

City of **SACRAMENTO**

Community Development Department
Environmental Planning Services
916-808-7931

300 Richards Boulevard
Sacramento, CA
95811

ADDENDUM TO AN APPROVED ENVIRONMENTAL IMPACT REPORT

Cedar at McKinley Village (P18-010)

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Cedar at McKinley Village: This Addendum to the McKinley Village EIR (SCH No. 2008082049) evaluates the proposal to modify the approved McKinley Village project to increase the total number of number of single-family residences from 312 to 328 (increase of 16 units), remove the assumption that 2,000 square feet of retail uses would be included in the project's Recreation Center, and revise the assumption for future development of second units or "granny flats" reasonably anticipated to be developed within McKinley Village.

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 attached EIR. A new EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

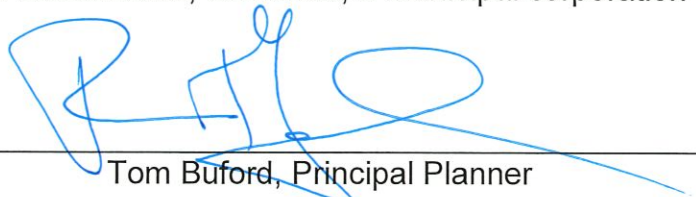
This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

The environmental document may 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

Date: June 11, 2018

By: _____


Tom Buford, Principal Planner



**Addendum to the McKinley Village Project
Environmental Impact Report (SCH No. 2008082049)**

Prepared for:

**City of Sacramento Community Development Department
Environmental Planning Services**
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811
Contact: Tom Buford, Manager, Environmental Planning Services

Prepared by:

DUDEK
1102 R Street
Sacramento, California 95811
Contact: Christine Kronenberg, AICP

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1 INTRODUCTION

1.1 Project Overview and Project Background

The McKinley Village project as approved by the City of Sacramento (City) included development of 336 residential units, a neighborhood recreation center, parks, and associated infrastructure on an approximately 48.75-acre site. The McKinley Village Environmental Impact Report (EIR)¹ assumed, for the purposes of the traffic analysis that, in addition to the above, 40 second units or “granny flats” would be constructed within the project and that 2,000 square feet of retail uses would be included in the Recreation Center. The McKinley Village project is located in the East Sacramento Community Planning Area in the City, as shown in Figure 1.

This Addendum to the McKinley Village EIR evaluates the proposal to modify the approved McKinley Village project to increase the total number of number of single-family residences from 312 to 328 (increase of 16 units), remove the assumption that 2,000 square feet of retail uses would be included in the project’s Recreation Center, and revise the assumption for future development of second units or “granny flats” reasonably anticipated to be developed within McKinley Village. The number of multi-family units would remain the same at 24 with the total number of residential units increasing from 336 to 352.

The project requires an amendment to the PUD Guidelines, PUD Schematic Plan Amendment, Tentative Map, and Site Plan and Design Review. In addition, for the sake of accuracy, the PUD Guidelines are being updated to conform to prior actions taken by the City Council on October 31, 2017 regarding the City’s determination not to proceed forward with design and construction of a bicycle/pedestrian underpass at Alhambra Boulevard. The agenda and staff report for this action is available at www.cityofsacramento.org. These prior actions taken by the City Council regarding the underpass are unrelated to this project, but are reflected in the amendments to the PUD Guidelines to conform to the prior City Council actions of October 31, 2017.

The McKinley Village Final EIR was originally certified by the City in April 2014. In response to the Court of Appeal’s decision in *East Sacramento Partnerships for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, the City prepared a Revised EIR to better explain the rationale for the City’s traffic level of service (LOS) threshold that allows a lower LOS in the “Core” area of the City. The Revised EIR was certified by the City Council in April 2017. A copy of the McKinley Village EIR, which is comprised of the McKinley Village Draft EIR, McKinley Village Final EIR, Errata to the McKinley Village Final EIR, McKinley Village

¹ The McKinley Village EIR is comprised of the McKinley Village Draft EIR, McKinley Village Final EIR, Errata to the McKinley Village Final EIR, McKinley Village Revised Draft EIR, and the McKinley Village Final Revised EIR.

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Revised Draft EIR, and McKinley Village Final Revised EIR, is available on the Community Development Department EIR web site at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

1.2 California Environmental Quality Act Compliance

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under the California Environmental Quality Act (CEQA). Section 15162 of the CEQA Guidelines describes the conditions under which a Subsequent EIR or Negative Declaration is required. In summary, when an EIR has been certified for a project, no Subsequent EIR or Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following circumstances is present:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.



SOURCE: Sacramento County GIS (2012); Wood Rodgers (2018)



FIGURE 1

Project Location Map

Addendum to the McKinley Village EIR

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An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts as defined in CEQA Guidelines Sections 15162. (CEQA Guidelines, § 15164.)

This Addendum is intended to evaluate and confirm CEQA compliance for proposed amendment to the McKinley Village project, which would be a change relative to what is described and evaluated in the McKinley Village EIR. As required by Section 15164 of the CEQA Guidelines, the determination not to prepare a Subsequent EIR must be supported by substantial evidence. This evidence is contained within this document and in the files and records of the City concerning the McKinley Village project. This document should be reviewed in conjunction with the McKinley Village EIR.

As discussed above, the McKinley Village Revised Final EIR was completed and certified by the City in April 2017 (SHC No. 2008082049). Project approvals included a General Plan Amendment from Planned Development to Traditional Neighborhood Medium Density (8–21 dwelling units per acre (du/ac); rezone from Heavy Industrial (M-2) to Single-Unit or Duplex Dwelling (R-1A PUD) zone, Multi-Unit Dwelling (R-2A PUD) zone, and Residential Mixed Use (RMX) zone; establishment of the McKinley Village Planned Unit Development (PUD) Guidelines and Schematic Plan; amendment to the City’s Bikeway Master Plan; Subdivision Tentative Map; and a Master Parcel Map.

The environmental analysis in this Addendum examines whether the proposed changes could trigger any new significant impacts that were not previously identified in the McKinley Village EIR. The proposed changes are consistent with the approved land use designation and zoning and do not propose to change the area of project disturbance or “project footprint.” Because the proposed changes are consistent with the land uses and zoning adopted in the McKinley Village project, and applicable City ordinances and development standards, it was determined that the prior EIR is adequate and that a Subsequent EIR or Negative Declaration would not be required for the modifications to the project. The information contained within this Addendum is provided as a disclosure document, consistent with Section 15164 of the CEQA Guidelines and will provide a basis for the City to make an administrative determination that the previous EIR and environmental determinations are applicable to the proposed changes.

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The following is an overview of the steps followed for the environmental review of the proposed changes.

- Review the proposed changes in light of the project description contained in the McKinley Village EIR to determine if the circumstances described in section 15162 of the CEQA Guidelines calling for the preparation of a Subsequent EIR or Negative Declaration has occurred.
- Review the proposed changes in light of the impact analysis and mitigation measures contained in the McKinley Village EIR.
- Identify whether any new significant impacts could arise as a result of implementation of the proposed modifications to the project.
- Consider whether any new mitigation measures may be appropriate to address newly identified impacts, if any.

The primary source reviewed for the preparation of this Addendum is the McKinley Village EIR and associated technical studies, available at the City's Community Development Department. Pursuant to Section 15164 of the CEQA Guidelines, if the City adopts this Addendum and approves the proposed project changes, the Addendum will be treated as an attachment to the McKinley Village EIR.

As demonstrated below, the proposed changes would have no new significant environmental effects beyond those identified in the previously approved EIR. Substantial evidence supports the decision not to prepare a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163 of the CEQA Guidelines and, as such, this Addendum is the appropriate environmental document under CEQA.

1.3 Project Description and Evaluation

Project Description

Project Location

The McKinley Village project site is located within the East Sacramento Community Planning Area (see Figure 1). The project site is partially developed with residences, the recreation center, parks, and roads. The site is bounded on the south and east by an elevated portion of the Union Pacific Railroad (UPRR) tracks and on the north and west by the Capital City Freeway.

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New Project Elements

The project applicant seeks to amend the approved McKinley Village project to create a new single-family home type (“Cedar”) that would have floor plans ranging from 1,577 square feet to 2,064 square feet and would have porches and entries facing the street with garages that load onto alleys. This new home type would replace 24 units identified in the McKinley Village EIR as “Park Homes” (8 units) and “Cottage Greens” (16 units). None of these units have been constructed. A total of 8 lots would be added along the east side of Fischbacher Street and 8 lots along the west side of Fonseca Street (see Figure 2). This would increase the number of lots from 24 “Park Homes” (8 units) and “Cottage Greens” (16 units) lots to 40 “Cedar” lots. This proposed modification to the project will result in the addition of 16 homes, for a total of 352 units.

For the purposes of the McKinley Village EIR traffic and noise analysis a total of 40 second units was factored into the traffic model and operational noise model. However, based on current evidence provided by the project applicant, the number of second units or “granny flats” over garages anticipated to be constructed within McKinley Village is likely to be 9, or 31 fewer secondary units than assumed in the McKinley Village EIR’s traffic analysis. As of June 3, 2018, 37 residences that include the option for secondary units have been sold and only 4 purchasers opted for the secondary unit. If the current market absorption (as of June 3, 2018) of secondary units continues, then there would ultimately only be 9 secondary units included in residences that include this option.² The secondary unit option, which is located over the garage, requires significant structural requirements that are not included in the standard base house building plans. The foundation for the secondary unit requires a deepened footing and additional structural hold downs. There is an additional shear wall in the garage when the secondary unit option is selected, as well as additional structural framing posts, shear wall, clips and hold downs in the upstairs bedroom located adjacent the secondary unit. Because the secondary unit creates a second floor over the garage, a TJI joist system is installed in the first floor framing. The secondary unit is a conditioned space and requires an AC and FAU for cooling and heating. To add a secondary unit to an already completed home that did not have the unit originally built would be a significant and costly construction undertaking and is highly unlikely.

The City does not consider granny flats to be separate units; therefore, they were not included in the project’s land use summary and the potential increase in demand associated with water, sewer, solid waste and electricity was not quantified. However, as noted above, for the purposes of the McKinley Village EIR traffic analysis a total of 40 second units was factored into the traffic model.

² Current rate of secondary units is 1 out of every 9.25 homes. With the approval of this application there are 82 homes that provide the option for secondary units; therefore, 82 divided by 9.25 = 8.9, rounded to 9.

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Lastly, the McKinley Village EIR anticipated that the project's recreation center may include up to 2,000 square feet of retail space that could be used for a café, restaurant, shop or other retail use that would be open to the public. Since the project was approved the recreation center has been constructed and it does not include any retail uses.

Project Evaluation

The additional 16 new units (lots) would be located in an area previously designated and evaluated for development. The change in the area of disturbance previously evaluated in the McKinley Village EIR would be negligible. There would be a small increase in the amount of impervious surface area, but it would not result in any additional impacts. All development is required to comply with existing City ordinances including the City's Stormwater Management and Discharge Control Code (Ord. 2004-042 Section 1; Ord. 98-007 Section 1), Grading and Erosion and Sediment Control (Ordinance No. 93-068), and update of the project's Storm Drainage Master Plan in compliance with the City's Design and Procedures Manual. Reducing the number of second units that may foreseeably be developed would not alter the project footprint because these units are within the footprint of the homes with which they are associated.

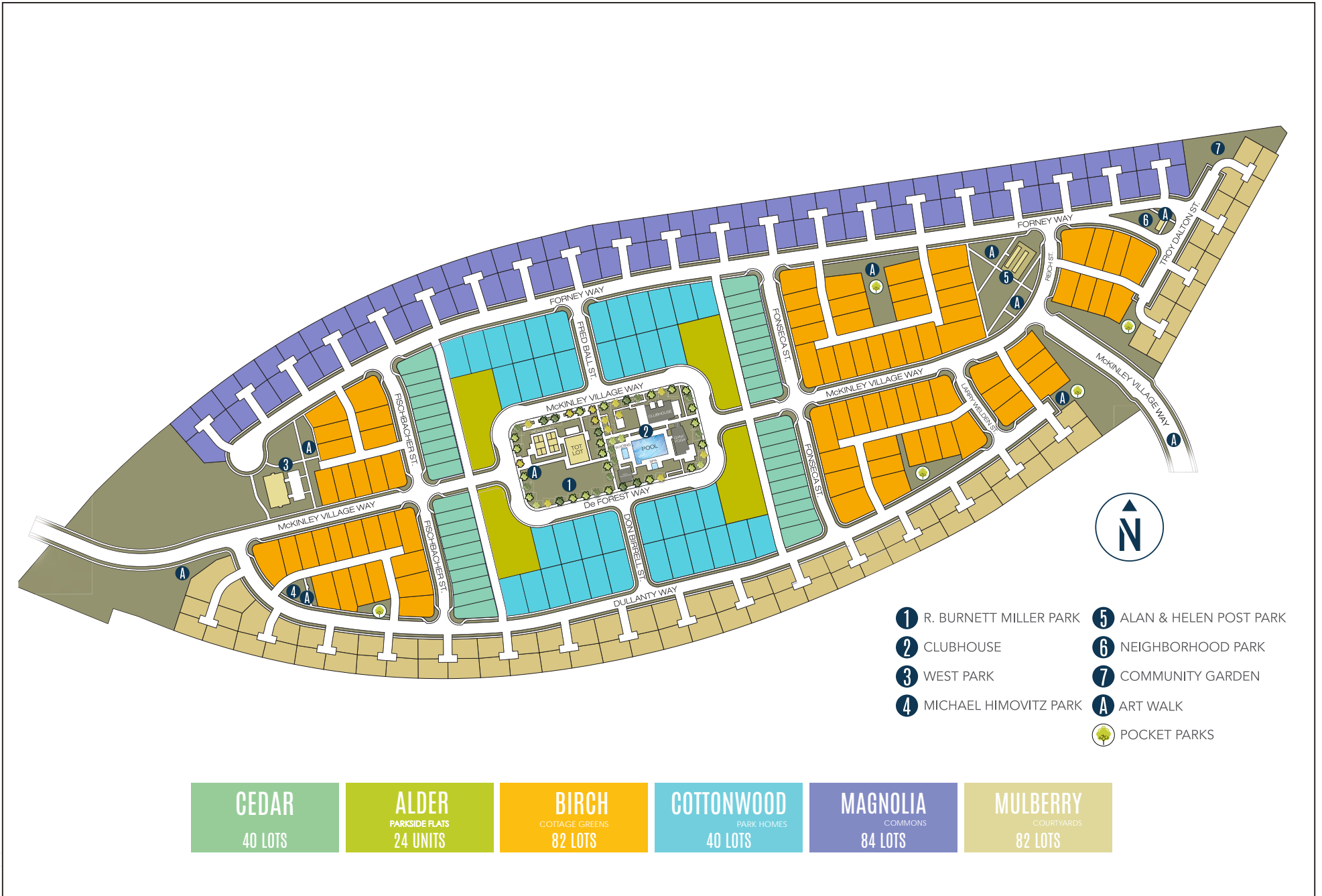
Because these proposed changes do not alter the area of disturbance (project footprint) only changes to air quality, noise, public services, utilities, and transportation will be evaluated in this Addendum. In addition, an evaluation of land use, planning and population is included for background.

Land Use, Planning and Population

The 16 new lots would be located on 2.4 acres in the area designated Traditional Neighborhood medium density (8–21 du/ac). This area is zoned Single Unit or Duplex Dwelling Zone Planned Unit Development (R-1A PUD), which allows a maximum density of 2 dwelling units per lot. The density of the overall McKinley Village project would increase from 11.2 to 11.8 units per acre, while the density of the R-1A areas containing residential units would increase from 11 to 11.6, which is consistent with the underlying zoning. These new units would be consistent with the existing land use designation and zoning.

The increase in 16 units would add an additional 32 residents to the project increasing the project's anticipated population from 656 to 688³ (City of Sacramento McKinley Village Draft EIR 2014, p. 3-4). The overall density of the project would increase slightly from 11.2 residential units per acre to 11.7 units per acre.

³ Assuming the City's rate of 2.0 person's per household.



SOURCE: The New Home Company (2017)

FIGURE 2
Site Map

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The City does not consider granny flats to be separate units; therefore, the reduction in the number of second units or granny flats does not change the overall number of residential units, density, or future residences of the project (except for the purposes of the McKinley Village EIR traffic and noise analyses as previously mentioned).

Air Quality

In the McKinley Village EIR operational emissions generated by the project were found to not exceed the ROG and NO_x thresholds (City of Sacramento McKinley Village Draft EIR 2014, Table 4.1-9 on page 2-11). Table 1 presents the project’s revised operational emissions which accounts for the additional 16 residential units. Project-generated criteria air pollutant emissions were estimated using the most recent version of the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The new modeling shows that the addition of 16 units to the project would still result in an operational impact that is less than significant as the significance thresholds for ROG and NO_x would not be exceeded. Further, it is assumed construction emissions would essentially be the same because the same type of construction equipment would be used and the schedule to construct these additional units would be the same or very similar to what was assumed to construct the previously approved 24 “Park Home” (16 units) and “Cottage Greens” (8 units) units. Therefore, construction emissions were not re-modeled.

Table 1
Operational ROG and NO_x Emissions (pounds per day)

Source	ROG Emissions		NO _x Emissions	
	<i>Unmitigated</i>	<i>Mitigated</i>	<i>Unmitigated</i>	<i>Mitigated</i>
<i>Summer</i>				
Area	16.48	16.48	3.45	3.45
Energy	0.25	0.25	2.14	2.14
Mobile	11.01	10.18	48.60	47.76
Total Summer	27.74	26.91	54.19	53.35
<i>Winter</i>				
Area	16.48	16.48	3.45	3.45
Energy	0.25	0.25	2.14	2.14
Mobile	8.66	7.86	51.66	44.43
Total Winter	25.39	24.59	57.25	50.02
<i>Maximum Daily</i>	<i>27.74</i>	<i>26.91</i>	<i>57.25</i>	<i>53.35</i>
<i>Pollutant Threshold</i>	<i>65</i>	<i>65</i>	<i>65</i>	<i>65</i>
Threshold Exceeded?	No	No	No	No

Source: Dudek 2018.

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Noise

Noise and vibration associated with construction of the McKinley Village project was determined to be less than significant in the McKinley Village EIR because the City exempts construction noise from the Noise Ordinance provisions if construction activity is limited to daytime hours (City of Sacramento McKinley Village Draft EIR 2014, pp. 4.6-38, 39). Construction of the 16 new units would also comply with the City's Noise Ordinance. Noise associated with the increase in vehicle trips associated with the McKinley Village project was also determined to be less than significant (City of Sacramento McKinley Village Draft EIR 2014, pp. 4.6-39, 40).

The new units are not located adjacent to either the UPRR tracks or Capital City freeway and no impact was identified in the McKinley Village EIR for this portion of the project site; therefore, noise mitigation included in the McKinley Village EIR would not be required. Operation of the 16 new units and the resulting increase in vehicle trips would not exceed what was previously evaluated in the McKinley Village EIR traffic analysis (see Transportation discussion below). Therefore, the addition of 16 units would not result in significant new construction or operational traffic-related noise impacts from what was originally considered in the McKinley Village EIR. All impacts remain less than significant.

The reduction in second units and the clarification that no retail uses were added in the recreation center would not have an effect on the noise analysis included in the McKinley Village EIR.

Public Services

The McKinley Village EIR concluded that project and cumulative impacts to public services including police and fire, schools, and parks would be less than significant (City of Sacramento McKinley Village Draft EIR 2014, pp. 4.7-25 through 28 and Errata to the McKinley Village Final EIR). The 16 new units would be required to pay school impact fees, pursuant to SB 50 and pay the City's Park Development Impact fee (Chapter 18.44 of the Sacramento City Code) and additional Quimby Act park fees. Therefore, the addition of 16 units and 32 new project residents would not result in new impacts or a substantial increase in impacts to schools or parks consistent with the McKinley Village EIR. The addition of 32 new residents would not require the addition of new police or fire personnel and would not require construction of new, or the expansion of existing, police or fire facilities. Thus, the addition of 16 units and 32 new project residents would not result in new impacts or a substantial increase in impacts to police or fire from what was originally considered in the McKinley Village EIR, as shown below in Table 2. All impacts remain less than significant, as in the McKinley Village EIR.

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The reduction in second units and the clarification that no retail uses are included in the recreation center would not change the demand on public services evaluated in the McKinley Village EIR.

The total number of students would increase by 12 students from 253 to 265 (Errata to McKinley Village Final EIR, Table 4.7-4), as shown in Table 2.

Table 2
Student Generation Estimates

Unit Type	SCUSD Generation Rates		Number of Units		Increase of Student Enrollment Generated by the Amended Project
	Single-Family	Multi-Family	Single-Family	Multi-Family	
Elementary School (K-6)	.44	.19	328	24	149
Middle School (7-8)	.12	.03	328	24	40
High School (9-12)	.23	.04	328	24	76
Total	.79	.26	328	24	265

Source: City of Sacramento General Plan Master EIR, 2014.

Public Utilities

The McKinley Village EIR evaluated the increase in demand for water, wastewater treatment, solid waste disposal, storm drainage and increase in demand for energy. Impacts were all found to be less than significant (City of Sacramento McKinley Village Draft EIR 2014, pp. 4.8-28 through 34). The addition of 16 new units would slightly increase the demand for water, wastewater treatment, solid waste disposal and energy services.

The project's demand for water was estimated to be 171 acre-feet per year (AFY) (Errata to McKinley Village Final EIR, Table 4.8-8). Since 2014 the City has updated its water demand rates which results in an overall reduction in the project's water demand. The additional 16 units would contribute 6.24 AFY, for a project total of 133.09 AFY based on the City's current demand factors, as shown in Table 3.

The project's average generation of wastewater was estimated at 136,800 gallons per day (gpd) (Errata to McKinley Village Final EIR, Table 4.8-9). Based on the City's Updated Sewer Standards, the addition of 16 units would contribute 4,960 gpd for a project total of 108,238 gpd, as shown in Table 4. Based on the City's new demand rates for wastewater the project's average wastewater flows would decrease from what was previously assumed in the Errata to the McKinley Village Final EIR.

The project's increase in the generation of solid waste was estimated to be 595 tons per year (Errata to McKinley Village Final EIR, Table 4.8-10). The 16 additional units would generate approximately

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17 tons per year of solid waste for a total of 612 tons per year (see Table 5). Factoring in a 50% diversion rate the amount would be reduced to 305 tons per year.

Thus, as illustrated further in Tables 3 through 5, the increase in demand for utilities would be minimal and would not result in new project impacts. Impacts would remain less than significant, as in the McKinley Village EIR.

**Table 3
Amended Project Water Demand**

Proposed Use	Demand Factor (AFY)	Acres/Units	Total Demand (AFY)
Residential – SF	.39	328	127.92
Residential – MF	.12	24	2.88
Parks and Recreation and landscaped common areas	.37	6.2	2.29
Total			133.09

Source: City of Sacramento Water Study Design Manual, November 2016.

**Table 4
Amended Project Wastewater Generation**

Proposed Use	Units/SF	ESD Equivalent Factor (1 ESD = 310 gpd) ¹	Average Wastewater (gpd)	Peak Flow (gpd)
Single-Family Residential	328	1.0 ESD	101,680	241,925 ²
Multi-Family Residential	24	0.75 ESD	5,568	15,322 ³
Recreation Center	4,275 sf	0.75 ESD/1,000 sf	990	4,088 ⁴
Total			108,238	261,335

Source:

¹ City of Sacramento Sewer Collection Systems, April 16, 2018.

Notes:

² $PF = 1.7 ADWF^{-0.056} = (1.7)(0.10 \text{ mgd})^{-0.056} = 1.93$ peaking factor. $PWWF = PDWF + RDII = 196,645.7 \text{ gpd} + (1,600 \text{ g/ net acre})(28.3 \text{ acres}) = 241,925 \text{ gpd}$

³ $PF = 1.7 ADWF^{-0.056} = (1.7)(0.005 \text{ mgd})^{-0.056} = 2.29$ peaking factor. $PDWF = ADWF \times PF = (5,580 \text{ gpd})(2.29) = 12,762.65 \text{ gpd}$
 $PWWF = PDWF + RDII = 12,762.65 \text{ gpd} + (1,600 \text{ g/ net acre})(1.6 \text{ acres}) = 15,322 \text{ gpd}$

⁴ $PF = 1.7 ADWF^{-0.056} = (1.7)(0.000993 \text{ mgd})^{-0.056} = 2.5$ peaking factor. $PDWF = ADWF \times PF = (993.94 \text{ gpd})(2.5) = 2,488.74 \text{ gpd}$
 $PWWF = PDWF + RDII = 2,488.74 \text{ gpd} + (1,600 \text{ g/ net acre})(1.0 \text{ acres}) = 4,088 \text{ gpd}$

**Table 5
Amended Project Solid Waste Generation**

Proposed Use	Unit of Measurement	Generation Rate	Waste Generated (Approx.)	Waste Sent to Landfills ³ (Approx.)
Single-Family Residential ¹	352 units	1.1 tons/unit/year	387 tons/yr	193 tons/yr

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**Table 5
Amended Project Solid Waste Generation**

Proposed Use	Unit of Measurement	Generation Rate	Waste Generated (Approx.)	Waste Sent to Landfills ³ (Approx.)
Recreation Center ²	1 acre (43,560 sf)	3.12 lb/100 sf/day	225 tons/yr	112 tons/yr
Total			612 tons/yr	305 tons/yr

Sources/Notes:

¹ City of Sacramento General Plan Master EIR, 2014.

² CalRecycle 2013.

³ Assumes a 50% diversion rate.

1.0 acre was assumed for the recreation center, which represents a conservative estimate.

lb = pound

sf = square feet

Transportation

To evaluate the change in vehicle trips and trip generation the City contracted with Fehr & Peers to review the proposed project changes (see Appendix A). The resulting trip generation for the approved McKinley Village project included 312 single-family residential units, 24 multi-family (residential condominium/townhouse) units, 40 secondary units (“granny flats”) and 2,000 square feet of neighborhood retail.

Table 6 presents the resulting trip generation of the approved project and the proposed changes.

**Table 6
Approved Plan and Proposed (Changes) Plan Trip Generation (with 9 Secondary Units²)**

	Approved Plan				Proposed Changes			
	Quantity ¹	Daily	AM Peak Hr	PM Peak Hr	Quantity ¹	Daily	AM Peak Hr	PM Peak Hr
SF Residential	312	2,992	228	293	328	3,132	239	306
MF Residential and Secondary Units	64 ³	436	36	42	33 ²	245	21	24
Neighborhood Retail	2 KSF	85	2	7	0 KSF	0	0	0
Total Trips		3,513	266	342		3,377	260	330

Source: Fehr & Peers, 2018.

Notes:

1 DU – dwelling unit; KSF – thousand square feet

2 Number of secondary units (9) calculated using current market absorption rate; rate based on data provided by the project applicant. The proposed plan also includes 24 multi-family units, resulting in a total of 33 secondary/multi-family units.

3 Comprised of 40 secondary units and 24 multi-family units (for total of 64).

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As shown in Table 7, the proposed changes would result in a decrease in trip generation by 136 daily trips, 6 AM peak hour trips, and 12 PM peak hour trips. Based on these findings, the proposed changes to the approved project would not result in any additional impacts to the transportation system beyond those documented in the McKinley Village EIR.

**Table 7
Trip Generation Difference**

	Daily	AM Peak Hour	PM Peak Hour
Approved Project	3,513	266	342
Proposed Changes	3,377	260	330
Difference	-136	-6	-12

Source: Fehr & Peers, 2018.

The traffic analysis also considered the maximum number of secondary units that could be constructed before exceeding the daily, AM peak hour, or PM peak hour trip generation estimate for the approved project. As part of this iterative process, the total number of secondary units was increased until the total trips exceeded trips generated by the approved project during one of the three time periods. Based on this analysis up to 21 secondary units could be constructed without exceeding the trip generation of the approved plan under any of the study time periods (trip threshold would be exceeded during the AM peak hour with 22 secondary units); this equates to roughly two times the current market absorption rate of secondary units (see Appendix A). Therefore, current data demonstrates that, after implementation of the proposed project modifications, the McKinley Village project traffic generation rates would not result in any additional impacts to the transportation system beyond those documented in the McKinley Village EIR. As a result, transportation impacts would remain less than significant.

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2 REFERENCES

City of Sacramento. 2013. *Draft Environmental Impact Report for the McKinley Village Project, City of Sacramento*. November 2013. (Referred to herein as “McKinley Village Draft EIR.”)

City of Sacramento. 2014. *Final Environmental Impact Report for the McKinley Village Project, City of Sacramento*. March 2014. (Referred to herein as “McKinley Village Final EIR.”)

City of Sacramento. 2014. *Errata to the McKinley Village Final Environmental Impact Report, City of Sacramento*. April 14, 2014. (Referred to herein as “Errata to McKinley Village Final EIR.”)

City of Sacramento. 2017. *McKinley Village Revised Draft Environmental Impact Report, City of Sacramento*. January 2017. (Referred to herein as “McKinley Village Revised Draft EIR.”)

City of Sacramento. 2017. *McKinley Village Revised Final Environmental Impact Report, City of Sacramento*. April 2017. (Referred to herein as “McKinley Village Revised Final EIR.”)

Note: Collectively, these Reference Documents are referred to in this Addendum as the “McKinley Village EIR.”

City of Sacramento. 2018. *Sewer Collection Systems, City of Sacramento*. April 2018.

City of Sacramento. 2016. *Water Study Design Manual, City of Sacramento*. November 2016.

Addendum to the McKinley Village Project Environmental Impact Report

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APPENDIX A
Change in Trip Generation

Date: June 6, 2018

To: Aelita Milatzo – City of Sacramento

From: David Carter – Fehr & Peers

Subject: McKinley Village – Change in Trip Generation

RS18-3641

This memorandum documents potential changes to the McKinley Village project's trip generation that would result from a proposed modification to the project's site plan filed on February 22, 2018.

The approved McKinley Village project includes the following land uses:

- 312 single-family residential units
- 24 multi-family (residential condominium/townhouse) units
- 40 secondary units ("granny flats")
- 2,000 square feet of neighborhood retail

The project applicant proposes to modify the approved land uses as follows:

- Remove 2,000 square feet of retail
- Add 16 single-family residential units
- Reduce the number of secondary units (see two scenarios below)

New trip generation estimates were prepared for the following two scenarios:

- Modified site plan with secondary units reduced based upon market absorption rate (i.e., nine total secondary units).
- Modified site plan with secondary units reduced to maximum number before exceeding the daily, AM peak hour, or PM peak hour trip generation estimate for the approved project.

The change in trip generation was computed using the same Institute of Transportation Engineers (ITE) methodologies as used in the approved EIR for the project. Consistent with the methodology used for the EIR analysis, the trip generation estimates in this memorandum conservatively include no reductions for internalized trips between project land uses, no reductions for pass-by trips, and no reduction for trips made by walking, biking, or transit.

Tables 1 and 2 present the resulting trip generation of the approved and proposed plans.

Table 1
Approved Plan and Proposed Plan Trip Generation (with 9 Secondary Units²)

	Approved Plan				Proposed Plan			
	Quantity ¹	Daily	AM peak hour	PM peak hour	Quantity ¹	Daily	AM peak hour	PM peak hour
Single Family Residential	312 DU	2,992	228	293	328 DU	3,132	239	306
Multi-Family Residential & Secondary Units	64 DU ³	436	36	42	33 DU ²	245	21	24
Neighborhood Retail	2 KSF	85	2	7	0 KSF	0	0	0
Total Trips		3,513	266	342		3,377	260	330

¹ DU – dwelling unit; KSF – thousand square feet

² Number of secondary units (9) calculated using current market absorption rate; rate based on data provided by the project applicant. The proposed plan also includes 24 multi-family units, resulting in a total of 33 secondary/multi-family units.

³ Comprised of 40 secondary units and 24 multi-family units (for total of 64).

Table 2
Trip Generation Difference

	Daily	AM Peak Hour	PM Peak Hour
Approved Plan	3,513	266	342
Proposed Plan	3,377	260	330
Difference	-136	-6	-12

As shown in Table 2, the proposed modification to the plan would result in a decrease in trip generation by 136 daily trips, 6 AM peak hour trips, and 12 PM peak hour trips.

As noted in Table 1, the calculations presented above assume that a total of 9 secondary units would be constructed under the modified plan. This number was calculated using current market absorption data provided by the project applicant. This data indicates that of the 37 homes sold to date (as of June 3, 2018) that include the option to construct a secondary unit, 4 buyers have elected to include a secondary unit; upon buildout, 82 homes will be constructed with the option to include a secondary unit. Therefore:

- $37/4 = 9.25$; $82/9.25 = 8.86$ (rounded up to 9 for this analysis)

Given that market conditions could change during the time that it takes to fully build-out the project, a second analysis was conducted to determine the maximum number of secondary units that could be constructed before exceeding the daily, AM peak hour, or PM peak hour trip generation estimate for the approved project. As part of this iterative process, the total number of secondary units was increased until the total trips exceeded trips generated by the approved project during one of the three time periods.

As shown in Table 3, up to 21 secondary units could be constructed without the trip generation exceeding the trip generation of the approved plan under any of the study time periods (trip threshold would be exceeded during the AM peak hour with 22 secondary units); this equates to roughly two times the current market absorption rate of secondary units.

Therefore, by using current market absorption rates for secondary units, the proposed plan would result in fewer trips than the approved plan during all study time periods. To exceed the approved plan's trip generation, more than two times the current market rate of prospective buyers would have to elect to add the secondary unit option with their home purchase. Based on these findings, the proposed modification to the approved project would not result in any additional impacts to the transportation system beyond those documented in the McKinley Village EIR.

**Table 3
 Approved Plan and Proposed Plan Trip Generation (with 21 Secondary Units²)**

	Approved Plan				Proposed Plan			
	Quantity ¹	Daily	AM peak hour	PM peak hour	Quantity ¹	Daily	AM peak hour	PM peak hour
Single Family Residential	312 DU	2,992	228	293	328 DU	3,132	239	306
Multi-Family Residential & Secondary Units	64 DU ³	436	36	42	45 DU ²	321	27	31
Neighborhood Retail	2 KSF	85	2	7	0 KSF	0	0	0
Total Trips		3,513	266	342		3,453	266	337

¹ DU – dwelling unit; KSF – thousand square feet

² Maximum number of secondary units (21) that could be constructed without exceeding the daily, AM peak hour, or PM peak hour trip generation estimate for the approved project. The proposed plan also includes 24 multi-family units, resulting in a total of 45 secondary/multi-family units.

³ Comprised of 40 secondary units and 24 multi-family units (for total of 64).