhoods in McKinley Park, East Sacramento, and Midtown. Parcels surrounding the project site are zoned Light Industrial (M-1) and Standard Single Family (R-1) to the south, Community/Neighborhood Commercial and Offices (CNCO) and R-1 to the west, R-1 to the

east, and Agriculture-Open Space (A-OS) to the north. Surrounding General Plan land use designations are Parks and Recreation, Employment Center low-rise, Traditional Neighborhood – low, and Urban Corridor Low.

The project site is located within the East Sacramento Community Plan Area and is currently designated Planned Development (PD) in the City's 2030 General Plan and zoned Heavy Industrial (M-2).

Access to the site would include a roadway that would utilize the existing A Street Bridge, and cross the 28th Street Landfill site (Sutter's Landing Park) and connect to 28th Street. Please see Figures 3-1 through 3-3 in Chapter 3, Land Use, Population and Housing, for the surrounding land uses and existing land use designations and zoning for the project site and the surrounding area.

The project site is currently vacant with a fallow field dominated by non-native grasses, trees, and shrubs along with four freestanding billboards and overhead utility lines and poles. Two groundwater monitoring wells and six soil gas probes are located along the northern portion of the project site and are used for post-closure monitoring of the 28th Street Landfill located to the north of the Capital City Freeway. Access to the project site is currently limited to an existing road (A Street) that connects to a two-lane roadway overpass/bridge across Capital City Freeway. A roadway crosses City property and connects to the western end of the site.

Dudek staff contacted UPRR to obtain information on freight and passenger train travel proximate to the project area. According to UPRR, homeland security concerns prevent UPRR from releasing any specific information pertaining to train schedules or frequency of train travel (pers. comm. Jim Smith). UPRR verbally indicated that freight trains run on a 24 hour basis and up to 40 total trains per day pass by the project site (pers comm. Jim Smith). In addition, a Federal Railroad Administration (FRA) website provides information on the estimated daily average of trains that pass through the 28th Street at-grade crossing. (Pursuant to pers. comm. from Felix Ko, State Office of Railroad Safety, the data provided on the FRA website are considered "rough estimates." Pursuant to pers. comm. from Heather Jones at UPRR, UPRR provides the information for the FRA website). Information from the FRA website accessed in August 2013 indicated an estimated daily average of 22 total trains pass through the 28th Street crossing based on information provided as of January 1, 2011. Information from the FRA website accessed in October 2013 provides updated information from July 10, 2013, which indicates an estimated daily average of 41 total trains pass through the 28th Street crossing. Also according to the FRA website, the average speed of the trains crossing at 28th Street is between 10 and 35 miles per hour (FRA 2013).

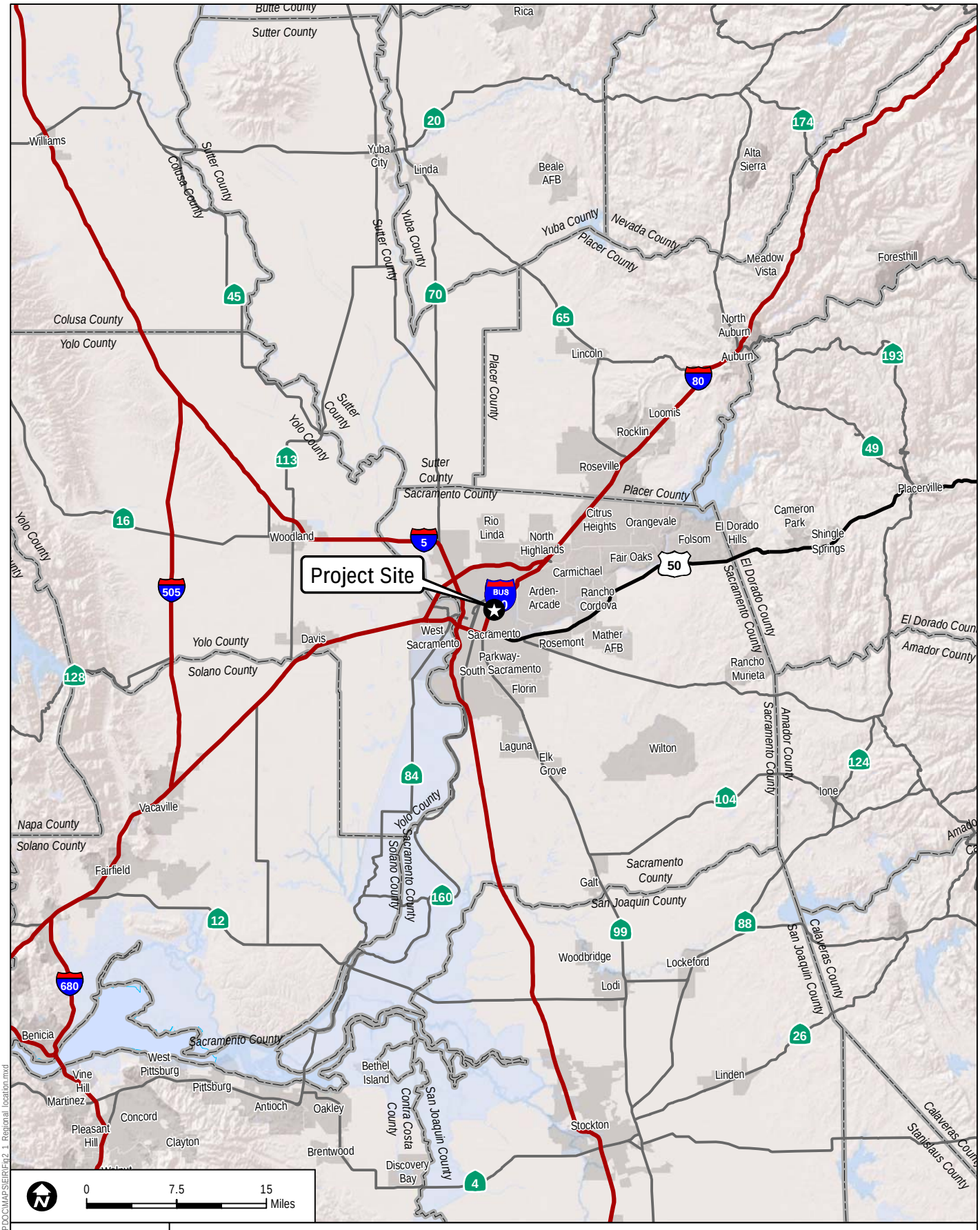

FIGURE 2-1
Regional Map

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MCKINLEY VILLAGE PROJECT EIR

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SOURCE: ESRI; County of Sacramento 2012

FIGURE 2-2

Project Location Map

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MCKINLEY VILLAGE PROJECT EIR

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Because specific information regarding train schedules and frequency are not provided by UPRR or available on the FRA website, actual train counts in the project area were collected by Bollard Acoustical Consultants using noise meters, direct observations, and review of public passenger train schedules. Over a period of 6 days in August 2013, data collected by Bollard Acoustical Consultants (by the methods described above) on trains passing by the site adjacent to the southern boundary (noise monitoring sites 4 and 5 shown on Figure 4.6-1 in Section 4.6, Noise) indicate there was an average of 15 freight trains and 8 passenger trains per day, for a total of 23 existing daily operations. On the busiest day there were 22 freight trains and 8 passenger trains, for a total of 30 operations. Over the same 6 day period in August 2013, data collected on trains passing by the site adjacent to the eastern boundary (noise monitoring site 6 on Figure 4.6-1) indicate there was an average of 23 freight trains and 4 passenger trains per day, for a total of 27 existing daily operations. On the busiest day there were 31 freight trains and 4 passenger trains, for a total of 35 operations. The typical speed for all trains observed in August 2013 was between 20 to 25 miles per hour, but at no time were train speeds observed above 25 miles per hour. (See Section 4.6 and Appendix I for more detailed information.) This 2013 data on daily rail activity adjacent to the project site compares favorably with similar monitoring conducted by Bollard Acoustical Consultants over a 4-day period in June of 2007, where 30 daily train operations (freight and passenger combined) were registered.

As discussed in Section 4.6 of this EIR, acoustical analyses make use of annual average traffic volumes for the prediction of noise impacts and the development of noise mitigation measures. For this reason, conservative estimates of typical-daily train operations (30 trains per day, rather than the lower average of 23-27 trains per day observed) were used to define existing rail operation noise levels at the project site. Although analysis of the 2007 and 2013 single-event data indicate that daily rail activity adjacent to the project site varies, the data supports the conservative assumption of 30 existing rail operations passing the project site over a typical 24-hour period (8 Amtrak (or passenger) and 22 freight trains). For future conditions, an additional 10 freight and 18 passenger trains were assumed, for a future combined total of 58 daily trains adjacent to the project site.

2.3 PROJECT BACKGROUND

Development has been proposed for this site dating back to the late 1980s when a mixed-use project, known as “Centrage,” proposed development which included an office building complex of approximately 1 million square feet (sf) with two office towers of 15 stories, residential apartments containing 1,000 units, commercial uses, and a 20-story hotel. The City of Sacramento 1988 General Plan update changed the land use designations on the site to High Density Residential, Regional Commercial/Office, Parks/Recreation and Open Space to accommodate the Centrage project. An application for the Centrage project was submitted on September 7, 1988, and an Environmental Impact Report (EIR) was prepared for the project.

On March 10, 1992, the EIR for the proposed project was certified; however, the City Council did not approve the project.

In 1995, a 500,000-sf discount shopping mall was proposed, but the project application was withdrawn by the applicant prior to completion of environmental review.

An application for development of a residential project with up to 495 units, including a church site, was filed in 2006 and subsequently withdrawn. An application for development of a residential project with 397 units, retail uses, a church, and a pre-school was filed in 2008. The current proposal retains the same name and project number as the project filed in 2008, but the project differs from the 2008 proposal and the project application has been submitted by a new applicant. The current project has 328 residential units, a neighborhood recreation center which includes limited retail use, and parks, but does not include a church site or pre-school.

The project site was in agricultural use and under cultivation until at least the late 1980s as part of Mize's Farm. Approximately 10% to 15% in the eastern portion of the site was planted with a peach orchard with the remainder of the site regularly plowed and planted with an assortment of vegetables. The orchard was removed from the site in late 2006.

2.4 PROJECT OBJECTIVES

The overarching goal of the proposed project is the orderly and systematic development of an integrated and sustainable residential community that is consistent with the goals and policies of the City of Sacramento 2030 General Plan, Sacramento Area Council of Governments (SACOG) Blueprint Plan, and SACOG Sustainable Communities Strategy (SCS), and is compatible with the aesthetic character of the McKinley Park and East Sacramento neighborhoods. Accordingly, the project applicant has developed the following objectives for the proposed project:

- Create a residential community that incorporates the design qualities and character of the surrounding East Sacramento and McKinley Park neighborhoods.
- Further the implementation of SACOG's Sustainable Communities Strategy.
- Place residential uses near existing jobs and services to reduce vehicle miles traveled.
- Provide a range of single family home and lot types.
- Make efficient use of an opportunity for infill development, with a density between those of the nearby McKinley Park and Midtown neighborhoods.
- Utilize sustainable design and Low Impact Development (LID).
- Create a pedestrian-friendly development that promotes bicycle use and provides bicycle and pedestrian access to downtown and other surrounding neighborhoods.

- Incorporate parks and open space into the project design in a manner that provides community connectivity and is aesthetically pleasing.
- Provide adequate access points for vehicular traffic.

2.5 PROJECT COMPONENTS

The proposed project includes development of a 328-unit residential neighborhood on an approximately 48.75-acre site (see Figure 2-3, Conceptual Site Plan). A variety of residences are proposed on different lot sizes. Second units or "granny flats" would be offered as an option on some of the home plans. The overall density of the proposed project is approximately 10.9 residential units per acre. The project is anticipated to generate a total population of approximately 656 new residents at buildout, based on the City's persons-per-household rate of 2.0.

The project is proposing a 30-foot-–wide landscape/sound buffer/easement adjacent to the northern boundary of the site, adjacent to the freeway, with a sound barrier of approximately 13 to 18.5 feet tall (depending on location and final design) above the proposed building pads, consisting of a soil berm topped with a solid sound barrier (or wall). The sound barrier would be set back approximately 15 feet from the freeway right-of-way (ROW) with landscaping provided on both sides of the barrier. The distance to the rear of the residences located adjacent to the freeway would range from approximately 58 feet from the edge of pavement on the east up to 140 feet from the edge of pavement on the west. In addition, an 8-foot-wide landscape buffer/easement is proposed along the southern portion of the site adjacent to the UPRR ROW. At the edge of the property boundary, a 6-foot-tall tubular steel fence, or fence of a similar design acceptable to UPRR, is proposed that would be designed to meet UPRR requirements. The residences proposed adjacent to the northern, southern, and eastern boundaries of the site are two-stories in height to provide a buffer for noise from the freeway as well as the UPRR tracks. The distance of the private yards of the residences to the nearest railroad track would range from 90 feet on the west side up to 161 feet on the eastern side of the project site. The homeowners association (HOA) for the project would maintain all landscaping within the buffer/easement areas.

Residential Development

The project's design features would be enforced by and through the proposed Planned Unit Development (PUD) Guidelines (see Appendix M). Table 2-1 provides a breakdown of project components by acreage and number of units. The project would include a variety of medium-density detached residential building types, as shown on Figure 3-3, Existing Zoning. The buildings are all proposed as two-story structures with an average building height of 25 feet with direct access to the garages, with some buildings designed to have living space over garages (granny flats), as shown on the illustrative building elevations in Figures 2-4 through 2-19. Because the City does not consider granny flats to be separate units they are not included in

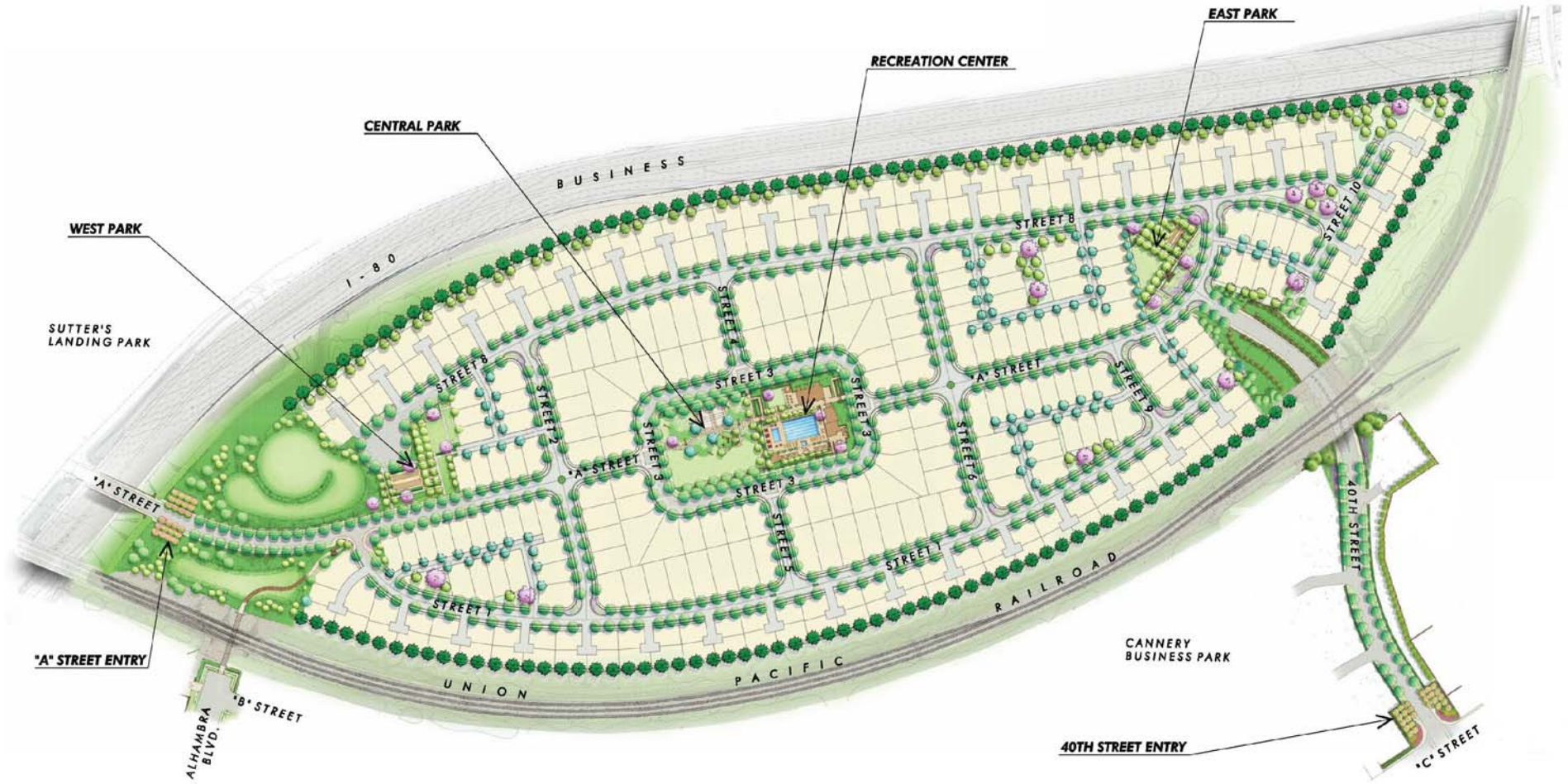
the land use summary. Residential units would range in size from approximately 1,300 sf with 3 bedrooms and 2.5 baths, to approximately 3,150 sf with 5 bedrooms and 4 baths, with sizes and square footages subject to adjustment due to final design and market considerations. Some of the units (Cottage Greens) include alleys with access to garages from the alleyway. All garages are designed to be accessible from an alley, are set back from the street, or are accessible from the side of the building. None of the residences include garages that are the main focal point of the home. Approximately 50% of the residences are anticipated to include natural gas fireplaces. No wood burning fireplaces would be allowed. The project includes development of design guidelines and a landscaping plan that will establish parameters for the overall design of the project.

Table 2-1
Land Use Summary

Land Use	Net Acreage	Units
Residential		
Park Homes	8.5	80
Cottage Greens	8.2	83
Commons	7.2	84
Courtyards	6.2	81
Subtotal	*30.1*	*328*
Public Parks/Recreation	2.4	
Private Recreation	1.0	
Landscaped Common Areas	2.9	
Public Streets	11.7	
Detention	.7	
Total	**48.8**	**328**

Access and Circulation

The project is proposing a modified grid roadway layout with streets connecting throughout the site, similar to the existing neighborhoods to the south and west. Access to the project site would be provided from A Street and 28th Street to the west and the extension of 40th Street to the east (see Figure 2-3). The A Street Bridge would be upgraded in order to provide vehicular, bicycle, and pedestrian access to the site. Improvements will include adding a sidewalk on the north side and upgrading the guardrails. The bridge is owned and maintained by the California Department of Transportation (Caltrans) and is routinely checked to ensure it is structurally sound. A structural review of the bridge was conducted by Caltrans in March 2011, and the review concluded the bridge is structurally sound (Caltrans 2011).



NOT TO SCALE

SOURCE: Collaborative West

FIGURE 2-3

Conceptual Site Plan

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MCKINLEY VILLAGE PROJECT EIR

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URBAN FARMHOUSE

EUROPEAN COTTAGE

CRAFTSMAN

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-4

Courtyard Home Elevations

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URBAN FARMHOUSE

EUROPEAN COTTAGE

CRAFTSMAN

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-5

Courtyard Home Elevations

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ITALIAN

MONTEREY

ENGLISH REVIVAL

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-6

Courtyard Home Elevations

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ITALIAN

MONTEREY

ENGLISH REVIVAL

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-7

Courtyard Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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URBAN FARMHOUSE

CRAFTSMAN

ENGLISH REVIVAL

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-8

Commons Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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URBAN FARMHOUSE

CRAFTSMAN

EUROPEAN COTTAGE

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-9

Commons Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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CALIFORNIA COTTAGE

COLONIAL

FRENCH COUNTRY

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-10

Commons Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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CALIFORNIA COTTAGE

COLONIAL

FRENCH COUNTRY

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-11

Commons Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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FRENCH COUNTRY | COLONIAL | MODERN PRAIRIE

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-12

Cottage Greens Home Elevations

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MODERN PRAIRIE

EUROPEAN COTTAGE

CALIFORNIA COTTAGE

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-13

Cottage Greens Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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URBAN FARMHOUSE

EUROPEAN COTTAGE

CRAFTSMAN

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-14

Cottage Greens Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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ITALIAN

COLONIAL

FRENCH COUNTRY

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-15

Cottage Greens Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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MODERN PRAIRIE

CRAFTSMAN

FRENCH COUNTRY

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-16

Park Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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SPANISH

EUROPEAN COTTAGE

COLONIAL

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-17

Park Home Elevations

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MONTEREY

ITALIAN

ENGLISH REVIVAL

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-18

Park Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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URBAN FARMHOUSE

EUROPEAN COTTAGE

CALIFORNIA COTTAGE

NOT TO SCALE

SOURCE: Woodley Architectural Group 2013

FIGURE 2-19

Park Home Elevations

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MCKINLEY VILLAGE PROJECT EIR

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A Street would continue through the project site as the main road connecting to 40th Street on the north side of the UPRR embankment. A 10-foot-wide sidewalk is proposed adjacent to the south side of A Street through the project site. A second vehicle access is proposed in the eastern portion of the site through the extension of 40th Street through the Cannery Business Park site connecting to C Street between 40th Street and Tivoli Way. This connection would require an underpass to be constructed under the UPRR embankment. A pedestrian/bicycle underpass is also proposed under the UPRR embankment connecting to the northern terminus of Alhambra Boulevard, in the southwestern portion of the site. The project also provides access to a proposed bikeway connection located in the extreme northeast portion of the project site, as proposed under the City's Bikeway Master Plan. Figure 2-20, Site Connectivity, shows the connection of the project site to the surrounding area.

The 40th Street vehicle underpass would be approximately 107 feet wide, 16 feet high, and 148 feet long, and would accommodate two lanes of traffic along with access for bikes and sidewalks on both sides of the road. Lighting would be provided and would adhere to the City's standards for minimum lighting intensity for pedestrians, bicycles, and safety and would also meet the Crime Prevention through Environmental Design criteria. In addition, the underpass has been designed to accommodate the addition of three train tracks (one for the Capitol Corridor Joint Powers Authority's potential Third Track project between Sacramento and Roseville, and two possible additional UPRR tracks) and two maintenance roads.

The Alhambra pedestrian and bike underpass would be constructed under the existing UPRR raised embankment at the northerly end of Alhambra Boulevard, if approved by UPRR. The underpass would provide pedestrian and bicycle access between Alhambra Boulevard and the project site. While public vehicle access would be prohibited, the underpass must provide a minimum width of 12 feet to accommodate City maintenance vehicles for maintenance activities. Removable traffic control devices or an alternative design would prohibit vehicles from traveling through the underpass but would allow access for designated City maintenance vehicles. The length of the underpass is roughly 125.5 feet long and is controlled by the width of the existing railroad embankment and accommodation of future planned railroad tracks and railroad maintenance roads. Lighting would be provided and would adhere to the City's standards for minimum lighting intensity for pedestrians, bicycles, and safety.

Streetlights that meet the City's standard for residential neighborhoods (acorn-style lights) would also be provided along all roadways within the project site including the extension of A Street, northwest of the freeway, and the extension of 40th Street.

While the project site is in Federal Emergency Management Agency (FEMA) Zone X and has 100-year flood protection with no flood insurance required, flood gates or other flood control structures acceptable to the City would be installed at both the vehicle and, if approved by UPRR, the bicycle/pedestrian underpass as a secondary flood control device in the event of an American River levee failure (flood gates or other flood control structures currently exist at a

number of roadways that penetrate the UPRR embankment including, but not limited to, Folsom Blvd, J Street, H Street, the Capital City Freeway, and 7th Street). Section 4.4, Hazards and Public Safety, and Section 4.5, Hydrology, Water Quality and Drainage, address emergency evacuation and flooding.

Site Access Overview

The 40th Street access is compatible with the proposed project design, feasible from an engineering and technical perspective, and is the preferred design compared to alternative vehicular access points considered at Alhambra Boulevard and Lanatt Street. Those two other access points have been determined to be infeasible as described below. In addition, at-grade crossings at any of the above locations were determined to be infeasible due to UPRR policy to oppose new at-grade crossings for operational and safety reasons, and the practices and policies of the California Public Utilities Commission with respect to approval of such crossings. Furthermore, the 40th Street access provides a proximate and direct access, particularly for walking and bicycling, to the nearest school (Theodore Judah), transit route (Bus Line 34), employment center (Cannery Business Park), park (McKinley Park) and other local commercial uses.

A new bridge structure/roadway underpass at Alhambra Boulevard was determined to be infeasible and not preferred compared to 40th Street for a number of reasons. First, because the railroad line must be kept in operation, construction of such a structure would require building temporary tracks ("shooflys") alongside the existing tracks for a distance dictated by railroad design criteria (e.g., acceptable radii). Because of the proximity of Alhambra Boulevard to the Capital City Freeway, this would require the building of a new bridge over the freeway and likely the relocation of the 28th Street crossing to accommodate the shooflys, assuming that Caltrans and UPRR would approve the building of the bridge, and UPRR would approve the crossing relocation. Second, due to the grade differentials, and depending on final project design, changes to B Street, the alley, and access to existing homes would result. The roadway underpass would eliminate access from Alhambra Boulevard to B Street (and potentially the B/C Street alley) and to parcels on the south side of the UPRR embankment, as well as likely cause significant utility relocation issues. Third, the proximity of Alhambra Boulevard to the A Street Bridge/access to the site poses two issues: (1) their proximity would mean that an underpass at Alhambra would not functionally provide a second access to the site for emergency purposes, and (2) their proximity and the grade differential between the Alhambra underpass roadway and A Street would require either construction of a new A Street Bridge over Alhambra Boulevard on the site or the closure of the A Street access. Fourth, the extension of Alhambra Boulevard onto the site would be in conflict with the City's potential location of a surge tank to serve its combined sewer system. None of the above constraints apply to a bike/pedestrian undercrossing that, unlike a vehicular access, can be constructed by boring under the tracks without the necessity for constructing shooflys.

NOT TO SCALE

SOURCE: Wood Rogers 2013

FIGURE 2-20

Site Connectivity

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MCKINLEY VILLAGE PROJECT EIR

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A new bridge structure/roadway underpass at Lanatt Street was also determined to be infeasible and not preferred compared to 40th Street for a number of technical, engineering, and operational reasons. First, Lanatt Street services industrial uses, and large trucks back into commercial/industrial driveways on the street, blocking the street during those movements. This would create traffic and safety issues, including potentially temporarily blocking the street during an emergency, contrary to the purpose of providing a second access. Second, construction of the underpass would pose significant business disruption issues for existing businesses during construction. Third, sight lines for vehicles exiting the project via the underpass would be inadequate and unsafe with respect to the driveway access for an existing industrial operation, making it difficult for such exiting vehicles to see other vehicles, including large trucks, entering and exiting this industrial driveway. Elimination of this industrial driveway would cause significant impairment to the existing industrial use. Finally, existing buildings and multiple property ownerships add to the logistical difficulty of constructing a bridge structure/roadway underpass at this location.

Recreation and Landscaping

The proposed project includes three parks that total approximately 2.4 acres, and an approximately 1-acre neighborhood recreation center and outdoor pool facilities in the center of the project site (see Figure 2-3). The recreation center would be privately run and maintained by an HOA. The recreation center may include up to 2,000 sf of retail space that could be used for a café, restaurant, shop or other retail use that would be open to the public. Figures 2-21 and 2-22 show the proposed building elevations. The hours of operation of the recreation center and the pool are currently anticipated to be from 5:30 a.m. to 11:00 p.m. The parks would be connected to the adjacent residential uses via the surrounding roadway network that would include separated sidewalks and access for bikes along area roadways. A 10-foot-wide sidewalk is proposed adjacent to the south side of A Street through the project site. The project includes landscaped public spaces with a current plan to include art in public places and street furniture for residents and visitors. The parks would be constructed by the project applicant and would be maintained by the City's Parks Department and/or the HOA pursuant to a funding and maintenance plan approved by the City. The project meets the City's Quimby Act parkland dedication requirement and the City's Quimby Act Ordinance through dedication, payment of in-lieu fees and the provision of proposed on-site parks and a private recreation facilities agreement that provides partial dedication credit for the recreation center and potentially other facilities which qualify for credit.

The project's proposed landscaping plan includes over 2,000 trees throughout the site, including street trees along all project roadways consistent with City requirements and adjacent residential neighborhoods. A mix of evergreen, deciduous, and coniferous trees (e.g., redwood,

pine) are proposed in the landscaped buffer areas adjacent to the freeway and UPRR ROW. Separated sidewalks are included along most roadways.

The project also includes signage, fencing, and landscaping adjacent to the UPRR ROW to discourage and hinder trespassing. The location and content of the signage will be coordinated with UPRR.

Infrastructure and Energy Features

Two groundwater monitoring wells and six soil gas probes located along the northern portion of the project site used for post-closure monitoring of the 28th Street Landfill would be relocated as part of the project within the western and northern perimeter of the project site on land owned by the HOA or a public agency or under easement to the HOA or public agency. Access to the groundwater wells and the soil gas probes would be provided in order to enable the long-term monitoring by the appropriate agencies. The existing groundwater monitoring wells and soil gas probes will be destroyed and relocated, and new wells and probes will be developed under the jurisdiction of the Sacramento County Environmental Management Department (SCEMD) and the Central Valley Regional Water Quality Control Board. SCEMD shall also provide oversight for the destruction of any water supply wells identified on the project site.

Water Supply Distribution

The City would provide water to serve the project. The proposed project would tie into the existing City water line connections at Alhambra Boulevard and at C Street to create a “looped” system. Connection to an existing water main at C Street would be provided through the extension of a new 8-inch water main within the proposed extension of 40th Street. A second connection would be provided through the installation of an 8-inch water main through the UPRR embankment at Alhambra Boulevard to connect to an existing 8-inch water main at the intersection of Alhambra Boulevard and B Street immediately south of the project site. The distance from the north side of the UPRR to connect to the existing 8-inch line is approximately 230 feet. All on-site water lines would be within proposed roadways and would be between 6 and 8 inches in diameter.

NOT TO SCALE

SOURCE: Mogavero Notestine Associates

FIGURE 2-21

Recreation Center Elevations

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MCKINLEY VILLAGE PROJECT EIR

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SOURCE: Mogavero Notestine Associates

FIGURE 2-22

Recreation Center Elevations

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MCKINLEY VILLAGE PROJECT EIR

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Combined Stormwater and Wastewater Collection

The proposed project is located in an area served by the City of Sacramento's combined sewer system (CSS). Wastewater services would be provided by the City of Sacramento, and wastewater generated by the project would be treated at the Sacramento Regional County Sanitation District's Wastewater Treatment Plant in Elk Grove. Sewer flows from the project site would be collected on site and pumped via an on-site sanitary sewer lift station through a proposed sewer line force main that would exit the project site at Alhambra Boulevard and discharge to an existing 42-inch CSS pipe at McKinley Boulevard and E Street, approximately 1,450 feet south of the project site. The project would include an on-site sewer storage tank to meter wastewater during high flow events in the CSS. The project would also include a separated wastewater and storm drain system on site.

On-site stormwater flows would be collected through a series of drainage inlets and storm drainage pipes. On-site Low Impact Development (LID) and runoff reduction would be incorporated into the project design, where feasible. The project would incorporate separated stormwater infrastructure that would connect to two detention basins designed to detain and limit flows during large storm events to minimize any potential overflows. The detention basins are located in or adjacent to the westernmost portion of the site on the north and south side of A Street. Both basins are located on site and on adjacent land owned by the City. The detention basins would only hold water for short periods of time during the rainy season. During the remainder of the year, the basins would be dry. Storm drain flows would be pumped to Sump 99 via a proposed force main following either the new 40th Street extension and C Street or Lanatt and C Street.

The project may reserve land within the project site for a separate future City surge tank project (Combined Sewer Detention project) that would require the installation of a regional underground storage tank to accommodate existing City combined sewer/stormwater flows from the CSS in East Sacramento. The land reserved would include land designated for the on-site detention facility given that the detention facility and the surge tank project would be compatible uses. The exact location and timeline of the City's Combined Sewer Detention project is unknown at this time. However, the City will evaluate the environmental effects of this project in a separate environmental document once the City is ready to move forward.

In addition, the project is required to prepare a Storm Drainage Master Plan (see Appendix J) in compliance with the City's Design and Procedures Manual as part of the Tentative Map submittal. The Storm Drainage Master Plan demonstrates how the project meets the City's requirements to minimize street flooding during 10-year and 100-year flood events.

To address evacuation of the site in the event of a regional flood event or other disaster, the City has required that the project include the following conditions:

- Prepare an evacuation route plan that establishes an exit route from the project site to a designated elevation via a continuous paved surface and provide the evacuation route plan to the residents at the time of purchase.
- Require the HOA to review the evacuation route plan at least every 3 years and include any updates or changes to residents with distribution of the annual budget.
- Apprise the original purchaser of a home that this area currently lies within FEMA Zone X, which is protected from the 100-year flood by a levee. As such, flood insurance is not mandatory. However, the applicant will provide notice to the first residential purchasers of the availability of flood insurance.

Energy Efficiency Features

The proposed project includes energy conservation features including homes that are energy efficient with a goal to exceed the state's current Title 24 requirements, by meeting current Tier 2 Energy Efficiency standards. Homes would be pre-wired for solar and electric vehicle chargers and would incorporate sustainable materials such as low or zero volatile organic compound paint and carpet. Energy required for the recreation center would be offset with on-site solar panels or other energy efficiency technology and measures.

Electric, Gas, and Telephone

The project applicant anticipates that the following service providers would serve the project:

- Electric – Sacramento Municipal Utility District
- Natural Gas – Pacific Gas and Electric
- Telephone (AT&T/Surewest).

The existing overhead electrical lines would be removed (except at limited locations at the site perimeter) and replaced underground, as required by and consistent with current standards. Existing natural gas infrastructure is located in Lanatt and C streets. Gas lines would be extended from Lanatt Street and/or C Street via the new 40th Street underpass to the project site.

Infrastructure for other utility services (i.e., cable) presently exists in the vicinity of the project site. Development of the project would require the construction of an on-site distribution system to convey these services to uses on the project site.

Rezone

The proposed project would include a rezone of the project site from Heavy Industrial (M-2) to Single-Family Alternative Planned Unit Development (R-1A PUD) and Residential Mixed Use (RMX) for the recreation center. The R-1A PUD allows for maximum densities of 15 dwelling units per net acre. According to the City's Zoning Code, this is considered a low- to medium-density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area, and/or setback requirements vary from standard single-family residences. This zone is intended to accommodate alternative single-family designs which are determined to be compatible with standard single-family areas and which might include single-family attached or detached units, townhouses, cluster housing, condominiums, cooperatives, or other similar projects. A PUD designation constitutes an overlay zone. However, approval of a PUD designation does not establish an underlying zone or enlarge the uses provided by a zoning classification.

Project Phasing

The project would be constructed in three phases starting with the easternmost portion of the site and continuing to the west, with the phasing plan subject to modification due to market conditions and finalization of construction plans. Mass grading and construction of the backbone infrastructure through the site, including A Street (from 28th Street to the A Street Bridge and from the A Street Bridge eastward through the project site), the extension of 40th Street, and the underpass through the UPRR embankment would all be completed in the first phase. In addition, the first phase also includes construction of the Central Park and the recreation center, as well as the residences and East Park located in the easternmost portion of the site. The second phase would include construction of residences generally east of the Central Park. The remainder of the residences and construction of the pedestrian/bicycle tunnel through the UPRR embankment, if approved by UPRR, and the West Park located in the westernmost portion of the site will occur in the third phase of development, a conceptual Phasing Plan is shown in Figure 2-23.

Grading and Construction

Construction of the proposed project would require site clearing, grading, utility trenching, and construction of roadways followed by building construction. Subject to market conditions and finalization of construction plans, construction activities would occur over an approximately 4-year period in three phases, starting in spring 2014 and continuing through late fall 2017 (assuming the project is approved). Site preparation, grading, and trenching for utilities would take approximately 6 months, followed by construction of the first phase of the project. As discussed above, subject to market conditions and finalization of construction plans,

construction of the first phase would include backbone roadway infrastructure, which would occur in the first year, followed by construction of the residences and other roadways anticipated to occur over an additional 3-year period. The first phase is anticipated to be completed by 2015, followed by the second phase in 2016, and the third phase in 2017, as shown in Figure 2-23, Conceptual Phasing Plan.

Construction equipment and construction worker vehicles generally would be staged on site or at the adjacent Cannery Business Park site. Per City requirements, the project applicant is required to prepare a traffic management plan for construction vehicles and equipment that would be reviewed and approved by the City's Department of Public Works prior to beginning any construction activities. Daily construction round trips would range from approximately 38 to 66 vehicle trips, including construction employees and deliveries. The majority of this traffic would use the 28th Street and the A Street Bridge access until the 40th Street underpass is complete. Once the underpass is complete, approximately half of the trips would access the site from 40th Street. Most of this traffic would be construction workers arriving between 7:00 a.m. and 8:00 a.m., and leaving the site between 4:00 p.m. and 5:00 p.m. Roads used by construction workers accessing the site from A Street would use 28th Street to A Street. The construction traffic accessing the site from 40th Street could access the site from Elvas Avenue and Highway 50 or from C Street and the Capital City Freeway. The specific roads used for construction of the project would be included in the traffic management plan to be reviewed and approved by the City.

Off-Site Improvements

The project includes improvements to facilities off site that are required for the project (see Figure 2-24, Proposed Off-Site Improvements). The off-site improvements include improving 1,200 feet of A Street from the intersection with 28th Street, through to the former 28th Street Landfill, to the project site to meet current City roadway standards. A roadway extending east from the intersection of 28th Street and A Street through the Landfill site and over the Capital City Freeway is currently contemplated in the City's 2030 General Plan as part of the Sutter's Landing Parkway Extension, and in the Sutter's Landing Regional Park Master Plan. The project is proposing to improve the A Street Bridge over the Capital City Freeway to include a sidewalk on the north side and upgrading the guardrails. As part of the improvements to A Street through the Landfill site, geotechnical and environmental sampling will be conducted under the jurisdiction of the City and the Sacramento County Environmental Management Department (SCEMD) in its capacity as the Local Enforcement Agency. To the extent required, the improvements shall be undertaken under the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB) and SCEMD.

SOURCE: Woodley Architectural Group 2013

FIGURE 2-23

Conceptual Phasing Plan

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MCKINLEY VILLAGE PROJECT

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SOURCE: ESRI; County of Sacramento 2012

FIGURE 2-24

Proposed Off-Site Improvements

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MCKINLEY VILLAGE PROJECT

Note: There are underground water/sewer/drain lines that are not shown on this figure.

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The road enhancements shall be undertaken to achieve compliance with municipal engineering standards and requirements, ensure the integrity of the landfill and public safety, and the protection of public health, water and other environmental resources. Such actions to achieve these standards may include excavation, import of engineered fill or soil, compaction, and or installation of an engineered cover meeting the requirements of the LEA and CVRWQCB, as appropriate. Additional signage and measures, such as barriers, to ensure the security of the former 28th Landfill and protection of the public are also anticipated.

Potential improvements to the at-grade railroad crossing at 28th Street and B Street includes constructing a sidewalk and a barrier curb at the crossing. Additional improvements include constructing an extension of 40th Street approximately 900 feet connecting to C Street, and construction of an underpass under the UPRR embankment for vehicles, pedestrian and bicycles; constructing a tunnel under the UPRR embankment for pedestrians and bicycles connecting to Alhambra Boulevard and B Street; and modifying Sump 99 (or providing funding to the City for such modifications) to include backup power and telemetry for monitoring the pump system during storm events, to the extent that the City has not already undertaken such modification. The proposed project also includes construction of a stormwater detention basin adjacent to the southwestern portion of the site on City-owned land. As noted above, the project also includes construction of off-site water and wastewater pipes that would be extended along new roadway extensions.

Future Projects

Caltrans is considering future improvements to Capital City Freeway adjacent to the project site (Caltrans 2013). Potential improvements include closing the E Street eastbound on-ramp and adding a fourth (transitional) lane on the eastbound portion of the freeway from the UPRR overcrossing to the bridge over the American River. Caltrans has indicated these improvements could be constructed within the next 7 to 10 years; therefore, the project has been designed to accommodate these improvements if constructed at a future date. The addition of a fourth eastbound lane is currently anticipated to create four 11-foot-wide travel lanes, in lieu of the existing three 12-foot wide travel lanes and would require up to an additional 8-feet of roadway to the south. Caltrans has indicated that these improvements could be accommodated within their existing ROW. If this were to occur, the distance from the edge of the pavement (freeway) to the sound wall along the western portion of the site would be approximately 117 feet. Within the central and easternmost portions of the site, this distance decreases to approximately 43 feet from the edge of the freeway to the sound wall (see a more detailed discussion in Chapter 3, Land Use, Planning and Population as well as Figure 3-4).

The City of Sacramento 2030 General Plan includes a new interchange and bridge over the Capital City Freeway to provide access to Sutter's Landing Regional Park to the north. No

vehicle access would be provided to the project site if this interchange were constructed. However, no funding or a timeline has been identified for this project at this time.

Section 4.9, Transportation and Circulation, analyzes traffic circulation and potential traffic impacts both with the E Street eastbound on-ramp (existing plus project conditions) and with the potential closure of the ramp (cumulative conditions). In addition, the traffic model includes the proposed interchange so the cumulative traffic analysis assumes this interchange is constructed.

The Capitol Corridor Joint Powers Authority (CCJPA) is proposing to add an additional railroad track adjacent to the southern and eastern boundary of the project site, up to 45 feet closer to the project than the existing tracks closest to the site to allow more passenger trains between Roseville and Sacramento (Sacramento–Roseville Third Track project - CCJPA). It is unknown if UPRR proposes to add tracks in this area because UPRR is unable to share plans for any future projects due to homeland security reasons. However, the proposed 40th Street underpass, as well as the bicycle/pedestrian underpass if approved by UPRR, have been designed to accommodate future expansion of the UPRR/CCJPA tracks with the proposed CCJPA track being closest to the project site.

It is too speculative at this time to assume the California High Speed Train (HST) project would use this route to provide access to downtown Sacramento. Phase II of the HST project, which includes the connection to Sacramento, does not have funding for construction of the project; there is no board-adopted plan that indicates the preferred alignment; and no environmental document that evaluates the preferred alignment has been prepared or certified. Therefore, it is too speculative for this EIR to make any assumptions regarding the route of the potential HST project.

The City's Bikeway Master Plan also includes a bicycle/pedestrian bridge over the freeway adjacent to the UPRR bridge near the eastern portion of the site. The project provides a location for this proposed bikeway connection in the extreme northeast portion of the project site.

2.6 REQUIRED DISCRETIONARY ACTIONS

The City of Sacramento requires the following discretionary actions for project approval:[1]

- **Certification of the EIR and adoption of the Mitigation Monitoring Plan**. Before the City can approve the proposed project, it must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent

[1] The master plan for Sutter's Landing Park will not need to be updated as a result of the use of the A Street extension from the project (Pers. Comm, M. deBeauvieres, City Parks and Recreation Department, October 8, 2013).

judgment of the City of Sacramento. Approval of the EIR also requires adoption of a Mitigation Monitoring Program (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City would also be required to adopt Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval. Because this EIR did not identify any significant and unavoidable impacts, the City need not prepare a Statement of Overriding Considerations.

- **Rezone.** The project would require a rezone from Heavy Industrial (M-2) to Single-Family Alternative Planned Unit Development (R-1A PUD) zone and Residential Mixed Use (RMX) zone.
- **General Plan Amendment.** The project requires redesignating the site from Planned Development to Traditional Neighborhood Medium Density (8–21 dwelling units per acre (du/ac)).
- **Establishment of the McKinley Village Planned Unit Development (PUD) Guidelines and Schematic Plan.** The project will require approval of a PUD designation. A PUD controls the development of land with specific regulations related to design. The purpose of a PUD is to provide greater flexibility in the design or development standards of integrated developments than is otherwise possible through strict application of zoning regulations. PUDs can include all or a portion of a residential neighborhood, an employment center, or a mixed residential/employment development.
- **Tentative Subdivision Map**. The applicant is seeking approval of a tentative subdivision map for the entire project.
- **Large Lot Tentative Subdivision Map.** The applicant is seeking approval of a large lot subdivision map to subdivide the 48.75-acre site.
- **Subdivision Modification**. A subdivision modification is required to allow nonstandard street sections and alleys that are approved through the PUD process.

Other Ministerial Permits

Grading Permit and Stockpile Permit. The City regulates land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities. Prior to any earth-disturbing activities directed by the project applicant, the project applicant will be required to obtain a permit from the City per the City's grading ordinance (Sacramento City Code, Chapter 15.88). All grading must be done in compliance with the conditions of grading approval.

Limited Discharge to the Combined or Separate Sewer System. Groundwater discharges to the City's combined or separated sewers must be regulated and monitored by the Department

of Utilities (DOU) (City Council Resolution No. 92-439). Limited Discharges are short groundwater discharges of 7 days duration or less and must be approved through the DOU by acceptance letter.

Responsible and Permitting Agencies

Responsible and permitting agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an EIR or Initial Study/Negative Declaration. A list of responsible and/or permitting agencies is included below. However, this list is not exhaustive and could include other agencies. This Draft EIR has been designed to provide information to these agencies to assist them in the permitting processes for the proposed project. While CEQA is not binding on federal agencies, and no federal agencies have been identified that would be required to take action on the project, any such agency may use the analysis in this document in order to assist with the preparation of their own analyses required by federal law.

Central Valley Regional Water Quality Control Board (CVRWQCB). Ensures compliance with the City's National Pollutant Discharge Elimination System (NPDES) Permit for any stormwater discharge associated with construction activity, and with the landfill's waste discharge requirements associated with the destruction and relocation of the six soil gas probes and groundwater monitoring wells located on the project site, and to the destruction and abandonment of any water supply well on the project site, to the extent required. The CVRWQCB may also provide oversight and approval of the A Street road improvements, as required. See also below Sacramento County Environmental Department.

Construction activities may involve short-term dewatering and discharge of groundwater to the City's CSS. Discharges may be covered by a municipal permit provided they are (1) either 4 months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 million gallons per day. Construction dewatering, well development water, pump/well testing, pipeline testing, and miscellaneous dewatering/low-threat discharges are among the types of discharges that may be covered by the permit. The general permit also specifies standards for testing, monitoring, and reporting, receiving water limitations, and discharge prohibitions. If the discharge is part of a groundwater cleanup or contains excessive contaminants, CVRWQCB approval is required.

California Department of Transportation (Caltrans). Grants encroachment permits for any work within or adjacent to a state roadway or within a Caltrans ROW.

Sacramento Metropolitan Air Quality Management District (SMAQMD). Oversees air quality and has the authority to require mitigation fees.

California Public Utilities Commission (CPUC). Grants approval for a new public crossing at 40th Street and the Alhambra bicycle/pedestrian tunnel, if approved by UPRR. At the existing 28th Street at-grade crossing, CPUC and the City would approve any upgrades to the at-grade crossing.

Sacramento County Environmental Management Department (SCEMD). The SCEMD is certified by CalRecycle as the Local Enforcement (LEA) for Sacramento County. The LEA permits and inspects solid waste facilities and enforces state laws pertaining to the storage, processing, and disposal of solid waste. The LEA along with the CVRWQCB will approve the design and relocation of the six soil gas probes and two groundwater monitoring wells on the project site. The abandonment and destruction of any water supply well shall be conducted under the jurisdiction of the SCEMD and, to the extent required, the CVRWQCB. The LEA and CVRWQCB may additionally determine that the landfill operator must make landfill design modifications in connection with the improvements to A Street from the A Street Bridge to 28th Street (e.g., related to landfill security, integrity of the landfill, and access to landfill monitoring equipment), which modifications may be required to be included in the Postclosure Land Use Plan and, potentially related Landfill documents. Further, should solid waste be determined to be located beneath the road alignment that connects the A Street Bridge to 28th Street, both the LEA and the CVRWQCB may be required to make modifications to the Postclosure Land Use Plan, the Closure/Postclosure Maintenance Plan and the Postclosure Maintenance and Corrective Action Order, respectively.

California Public Utilities Commission (CPUC). Grants approval of a public crossing for the underpass and the bicycle/pedestrian tunnel, if approved by UPRR. Grants approval new public crossing at 40th and Alhambra bicycle/pedestrian tunnel. At the existing 28th Street at-grade crossing, CPUC and city would approve any upgrades to that at-grade crossing.

Twin Rivers Unified School District, Sacramento City Unified School District, and the County Committee on School District Organization. Grants approval of the territory transfer from the Twin Rivers Unified School District to the Sacramento City Unified District to the extent that such action is not otherwise exempt from CEQA. The governing boards of each district may take an action approving the territory transfer, and the County Committee on School District Organization will be the agency with authority to approve the transfer. Appeals may be filed with the State Board of Education which will act as the final arbiter in the event of an appeal.

2.7 SOURCES CITED

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