

# Sacramento Municipal Utility District Station A Substation Rebuild and Relocation Project

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Initial Study and Mitigated Negative Declaration • October 2015

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# Sacramento Municipal Utility District

## Station A Substation Rebuild and Relocation Project

Initial Study and Mitigated Negative Declaration • October 2015

Lead Agency:

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## Introduction

This draft initial study (IS) and mitigated negative declaration (MND) have been prepared to evaluate Sacramento Municipal Utility District's (SMUD's) Station A Substation Rebuild and Relocation Project (proposed project) for compliance with the California Environmental Quality Act (CEQA). SMUD is the lead agency responsible for complying with CEQA.

## Project Description

The Sacramento Municipal Utility District (SMUD) is proposing to rebuild, reconfigure, and relocate portions of the Station A Substation at 6th and H Streets in the City of Sacramento. The proposed project includes installing new electrical equipment on a 1.3-acre site located directly to the north of the existing substation, relocating existing underground transmission and distribution lines, and decommissioning portions of the equipment located at the existing substation. SMUD has owned and operated the historic Station A since the 1940s and constructed the outdoor portion of the substation in the 1950s. The existing substation equipment is nearing the end of useful life and requires replacement, upgrade and additional space to maintain Station A as a reliable power source for downtown Sacramento. Additional space is required because it would not be feasible to rebuild the existing substation in place while maintaining electrical service in the downtown area currently provided by Station A. The project also includes relocation of a Regional Transit substation at the new site, construction of a new SMUD control building that will house electrical equipment replacing equipment currently located inside the existing Station A building, and new gas insulated substation equipment. The project also includes the construction of two small open space areas (total of approximately 6,300 square feet) on 6th Street and 7th Street, within the new site. A detailed description of the proposed project is in Chapter 2, "Project Description."

## Findings

As the CEQA lead agency, SMUD finds that the proposed project would be implemented without causing a significant adverse impact on the environment. Mitigation measures would be implemented to reduce potentially significant impacts to less than significant.

## Cumulative Impacts

CEQA requires that SMUD assess whether its proposed project's incremental effects would be significant when viewed in connection with the effects of other projects. Based on the analysis presented in the IS/MND, the proposed project would not contribute incrementally to considerable environmental changes when considered in combination with other projects in the area. Therefore, the potential cumulative environmental effects of the proposed project were determined to be less than cumulatively considerable. All identified potentially significant impacts would be mitigated to a less-than-significant level.

The project would be located within the City of Sacramento's Railyards Specific Plan area. The City has been planning for development in the Railyards for several decades and prepared specific plans in 1994 and 2007, including the 2007 Railyards Specific Plan EIR. The 2007 Railyards Specific Plan was designed to allow a wide range of urban uses and included zoning

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for high- and medium-density residential/commercial mixed-use development, hotels, historical preservation, and open space. The City specifically intended to encourage infill development and to streamline the CEQA and land use entitlement process for subsequent projects in the area. The 2007 Railyards Specific Plan EIR contains mitigation measures (e.g., temporary construction noise barriers) that the City would require for future development proposals, depending on project-specific impacts. The City of Sacramento is currently planning to process a Railyards Specific Plan Update and Subsequent Environmental Impact Report (SEIR), which will address revised development plans including changes in development density, a Kaiser Permanente medical facility, and a soccer stadium. While a Notice of Preparation for the City's SEIR has been published on June 26, 2015 (City of Sacramento 2015a), the SEIR is not available yet. The City also prepared the 2035 General Plan Update Master EIR, which incorporates full build-out of the planning area, including the Railyards. Therefore, the impacts of development of the proposed new site were addressed in previous planning-level documents, which each describe anticipated needs for new utilities, including SMUD power transmission projects.

According to State CEQA Guidelines Section 15130, if a cumulative impact was adequately addressed in a prior General Plan EIR, then no further analysis needs to be completed. In the case of Station A, development of the new site was addressed in multiple higher-level planning documents that addressed cumulative impacts for the Railyards as well as for buildout of the City of Sacramento General Plan. Therefore, the cumulative impacts from development of the proposed project were evaluated in previous City of Sacramento CEQA documents and the proposed project is consistent with those plans and SMUD has incorporated the cumulative impact analysis from the aforementioned general and specific plans by reference. Therefore, no further evaluation of cumulative impacts is required.

### **Growth-Inducing Impacts**

The proposed project would increase and retain power reliability in the downtown area, but would not include power generation; therefore, the proposed project does not have the potential to foster economic or population growth. The proposed project would be consistent with SMUD's established strategic direction which includes meeting customers' electrical energy needs, and is consistent with long-range planning documents prepared by the City of Sacramento, such as the 2035 General Plan Update, and regional planning by agencies such as the Sacramento Area Council of Governments and Sacramento Regional County Sanitation District, and would not induce growth but rather would accommodate planned growth.

### **Determination**

On the basis of this evaluation, per the CEQA mandatory findings of significance (State CEQA Guidelines 15065), SMUD concludes:

- The proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or



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endangered species, or eliminate important examples of the major periods of California history or prehistory.

- The proposed project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposed project would not have impacts that would be individually limited but cumulatively considerable.
- The proposed project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.
- No substantial evidence exists to demonstrate that the proposed project would have a substantive negative effect on the environment.

The IS/MND has been prepared to provide an opportunity for interested agencies and the public to provide comment. Pending public review and the SMUD Board of Directors approval, this MND will be filed pursuant to Section 15075 of the State CEQA Guidelines. Written comments should be submitted to SMUD at the address previously identified by 5:00 p.m. on November 3, 2015.

A handwritten signature in blue ink, appearing to read "Jose Bodipo-Memba", is written over a horizontal line.

Signature  
Jose Bodipo-Memba  
Environmental Management Supervisor

10/2/15  
Date



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**ACRONYMS AND ABBREVIATIONS**

µg/L	micrograms/liter
AB	Assembly Bill
ARB	California Air Resources Board
Basin Plan	Water Quality Control Plan for the Sacramento River and San Joaquin River Basins
bgs	below the ground surface
BMP	best management practice
B.P.	Before Present
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CBC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
Central Basin	Sacramento Central Groundwater Basin
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CESA	California Endangered Species Act
CFMP	Comprehensive Flood Management Plan
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHBC	California Historical Building Code
City	City of Sacramento
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub> e	carbon dioxide equivalent
Cortese List	California's Hazardous Waste and Substances List

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CRHP	California Register of Historic Places
CRHR	California Register of Historical Resources
CSS	combined sewer system
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWTP	Combined Wastewater Treatment Plant
dB	decibel(s)
dBA	A-weighted decibel(s)
DDT	dichlorodiphenyltrichloroethane
Delta	Sacramento–San Joaquin Delta
DOC	California Department of Conservation
DOF	California Department of Finance
DTSC	California Department of Toxic Substances Control
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	gas-insulated substation
GPR	ground-penetrating radar
HazMat	Hazardous Materials Program
in/sec	inches per second
IS	initial study
ITE	Institute of Transportation Engineers
kV	kilovolt(s)
kW	kilowatt(s)
L <sub>dn</sub>	day-night average level
L <sub>eq</sub>	energy-equivalent noise level
L <sub>max</sub>	maximum sound level
LHMP	Local-Hazard Mitigation Plan
LID	Low Impact Development
LOS	level of service
MHMP	California Multi-Hazard Mitigation Plan
MND	mitigated negative declaration



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MOU	Memorandum of Understanding
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System NPDES permit
msl	mean sea level
MT	metric ton(s)
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NEHRP	National Earthquake Hazards Reduction Program
NEHRPA	National Earthquake Hazards Reduction Program Act
NFIP	National Flood Insurance Program
NMFS	National Marine Fisheries Service
NOI	notice of intent
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OHP	California Office of Historic Preservation
ORMU	Office/Residential Mixed Use
OSHA	Occupational Safety and Health Administration
PCBs	polychlorinated biphenyls
PCE	passenger car equivalent
PM	particulate matter
PM <sub>10</sub>	particulate matter equal to or less than 10 micrometers in aerodynamic diameter
PM <sub>2.5</sub>	particulate matter equal to or less than 2.5 micrometers in aerodynamic diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PPV	peak particle velocity
PRC	California Public Resources Code
PRMP	Parks and Recreation Management Plan
proposed project	Sacramento Municipal Utility District Station A Substation Rebuild and Relocation Project
RCRA	Resource Conservation and Recovery Act of 1976
RMS	root-mean-square
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SAFCA	Sacramento Area Flood Control Agency
SB	Senate Bill



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Scoping Plan	Climate Change Scoping Plan
SFD	Sacramento Fire Department
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SITF	Sacramento Intermodal Transportation Facility
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPD	Sacramento Police Department
SQIP	Stormwater Quality Improvement Plan
SRA	State Responsibility Area
SRCSO	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant
SSQP	Sacramento Stormwater Quality Partnership
SVOC	semivolatile organic compound
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
VdB	vibration decibel(s)
VELB	valley elderberry longhorn beetle
VOC	volatile organic compound
WDR	waste discharge requirement
Williamson Act	California Land Conservation Act
WQC	Water Quality Certificate

## 1.0 INTRODUCTION

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### 1.1 Project Overview

The proposed project is Sacramento Municipal Utility District's (SMUD) construction and operation of the Station A Substation Rebuild and Relocation Project in the City of Sacramento, Sacramento County, California. SMUD is proposing to rebuild, reconfigure, and relocate portions of the Station A Substation at 6th and H Streets in the City of Sacramento. The proposed project includes installing new electrical equipment on a site located directly to the north of the existing substation, relocating existing underground transmission and distribution lines, and removing two thirds of the equipment located at the existing substation. The project also includes the construction of two small open space areas on 6th Street and 7th Street.

### 1.2 Purpose of this Document

SMUD has owned and operated the existing Station A substation since the 1940s and constructed the outdoor portion of the substation in the 1950s. The existing substation equipment is nearing the end of its useful life and requires replacement, upgrade and additional space to maintain Station A as a reliable power source for downtown Sacramento. Given the development in downtown Sacramento and the need for reliable power, SMUD is proposing to rebuild and relocate the Station A substation to an adjacent site. Additional space is required because it would not be feasible to rebuild the existing substation in place while maintaining electrical service in the downtown area.

The purpose of this initial study/mitigated negative declaration (IS/MND) is to evaluate the potential environmental impacts of the Station A Substation Rebuild and Relocation Project and to disclose potential environmental impacts of the proposed project. The IS/MND assesses the environmental effects of the proposed project as required under the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), in accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.). CEQA and the State CEQA Guidelines require that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

As the CEQA lead agency for the proposed project, SMUD has prepared this IS/MND to determine whether the proposed project may have a significant impact on the environment. In accordance with Sections 15063 and 15074 of the State CEQA Guidelines, an environmental impact report must be prepared if there is substantial evidence supporting a fair argument that the proposed project under review may have a potentially significant impact on the environment. A negative declaration (ND) or MND is a written statement prepared by the lead agency describing the reasons why the proposed project would not have a significant impact on the environment, and therefore, would not require preparation of an environmental impact report (State CEQA Guidelines Section 15371). According to Section 15070 of the State CEQA Guidelines, an ND or MND for a project subject to CEQA should be prepared when either:



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- the IS shows that there is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant impact on the environment; or
- the IS identifies potentially significant impacts, but:
  - revisions in the project plans or proposals made by or agreed to by the applicant (in this case, SMUD) before the proposed IS/MND is released for public review would avoid the impacts or mitigate the impacts to a point where clearly no significant impacts would occur; and
  - there is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant impact on the environment.

As stated below, SMUD has analyzed the potential environmental impacts created by the proposed project, determined that proposed project impacts are less than significant or can be reduced to less than significant with the implementation of mitigation measures, and has prepared this IS/MND.

This IS addresses all questions in the CEQA Initial Study checklist (Appendix G); wherever applicable, it refers to the environmental information and impact assessment presented in the City of Sacramento 2035 General Plan Update, the applicable General Plan Master Environmental Impact Report (EIR), and the City of Sacramento Railyards Specific Plan and Specific Plan EIR, which is currently being updated by the City of Sacramento to address a Specific Plan update with proposed changes in density, a Kaiser Permanente medical facility, and a Major League Soccer stadium.

SMUD is the lead agency for this CEQA document. The City of Sacramento will also make discretionary action decisions related to this project. The City will also evaluate the potential for impacts on the Station A building and development of the new site and thus would be a responsible agency under CEQA.

### **1.3 Public Review Process**

This draft IS/MND is being circulated for a 30-day public review period to all individuals who have requested a copy, local libraries, and appropriate agencies. A notice of intent (NOI) is also being distributed to all property owners on record identified by the Sacramento County Assessor's office as having property within 500 feet of the project boundaries. The NOI identifies where the document is available for public review and invites interested parties to provide written comments for incorporation into the final IS/MND. A copy of the NOI is included as Appendix A of this document.

A final IS/MND that includes written responses to comments received on significant environmental issues will be prepared. Before SMUD's Board of Directors makes a decision on the proposed project, the final IS/MND will be provided to all parties commenting on the IS/MND.



## 1.4 SMUD Board Approval Process

The SMUD Board must adopt the IS/MND and approve the mitigation monitoring plan before it can approve the proposed project. The project and pertinent environmental documentation will be formally presented at a SMUD Environmental Resources and Customer Service (ERCS) meeting for information and discussion. The SMUD Board will then consider adopting the final IS/MND at its next regular meeting. Meetings of the SMUD Board are held at SMUD's Customer Service Center (6301 S Street, Sacramento, CA 95817-1899) and are open to the public. The public may comment at both meetings.

The IS/MND will be adopted and the project will be approved by the SMUD Board on the same date, consistent with past practice.

## 1.5 Organization of the Initial Study and Mitigated Negative Declaration

This IS/MND is organized into the following chapters:

**Chapter 1, "Introduction,"** provides summary information about the proposed project, describes the public review process for the IS/MND, and includes the CEQA determination for the proposed project.

**Chapter 2, "Project Description,"** contains a detailed description of the proposed project.

**Chapter 3, "Environmental Checklist,"** provides an assessment of proposed project impacts by resource topic. The Environmental Checklist form from Appendix G of the State CEQA Guidelines is used to make one of the following conclusions for impacts from the proposed project:

- *No impact*—the proposed project would have no impact on the resource area under evaluation.
- *Less-than-significant impact*—the proposed project's adverse impacts on a resource area would not exceed established thresholds of significance.
- *Less-than-significant impact with mitigation incorporated*—proposed mitigation measures would reduce the proposed project's adverse impacts to below established thresholds of significance.

Mitigation measures are noted after each impact discussion as appropriate.

**Chapter 4, "List of Preparers,"** identifies the individuals who contributed to the IS/MND.

**Chapter 5, "References,"** identifies the information sources used in preparing this document.

**Appendices** contain technical reports and other information to supplement the IS/MND.



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### 1.6 Environmental Factors Potentially Affected

Impacts on the environmental factors below are evaluated using the checklist included in Chapter 3. SMUD determined that the environmental factors checked below would be less than significant with implementation of mitigation measures. It was determined that the unchecked factors would have a less-than-significant impact or no impact.

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                        | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources              | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Geology/Soils                                 |
| <input type="checkbox"/> Greenhouse Gas Emissions          | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology/Water Quality                       |
| <input type="checkbox"/> Land Use/Planning                 | <input type="checkbox"/> Mineral Resources                  | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing                | <input checked="" type="checkbox"/> Public Services         | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems/Energy   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION:** On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because proposed mitigation measures would reduce the proposed project's adverse impacts to below established thresholds of significance. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
 \_\_\_\_\_  
 Signature

10/2/2015  
 \_\_\_\_\_  
 Date

Jose Bodipo-Memba  
 \_\_\_\_\_  
 Printed Name

Sacramento Municipal Utility District  
 \_\_\_\_\_  
 Lead Agency

## 2.0 PROJECT DESCRIPTION

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### 2.1 Introduction

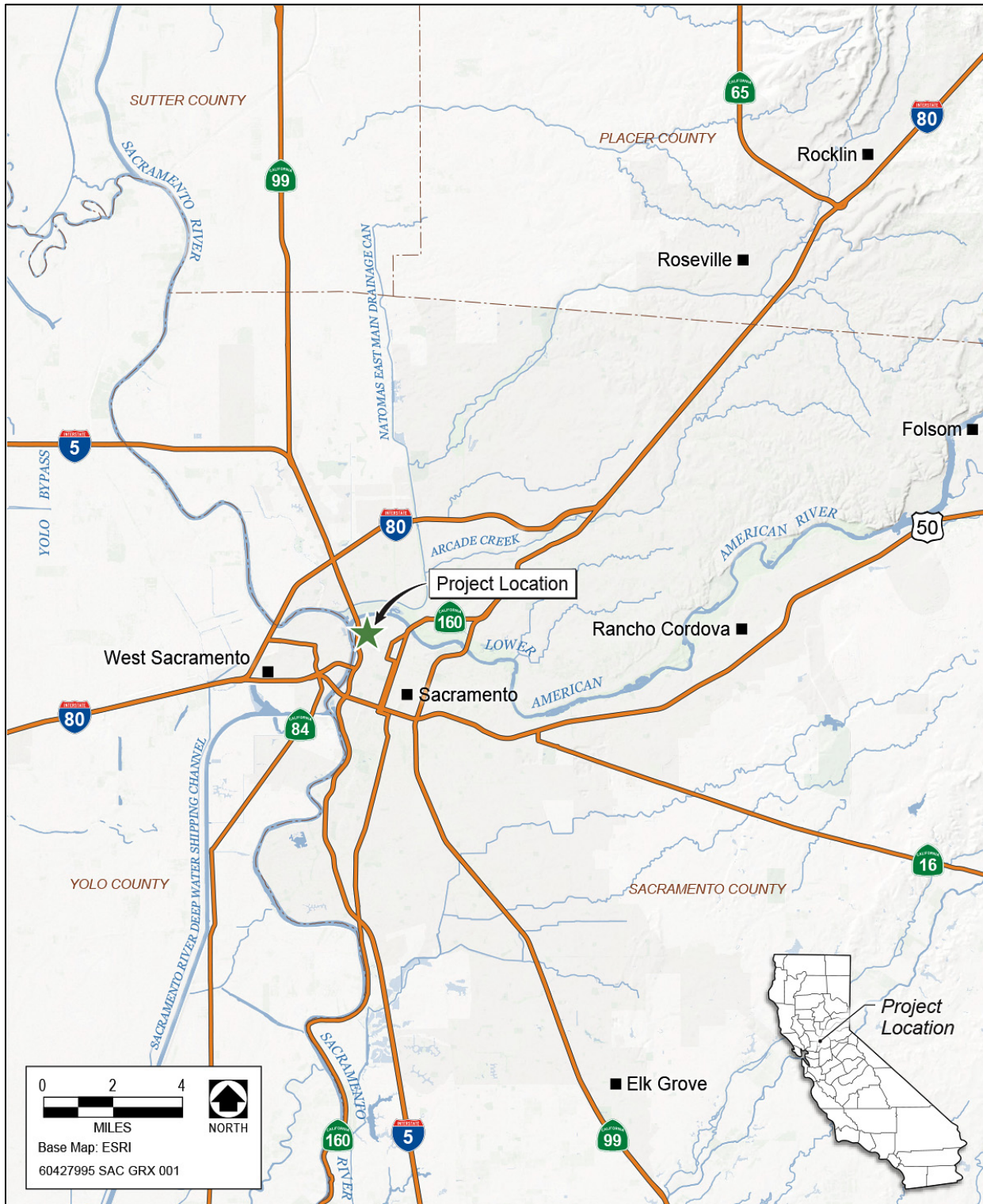
The Sacramento Municipal Utility District (SMUD) is proposing to rebuild, reconfigure, and relocate portions of the Station A substation at 6th and H Streets in the City of Sacramento (City). The substation's equipment is nearing the end of useful life and requires replacement, upgrade, and additional space to maintain the Station A substation as a reliable power source for the downtown area. Additional space is required because it would not be feasible to rebuild the existing substation in place while maintaining electrical service in the downtown area. The SMUD Station A Substation Rebuild and Relocation Project (proposed project) would include installing two new electrical equipment networks on a site directly north of the existing substation, relocating existing underground transmission and distribution lines to serve the two new units, and decommissioning two of the equipment networks at the existing substation while the third network would remain. SMUD has owned and operated Station A since the 1940s, and the outdoor substation portion was constructed in the 1950s. The project also would include construction of a new SMUD control building to house electrical equipment (replacing equipment in the existing building), relocating an existing Regional Transit Substation from Government Alley to the corner of 6th Street, and new gas insulated substation equipment. Furthermore, the project would include construction of two open space areas; one on 6th Street and one on 7th Street.

### 2.2 Project Location

The existing substation and the 1.3-acre site for the proposed substation are located between G Street and H Street (running east/west) and 6th Street and 7th Street (running north/south) in downtown Sacramento. Government Alley separates the existing substation site from the proposed site. The project site is at the edge of the downtown area and within the planned Sacramento Railyards (Railyards), immediately north of the downtown area (Figure 2-1 and 2-2). Much of the proposed substation site is currently occupied by City-managed parking spaces rented out for private use; the parking also extends onto other adjacent lots to the north, which is the area planned for the City's G Street extension project and an affordable housing development. The existing substation and proposed substation locations are adjacent to SMUD's Station A substation building and Mercy Housing, an affordable housing development on the corner of 7th Street and H Street (Figure 2-3). The western boundary of the site is the City's 6th Street extension, and the area of the future Railyards development.

Land uses in the immediate project vicinity consist primarily of the existing substation, Sacramento County municipal buildings including the Sheriff's Department, Recorder's Office, Department of Technology, courthouse, jail, Administration Center, and two parking garages. The privately owned Hall of Justice Building is across the street to the south and the U.S. District Court is across the street to the southwest. The historic Rail Depot and Sacramento Intermodal Transportation Facility are located to the west.

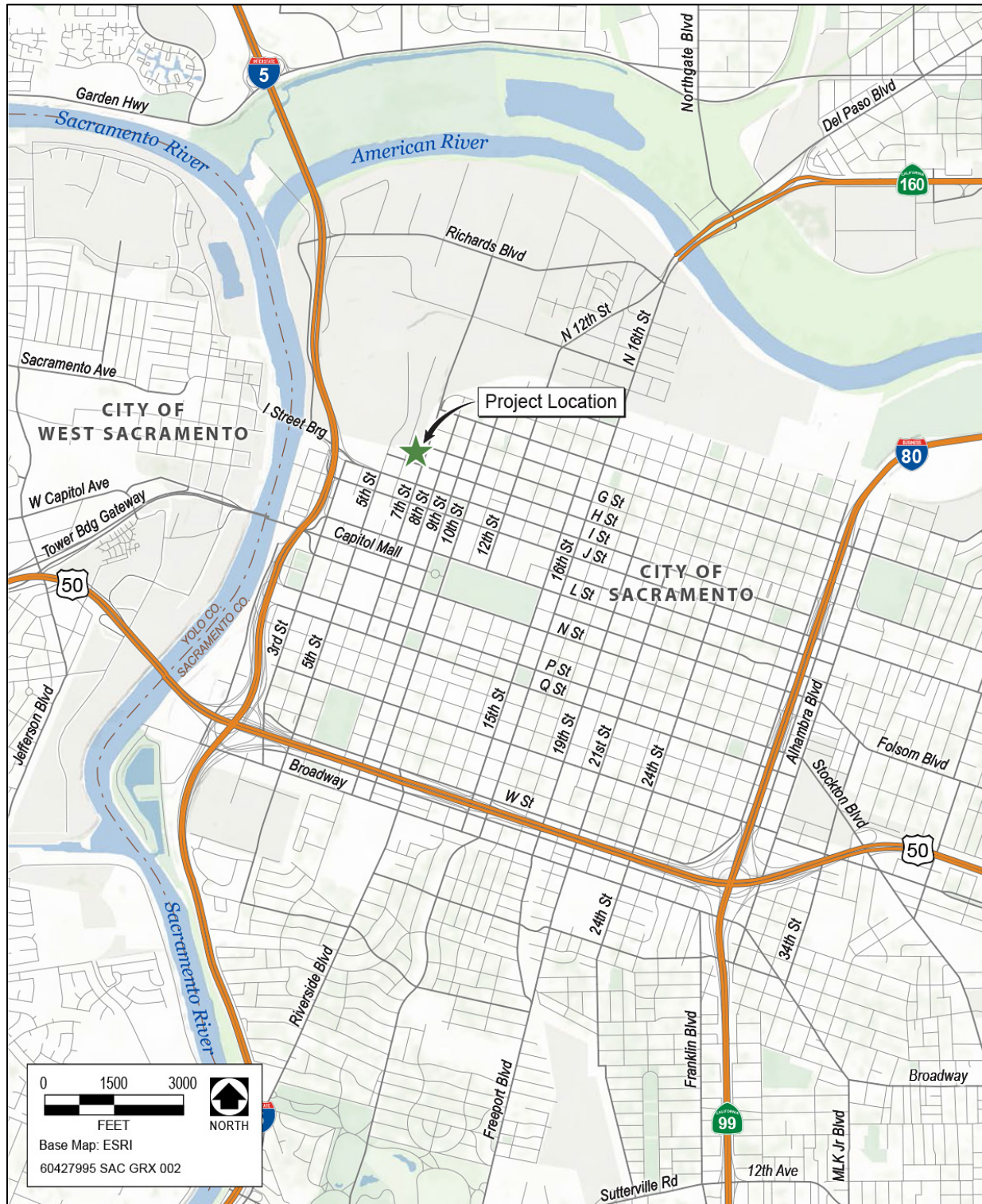
The City plans to develop portions of the existing parking area as an extension of G Street, connecting the downtown to the planned Railyards. The project site and surrounding areas are



Source: AECOM 2015

**Figure 2-1. Regional Location Map – Station A Substation**





Source: Sacramento County 2013, adapted by AECOM 2015

**Figure 2-2. Station A Project Site and Vicinity**

shown in Figure 2-3. Future adjacent land uses include City-sponsored affordable housing units to the north, a new Sacramento County courthouse to the west, and other future Railyard developments.

## 2.3 Project Objectives

The overall objective of the proposed project is to rebuild portions of and upgrade the existing Station A substation, followed by decommissioning of part of the existing substation equipment. Specific project objectives include:

- Providing continued reliable power for downtown Sacramento by relocating and upgrading an existing substation that has reached the end of its useful life;
- Securing the additional space/area required for safe construction of the needed substation upgrades while maintaining service in the downtown area;
- Preserving the Station A building, which was constructed in 1894;
- Designing a new substation to allow for the future addition of transmission lines;
- Adding two open space areas, consistent with the Sacramento Central City Community Plan, which envisions a 24-hour walkable downtown; and
- Servicing anticipated growth associated with buildout of the City of Sacramento 2035 General Plan and the Central City Community Plan.

## 2.4 Existing Conditions

The Station A building originally housed electrical equipment, but the adjacent outdoor substation that was constructed in the early 1950s replaced electrical equipment located in the Station A building. The building now contains unused electrical equipment that SMUD plans to remove. The existing outdoor substation has three 115,000-volt (115-kV) underground transmission lines, eighteen 12-kV underground distribution lines, six 115-kV/12-kV transformers, three 12-kV switchgear, and other electrical equipment (e.g., gas-insulated substation [GIS] equipment). This equipment steps down the transmission line voltage of 115,000 volts (115 kV) to the distribution voltage of 12,000 volts (12 kV) through power transformers. The eighteen 12-kV distribution lines that exit the substation serve SMUD customers in the downtown service area.

The Station A building is a California Registered Historical Landmark (No. 633-2). It was constructed in 1894 by the Sacramento Electric Power and Light Company to distribute power that was generated at the Folsom Powerhouse.





Source: moniz Architecture

**Figure 2-3. Proposed Project Layout**







## 2.5 Proposed Project

The proposed project would include rebuilding portions of the existing substation on the new 1.3-acre site, located directly north of the existing substation. Figure 2-3 shows the location and extent of the existing and proposed substations, as well as the equipment that will remain and newly installed equipment. SMUD would acquire the property from the current private owner. Like the existing substation, the proposed substation would use outdoor power transformers to step-down the existing underground transmission line voltage from 115 kV to 12 kV for local service. All three of the existing 115-kV underground transmission lines and twelve of the existing eighteen 12-kV underground lines would be transitioned from the existing substation to the new substation. Four of the existing six 115-kV/12-kV transformers and two of the existing three 12-kV switchgears would be decommissioned after the installation of new similar equipment within the new substation, as would the existing GIS equipment. In effect, two-thirds of the existing equipment would be replaced in the new substation, and one-third would remain in its existing location, with eventual retirement in approximately 5 to 10 years.

### 2.5.1 Proposed Project Components

#### *Electrical Equipment*

The proposed substation would house electrical equipment, including power transformers, gas insulated equipment, switchgear, capacitors, instrument transformers, control and relay equipment, remote monitoring equipment, telecommunications equipment, batteries, steel structures, switches, underground conductor and cable, an electrical buss, and a control building. The power transformers, switchgear, and gas-insulated equipment inside the substation would be approximately 18 to 24 feet above ground.

The proposed substation would have three 115-kV underground transmission lines, twelve 12-kV underground lines, four 115-kV/12-kV transformers, and two 12-kV switchgears (all transitioned from the existing substation) and one or two interconnection lines between the existing substation and the new substation. The proposed and remaining substations would continue to serve the existing SMUD underground network grid at 12 kV. Each of the 115-kV/12-kV transformers would contain approximately 6,500 gallons of insulating oil (typically mineral oil) and a secondary containment system to collect and hold any oil leaks. The 115-kV circuit breakers would use sulfur hexafluoride, and the 12-kV circuit breakers would be composed of vacuum bottle breakers. The substation also would include lead acid batteries (within the control building) and 12-kV capacitors, each containing 72 gallons of nonhazardous synthetic insulating oil and 480-volt station service pad-mounted transformers that would each contain approximately 85 gallons of insulating oil (typically mineral oil).

#### *Control Building*

Most of the existing electrical equipment in the Station A building would be removed and replaced with similar equipment in a new, two-story control building, located at the northeast corner of the new site on 7th Street and the extension of G Street. The control building will house the 115 kV gas insulated switchgear. This new control building would be unoccupied and would be approximately 40 feet tall.

### *Open Space*

The proposed project would include construction of two open space areas. One area would be approximately 3,400 square feet and would be located on the northwest portion of the new site, and the second area would be approximately 2,900 square feet and would be located on the southeast portion of the new site. These areas would be for use by people living, working, or visiting nearby. Amenities may include smaller scale features such as sitting areas, tables, hardscape, public art, walkways and landscaping.

### *Screening Wall*

The proposed project would include construction of a screening wall around the perimeter of the substation and the Regional Transit Substation, along 6th Street, 7th Street, the future extension of G Street, and the alley between 6th Street and 7th Street. This wall would provide security and public safety, and would screen views of the substation from all sides. The wall would typically be approximately 10 to 18 feet above the exterior sidewalk. Because the proposed substation site elevation is below the elevation of 6th Street, in some locations the screening wall would be above the retaining wall and therefore could be up to approximately 26 feet above the substation floor. As the exterior grade elevation goes down from 6th Street to 7th Street, the top of the wall may step down or may remain at a constant elevation.

### *Lighting*

Lighting of the project site would consist of new light-emitting diode light sources. Lighting fixtures would be selected to complement the proposed site improvements and function. The lighting for the two open space areas would be consistent with design guidelines for the downtown and Railyards.

### *Utilities*

It is expected that the City's water supply and sanitary sewer systems will serve the site. SMUD would install one restroom with a lavatory for use by SMUD workers in the new control building. Storm water from the western portion of the project site would drain to the separated storm drain system under G Street. The eastern portion of the site would drain to the existing combined sewer system under 7th Street.

## 2.5.2 Construction

Project construction first would require clearing the new substation site of existing pavement, concrete, and other structures. This phase would require use of excavation equipment to break up and load the existing asphalt and concrete surface. Site clearing also would require removing several (approximately 10) mature trees – one cork oak and the rest tree of heaven (*Ailanthus altissima*), an invasive non-native species. Two of the trees (the cork oak and one large tree of heaven) may qualify as heritage trees according to the City's heritage tree criteria. Site preparation may require excavating unsuitable or unstable material to depths of up to 15 feet below grade and importing and recompacting imported fill to the finished site elevation. The construction contractor then would excavate trenches and install underground equipment and



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utilities, including the substation transmission and distribution conduits and lines, drainage facilities, water supply and sanitary sewer facilities.

Construction of the proposed substation would include installing electrical grounding, reinforced concrete foundations, electrical equipment enclosures and buildings, galvanized steel structures, power transformers, switchgear circuit breakers, switches, and other electrical equipment. Construction also would include constructing the perimeter screening wall and the control building, and relocating the existing Regional Transit Substation from north of Government Alley and adjacent to the existing SMUD substation to the southwest corner of the new site adjacent to 6th Street.

The contractor would use on-site areas for staging construction, including equipment and materials storage, construction trailers, soil storage, and worker parking. This may include the surface of the new substation or the open space areas, which would be constructed last. Construction equipment, delivery trucks, and workers would access the construction site from 6th Street and 7th Street, thus construction would require a temporary closure of Government Alley. However, after the perimeter wall is constructed, access would be through substation gates in the alley and from the extension of G Street. Construction would require an average daily worker population of approximately 10, with a peak of approximately 20 during construction of the control building and assembly of the new substation components.

Some of the soil excavated at the site may be reused onsite. SMUD may excavate and remove up to 35,500 cubic yards of soil and import up to 46,000 cubic yards for backfill to re-establish grade and to raise the open space area on the western side of the site to match the elevation of 6th street. Other general construction activities also would have the potential to generate waste metals and potentially hazardous and contaminated equipment and other materials, including from the decommissioned equipment within the existing substation. These materials would be evaluated, documented, and recycled or disposed off-site in conformance with applicable federal, State, and local laws and regulations. Excavated soils not reused onsite would be transported to other areas within the Railyards and used for building soil elevations pursuant to a Soil Handling Agreement with the Railyards developer. Any soils contaminated above levels allowable for use in the Railyards would be disposed of off-site pursuant to the Tri-Party Settlement Agreement signed by the California Department of Toxic Substances Control, the City of Sacramento, and the landowner (City of Sacramento 2007a).

Upon completion of the new substation, SMUD would remove two of the existing three switchgears and four of the six transformers and related equipment from the existing substation yard, leaving one-third of the existing equipment in place. SMUD also would remove most of the remaining electrical equipment from the Station A building, including electrical equipment, an oil tank, and an underground pumping plant. The equipment would be removed through the building's loading docks facing 6th Street. Because the Station A building is a California Historic Landmark and is eligible for listing in the National Register of Historic Places, the equipment removal would be performed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* as described in Section 3.5, "Cultural Resources." This would ensure that the proposed project would not compromise the eligibility for listing of the building, and that the proposed project would not result in a potentially significant impact on this historic resource.



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The final construction activity would not occur for 5 to 10 years and would include removal of the remaining electrical equipment from the existing substation. SMUD does not currently have plans for future use of the building or yard following final construction. Any future plans associated with the building or site will be subject to future CEQA review.

### 2.5.3 Project Operation

Operation of the new substation generally would be the same as the existing operation. For initial operation, SMUD would transition the transmission and distribution interconnections from the existing substation to the new substation. The new control building and substation site usually would be unoccupied; however, SMUD maintenance employees would visit them approximately twice per month to conduct routine checks and maintenance. Maintenance workers and other SMUD employees would access the new control building and substation site from the alley or the extension of G Street. It is expected that a special district established by the Railyards developer would provide for maintenance of the two open space areas along with the other open spaces and parks to be completed in the Railyards Specific Plan Area.

## 2.6 Project Schedule

Construction of the substation is anticipated to take approximately 18 months to complete and generally would proceed as shown in Table 2-1. SMUD plans to begin construction in 2017 and complete the final stages in late 2018, followed by removal of the remaining equipment within the existing substation after approximately 5 – 10 years. Construction of the open space areas would be the last phase of construction.

Activity	Approximate Duration
Demolition, clearing, site preparation, screening wall construction	May 2017 through October 2017
Underground components installation	November 2017 through May 2018
Substation construction	July 2017 through January 2018
Existing equipment removal	October 2018 through December 2018
Remaining outdoor equipment removal	Two months (approximately 2025)
Construction of open space areas	Two months

Source: SMUD 2015

Construction intensity and hours would be in accordance with the City’s Noise Ordinance, contained in Title 8, Chapter 8.68 of the Sacramento City Code. Construction would be limited to the hours between 7 a.m. and 6 p.m. Monday through Saturday, and between the hours of 9 a.m. and 6 p.m. on Sunday.

## 2.7 Permits and Approvals

### Federal

No federal permits or approvals are required for the proposed project.

### State

The State Water Resources Control Board/Central Valley Regional Water Quality Control Board issues Construction Storm Water Discharge Permits for projects that disturb more than 1 acre of land. This permit would be obtained by the construction contractor in coordination with SMUD, and it would require preparation of a Stormwater Pollution Prevention Plan, including best management practices.

### Local

SMUD would be the lead agency for the proposed project and its Board of Directors would adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program before approving the California Environmental Quality Act documentation and approving the project itself.

City approvals and entitlements needed to implement the proposed project would include the following:

- Planning entitlements:
  - Site Plan and Design Review
- Transmission Facilities Permit
  - Urban Development Permit
- Tree removal permit—to comply with the City Tree Ordinance
- Encroachment permits

The environmental context for the required permits is discussed in the technical resource sections of the environmental analysis, in Chapter 3, “Environmental Checklist,” of this document.



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### 3.0 ENVIRONMENTAL CHECKLIST

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Pursuant to State CEQA Guidelines Section 15063, this initial study (IS) will provide the Sacramento Municipal Utility District (SMUD) with sufficient information to determine whether to prepare an environmental impact report (EIR), a mitigated negative declaration (MND), or negative declaration (ND) for the proposed project. SMUD is proposing to prepare an MND. In addition to this Initial Study, the potential environmental impacts of development in the Railyards have been addressed in several planning documents and higher tier EIRs. Specifically, the City of Sacramento has been planning for redevelopment of the Railyards for several decades, most notably through specific plans prepared in 1994 and 2007 and in the City of Sacramento 1988 General Plan, 2009 General Plan (referred to as the 2030 General Plan), and the 2035 General Plan and Master EIR adopted in March 2015. The following IS/MND incorporates information from these documents and provides additional project-specific information to address each CEQA checklist question.

The new substation site is within the City of Sacramento Railyards. The 2007 Railyards Specific Plan (City of Sacramento 2007a) outlined dense development in five character districts, including the Depot District, which encompasses the new SMUD site as well as other new developments, including the nearby Sacramento Intermodal Transportation Facility (SITF). The site is zoned for Office/Residential Mixed-Use. The Specific Plan also outlines land use policies, including for sustainability, circulation, and open space, among others. It promotes a walkable downtown and Railyards with access to transit. The 2007 Railyards Specific Plan EIR (City of Sacramento 2007b) evaluated the potential environmental impacts of this dense development plan and was certified by the City of Sacramento, thus the development of the new site has been addressed under CEQA pending design review board review and project-specific CEQA analysis. The City of Sacramento is currently processing a Railyards Specific Plan Update and Subsequent EIR to address proposed changes in development density, a Kaiser Permanente medical facility, and a Major League soccer stadium. The Station A IS/MND incorporates information from the 2007 Specific Plan EIR, including applicable mitigation measures. When this IS/MND incorporates mitigation measures from the 2007 Specific Plan CEQA process, the City's Mitigation Monitoring and Reporting Plan (certified December 11, 2007) is identified as the source and the measures are presented in *italics*. New project-specific mitigation measures are not italicized.

The City of Sacramento also prepared the 2035 City of Sacramento General Plan Update, which evaluates the environmental impacts of several proposed changes in development density, changes to the Housing Element, and incorporation of the City's Climate Action Plan. Part of the City's 2035 General Plan Update is a reconsideration of the acceptable level of service (traffic congestion) within the Central City Area. The General Plan EIR contains goals for mitigation of the impacts that may result from future development and identifies environmental impacts for which no feasible mitigation measures are available (i.e., impacts that would remain significant and unavoidable with mitigation). The Station A IS/MND incorporates information from the Master EIRs prepared for these plans. The IS/MND and General Plan also incorporate regional projections, such as those of the Sacramento Metropolitan Air Quality Management District and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan EIR, and other relevant documents.

### 3.1 AESTHETICS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.1.1 Environmental Setting

The proposed project would be located in downtown Sacramento, within the Sacramento Railyards. The downtown east and south of the project site consists of State government buildings, corporate offices, businesses, high-rise residential apartment buildings, historic neighborhoods, parks, and recreational areas. The immediate project area consists of the generally undeveloped Railyards and Sacramento Intermodal Transportation Facility to the west; downtown Sacramento and a large parking garage to the east, parking lots to the north, and courthouses to the south. The courthouse area includes the federal Courthouse, the County jail, and County Administrative Building, and is referred to in the 2007 Railyards Specific Plan as the Civic Center portion of the downtown (City of Sacramento 2007a). The project site includes the historic Station A building, which is a historic landmark (Figure 3.1-1). The property immediately east of the existing substation is City of Sacramento-sponsored affordable housing (Figure 3.1-2). The area's natural resources are very limited but include several mature trees adjacent to and within the parking lot to the north.

A scenic vista is generally defined as an expansive view of a highly valued landscape observable from a publicly accessible vantage point or from a designated scenic highway. Scenic resources are physical features that provide scenic value to a project site and its surroundings. These typically include topographic, geologic, hydrologic, and biological resources (e.g., hills, rock outcroppings, creeks, woodlands, or landmark trees) and also can include historic buildings. The project site is not located along a designated scenic highway or within a scenic vista. Moreover, no scenic resources, noted or designated by the City of Sacramento, are on the project site. Representative photographs of views in the project area are presented in Exhibit 3.1-1 through 3.1-4 below. The Station A building is a potential scenic resource. According to the City of Sacramento 2035 General Plan, potential important scenic resources include historic structures listed on the *Sacramento Register of Historic and Cultural*



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Note: Affordable housing units in the background; view from H Street west of the project site.

**Figure 3.1-1. View of Historic Station A Building and Adjacent Trees**



Note: View from project site alley between 6th Street and 7th Street.

**Figure 3.1-2. View of Affordable Housing Units**

*Resources, the California Register of Historic Places, or the National Register of Historic Places. The Station A building (Figure 3.1-1) is on the Sacramento Register (City of Sacramento 2011a) and the California Register (see Section 3.4, Cultural Resources). Figure 3.1-2 shows the existing substation and adjacent apartment building. The new site has several mature trees along the western edge of the parking lot (Figure 3.1-3) and one cork oak tree that may meet the City's criteria for a heritage tree on the east side of the parking lot, along 7th Street (Figure 3.1-4).*

The project area includes various sources of light and glare. The downtown is generally built out, and a substantial amount of artificial light and glare from urban uses already exists, including artificial light and reflective surfaces.





**Figure 3.1-3. Tree of Heaven along Northwest Boundary of Proposed Substation Parcel**



**Figure 3.1-4. Cork Oak Tree that may qualify as Heritage Tree on 7th Street along East Boundary of Proposed Substation Parcel**

Views from 7th Street include the opposite end of the alley and the parking lot that currently occupies the new site proposed for the substation. Views from the north consist of private views from the existing parking lot, and views from the south include views from an apartment building, from G Street (highly obscured by existing structures), and from Station A. The parking lot has asphalt and concrete pavement, an unused and degraded loading dock, a Regional Transit Substation, and non-native trees in the background (Figure 3.1-5).

### 3.1.2 Regulatory Setting

#### *Federal*

No federal regulations related to recreation are applicable to the proposed project.



**Figure 3.1-5. View of Parking Lot and Unused Loading Dock, from 7th Street**

#### *State*

The California Scenic Highway Program was created in 1963 to preserve and protect highway corridors in areas of outstanding natural beauty. There are no designated scenic highways in the project area.

#### *Local*

#### *City of Sacramento 2035 General Plan Update*

The City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) includes the project area within the Central City Community Plan

area, which encompasses the central city and the Railyards. The City of Sacramento includes a number of Design Review Districts including the Central Business District and Railyards Special Planning District. Applications for development in these areas must apply for design review (Sacramento City Code Chapter 17.132), so the City can ensure consistency with the City's guidelines. The 2035 General Plan outlines the following goals and policies related to visual resources:

**Goal LU 8.1.7 Compatibility of Non-City Public Uses.** The City shall encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the district or neighborhood in which they are located. (RDR/IGC/JP)

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The 2035 General Plan Update outlines goals for Aesthetic Resources (Goal ER 7.1). The following specific associated policies are applicable to the proposed project:

**Goal ER 7.1** Visual Resource Preservation. Maintain and protect significant visual resources and aesthetics that define Sacramento.

- **Policy ER 7.1.3 Lighting.** The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare. (RDR)
- **Policy ER 7.1.4 Reflective Glass.** The City shall prohibit new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building. (RDR)

### Central City Urban Design Guidelines

According to Part B(4.a), “Open Space—Small Public Places,” of Section 3, Chapter 4 in the Sacramento Central City Urban Design Guidelines, new Small Public Places and parks should be designed around a “purpose,” such as education, socializing, exercise, and relaxation. These spaces should not be limited to addressing the needs of office workers and patrons of downtown commercial buildings, but should permit other kinds of space that meet a demonstrable need, such as children’s playgrounds, workout space for tai chi, and active sports facilities. Specific requirements include:

- Layout should include seating areas and central design features. Flexible seating arrangements are encouraged. The design should have adequate access to sunlight, and combine hard and soft landscape.
- There is no minimum size for a Small Public Place, although established guidelines should be followed for a minimum size, dependent upon the purpose of the park.
- Privately owned public open spaces should provide enhanced landscaping and ecological functionality, and contribute to local stormwater management strategies. Plazas, particularly because they are open expanses of paved material, should be designed to capture, filter, and recycle rainwater from adjacent buildings and streets.
- Small Public Places shall be designed to be accessible to the highest possible amount of users. They should be accessible from a public sidewalk and be inviting to the public.
- Signage of adequate size and location to inform the public should be provided. The sign should include the name of the owner of the building; the name, address, and phone number of the person designated to maintain the open space; and a statement that complaints regarding the open space may be addressed to named City agencies.



City of Sacramento 2007 Railyards Specific Plan

The 2007 Railyards Specific Plan (City of Sacramento 2007a) would apply to the proposed new substation, which would be located in the Specific Plan's Depot District. This district includes the existing Sacramento Intermodal Transportation Facility and will integrate the Railyards with downtown Sacramento. The Railyard zoning and design guidelines were developed to accommodate a wide range of urban uses, including medium- and high-density residential and commercial uses, a new SMUD electrical substation, and open space, including parks for passive and active recreation. The Specific Plan requires new developments to use building materials that complement the existing downtown character. The following Railyard Specific Plan policies are applicable to the proposed project:

**Goal CC-2:** Reinforce urban form, character and materials through the appropriate height of buildings and scale transitions to surrounding areas.

- **Policy CC-2.1.** Ensure that the form and massing of buildings contribute to the creation of a cohesive urban fabric that:
  - Extends the pattern of downtown Sacramento
  - Complements the historic Central Shops and Depot complex
  - Reinforces the civic scale and role of the 7th Street corridor
  - Transitions in scale to the surrounding areas
- **Policy CC-2.2.** Ensure that the form, height, and treatment of buildings reinforce the prominence and role of major urban spaces and streets.

The Railyards Design Guidelines call for a vibrant, pedestrian-friendly, sustainable, 24-hour downtown, among other goals. Design guidelines are provided for streets, pedestrian sidewalks and tunnels, street amenities (e.g., bike racks), landscaping, lighting, parks, and open space. The design guidelines address details of building design, configuration, massing, relation to public spaces and rights-of-way, landscaping and signage standards and design, parking development standards (including landscaping of parking areas), pedestrian and bicycle access, and design and configuration of parks and open spaces. The guidelines address spillover lighting from public land uses ("Public Realm") onto to adjacent properties, including:

- **Height of Light Fixtures.** The height of light fixtures generally should be kept low to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. In active and more intimately scaled pedestrian zones, pole-mounted fixtures should not exceed twelve (12) to fifteen (15) feet in height from grade to light source. On larger streets, at major intersections, a mounting height of up to eighteen (18) feet may be acceptable.
- **Levels, Direction, and Quality of Illumination Limit Light Pollution.** Illumination generally should be focused down toward the ground, avoiding all unnecessary lighting

of the night sky. In addition to standard street light poles, light sources that are mounted closer to and focus illumination directly onto the ground plane, such as bollard-mounted lighting, stair lighting, and wall- and bench-mounted down-lighting, are desirable. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection into upper stories of adjacent buildings.

- **Levels of Activity and Illumination.** Levels of illumination should be responsive to the type and level of anticipated activity, without over-illuminating the area (i.e., bright, uniform lighting of all public right-of-ways is not desirable). The level of illumination for pedestrian areas generally should range from 0.5-foot candles in lower activity areas up to 2.0-foot candles in more critical areas (A foot-candle is a unit of illumination, measured at the distance of one foot from the source of light.)

The Railyards Design Guidelines also contain the following guidelines, addressing requirements for façade materials of future buildings:

- The use of reflective glass should not exceed 50 percent of any surface of a building, and never on the ground three floors. Mirrored glass should be avoided.
- The use of black glass should not exceed 25 percent of any surface of a building.
- The use of metal should not exceed 50 percent of any street-facing surface of a primarily residential building.
- The use of exposed concrete should not exceed 50 percent of any of any building.

### 3.1.3 Impacts and Mitigation Measures

#### a) **Would the project have a substantial adverse effect on a scenic vista?**

The project site is within a portion of downtown Sacramento and the Sacramento Railyards that is surrounded by parking lots, medium- and high-rise office and commercial buildings, city streets, apartment buildings, and large trees. Existing views are not expansive and do not provide views of highly valued landscapes. Furthermore, publicly accessible vantage points with views of the surrounding area or views of the project area from a designated scenic highway are not available. Therefore, **no impact** would occur on a scenic vista.

#### b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No State-designated scenic highways are in proximity to the project area. The nearest scenic highway is State Route 160, which is south of the city limits. Therefore, no views of project construction, the completed substation, or the historic Station A building are available from any scenic highway. Thus, **no impact** would occur on scenic resources within a state scenic highway.

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Because the project site currently consists of pavement over fill, no rock outcroppings are on the site or in the project area. The 2007 Specific Plan Draft EIR (City of Sacramento 2007b) identified the Sacramento River, I Street, and 4th Street in downtown as scenic resources; however, these areas are not in the project area. Project construction would remove several stands of non-native trees that are not part of a larger landscape and do not contribute to a scenic public setting. Therefore, **no impact** would occur.

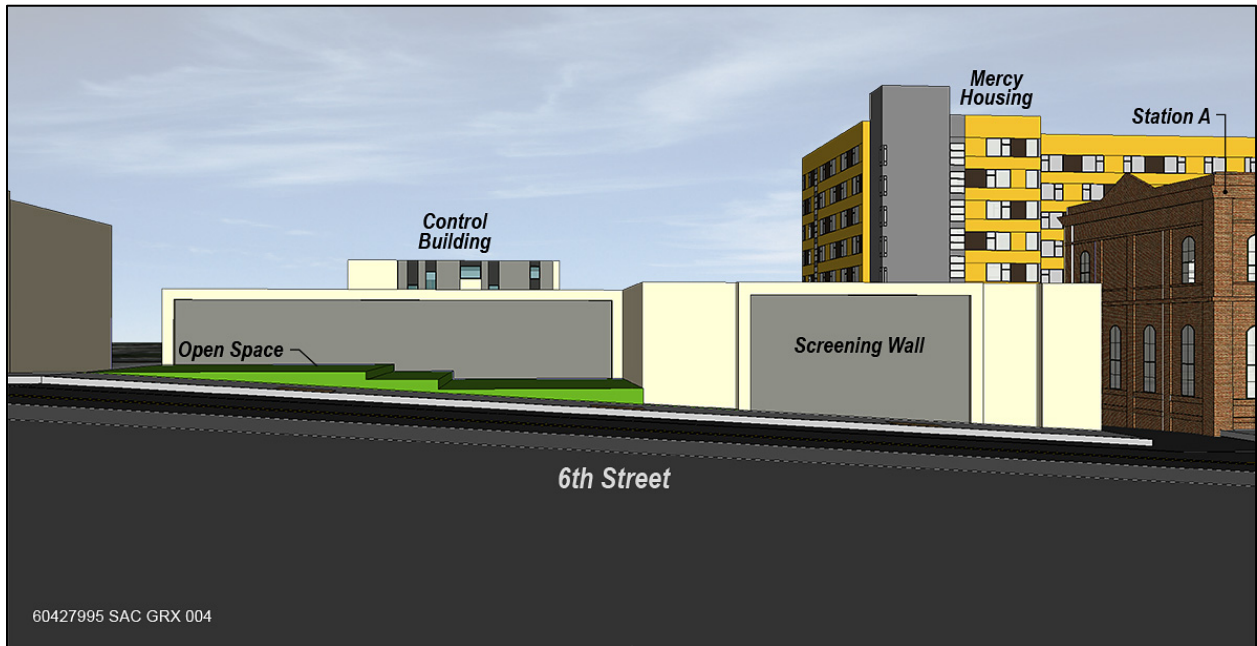
**c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

As described in the 2035 General Plan, the City of Sacramento is largely built out. The existing visual character and quality of the project site is consistent with the adjacent areas of downtown and does not include visually sensitive public locations (e.g., plazas, trails, parks, parkways, or scenic corridors), scenic resources, or major natural open space features, such as the American or Sacramento rivers. However, the project site includes the historic Station A building, which is listed in the Sacramento Register of Historic and Cultural Resources, and is a California Historic Landmark.

Construction of the new substation, control building, and open spaces would change existing views, primarily from 6th Street and 7th Street. Views from 6th Street include the historic Substation A building, the entrance to the alley between 6th Street and 7th Street, and non-native trees (see Figure 3.1-1 through Figure 3.1-4). During construction, views of the area would include security fencing, construction equipment, office trailers, and stockpiles of asphalt, soil, and other debris. However, after approximately 6 months, views of the site would be blocked by a permanent screening wall, and views of construction would be limited to those of the new two-story control building and haul trucks as they transport excavated soil to the Railyards soil handling area and deliver construction materials to the site. Views from 6th Street and 7th Street would also include construction of the open space areas.

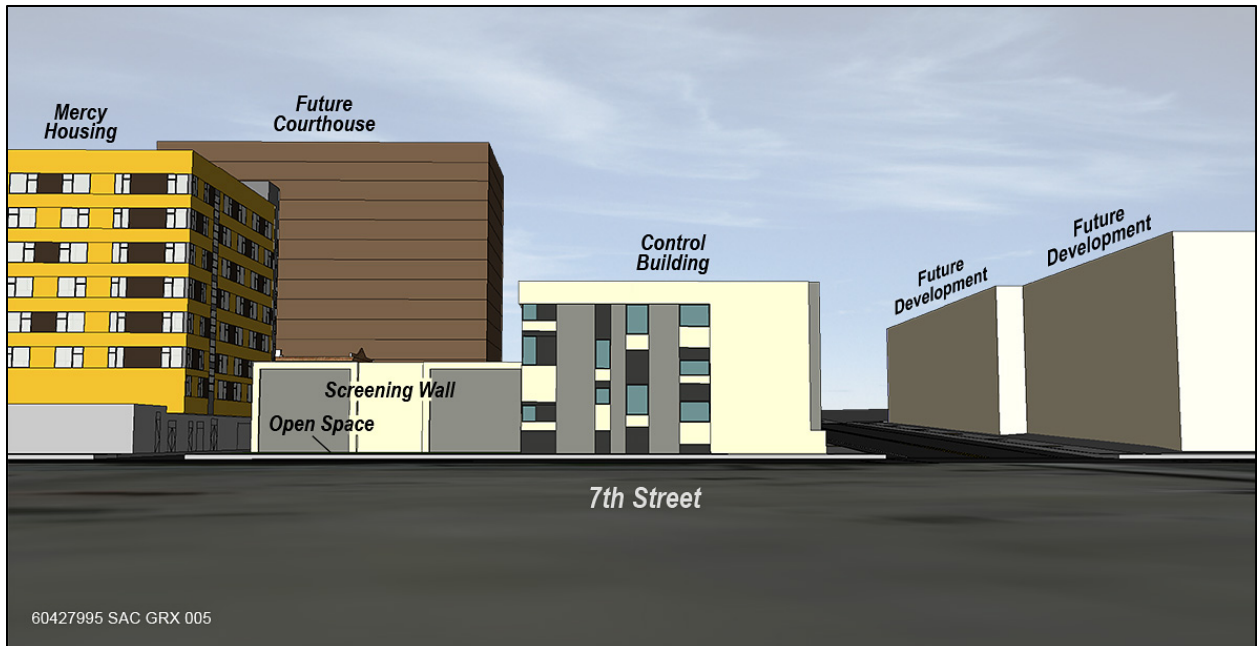
After construction and during the proposed project's planned 20 or more years of operation, views of the site would change as described below and as shown in the site conceptual diagrams prepared by SMUD. This analysis does not address impacts on views from the private parking lot to the north because the area is generally unoccupied there would be no public views of the project area.

**Views from 6th Street:** Views from 6th Street would include the historic Station A building, the screening wall (which would obscure views of the Regional Transit substation's new on-site location), and a new open space area (see Figure 3.1-6). From portions of 6th Street adjacent to the new site, views to the east would change from non-native trees to views of the other new open space area, the screening wall, and more expansive views of downtown Sacramento in the background. Views of the new substation equipment would be obscured by the new open space area and screening wall and because the substation equipment would be at a lower elevation (approximately the same elevation as 7th Street). Therefore, from 6th Street, the proposed project would not degrade existing site character and quality of views but would remove views of non-native trees and the parking lot. Consistent with the conclusions of the 2007 Railyards Specific Plan EIR for development in the Railyards, any impact on public views



Source: moniz Architecture

**Figure 3.1-6. Conceptual Future View from West (6th Street)**



Source: moniz Architecture

**Figure 3.1-7. Conceptual Future View from East (7th Street)**



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from the changes resulting from the proposed project would not substantially degrade views and this impact would be ***less than significant***.

**Views from 7th Street:** Views from 7th Street would change from views of the parking lot with non-native trees in the background to views of a new open space area, a portion of the screening wall, and the new control building (Figure 3.1-7). Any views of the substation equipment would be completely blocked by the new open space area and screening wall along 7th Street. Therefore, the proposed project would not degrade existing site character and quality of views but would remove views of the parking lot, old loading dock, and Regional Transit substation. Consistent with the conclusions of the Railyards Specific Plan EIR for development of the Railyards, the impacts of the proposed project on public views would not substantially degrade views and this impact would be ***less than significant***.

**Views of and from the historic Station A building:** Views of this building, which are primarily from 6th Street and H Street, would not change substantially because the proposed project would have no effect on the exterior of the historic Station A building. Views from the Station A building's exterior would be affected only on its north side, where views would change from those of the parking lot and non-native trees to those of the new screening wall. However, the outdoor area north of the Station A building is an alley with inherently limited views in all directions.

Views from inside the Station A building (indoors looking out) would not change substantially from existing conditions. The building currently is unoccupied and has a minor role in substation operation. Thus, it is visited infrequently by SMUD staff. Existing views from inside the Station A building facing the existing outdoor substation and proposed substation site include the outdoor portion of the substation, the adjacent apartments, and the parking lot. Future views would include the new substation area instead of the parking lot. Because the Station A building is unoccupied, the proposed project would change views from inside Station A but would not substantially degrade views and this impact would be ***less than significant***.

**Views from Mercy Housing:** Views from the adjacent apartments for residents on the north side of the building would change from views of the parking lot, Regional Transit substation, unused loading dock, and non-native trees, to views of the screening wall, substation equipment, control building, and new open space area on 7th Street. Views of residents on the west side would change from the existing substation and parking lot to views of the existing substation (with portions of the equipment removed) and the western portion of the new substation site. Views of residents on the south and east sides of the apartment building would be unchanged. Overall, the views of residents, particularly on the apartment building's north side would change, but the change from a parking lot to a substation and control building would not substantially degrade visual character or quality and the new open space areas would be a pleasant visual element and would add recreational features designed for the use of local residents. Because the relocated substation would not substantially degrade views, this impact would be ***less than significant***.

Overall, the proposed project would replace views of a parking lot and non-native trees with views of a screening wall surrounding the new substation, a control building, and two open space areas. The proposed project would be consistent with the 2007 Railyards Specific Plan planned uses and development standards, intended to enhance area aesthetics, and it would

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provide new structures that would be compatible with surrounding new developments, and open space that would improve overall aesthetics and create a pedestrian-friendly environment. Moreover, SMUD would comply with the City of Sacramento General Plan goals and policies by designing the site to be consistent with views of adjacent areas.

To provide a process for design review, the City of Sacramento created the Sacramento Railyards Special Planning District with development standards for floor area ratio, build-to lines, building frontages, street wall heights, building heights, lot coverage, open space, and parking. The land use designations are intended to allow any type of urban function, subject to a planning director urban development permit that would ensure consistency with the 2007 Railyards Specific Plan and design guidelines, and incorporate the Specific Plan EIR mitigation measures, and other related plans, ordinances, and regulations. This review would include a conformity analysis for aesthetic issues, including light and glare.

The proposed project would remove invasive, non-native trees, and their removal would not have a substantial effect on Sacramento's natural or urban landscapes, such as those present along rivers or parks, and the site would not be visible from public areas, such as parks or trails. Because of the absence of visually sensitive public settings at the project site and in the project area, the proposed project would change views but would not substantially degrade the existing visual character or quality of the site and its surroundings. The impact would be ***less than significant***.

**d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The project would include lighting for safety, security, and entrance ways. Because the adjacent downtown area is primarily built out, substantial amounts of lighting and glare already exist, and the lighting from the proposed project would add only a minor increment of light above existing ambient light sources. Under existing conditions, there is no adjacent development in the Railyards that would be affected. According to the 2035 General Plan Master EIR (City of Sacramento 2014), development of infill parcels would be located in areas that commonly experience impacts from existing light sources. In the case of the new substation site, existing receptors that currently experience existing ambient light sources include Mercy Housing and pedestrians and motorists on 6th and 7th Streets. Future receptors addressed in the 2007 Specific Plan EIR include future affordable housing residents north of the planned G Street extension. Furthermore, the proposed project would not include any of the land uses that the 2035 General Plan Master EIR highlights as projects that could result in light and glare (e.g., solar farms, sports facilities) but would include buildings typical of an urban setting that would not require substantial lighting or result in glare impacts. However, the addition of safety and security lighting could affect directly adjacent areas and, per the 2007 Railyards Specific Plan EIR (*Impact 6.13-3, The proposed project could create substantial new sources of light*), this impact would be ***potentially significant***. Therefore, SMUD would implement the following mitigation measure:

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***Mitigation Measure AES-1 (Implement Mitigation Measure 6.13-3. Minimize Impacts from New Sources of Light from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

- a) *East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.*
- b) *Prior to issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.*
- c) *Landscape illumination and exterior sign lighting shall follow the City's Municipal Code.*

These measures would reduce potential lighting impacts on surrounding areas through appropriate site design and configuration, and review of the lighting plan so that spillover lighting would be minimized. The policies contained in the Railyards Design Guidelines encourage lighting that minimizes spillover effects. Because this impact would be addressed by existing mitigation requirements for Railyards projects, this impact would be ***less than significant***.

As described in the 2007 Railyards Specific Plan EIR, new buildings in the Railyards area could include glass and other reflective materials on building facades that could, depending on the height and façade materials used for the buildings, potentially result in glare along major road corridors, including 6th Street and 7th Street, which are adjacent to the project site. The impact could be ***potentially significant***, as stated in the Railyards Specific Plan EIR (*Impact 6.13-4, The proposed project could create a new source of glare*). Therefore, SMUD would implement the following mitigation measure.

***Mitigation Measure AES-2 (Implement Mitigation Measure 6.13-4. Minimize Impacts from New Sources of Glare from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

*Highly reflective mirrored glass walls shall not be used as a primary building material (no more than 35 percent) for building facades adjacent to major roadways. Instead, low emission (Low-E) glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.*

Implementation of this mitigation measure would reduce this potentially significant glare impact to ***less than significant*** by limiting permitted construction materials to non-reflective materials.



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By complying with these Railyards Specific Plan EIR mitigation measures, SMUD also would comply with Sacramento General Plan policies 7.1.5 and 7.1.6, which require new developments to minimize obtrusive lighting and avoiding incompatible glare. Accordingly, SMUD would provide lighting in the project area that would be directed downward, illuminating only the substation area, and this lighting would be designed to be consistent with the planned use. For example, SMUD would design the screening wall and control building to minimize glare from reflective, mirrored, or black glass, in accordance with City of Sacramento policy. In addition, the proposed project would require planning director and design commission review as described above, including a review of light and glare issues. Because SMUD would comply with existing Railyards lighting and glare mitigation measures, and City of Sacramento policies and regulations, this impact would be ***less than significant***.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.2.1 Environmental Setting

The project site is located at the edge of downtown Sacramento; no active agricultural land uses exist within or adjacent to the existing substation or proposed substation site. Additional information about land uses within and adjacent to the project site is presented in Section 3.10, “Land Use and Planning.”

The California Department of Conservation’s (DOC) Important Farmland classifications—Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance—recognize land suitability for agricultural production by considering the soil, depth to groundwater, flooding potential, rock fragment content, and rooting depth (see Section 3.2.2, “Regulatory Setting,” for further discussion). The classifications also consider location, growing season, and moisture available to sustain high-yield crops. Together, Important Farmland and Grazing Land are defined by DOC as “Agricultural Land” (California Public Resources Code [PRC], Sections 21060.1 and 21095).

According to the DOC’s most recent Sacramento County Important Farmland map, the proposed substation site and adjacent lands are designated as Urban Built-Up Land, which is

defined as land that generally includes residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatments, and water control structures (DOC 2014). CEQA does not consider Urban and Built-Up Land to be Important Farmland.

Under the California Land Conservation Act of 1965, also known as the Williamson Act, local governments can enter into contracts with private property owners to protect land (within agricultural preserves) for agricultural and open space purposes. The proposed substation site and adjacent lands are not held under a Williamson Act contract (DOC 2013).

### 3.2.1 Regulatory Setting

#### *Federal*

No federal regulations related to agriculture and forestry resources are applicable to the proposed project.

#### *State*

##### *Farmland Mapping and Monitoring Program*

The Farmland Mapping and Monitoring Program (FMMP) was established by the State of California in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the U.S. Soil Conservation Service (now called the Natural Resources Conservation Service, under the U.S. Department of Agriculture). The intent of the program was to produce agricultural resource maps based on soil quality and land use across the nation. DOC sponsors the FMMP and also is responsible for establishing agricultural easements, in accordance with PRC Sections 10250–10255.

Important Farmland is classified by DOC as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The following list provides a comprehensive description of all the categories mapped by DOC:

- **Prime Farmland**—Land that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- **Farmland of Statewide Importance**—Land similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.
- **Unique Farmland**—Land of lesser quality soils used for the production of the state's leading agricultural cash crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California.
- **Farmland of Local Importance**—Land that is of importance to the local agricultural economy, as defined by each county's local advisory committee and adopted by its board of supervisors.

- **Grazing Land**—Land with existing vegetation that is suitable for grazing.
- **Urban and Built-Up Lands**—Land that is used for residential, industrial, commercial, institutional, and public utility structures and for other developed purposes.
- **Land Committed to Nonagricultural Use**—Land that has a permanent commitment to development but has an existing land use of agricultural or grazing lands.
- **Other Lands**—Land that does not meet the criteria of any of the previously described categories and generally includes low-density rural developments, vegetative and riparian areas not suitable for livestock grazing, confined-animal agriculture facilities, strip mines, borrow pits, and vacant and nonagricultural land surrounded on all sides by urban development.

Public Resource Code Section 12220(g)

Section 12220(g) of the PRC defines forestland as land that can support 10 percent native tree cover and woodland vegetation of any species (including hardwoods) under natural conditions, and that allows for management of one or more forest resources (i.e., timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation) and other public benefits.

*Local*

No local regulations related to agriculture and forestry resources are applicable to the proposed project.

### 3.2.3 Impacts and Mitigation Measures

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

As discussed previously, the project site is designated by the Sacramento County Important Farmland map, published by DOC's Division of Land Resource Protection, as Urban and Built-Up Land (DOC 2014). Because no agricultural land uses are present within or adjacent to the existing substation or the proposed substation site, the proposed project would not result in other changes in the physical environment that could result in the conversion of agricultural land, including Important Farmland, to nonagricultural uses. Therefore, **no impact** would occur.

- b) **Conflict with existing zoning for agricultural use or a Williamson Act contract?**

The project site is not zoned for agricultural use and no lands are held under a Williamson Act contract (DOC 2013). Therefore, the proposed project would not conflict with existing zoning for agricultural uses or conflict with a Williamson Act contract. **No impact** would occur.

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

The project site is not zoned as forestland, timberland, or a Timberland Production zone. Thus, the proposed project would not conflict with existing zoning for, or cause rezoning of, forestry resources. **No impact** would occur.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

The project site does not contain forestland as defined by PRC Section 12220(g). Therefore, the proposed project would not result in the loss of forestland or conversion of forestland to nonforest uses. **No impact** would occur.

- e) **Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

See responses to questions a) and d) above. The proposed project would not result in other changes in the physical environment that could directly or indirectly result in the conversion of agricultural land, including Important Farmland, to nonagricultural uses or result in the conversion of forestland to nonforest uses. **No impact** would occur.



### 3.3 AIR QUALITY

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.3.1 Environmental Setting

The project site is located in the City of Sacramento, which is within Sacramento County and the Sacramento Valley Air Basin. Sacramento County air quality is regulated by the Sacramento Metropolitan Air Quality Management District (SMAQMD).

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) have identified six air pollutants of nationwide and statewide concern: ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, lead, and particulate matter (PM). PM is subdivided into two classes based on particle size: PM equal to or less than 10 micrometers in diameter (PM<sub>10</sub>) and PM equal to or less than 2.5 micrometers in diameter (PM<sub>2.5</sub>).

Health-based air quality standards have been established for these pollutants by EPA at the national level and by ARB at the state level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and ARB designate areas of the State as attainment, nonattainment, maintenance, or unclassified for the various pollutant standards according to the Federal Clean Air Act (CAA) and the California Clean Air Act, respectively. An area is designated nonattainment/transitional to signify that the area is close to attaining the standard for that pollutant. The “unclassified” designation is

used in an area that cannot be classified as meeting or not meeting the standards, based on available information.

With respect to the NAAQS, attainment status varies for the many counties throughout the Sacramento Valley Air Basin. The SMAQMD more specifically is designated as a nonattainment area for ozone, PM<sub>10</sub>, PM<sub>2.5</sub> with respect to the CAAQS, and as a nonattainment area for ozone and 24-hour PM<sub>2.5</sub> with respect to the NAAQS.

### 3.3.2 Regulatory Setting

#### *Federal*

EPA is charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the CAA, which was enacted in 1970. The most recent major amendments made by Congress occurred in 1990. The CAA required the EPA to establish primary and secondary NAAQS. Primary NAAQS are established at levels necessary, with an adequate margin of safety, to protect the public health, including the health of sensitive populations such as asthmatics, children, and the elderly. Similarly, secondary NAAQS specify the levels of air quality protect the public from known air contaminants.

#### *State*

The ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California. The California Clean Air Act was adopted in 1988 and required ARB to establish the CAAQS. In most cases, the CAAQS are more restrictive than the NAAQS. The CAAQS incorporate a margin of safety to protect sensitive individuals. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.

#### *Local*

SMAQMD is the local agency responsible for air quality planning and development of the air quality plan in the project area. The air quality plan establishes the strategies used to achieve compliance with the NAAQS and CAAQS in all areas within SMAQMD's jurisdiction. SMAQMD develops rules and regulations and emission reduction programs to control emissions of criteria air pollutants, ozone precursors, toxic air contaminants (TACs), and odors.

SMAQMD regulates air quality through its planning and review activities. All projects within SMAQMD's jurisdictional area are also subject to adopted rules and regulations in effect at the time of construction and operation. The analysis of the proposed project's air quality impacts is consistent with SMAQMD's *CEQA Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2015a).

#### *City of Sacramento 2035 General Plan Update*

The following goal and policies from the Environmental Resources Element of the 2035 General Plan are relevant to the proposed project.

**Goal ER 6.1 Improved Air Quality.** Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.

- **Policy ER 6.1.1 Maintain Ambient Air Quality Standards.** The City shall work with the ARB and SMAQMD to meet State and federal ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographical location, from the health effects of air pollution.
- **Policy ER 6.1.2 New Development.** The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design.
- **Policy ER 6.1.3 Emissions Reduction.** The City shall require development projects that exceed SMAQMD ROG and NO<sub>x</sub> operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.
- **Policy ER 6.1.4 Sensitive Uses.** The City shall coordinate with SMAQMD in evaluating exposure of sensitive receptors to TACs, and will impose appropriate conditions on projects to protect public health and safety.
- **Policy ER 6.1.14 Preference for Reduced-Emission Equipment.** The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

### Railyards Specific Plan

Development of the new site was included as part of the environmental analysis for the 2007 Railyards Specific Plan. Mitigation measures contained in the Railyards Specific Plan EIR, if required to reduce the proposed project's impacts to less than significant, are included in the impact analysis below.

### 3.3.3 Impacts and Mitigation Measures

#### a) **Conflict with or obstruct implementation of the applicable air quality plan? (Less than Significant)**

Air quality plans describe air pollution control strategies to be implemented by an air district, city, county, or region. The primary purpose of an air quality plan is to maintain and/or achieve attainment of a NAAQS or CAAQS. The *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (known as the 2013 SIP Revisions) and the *2015 Triennial Report and Plan Revision* are the latest plans issued by SMAQMD (SMAQMD 2013, SMAQMD 2015b). These plans address attainment of the federal 8-hour ozone standard and the state ozone standard, respectively.

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Two criteria are applicable to determine whether the proposed project would conflict with or obstruct implementation of the air quality plan. The first criterion is whether the project would exceed the estimated air basin emissions, which are based in part on projections of population and vehicle miles traveled. The second criterion is whether the project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards.

Construction would involve off-road equipment, haul trucks, and worker commute trips. The air quality plan estimates the annual regional use of construction equipment. The proposed project would not increase the assumptions for off-road equipment use, or on-road haul truck and worker commute trips to and from the project site. In addition, construction activities and associated equipment would not conflict with control measures presented in the applicable air quality plans.

Because the proposed project is consistent with the zoning designation and the proposed project elements are in alignment with the characteristics envisioned in the City of Sacramento 2035 General Plan for this land use, the intensity of operational emissions would have been accounted for in the air quality plan. The relocated substation would be more energy efficient than the existing equipment. In addition, the substation would include an unstaffed control building to house electrical equipment, similar to that of the existing substation, and two small open space areas that would not generate any direct emissions of criteria pollutants. Rather, the open spaces would serve nearby commercial and residential land uses and would not likely attract substantial new trips because of their relatively small size. Therefore, long-term operational emissions associated with the proposed project would not exceed the emissions budgeted for the site in the air quality plan.

SMAQMD has established thresholds of significance designed to identify significant levels of air pollution. As shown in Table 3.3-1 below and discussed in more detail under Question b), calculated project construction and operational emissions do not exceed the SMAQMD thresholds of significance. As described in the City of Sacramento's 2035 General Plan, projects that do not exceed SMAQMD thresholds of significance are consistent with the General Plan. Therefore, the proposed project would be consistent with the 2035 General Plan and SMAQMD air quality plan and this impact would be ***less than significant***.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less-than-Significant Impact with Mitigation Incorporated)**

*Construction*

Construction emissions are "short-term" or temporary but can result in substantial air quality effects. Construction would result in the temporary generation of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. ROG and NO<sub>x</sub> are associated primarily with exhaust from heavy-duty construction equipment, material delivery/haul trucks, and construction worker vehicles. Fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) are associated primarily with excavation and grading and vary as a function of soil type and moisture content, wind speed, acreage of disturbance, and vehicle miles traveled.



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Project construction would begin in 2017 and continue through 2018. The estimated construction workforce would be a maximum of approximately 20 workers per day, resulting in 40 one-way commute trips per day. Import and export of materials would occur throughout construction.

SMAQMD recommends that lead agencies model the NO<sub>x</sub> mass emissions and PM<sub>10</sub> and PM<sub>2.5</sub> emission concentrations for all projects except those that meet the following conditions: (1) the project will implement all Basic Construction Emission Control Practices, and (2) the total project size would be less than 35 acres. SMAQMD has determined that projects that meet these conditions would not exceed or contribute to SMAQMD's thresholds for those pollutants. The total disturbed acreage for the new substation would be approximately 1.3 acres. Therefore, with implementation of SMAQMD's Basic Construction Emission Control Practices, the proposed project would not exceed SMAQMD NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> thresholds.

Nevertheless, SMUD quantified construction-related emissions using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. CalEEMod uses project-specific construction information, such as the types, number, and horsepower of construction equipment, and the number and length of off-site motor vehicle trips. Project construction emissions were estimated for construction worker commutes, haul trucks, and the use of off-road equipment. Modeling assumptions are presented in Appendix B.

As shown in Table 3.3-1, construction emissions would include maximum daily emissions of approximately 6 pounds of ROG, 75 pounds of NO<sub>x</sub>, 10 pounds of PM<sub>10</sub> (combined exhaust and fugitive dust), and 7 pounds of PM<sub>2.5</sub>. These emissions would not exceed any of SMAQMD's construction thresholds of significance. However, as described above, all construction projects are required to implement SMAQMD's Basic Construction Emission Control Practices either as a condition of approval or as mitigation (SMAQMD 2015a). Without implementation of SMAQMD's Basic Construction Emission Control Practices, the construction-related impact of the proposed project would be **potentially significant** and SMUD would implement Mitigation Measures AQ-1 (SMAQMD Basic Construction Emission Control Practices) and AQ-2 as presented below. Some of the provisions of Mitigation Measure AQ-2 (Mitigation Measure 6.1.1 from the Railyards Specific Plan EIR MMRP) duplicate Mitigation Measure AQ-1; if any provisions of Mitigation Measure AQ-2 conflict with Mitigation Measure AQ-1, the more current SMAQMD requirements would apply.

Construction Phase	Pollutant Emissions (lb/day)			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	6.02	74.93	9.88	6.64
SMAQMD Significance Threshold <sup>1</sup>	-	85	-	-

Notes: lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter with aerodynamic diameter less than 10 microns; PM<sub>2.5</sub> = particulate matter with aerodynamic diameter less than 2.5 microns; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District.

<sup>1</sup> SMAQMD has developed a significance threshold only for NO<sub>x</sub>. Other ozone precursors (i.e., ROG), PM<sub>2.5</sub>, and PM<sub>10</sub> are shown for informational purposes and because the region is currently designated as nonattainment for the pollutants.

Source: Data compiled by AECOM in 2015

**Mitigation Measure AQ-1. Implement Applicable SMAQMD Basic Construction Emission Control Practices.**

SMUD or its designated construction contractors shall comply with the following measures to reduce fugitive dust and construction equipment exhaust emissions:

- Water all exposed surfaces two times daily. Exposed surfaces include but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Cover any haul trucks that will be traveling along freeways or major roadways.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speed on unpaved roads to 15 miles per hour.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (required by California Code of Regulations [CCR] Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. Equipment shall be checked by a certified mechanic and determined to be running in proper condition before it is operated.

***Mitigation Measure AQ-2. (Implement Mitigation Measure 6.1-1 from the Railyards Specific Plan EIR MMRP (certified December 11, 2007, SCH No. 2006032058).***

- a) *Water all soil with sufficient frequency as to maintain soil moistness*
- b) *Maintain two feet of freeboard space on haul trucks*

*In addition the following measures shall be implemented to further reduce the PM<sub>10</sub> impact during construction activity:*

- c) *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient water or chemical stabilizer suppressant*
- d) *Wheel washers for all exiting trucks shall be installed or all trucks and equipment leaving the site shall be washed off*
- e) *Excavation and grading activity shall be suspended when winds exceed 20 mph*

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- f) *During clearing grading earth moving or excavation operations fugitive dust emissions shall be controlled by watering exposed surfaces two times per day watering haul roads three times per day or paving of construction roads or dust preventative measures. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant*
  
- g) *Onsite vehicle speeds on unpaved roads shall be limited to 15 mph*

Implementation of these mitigation measures would ensure that construction activities would not exceed or contribute to SMAQMD's screening or concentration-based thresholds of significance for PM<sub>10</sub> and PM<sub>2.5</sub>, and thus would not violate air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, implementation of the existing Railyards Mitigation Measures AQ-1 and AQ-2 would reduce this construction-related impact to **less than significant**.

### *Operations*

As discussed in Chapter 2, "Project Description," operation of the reconfigured substation and site would be very similar to existing operations. Operations would require infrequent maintenance visits by SMUD staff, estimated to be twice monthly visits. The two proposed small open spaces would primarily serve surrounding commercial and residential land uses and would not attract a substantial number of visitors traveling by car. Rather, they would primarily be reached by pedestrians and bicyclists. In addition, these areas would require only a nominal amount of maintenance and any increase in long-term operational emissions would be below SMAQMD operational thresholds of significance. Therefore, operations would not violate an air quality standard or contribute substantially to an existing or projected air quality violation, and this impact would be **less than significant**.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

The nonattainment status of regional pollutants is a result of past and present development within the air basin, and this regional impact is cumulative rather than being attributable to any one source. As discussed above, the proposed project would generate criteria pollutants at levels that would not exceed SMAQMD thresholds. Projects that would exceed these thresholds would be considered to contribute a cumulatively considerable amount of pollutants to regional emissions.

Because the proposed project would not exceed the SMAQMD significance thresholds or screening thresholds, and because buildout of the City and cumulative air quality effects were addressed in the General Plan EIR, these emissions would not be cumulatively considerable and Mitigation Measures AQ-1 and AQ-2 would ensure that construction would not exceed SMAQMD's thresholds. With those mitigation measures, this impact would be **less than cumulatively considerable**.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

Sensitive receptors include children, older adults, persons with preexisting respiratory or cardiovascular illness, as well as people who engage in frequent exercise. Sensitive receptor locations include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

*Construction-Related TAC Emissions*

The nearest sensitive receptors to the project site are residents of the 7th and H Mercy Housing mixed-use affordable housing development located adjacent to the project site. Additional sensitive receptors include the Phoenix Schools Private Preschool approximately 500 feet south of the project site, 24-Hour Fitness gym approximately 0.2 miles to the south, and Wong Center Walk-in Clinic approximately 0.25 miles to the southwest. However, impacts on sensitive receptors located more than the ARB-prescribed 500 feet from the project site would be less than significant (ARB 2005). Therefore, this analysis focuses on the residential receptors at the 7th and H Mercy Housing.

The greatest potential for TAC emissions would be related to diesel PM emissions associated with construction equipment. Most diesel exhaust PM emissions associated with material delivery trucks would occur off-site along regional roadways.

Health risk is a function of duration of exposure and the concentration of contaminants in the environment. Health effects from carcinogenic TACs are described in terms of individual cancer risk, which is based on a 30-year lifetime exposure.

Construction would occur over approximately 26 months. In addition, SMUD would implement Mitigation Measures AQ-1 and AQ-2 to reduce emissions. Because the exposure duration would be substantially shorter (7 percent) than the exposure period used for typical health risk calculations (i.e., 30 years), the project's short-term construction activities would not expose sensitive receptors to prolonged TAC concentrations and this impact would be **less than significant**.

*CO Hotspots*

SMAQMD has established a two-tier screening method for identifying potential CO hotspots, which are areas that exceed State or federal CO ambient air quality standards. The first tier evaluates whether the project would: 1) result in traffic that would change an intersection's level of service (LOS) to LOS E or F, and 2) contribute additional traffic to an intersection that already operates at LOS E or F (SMAQMD 2015a). Because of the relatively small size of the proposed project and because operational traffic would not change, a formal traffic study was not completed for the project. The only project traffic would be temporary and short-term construction traffic. Because there was no quantitative traffic study performed to evaluate LOS at affected intersections, this analysis conservatively assumes the project would not meet this tier. In this case, SMAQMD recommends examining the project's ability to meet the second tier.

The second tier considers whether the project would: 1) result in an affected intersection experiencing more than 31,600 vehicles per hour, 2) contribute traffic to a tunnel, parking



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garage, bridge underpass, urban street canyon, below-grade roadway, or other locations where horizontal or vertical mixing of air will be substantially limited, and 3) result in the mix of vehicle types at an affected intersection to be substantially different from the County average (SMAQMD 2015a). The proposed project's maximum hourly construction vehicle volumes would not exceed or have a substantial (i.e., 5 percent or 1,580 vehicle trips per day) contribution to the screening level volume. This is because the maximum daily truck trips would be approximately 140 round trips (or 280 one-way trips) per day, which would occur throughout the construction work day (and not within one hour). When added to the maximum daily construction workers (i.e., 20 maximum workers per day, or 40 total trips), construction activities would involve approximately 160 maximum vehicles operating on regional and local roadways per day, which conservatively assumes a separate truck for each truck trip rather than the same trucks making multiple trips. Nevertheless, this value is substantially less than 5 percent of the screening threshold mentioned above. In addition, the project site and Railyards (the destination for most truck trips) is not located in an area where horizontal or vertical air mixing of air would be limited. Moreover, the project's construction-related vehicles would include heavy-duty trucks for material hauling and construction worker vehicles and these trips would be spread throughout the day. Lastly, because the ultimate disposal site (i.e., Railyards) for the soil hauling would be adjacent to the project site (i.e., minimum travel on local roadways), it is not anticipated that construction-related traffic would cause substantial congestion on local roadways. Therefore, considering the number of daily construction-related vehicle trips proposed, the proximity and accessibility of the disposal site, and given the project achieves SMAQMD's second tier for screening CO hotspots, the project would not result in localized CO concentrations that exceed State or federal ambient air quality standards and this impact would be ***less than significant***.

### *Operational*

Project operation would involve primarily gasoline-fueled vehicles associated with occasional worker trips to ensure the substation is operating properly and maintenance of the open space areas. The new substation would not include any additional ongoing emission sources and therefore would not increase TAC emissions. Parks are not considered typical sources of TAC emissions. Therefore, project operations would not expose sensitive receptors to substantial TAC emissions and this impact would be ***less than significant***.

### **e) Create objectionable odors affecting a substantial number of people?**

The project would not involve the types of construction or operations that would cause objectionable odors. For example, construction would not involve the use of chemicals or dredging of sediments. Further, the project would not include the operation of facilities that typically generate odors, such as wastewater treatment facilities, sanitary landfills, composting facilities, petroleum refineries, chemical manufacturing plants, or food processing facilities.

Construction would not expose nearby off-site receptors to objectionable odors. The heavy-duty trucks and off-road construction equipment that would be used during construction would generate exhaust. However, the impacts would be localized, intermittent, and temporary, and the trucks and equipment would not be a constant source of emissions (i.e., diesel PM) and would not expose nearby receptors to a continuous source of emissions. Rather, construction emissions



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would occur intermittently and would be very low for most construction activities. Emissions would be progressively lower after completion of earthwork. Because construction and subsequent maintenance would not generate substantial odors, this impact would be ***less than significant***.

### 3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the DFG or USFWS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the DFG or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the federal Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.4.1 Environmental Setting

##### *Project Area Habitat*

Descriptions of biological resources in the project area are based on existing documentation for the site, literature reviews, prior biological field surveys conducted for the area, and a reconnaissance-level site survey. The proposed substation site is not located within an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The proposed substation site has been extensively disturbed by prior development activities. The majority of the site is a paved parking lot, having a mix of concrete and asphalt surfaces. An earthen berm forms the northwestern boundary of the parking lot and has a row of tree of

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heaven (*Ailanthus altissima*) and an elderberry shrub (*Sambucus mexicana*). Many of the tree of heaven trees have multiple trunks and associated resprouts, which is common with this species. One of these trees qualifies as a Heritage Tree under the City of Sacramento's Tree Preservation Ordinance (Title 12, Chapter 12.64 of the Sacramento City Code) because it has a trunk circumference greater than 100 inches and thus is of heritage tree size. The ultimate determination of whether a specific tree actually qualifies as a heritage tree lies with the City's urban forester. The tree of heritage size is located directly adjacent to the elderberry shrub, both of which are within an area identified by signage installed by Caltrans as mitigation for the Sacramento Intermodal Transportation Facility identifying protected habitat for the valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*). This protected VELB habitat area is surrounded by a 6-foot chain link fence at the southwest corner of the new site.

Directly northwest of the earthen berm and the protected VELB habitat is a triangular-shaped, disturbed area of ruderal vegetation that formerly contained Union Pacific rail lines. These rail lines were relocated farther northwest during construction of the Sacramento Intermodal Transportation Facility project (DOT and Caltrans 2009). This disturbed area is bordered on the west by the extension of 6th Street. The ruderal habitat does not include any native plant communities or natural habitats and is considered low-value for most wildlife species because of an overall lack of vegetative cover and high levels of human disturbance.

Three additional large tree of heaven trees are located along the parking lot's southern boundary, within paved areas. These trees do not qualify as potential heritage trees or City Street Trees because their circumferences are less than 100 inches and they are not located within the City's public street right-of-way. Along the site's eastern boundary, directly adjacent to 7th Street, a large cork oak (*Quercus suber*) with a circumference of 98 inches is within the City's public street right-of-way, which qualifies it as a City Street Tree (Title 12, Chapter 12.56.020 of the Sacramento City Code). Cork oaks, while commonly planted in California, are not native oak trees. However, the cork oak may also qualify as a Heritage Tree because it could be designated by resolution of the City Council to be of special historical or environmental value or of significant community benefit. The ultimate determination is up to the urban forester and the City Council.

The dominant understory plant species within unpaved areas include wild oat (*Avena* sp.), ripgut brome (*Bromus diandrus*), yellow starthistle (*Centaurea solstitialis*), mustard (*Brassica* spp.), vetch (*Vicia* sp.), bindweed (*Convolvulus arvensis*), milk thistle (*Silybum marianum*), and tarweed (*Holocarpha* sp.).

### *Project Area Special-Status Plant and Wildlife Species*

To assess the proposed project's potential to affect special-status plant or wildlife species, or sensitive vegetation communities, the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) (CDFW 2014), the U.S. Fish and Wildlife's (USFWS) species list for the Sacramento West and Sacramento East USGS quadrangles (USFWS 2014), and the California Native Plant Society (CNPS) database (CNPS 2014) were reviewed (AECOM 2015). The search query included the USGS 7.5-minute quadrangle of the project area (Sacramento East), and eight surrounding quadrangles. A reconnaissance-level

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site survey of the project site was conducted on June 8, 2015 to identify sensitive habitats and natural communities, as well as any special-status species.

There are documented occurrences of special-status plant species in the nine quadrangles containing and surrounding the project site. All of these species are associated with vernal pools, freshwater marsh, or other aquatic habitats. There is no suitable habitat on the project site for these or any other special-status plant species known to occur in the region.

Three special-status wildlife species, Swainson's hawk (*Buteo swainsonii*), white-tailed kite (*Elanus leucurus*), and VELB have the potential to occur on the project site; therefore, further evaluation is presented below. In addition, a fully-protected species, the American peregrine falcon (*Falco peregrines anatum*), has been reported in the area. These species were not encountered during the reconnaissance survey, and the CNDDDB does not contain records of these species on the project site.

### Swainson's Hawk

Swainson's hawk in the Central Valley typically nests in tall trees (around 50 feet tall on average) in riparian woodlands, along roadsides or field borders, isolated trees, and on the edges of remnant oak woodlands or small groves (Estep 1989; Anderson et al. 2007). Remnant riparian forest edges contain the majority of known nests in the Central Valley. However, this is a function of nest tree availability rather than dependence on riparian forest (Estep 1989; England et al. 1997). Nests usually are constructed high up in the tree (the average nest height is around 40 feet), providing protection to the nest as well as visibility from it. Nests generally are constructed in trees that provide a panoramic view of the hawk's territory. Tree species most commonly used for nesting in the Central Valley are Fremont cottonwood (*Populus fremontii*), valley oak (*Quercus lobata*), black walnut (*Juglans californica*), eucalyptus (*Eucalyptus* spp.), and willow (*Salix* spp.) (Anderson et al. 2007; Estep, pers. comm., 2007a).

Swainson's hawk occasionally nests in urban areas, if a suitable nest tree exists that is tall enough to provide a panoramic view of the surrounding landscape, has dense enough foliage to visually protect the nest from disturbances, and is located within 2 miles of foraging habitat (England et al. 1995 in Estep 2009a). Most urban nest trees are ornamental pines (*Pinus* spp.), coast redwood (*Sequoia sempervirens*), giant sequoia (*Sequoiadendron giganteum*), or native valley oaks (England et al. 1995 in Estep 2009; Estep, pers. comm., 2007a). Although tree species most commonly used by Swainson's hawk do not occur on the project site, one oak tree and several tree of heaven trees potentially could be used for nesting by Swainson's hawk.

Although Swainson's hawk uses a variety of nesting habitats, it is a species of open plains and its nest trees almost always are selected along the edges of tree stands or woodlands and not within areas surrounded by tall buildings (England et al. 1997; Estep, pers. comm., 2007a; Estep 2009b). Swainson's hawk is visually oriented and requires large, wide-open spaces and visibility from the nest (Estep, pers. comm., 2007a; Estep 2009b).

Potential foraging habitat within approximately 2 miles of the project site exists at the Railyards, on vacant lots on the west bank of the Sacramento River in West Sacramento, at Sutter's Landing Regional Park, and along the American River Parkway. However, reproductive success decreases for Swainson's hawk as distance from foraging habitat increases; Swainson's hawks

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nesting in urban areas have been shown to have lower reproductive success than those nesting in rural areas (England et al. 1995; England et al. 1997).

### White-Tailed Kite

White-tailed kite inhabits low elevation open grasslands, savannah-like habitats, agricultural areas, wetlands, oak woodlands, and riparian areas (Dunk 1995). White-tailed kite generally nests in dense stands of trees, but like Swainson's hawk, it nests on habitat edges adjacent to open foraging habitat (CDFW 2005). The species occasionally nests in isolated trees. It typically nests within 0.5 mile of foraging habitat and rarely is found away from its preferred foraging habitats (Dunk 1995; CDFW 2005; Estep, pers. comm., 2014a). Its preferred foraging habitat in the Central Valley includes alfalfa and other hay crops, irrigated pastures, sugar beets, and tomatoes (Erichsen et al. 1994; Estep, pers. comm., 2014a), but it also forages in dry pastures, annual grasslands, open oak woodlands, rice stubble fields, seasonal wetlands, marsh edges, and occasionally in orchards (Erichsen 1994; Estep, pers. comm., 2014a). None of these habitats occur on or directly adjacent to the project site. The species has been reported to nest in a wide variety of tree and shrub species, ranging from shrubs such as coyote brush (*Baccharis pilularis*) that are less than 10 feet tall to redwood trees over 150 feet tall (Dunk 1995). However, it most often builds its nests near the tops of trees (generally 20 to 100 feet above ground) with dense canopies (CDFW 2005). White-tailed kite is a year-round resident in the Central Valley, other lowland valleys, and along the entire length of the West Coast (Dunk 1995).

### Valley Elderberry Longhorn Beetle

VELB is closely associated with elderberry shrubs (*Sambucus* spp.), an obligate host for beetle larvae. This hardy shrub grows successfully in a variety of riparian habitat types. Where a source of water exists, elderberry shrubs grow in nonriparian habitats. However, most VELB occurrences are known from elderberry shrubs in or adjacent to riparian communities (DOT and Caltrans 2009).

Two elderberry shrubs were identified in the southwestern corner of the project site during a biological survey conducted for the Sacramento Intermodal Transportation Facility project in 2009 (DOT and Caltrans 2009). The westernmost shrub was assumed to be directly affected by the transportation facility construction, and the easternmost shrub was assumed to be indirectly affected. The shrub to the west was transplanted to a mitigation area in San Joaquin County as part of the SITF project. Only the easternmost shrub currently remains on the site.

VELB is listed under the Federal Endangered Species Act (FESA) as a threatened species. Critical habitat was designated by USFWS on August 8, 1980 (45 Federal Register 52803). However, the project site is not located within critical habitat for VELB.

### American Peregrine Falcon

American peregrine falcon has been reported to nest on the Resources Building at 1416 9th Street, approximately 0.6 mile south of the project site. This species reportedly nested at the Resources Building many years ago, but the nest site on this building was screened to

exclude the species, and no subsequent nesting has been documented in downtown Sacramento (Estep, pers. comm., 2014b). Adult peregrine falcons have been observed in downtown Sacramento, including in the project vicinity, as recently as summer 2014 (Estep, pers. comm., 2014b; Airola, pers. comm., 2014), but no nest sites are known to be present. This species is not expected to nest on the project site because of a lack of preferred nesting structures (i.e., bridges or tall buildings with partially enclosed ledges that are protected from direct human interaction), but it could nest on surrounding buildings that provide suitable structure. Protected ledges on tall buildings are preferred, but the ledges need to have some edge barrier to prevent eggs and nestlings from falling off, and be protected from predators and human interaction.

### 3.4.2 Regulatory Setting

#### *Federal*

##### *Federal Endangered Species Act*

USFWS and the National Marine Fisheries Service (NMFS) implement the FESA of 1973 (16 U.S. Code Section [USC] 1531 et seq.). Under the FESA, threatened and endangered species on the federal list and their habitats (50 Code of Federal Regulations [CFR] Subsections 17.11, 17.12) are protected from “take” (i.e., activities that harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect) as well as any attempt to engage in any such conduct, unless a Section 10 Permit is granted to an individual or a Section 7 consultation and a Biological Opinion with incidental take provisions is issued by the lead federal agency.

Pursuant to the requirements of FESA, the agency determines whether any federally listed species or their designated critical habitat may be present and if the proposed project would have the potential to affect those species, including through habitat loss. The agency determines whether the project is likely to jeopardize the continued existence of any species proposed to be listed under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC Section 1536[3], [4]). (Under CEQA, such effects on species or their habitat would be considered significant and would require mitigation).

##### *Migratory Bird Treaty Act*

Most bird species (especially those that are breeding, migrating, or of limited distribution) are protected under federal and/or state regulations. Under the Migratory Bird Treaty Act of 1918 (16 USC Subsection 703–712), migratory bird species, their nests, and their eggs are protected from injury or death, as well as any project-related disturbances during the nesting season. As such, project-related disturbances need to be reduced or eliminated during the nesting season.

*State**California Endangered Species Act*

The California Endangered Species Act (CESA) prohibits the take of State-listed threatened and endangered species. Under CESA, CDFW is responsible for maintaining a list of rare, threatened, and endangered species designated under State law (California Fish and Game Code 2070–2079). The CDFW also maintains lists of candidate species, species of special concern, and fully protected species. Candidate species are those taxa that have been formally recognized by the CDFW and are under review for addition to the State threatened and endangered list. Species of special concern are those taxa that are considered sensitive and this list serves as a “watch list.” Fully protected species are those designated as such under Sections 3511, 4700, or 5050 of the California Fish and Game Code.

Pursuant to the requirements of CESA, agencies reviewing proposed projects within their jurisdictions need to determine whether any State-listed species has the potential to occur in a proposed project site and if the proposed project would have any potentially significant impacts on such species. Project-related impacts on those species would be potentially significant and would require mitigation, and impacts on species of concern could be potentially significant under certain circumstances. The CDFW can authorize take if an incidental take permit is issued by the Secretary of the Interior or Commerce in compliance with FESA or if the director of the CDFW issues a permit under Section 2080 in those cases where it is demonstrated that the potentially significant impacts would be minimized and mitigated.

*CEQA Guidelines Section 15380*

Several federal and State statutes protect rare, threatened, and endangered species. Under the State CEQA Guidelines, Section 15380 provides that a species not listed in the federal or State list of protected species may be considered rare, threatened, or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definitions of endangered, rare, or threatened that are provided in the FESA and the CESA. This section of the State CEQA Guidelines provides public agencies with the ability to protect a species from any potential impacts of proposed projects until the respective government agency has the opportunity to designate (list) that species as protected, if warranted.

CNPS maintains an extensive list of plant species that it considers to be rare, threatened, or endangered, but these lists have no designated status or protection under federal or state endangered species legislation. Impacts on CNPS-listed species (e.g., CNPS list 1B and 2) are to be considered during CEQA environmental review.

*California Fish and Game Code—Protection of Bird Nests and Raptors*

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders Falconiformes and Strigiformes), including their nests or eggs. Typical violations include destruction of active nests as a result of tree removal and failure of nesting attempts, resulting in loss of eggs and/or young. These



violations can be caused by human activity and disturbance of nesting pairs. Projects that could result in potential impacts on bird nests and raptors would be subject to the California Fish and Game Code.

### *Local*

#### *City of Sacramento 2035 General Plan Update*

The following goals and policies from the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) are related to biological resources:

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

- **Policy ER 2.1.1 Resource Preservation.** The City shall encourage new development to preserve onsite natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character.
- **Policy ER 2.1.4 Retain Habitat Areas.** The City shall retain plant and wildlife habitat areas where there are known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors.
- **Policy ER 2.1.10 Habitat Assessments.** The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.
- **Policy ER 2.1.11 Agency Coordination.** The City shall coordinate with State and Federal resource agencies (e.g., CDFW, U.S. Army Corps of Engineers, and USFWS) to protect areas containing rare or endangered species of plants and animals.

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

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- **Policy ER 3.1.2 Manage and Enhance.** The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly owned trees, and work to retain healthy trees.
- **Policy ER 3.1.3 Trees of Significance.** The City shall require the retention of City trees and heritage trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation.

### City Street Trees

The City recognizes that the planting and preserving trees enhances natural scenic beauty; increases life-giving oxygen; promotes ecological balance; provides natural ventilation, air filtration, and temperature, erosion, and acoustical controls; increases property values; improves the lifestyle of residents; and enhances the identity of the City. Title 12, Chapter 12.56 of the Sacramento City Code includes provisions to protect City Street Trees. All removal, trimming, pruning, cutting, or other maintenance activities on any City Street Tree requires a permit from the director of the Department of Transportation, pursuant to Section 12.56.070 of the City Code. A City Street Tree is defined as any tree growing on a public street right-of-way that is maintained by the City. Where appropriate, the director may require the replacement of City Street Trees that are proposed for removal.

### Heritage Trees

Heritage Trees promote scenic beauty, enhance property values, reduce soil erosion, improve air quality, abate noise, and provide shade to reduce energy consumption. Title 12, Chapter 12.64 of the Sacramento City Code sets forth provisions to protect significant specimen trees in the city known as Heritage Trees. The City Code defines Heritage Trees as follows:

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

The City has initiated an effort to update its tree ordinance.

### 3.4.3 Impacts and Mitigation Measures

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the DFG or USFWS?**

Threatened or endangered species with the potential to occur on the project site include Swainson's hawk (State listed as threatened), white-tailed kite (State fully protected species), and VELB (Federally listed as threatened). With respect to bird species that nest on or are adjacent to the project site, the proposed project has the potential to affect these species as a result of removal of, or other impacts on trees that could provide nesting habitat. However, the small, urban nature of the project site and the lack of bird or raptor nests observed during the site survey make it unlikely that removal of trees that could be used for nesting would adversely affect the regional bird population. Furthermore, the loss of existing trees would not be expected to have a substantial effect on the long-term viability of any common or special-status bird or raptor population, or cause a population to drop below self-sustaining levels because most of the species that may use the site are relatively common and, because of the highly disturbed nature of the site and surrounding environment, the site provides poor quality nesting habitat for special-status raptors (i.e., Swainson's hawk and white-tailed kite) compared to the open, undeveloped habitats in which these species typically nest.

Although the probability is very low, some possibility exists of Swainson's hawk or white-tailed kite nesting on the project site. If trees are to be removed during the raptor breeding season (March through August), direct destruction of an active Swainson's hawk or white-tailed kite nest, including mortality of eggs and chicks, could result if an active nest was present. In addition, project construction could disturb active nests near the project site, potentially resulting in nest abandonment by adult birds and mortality of chicks and eggs. Direct or indirect loss of an active Swainson's hawk or white-tailed kite nest as a result of project construction would be a substantial adverse effect requiring mitigation because these species are uncommon, their regional population numbers are declining, and the species are considered vulnerable to extinction in the State of California because of a restricted range and relatively few populations. Therefore, the impact would be ***potentially significant***.

Tree removal and ground disturbances associated with project construction also could result in direct destruction of active nests of other birds that are protected under the MBTA and California Fish and Game Code. Project construction also could result in disturbance to breeding birds, causing nest abandonment by the adult birds and mortality of chicks and eggs. Loss of common birds and raptors (i.e., those not meeting the definition of special-status as provided above) would not be a potentially significant impact under CEQA because this would not result in a substantial effect on their populations locally or regionally. However, destruction of any bird nest would be a violation of the MBTA or California Fish and Game Code, and mitigation to avoid the loss of active nests of these species would need to be implemented for compliance with these regulations. The impact would be ***potentially significant***.

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Project construction has the potential to indirectly disturb peregrine falcons if they are nesting in the project vicinity during construction. Peregrine falcons nest on tall buildings that mimic their natural cliff habitat. However, no nest sites are known in downtown Sacramento, and this species is not expected to nest on the project site because of a lack of preferred nesting structures (i.e., bridges or tall buildings with partially enclosed ledges that are protected from direct human interaction). Although no known active peregrine falcon nests are documented in downtown Sacramento, if an active nest is established adjacent to the project site, the potential indirect impact on an active nest as a result of project construction would have a substantial adverse effect on a special-status species. Therefore, the impact would be **potentially significant**.

To minimize potential impacts on Swainson's hawk and other protected birds, SMUD would implement the applicable portions of Mitigation Measure BIO-1, as follows:

***Mitigation Measure BIO-1 (Implement Mitigation Measure 6.2-2 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

- a. *Nesting Swainson's Hawk Habitat. If construction occurs during the breeding season (February 1 - August 31) the project applicant shall conduct CDFG [CDFW] recommended protocol-level surveys prior to construction as required by the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by the CDFG [CDFW] in the future. If active nests are found in the construction area, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California shall be incorporated in the following manner or as directed by CDFG [CDFW].*
  1. *If an active nest is found, no intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project related activities that may cause nest abandonment or forced fledging can be initiated within 200 yards buffer zone of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if a qualified biologist and CDFG [CDFW] determine it would not be likely to have adverse effects on the hawks. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active.*
  2. *Nest trees shall not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a Management Authorization including conditions to offset the loss of the nest tree must be obtained from CDFG [CDFW] with the tree removal period specified in the management Authorization (generally between October 1 and February 1).*
  3. *If construction or other project related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone monitoring of the nest site funded by the project proponent, by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if*

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*the nestlings are still alive, the project proponent shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).*

*Routine disturbances, such as routine maintenance activities within 0.25 mile of an active nest, shall not be prohibited.*

- b. *Nesting habitat for other protected or sensitive avian species*
1. *Vegetation removal and construction shall occur after between September 1 and January 31, whenever feasible.*
  2. *Prior to any construction or vegetation removal between February 1 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitat within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG [CDFW] protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the pre-construction survey shall be submitted to the City of Sacramento. If an active nest of a sensitive species is identified onsite per established thresholds, specific mitigation measures shall be developed in consultation with CDFG [CDFW] and USFWS. At a minimum, these measures shall include a 500 foot no work buffer that shall be maintained between the nest and construction activity until CDFG [CDFW] and or USFWS approves of any other mitigation measures.*
  3. *Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.*

Implementation of **Mitigation Measure BIO-1** would reduce the potentially significant impact on Swainson's hawk and other protected birds to less than significant because it would avoid disturbance during nesting and project construction would not result in nest abandonment and loss of eggs or young.

Project construction has the potential to directly disturb VELB by removal of the elderberry shrub on the project site. To evaluate this shrub in detail, Area West Environmental, Inc. (AWE) conducted a VELB habitat assessment to determine if the single elderberry (*Sambucus nigra*) shrub located at the site has the potential to provide VELB habitat. Per the USFWS 1999 VELB Conservation Guidelines (1999 Guidelines), an elderberry shrub has potential to provide VELB habitat if it is comprised of stems measuring greater than 1 inch in diameter. AWE and SMUD conducted a site visit on July 13, 2015, and confirmed that only one shrub is present and has four stems of suitable size to support VELB, with three stems measuring 3 inches, and one stem measuring 1.5 inches. No exit holes were observed within any of the stems. As described above, this single shrub is located amongst mature tree of heaven (*Ailanthus altissima*) trees with an understory dominated by non-native annual grasses. Because of the disturbed nature of the site, non-native tree canopy, and distance to the nearest intact riparian habitat (0.45 mile) along the Sacramento River, the shrub was determined to be in non-riparian habitat. The

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nearest confirmed CNDDDB VELB occurrence is 0.2 mile to the west along the Sacramento River.

VELB are known to occur in riparian vegetation adjacent to creeks and rivers or remnant riparian areas, primarily within groves of elderberry shrubs and are unlikely to reach isolated shrubs located outside riparian habitats. Given the location and urban context of this single shrub, it is not likely to provide habitat and likely began growing at the site from bird-dispersed seed and is not part of a fragmented remnant riparian vegetation community, but rather a relatively recent recruit to a non-riparian habitat separated from intact riparian areas reachable by VELB, and is therefore not considered habitat for the species (AWE 2015). The proposed project would not have a substantial adverse direct or indirect effect on VELB or its habitat and this impact would be *less than significant*.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the DFG or USFWS?**

The project site does not contain riparian habitat or any other sensitive natural communities that are identified in local or regional plans, policies, and regulations or by CDFW or USFWS. Furthermore, the project site is located in a developed urban environment and no riparian habitat or any other sensitive natural communities adjacent to the project site would be affected by project construction or operation. Therefore, *no impact* would occur.

**c) Have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the federal Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?**

The project site does not include federally or State-protected wetlands or other features, regulated under Sections 404 or 401 of the Clean Water Act. Therefore, the proposed project would not result in the direct removal, filling, or hydrological interruption of wetland resources. *No impact* would occur.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?**

The project site is located within a developed urban area and does not include any native resident or migratory corridors. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors. The proposed project would not impede the use of native wildlife nursery sites. Therefore, *no impact* would occur.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The entire project site would be graded to accommodate construction, which would require removal of all trees. As described in Section 3.4.1, "Environmental Setting," the project site

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contains two Heritage Trees, and one of those trees, the cork oak, also is considered a City Street Tree. These trees are designated as protected or regulated trees under Chapters 12.56.020 and 12.64.020 of the City's Code.

The 2035 General Plan Update (City of Sacramento 2015b) includes Policy ER 3.1.3, which requires the retention of trees of significance (such as Heritage Trees) wherever possible, or if tree removal cannot be avoided, the policy requires tree replacement or suitable mitigation. Title 12 of the City's Code implements 2035 General Plan Policy ER 3.1.3 and sets forth requirements to protect Heritage Trees and City Street Trees. Chapters 12.56 and 12.64 of Sacramento City Code address permit and replacement requirements for pruning or removal of Heritage Trees and City Street Trees. Before tree removal, tree pruning, or soil disturbance around a City Street Tree or Heritage Tree, a permit is required from the City's Director of Transportation, pursuant to Section 12.56.070 of the City Code. Pruning, removal, and replacement of City-regulated trees (i.e., Heritage Trees and City Street Trees) need to comply with Title 12, Chapters 12.56 and 12.64 of the City's Code and need to be coordinated with the City's Urban Forester. In consideration of the benefits of urban trees and the policy direction included in the City's 2035 General Plan Update, the potential loss of Heritage Trees and a City Street Tree resulting from project construction would be a **potentially significant** impact and SMUD would implement the following mitigation measure.

***Mitigation Measure BIO-2 (Implement Mitigation Measure 6.2-10 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

*The project applicant shall comply with the City's tree ordinance and implement the following tree protection measures prior to and during project construction.*

*To the maximum extent feasible, the project design shall avoid loss of any protected tree. The project applicant shall retain a certified arborist to survey trees in the Specific Plan Area including potential laydown areas and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the Specific Plan Area, no further mitigation is necessary.*

*If protected trees or their canopy are identified within the affected area, measures shall be taken to avoid impacts on protected trees as detailed in the City's tree ordinance. Protected trees that are lost as a result of the project will be replaced according to the provisions of the ordinance (Section 12.64.040) which generally requires a 1-inch diameter replacement for each inch lost. Tree replacement shall occur after project construction and will be monitored by qualified arborists.*

*All native oaks greater than 6 inches in diameter at 48 inches above grade that are approved for removal or are critically damaged during construction shall be replaced by a greater number of the same species. At a minimum, one tree shall be planted for each inch in the diameter of the removed tree at 48 inches above grade. The exact size and number of replacement trees shall be determined by the City of Sacramento, Urban Forest Services. A qualified biologist shall monitor trees during construction and the following spring, and monitor the growth and survival of the newly planted trees. All*

*revegetation plans shall require monitoring the newly transplanted trees for at least 5 years and the replacement of all transplanted trees that die during that period.*

Implementation of **Mitigation Measure BIO-2** would reduce the potentially significant impact on Heritage Trees and the City Street Tree on the project site to less than significant because these trees would be replaced in compliance with Title 12, Chapters 12.56 and 12.64 of the City Code. Furthermore, implementation of this mitigation measure would be consistent with the 2035 General Plan Policy ER 3.1.3 because the proposed project would address the replacement of regulated tree resources.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

The project site is located in a primarily urbanized environment and is not located within an adopted Habitat Conservation Plan area, Natural Community Conservation Plan area, or other approved local, regional, or state habitat conservation plan area, and would not conflict with the provisions of any such plans. This is consistent with the conclusions in the Railyards Specific Plan EIR. Therefore, ***no impact*** would occur.



### 3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a Tribal resource pursuant to AB52?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 3.5.1 Environmental Setting

##### *Methods*

Efforts to locate cultural resources in the project area consisted of records search review, Native American and additional consultation, a project site visit, a review of subsurface geotechnical studies conducted by Youngdahl (2014), field visits conducted by an AECOM staff archaeologist and architectural historian, and research in AECOM's cultural library, the California State Library in Sacramento, and SMUD's archives in Sacramento.

##### *Record Search Results*

On June 11, 2015, a shape file containing the project boundaries was used to conduct a digital record search by Nathan Hallam of the North Central Information Center (NCIC). Because of the dense listing of sites and studies in the downtown area, a study area of 1/16 mile was used to conduct the record search and assess the sensitivity of the area. The purpose of the records search was to determine whether known cultural resources have been recorded at or adjacent to the project site; assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of previously recorded resources in the vicinity; and develop a context for the identification and preliminary evaluation of cultural resources. The reports from the NCIC are listed in Table 3.5-1.

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<b>Table 3.5-1. Previous Investigation in The Project Area</b>			
<b>NCIC Report Number</b>	<b>Report Title</b>	<b>Author</b>	<b>Date</b>
3335	<i>Southern Pacific Railyards Existing Conditions Report: Archaeology</i>	Praetzellis, A.	1999
10121	<i>Rediscovering A Legacy: Archaeological Monitoring Report for the Sacramento Regional Transit District Light Rail Extension Project</i>	Tremaine and Associates, Inc.	2009
10553	<i>Richards Boulevard Area Architectural and Historical Property Survey</i>	Historic Environment Consultants	2000
10812	<i>Cultural Resources Inventory for the SMUD Station A Reconductor Project Sacramento County, California</i>	Pacific Legacy	2010
<b>Previous Investigations within 1/16 Mile of Project Area</b>			
3363	<i>Historical Archaeology of an Overseas Chinese Community in Sacramento, California. Volume 1: Archaeological Excavations</i>	Praetzellis, A.	1997
7565	<i>Final Report of the Archaeological Testing and Monitoring for the City of Sacramento's 7th Street Extension Project, Sacramento, California</i>	Tremaine and Associates, Inc.	2006
8619	<i>Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California</i>	SWCA Environmental Consultants	2006
10499	<i>Historic Property Survey Report/Finding Of No Adverse Effects For The 4th Street And I Street Intersection Project, Sacramento, Sacramento County California, Caltrans District 3 (EA# 03-928544)</i>	LSA Associates	2009
Source: NCIC 2015			

The records search disclosed that four studies have been conducted previously in the project area, and three studies have been conducted within 1/16th mile of the project area. Report 10121 (Tremaine and Associates 2009) describes finding numerous buried cultural resources during monitoring efforts. These resources included a prehistoric pithouse (P-34-002359), two burials, six cremations, and five hearths along H Street, between 6th and 7th streets. In addition to the prehistoric resources, fourteen historic-era features were identified and recorded as a buried Historic District (P-34-002358), which included a Gold Rush-era trash deposit (P-34-002360), a redwood sidewalk/crosswalk, a cobblestone road, a wood conduit, a wood sewer box, a brick sewer main, raised streets, and other historic-era utility features. The project area is within a portion of P-34-002358, and the remaining resources are within 1/16th mile of the project area. These resources are summarized in Table 3.5-2.

*Native American and Additional Consultation*

In addition to the NCIC record search, SMUD sent a letter of inquiry to the Native American Heritage Commission (NAHC), asking for a review of the Sacred Lands files. Local individuals or groups with knowledge of areas of cultural sensitivity that may be located in the project area also were consulted.

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<b>Table 3.5-2. Summary of Resources in the Project Area</b>			
<b>Primary No.</b>	<b>Type</b>	<b>Description</b>	<b>National Register of Historic Places (NRHP)/California Register of Historic Places (CRHP) Status</b>
P-34-002358	Historic	Sacramento's Buried Cultural Landscape	Eligible
P-34-003292	Historic	Station A	Eligible; CRHR Listed; CA State Landmark No. 633-2
<b>Summary of Resources within 1/16 mile of Project Area</b>			
P-34-002359	Prehistoric	Pit House Site	Eligible
P-34-002360	Historic	Historic Trash Deposit	-
P-34-002371	Historic	Building/Sacramento Hall of Justice	NRHP Listed
P-34-003383	Historic	Building/African Methodist Episcopal Church	CRHR Listed
Source: NCIC 2015			

On June 24, 2015, AECOM sent project notification letters to the Preservation Sacramento, Center for Sacramento History, Sacramento Room of the Central Library, Sacramento County Historical Society, and the California Office of Historic Preservation (OHP), requesting information regarding cultural resources that may be located in the project area. On June 30, 2015, Jenan Saunders, Deputy Historic Preservation Officer at OHP, inquired whether a federal agency was involved with the proposed project. On July 1, 2015, Ms. Saunders e-mailed to say that the project notification letter had been passed to OHP's CEQA coordinator. No other responses have been received to date.

*Field Investigations and Findings*

**Archaeology**

AECOM archaeologists conducted an intensive-level pedestrian survey of the project site on July 14, 2015. The majority of the site is a paved parking lot and has been extensively disturbed. The majority of visible soil is an earthen berm, which forms the northwest boundary of the site's parking lot. This soil was inspected for historic and prehistoric constituents, including flaked stone, ceramics, glass, grinding stones, and darkened midden soils. The fine, silty soils contained a large amount of small, angular cobbles. At the northwestern-most edge of the project site, a brick and clay water/sewer pipe fragment was observed, buried in the berm. No other constituents were observed within the visible soil at the project site.

Youngdahl (2014) conducted five exploratory borings to depths ranging from 36.5 to 61.5 feet, which identified sediments that generally were consistent throughout the project site. The sediments were composed of river deposits, made up of interbedded layers of silts, sands, and clays, with loose sands being the main constituent and increasing in density with depth. Other than boring SB-2, in the northwest corner of the project site, no cultural material was observed. Square (cut) nails, red clay brick, and charred soil were encountered at approximately 5 feet below the existing ground surface at boring SB-2 (Youngdahl 2014).

## **Built Environment**

On June 3, 2015, AECOM architectural historians visited the project area. Historic-era (more than 45 years old) built environment resources were inventoried and recorded through photography and written notes. Recorded resources included the historic Station A building, a remnant of a railroad spur and its associated berm, and a remnant of a concrete loading dock. No other built environment resources were identified.

The historic Station A building is a California Historical Landmark (No. 633-2). The building was determined to be eligible for the National Register of Historic Places in 1999, and thus also was listed on the CRHR. Therefore, the building is a historical resource for the purposes of CEQA.

The remnants of the railroad spur, berm, and the loading dock are not eligible for the CRHR. These resources lack integrity that allows them to convey significance within the context of industrial or railroad development. Therefore, they are not considered to be historical resources for the purposes of CEQA. Appendix D presents detailed information on these resources.

## *Cultural Resources*

### *Prehistoric and Ethnographic Context*

The archaeology of Sacramento County is included within the broad framework established by archaeologists for the Sacramento Valley. Although human occupation may extend back 10,000 years or more, reliable evidence of such an early human presence is lacking. Early archaeological sites bearing evidence of Paleo-Indian populations may be present in the Valley but likely are buried deeply under the alluvium (Moratto 1984). The following summary of the prehistoric cultural sequence is drawn primarily from Rosenthal et al. 2007.

The Paleo-Indian Period (12,000 to 8,000 Before Present [B.P.]) saw the first demonstrated entry and spread of humans into California. Known sites are situated along lake shores, and a developed milling tool technology may have existed at this time. The social units were not heavily dependent on exchange of resources, with exchange activities occurring on an ad hoc, individual basis. Most resources were acquired when the group changed habitats. Characteristic artifacts include fluted projectile points and chipped stone crescents. Traditionally, Paleo-Indians were viewed as exclusive big-game hunters. However, more recent research suggests that they pursued much more varied subsistence and economic systems than previous evidence suggested.

The beginning of the Lower Archaic Period (8,000 to 5,000 B.P.) coincides with that of the middle Holocene climatic change to generally drier conditions that brought about the drying up of the pluvial lakes. Subsistence appears to have been focused on the consumption of plant foods more than those obtained by hunting. Settlement appears to have been semi-sedentary, with little emphasis on wealth. Most tools were manufactured from local materials, and exchange remained on an ad hoc basis. Distinctive artifact types are large dart points, the milling slab, and handstones.

The Middle Archaic Period (5,000 to 3,000 B.P.) began at the end of mid-Holocene climatic conditions, when the climate became similar to present-day conditions. Cultural change

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primarily occurred in response to environmental technological factors. Economies became more diversified, possibly with the introduction of acorn technology. Hunting remained an important source of food. Sedentism appears to have more fully developed, and a general population growth and expansion occurred. Little evidence exists for development of regularized exchange relations. Artifacts diagnostic of this period include the bowl mortar and pestle, the first documented use of these implements, and the continued use of large projectile points.

Growth of sociopolitical complexity marks the Upper Archaic Period (3,000 to 1,500 B.P.). The development of status distinctions based on wealth is well documented. Group-oriented religions emerged and may have been the origins of the Kuksu religious system at the end of the period. Greater complexity of exchange systems occurred, with evidence of regular, sustained exchanges between groups. Shell beads gained in significance, as possible indicators of personal status and important trade items. This period retained the large dart points in different styles, but the bowl mortar and pestle replaced the milling stone and handstone throughout most of the state.

Several technological and social changes distinguish the Emergent Period (1,500 to 200 B.P.). The bow and arrow were introduced, ultimately replacing the dart and atlatl. Territorial boundaries between groups became well established and may closely resemble those documented in the ethnographic literature. It became increasingly common for distinctions in an individual's social status to be linked to acquired wealth. Exchange of goods between groups became more regularized with more material, including raw materials, entering into the exchange networks. In the latter portion of this period (500 to 200 B.P.), exchange relations become highly regularized and sophisticated. The clam disk bead became a monetary unit for exchange, and increasing quantities of goods moved greater distances. Specialists arose to govern various aspects of production and exchange. During the latter decades of this period, large-scale Euro-American-related impacts on Native American groups took place. For example, in 1833, John Work wrote that "...a great many of the Indians are sick [sic] some of them with the fever" (Maloney 1944:131).

The Nisenan, or Southern Maidu, and the Plains Miwok occupied the area that encompasses the project area. The Nisenan territory included the drainages of the Yuba, Bear, and American rivers, and the lower drainages of the Feather River, extending from the crest of the Sierra Nevada to the banks of the Sacramento River. According to Bennyhoff (1977:204–209), the southern boundary of the Miwok was probably a few miles south of the American River, bordering a shared area used by both Miwok and Nisenan groups that extended to the Cosumnes River.

In the Sacramento Valley, the tribelet, consisting of a primary village and a few satellite villages, served as the basic political unit (Moratto 1984). Valley Nisenan territory was divided into three tribelet areas, each populated by several large villages (Wilson and Towne 1978), generally located on low, natural rises along streams and rivers or on slopes with a southern exposure.

Euro-American contact with the native cultures began with infrequent excursions by Spanish explorers and Hudson's Bay Company trappers, traveling through the Sacramento and San Joaquin valleys in the early 1800s. In general, indigenous lifeways remained stable for centuries until the early to middle decades of the nineteenth century. With the coming of Russian trappers

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and Spanish missionaries, cultural patterns began to be disrupted as social structures within and among groups were stressed. An estimated 75 percent of the Valley Nisenan population died in a malaria epidemic in 1833. With the influx of Euro-Americans during the Gold Rush era, the native population was further reduced as a result of disease and violent relations with the miners. However, today the Nisenan and Miwok are reinvesting in their traditional culture; through newfound political, economic, and social influence; they now constitute a growing and thriving native community in California.

### Historic Context

#### **History of Sacramento**

Sacramento, named after the river that ran beside it, incorporated in 1849 and served as an important gateway to California's gold fields. The Central Pacific Railroad of California was formed in 1861, and groundbreaking commenced at Front and K Streets in 1863. The railroad had a tremendous impact on Sacramento and enabled easier transport of materials and goods in and out of the growing city (McGowan and Willis 1983:59). In 1894, Sacramento Electric Power and Light Company constructed its powerhouse at the corner of 6th and H Streets. The building, now known as Station A, received the first transmission of electricity from the Folsom Power House on July 13, 1895, making it the first and largest distribution point for a major electrical system in a large California city. In later years, SMUD used the building as a substation (Parks Department 1970:1–2). Outside the city, agriculture eventually supplanted gold mining as the main industry in the area. Fruit became a major cash crop, and a land boom drew immigrants in large numbers in the late nineteenth century. Large Mexican land grants around the city were eventually sold to the public for county developments, and new areas around the city were annexed in the early 1900s (Sandul 2013:166).

Sacramento continued to grow and prosper in the twentieth century. By 1925, the Central Pacific Railroad operations had expanded extensively and included spur lines that extended north of H Street and paralleled 7th Street. After World War II, Sacramento's population increased dramatically, and development stretched beyond the city limits. By 1963, Sacramento could be approached from every direction by a freeway (McGowan and Willis 1983:88–89).

As the suburban areas of Sacramento expanded, the city's downtown rapidly declined. In 1950, the city established the Sacramento Redevelopment Agency, which started proposing redevelopment plans for Sacramento's downtown. By 1961, 15 blocks of dilapidated buildings were demolished. Government office buildings were constructed in the downtown's Capitol Mall in the early 1950s. State government buildings continued to be built in downtown and on Capitol Mall through the late 1970s (McGowan and Willis 1983:94–101). Sacramento has continued to grow in the twenty-first century, attracting new residents and businesses. By 2010, Sacramento encompassed more than 92 square miles and had more than 466,000 residents (U.S. Census Bureau 2015).

#### **SMUD Corporate History**

SMUD was formed in 1923. At that time, its service area encompassed an area of approximately 75 square miles. SMUD's efforts to purchase Pacific Gas and Electric Company's local system sparked 23 years of lawsuits between the two entities and finally were settled in

1946, when the courts ruled against Pacific Gas & Electric, forcing them to sell its distribution system to SMUD (Ward 1973:44–47).

The tremendous population boom in the Sacramento region after World War II strained SMUD's system, and SMUD needed to expand its programs. In 1955, voters approved a revenue bond to finance the Upper American River Project, for hydroelectric power generation. When the Upper American River Project was completed in the 1960s, it generated electricity for 250,000 customers (Miller 1971:A1). By the early 1960s, SMUD was serving 170,000 customers in Sacramento County and by the end of the twentieth century, it was serving a total of more than 500,000 customers (SMUD 2012). SMUD continues to enhance its services and explore new options for energy sources for the greater Sacramento region.

### *Paleontological Resources*

Based on the results of subsurface testing performed by Youngdahl Consulting Group (Youngdahl 2014: 2), the project site consists of approximately 10 to 20 feet of fill material, made up of a mixture of sands and silts. The fill material likely was placed during construction of the Sacramento Railyards. Native levee and channel deposits are located below the fill material, to a depth of approximately 60 feet bgs. The levee and channel deposits consist of Holocene-age (i.e., 11,700 years B.P. to present day) silts, sands, and clays (Wagner et al. 1987; Youngdahl 2014:2).

## 3.5.2 Regulatory Setting

### *Federal*

No federal regulations related to cultural resources are applicable to the proposed project.

### *State*

#### *California Environmental Quality Act Statute and Guidelines*

CEQA provides a broad definition of what constitutes a cultural or historical resource. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, any trace of human activity more than 50 years in age is to be treated as a potential cultural resource.

CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed "historical resources") need to be addressed. The State CEQA Guidelines define a historical resource as a resource listed or eligible for listing in the California Register of Historical Resources (CRHR) (Public Resources Code Section 5024.1). A resource may be eligible for inclusion in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The State CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). As used in the Public Resources Code (Section 21083.2), the term “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, a high probability exists that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type, or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In addition to meeting one or more of the above criteria, resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be recognizable as historical resources and convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (OHP 1999:71).

### Assembly Bill 52

Assembly Bill 52 (AB 52) was passed in 2014 and amends sections of CEQA relating to Native Americans. AB 52 establishes a new category, named tribal cultural resources, and states that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment.

Section 21074 was added to the PRC to define tribal cultural resources, as follows:

21074. (a) “Tribal cultural resources” are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.



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- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB 52 requires the CEQA lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the tribe requests the lead agency to inform them, in writing, of projects in that area, and the tribe requests consultation, before the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required. In addition, AB 52 includes time limits for certain responses regarding consultation, as follows:

- within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice;
- after provision of the formal notification by the public agency, the California Native American tribe has 30 days to request consultation; and
- the lead agency must begin consultation process within 30 days of receiving a California Native American tribe’s request for consultation.

### *Local*

#### *City of Sacramento 2035 General Plan Update*

The following goal and policies from the Historic and Cultural Resources Element of the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b), related to cultural resources, are applicable to the proposed project:

**Goal HCR 1.1** Comprehensive City Preservation Program. Maintain a comprehensive, citywide preservation program to identify, protect, and assist in the preservation of Sacramento’s historic and cultural resources.

- **Policy HCR 2.1.2** Applicable Laws and Regulations. The City shall ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect

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and assist in the preservation of historic and archaeological resources, including the use of the California Historical Building Code as applicable. Unless listed in the Sacramento, California, or National registers, the City shall require discretionary projects involving resources 50 years and older to evaluate their eligibility for inclusion on the California or Sacramento registers for compliance with the California Environmental Quality Act. (RDR)

- **Policy HCR 2.1.3** Consultation. The City shall consult with appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS) Information Centers, the Native American Heritage Commission (NAHC), the CA Office of Planning and Research (OPR) “Tribal Consultation Guidelines”, etc.) and shall establish a public outreach policy to minimize potential impacts to historic and cultural resources. (IGC/JP)
- **Policy HCR 2.1.5** National, California, and Sacramento Registers. The City shall support efforts to pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate National, California, or Sacramento registers. (RDR/IGC/JP)
- **Policy HCR 2.1.6** Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents. (MPSP/PSR)
- **Policy HCR 2.1.11** Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources. (RDR)
- **Policy HCR 2.1.16** Archaeological & Cultural Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources. (RDR)
- **Policy HCR 2.1.17** Preservation Project Review. The City shall review and evaluate proposed development projects to minimize impacts on identified historic and cultural resources, including projects on Landmark parcels and parcels within Historic Districts, based on applicable adopted criteria and standards. (RDR)

### City of Sacramento Historic Preservation Program

The City’s historic preservation program began in 1975, with enactment of the City’s first historic preservation ordinance. Amendments to the original preservation ordinance, Ordinance No. 2006-063, were enacted in October 2006, amending Historic Preservation Chapter 17.134 of Title 17 of the Sacramento City Code. On September 30, 2013, the sections of the code under Chapter 17.134 related to historic preservation were included in a comprehensive update of Title 17, under its new name “Planning & Development Code,” formerly known as the Zoning Code. Under the new Title 17, the Historic Preservation Chapter was relocated to Chapter 17.604; however, the substance of the preservation sections generally was not changed.

Changes related to procedure also were relatively minor. Landmark Eligibility Criteria 17.604.210(A) states as follows:

The Sacramento City Code provides for the compilation of the ordinances adopting designations and deletions of Landmarks, Contributing Resources, and Historic Districts into the Sacramento Register.

*Professional Paleontological Standards*

The Society of Vertebrate Paleontology (SVP 1995, 1996), a national scientific organization of professional vertebrate paleontologists, has established standard guidelines that outline acceptable professional practices in the conduct of paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, specimen preparation, analysis, and curation. Most practicing professional paleontologists in the nation adhere to the SVP assessment, mitigation, and monitoring requirements, as specifically spelled out in its standard guidelines.

### 3.5.3 Impacts and Mitigation Measures

**a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

One historical resource, the historic Station A building, is located in the project area. The proposed project would not alter this building or diminish any character-defining features of the resource, which include its false parapet, angled corner, arched entrance, and arched bays. The proposed project would remove the external underground transmission and distribution lines, and would decommission the electrical equipment that is in close vicinity to the building.

The original 1895 building equipment that was used for the first transmission of electricity from Folsom Power House was upgraded and removed in the 1950s. The 1950s equipment also was upgraded in the subsequent years. By the 1980s, the Station A building housed a 12kV/208V station service transformer and distribution center, a DC station battery system, and various other electrical systems. All this equipment was removed post-1996 (Angello, pers. comm., 1980; Lawrence, pers. comm., 1995:2).

Currently, the building is used for storage. Only the underground transmission cable oil pumping plant and oil reservoir and the electrical control and relay panels (which have been in place since at least the 1950s) remain in the interior (Angello, pers. comm., 1980). The proposed project would not complete any work on the Station A building. The removal of the existing, twentieth century-era external electrical equipment would affect only the setting of the building. For context, the setting for the Station A building has changed over time. Historically, the area north of the Station A building generally was industrial and was occupied by the railroad. Today, it is used as a parking lot, and most railroad-related features are gone. A twenty-first century residential and government-related building also is in the immediate vicinity of the Station A building. Because of these changes, the historic Station A building no longer retains integrity of setting, feeling, and association, but it does retain integrity of location, design, workmanship, and materials, and it continues to convey its significance as the site of the first and largest

distribution point for a major electrical system in a large California city and as an important example of Classical Revival architecture in Sacramento. Therefore, the impact would be **less than significant**.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

Previous investigations conducted in the immediate vicinity of the project area have resulted in identification of Native American occupation and human remains (see question d), and historic-era features and debris. Geotechnical studies in the project area have identified a subsurface deposit of historic-era debris, dating to the late nineteenth to early twentieth century, in the northwest corner of the project site. Although geotechnical studies indicate that sediments on the project site appear to consist of sandy silts and clays that are most likely historic mining debris, because buried archaeological deposits and human remains have been uncovered in the project vicinity, the potential exists for the presence of similar deposits in the project area. Therefore, impacts on archaeological resources would be **potentially significant** and SMUD would implement **Mitigation Measure CUL-1** as follows:

***Mitigation Measure CUL-1 (Implement Mitigation Measure 6.3-1 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

- a) *Prior to any ground disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. A programmatic ATP is provided in Appendix G of this EIR [2007 Specific Plan EIR].*
- b) *If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.*
- c) *With respect to portions of ASAs where ground disturbing activities would take place but that are not subject to the archaeological test investigation referred to above, a Construction Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of unanticipated archaeological resources if any are discovered during grading or construction activities.*
- d) *Prior the commencement of any ground disturbance in the 6th-7th Street Corridor, ASA consultation shall be initiated between the landowner or his representative and the appropriate Native American group having traditional authority over the Initial Phase Area. The goal of the consultation shall be to formulate procedures for the treatment of Native American human remains should any be uncovered during project activities*
- e) *All earth moving activities within the Specific Plan Area shall be monitored by an archaeologist approved by the City of Sacramento Preservation Director. Prior to any earth moving activities, for each phase of the project a focused Monitoring and Unanticipated Discovery Plan shall be written by a qualified archaeologist and*

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*submitted to the City of Sacramento Preservation Director for approval. In the event that unanticipated archaeological resources or human remains are encountered compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.*

- i. If the monitoring archaeologist believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease and the appropriate steps shall be taken, as directed by the Preservation Director in consultation with the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. The archaeologist will conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be mitigated to a less than significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.*
- ii. If human remains are discovered at the project construction site during any phase of construction, all ground disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground disturbing activities within 50 feet of where the remains were discovered.*

*If the remains are of Native American origin, the landowner or the landowner's representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983.*

*If the Most Likely Descendant fails to make a recommendation or the landowner or his authorized representative rejects the recommendation of the descendant,*

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*and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.*

Implementation of **Mitigation Measure CUL-1** would reduce potentially significant impacts on archaeological resources at the project site to less than significant by developing an ATP, field monitoring, and addressing unanticipated discoveries.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

To be considered a unique paleontological resource, a fossil must be more than 11,700 years old. Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered “unique” paleontological resources. Furthermore, regardless of the origin of the fill material, if any unique paleontological resources originally were present, they would have been destroyed during the excavation and fill placement processes. Therefore, these deposits are not considered to be paleontologically sensitive. Although Pleistocene-age sedimentary deposits (which may contain unique paleontological resources) are located at depths of approximately 61 feet bgs, the deepest project-related excavation activities (for pier foundations) would extend to approximately 30 feet bgs. Thus, excavation for the proposed project would be limited to Holocene-age materials. **No impact** is expected to occur.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

Previous investigations conducted in the immediate vicinity of the project area have resulted in identification of human remains. Therefore, the potential exists for the presence of similar deposits in the project area and excavation could disturb or destroy human remains, including those interred outside formal cemeteries or in Native American burial grounds. For the reasons stated above regarding archaeological resources, it is unlikely that human remains would be encountered during project construction. However, in the unlikely event that human remains, including those interred outside of formal cemeteries, are discovered during subsurface activities, they could be damaged inadvertently. Therefore, impacts on human remains would be **potentially significant** and SMUD would implement **Mitigation Measure CUL-1**. These mitigation measures would reduce potentially significant impacts on human remains to less than significant by identifying potential underground anomalies before construction begins, developing an ATP, field monitoring, and addressing unanticipated discoveries.

**e) Cause a substantial adverse change in the significance of a Tribal resource pursuant to AB52?**

SMUD consulted with the NAHC and local Native American groups and individuals pursuant to Section 106 of the National Historic Preservation Act (NHPA) and Section 21080.3 of CEQA, including amendments outlined in Assembly Bill 52. The consultation included contacting the local Native American individuals identified by the NAHC via letters. No responses have been received to date; however, SMUD will consult with the individuals contacted.



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Based on the disturbed nature of the site and because artificial fill is present to depths of up to approximately 20 feet below ground surface (bgs), it is unlikely that the site contains tribal cultural resources, as defined in Public Resources Code 21074, and this impact would be **less than significant**. Nevertheless, SMUD will complete a consultation with the Native American tribes to evaluate the potential for tribal cultural resources and will include the results of consultation in the Final IS/MND. In addition, implementation of **Mitigation Measure CUL-1** would reduce potentially significant impacts on archaeological resources at the project site to less than significant by developing an ATP, field monitoring, and addressing unanticipated discoveries.

### 3.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.6.1 Environmental Setting

The 2007 Railyards Specific Plan EIR provided an overall description of the geology, soil, and seismic conditions in the Railyards Specific Plan area (City of Sacramento 2007a). The Railyards Specific Plan area and project site are located on alluvial deposits of the Sacramento and American rivers in the Sacramento Valley, which together with the San Joaquin Valley make up the Great Valley geomorphic province. The Great Valley is a forearc basin composed



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of thousands of feet of sedimentary deposits that has undergone periods of subsidence and uplift over millions of years. Most of its surface is covered with Holocene and Pleistocene-age alluvium, composed of sediments from the Sierra Nevada to the east and the Coast Range to the west that were carried by river water and deposited on the valley floor. Siltstone, claystone, and sandstone are the primary types of sedimentary deposits.

Surficial deposits at the project site consist of Holocene alluvium, which is underlain by Pleistocene alluvial deposits at depth (Helley and Harwood 1985) as well as Holocene levee and channel deposits (Wagner et al. 1987). Based on subsurface testing that was performed for the geotechnical report prepared for the proposed project (Youngdahl 2014:2), the project site consists of approximately 10 to 20 feet of fill material, likely placed during the original construction of the Sacramento Railyards. Native soils, which include channel deposits and levee materials, are located below the fill material. The levee and channel deposits consist of Holocene-age silts, sands, and clays (Wagner et al. 1987; Youngdahl 2014:2). Youngdahl encountered a gravel layer at approximately 61.5 feet below ground surface (bgs), which likely makes up the Pleistocene-age Riverbank Formation.

The 2007 Railyards Specific Plan EIR (City of Sacramento 2007b) noted that the entire Railyards area (including the project site) is approximately 25 feet above mean sea level (msl), resulting from intensive filling programs in the nineteenth and early twentieth centuries to raise the downtown's elevation for flood control purposes and to support the expansion of the Railyards. The Railyards area was the site of China Lake (also known as Sutter Slough, Sutter Lake, and China Slough). The project site likely contained a marshy area, associated with the former lake (Brown and Caldwell 2014:4-6). The City pursued the filling program to alleviate sanitary concerns in the lake. Between 1863 and 1910, the lake appears to have been filled to a depth of at least 10 to 15 feet on the south side (where it was contiguous to I Street); 6 to 8 feet along the east side, adjacent to 7th Street; and to an undetermined depth elsewhere (City of Sacramento 2007:6.3-5). The entire Railyards area was completely filled by 1913.

The project site is not located in a seismically active area. Faults with evidence of activity during the last 11,700 years (i.e., "active" faults) generally are located in the Coast Ranges to the west or near Lake Tahoe to the east. The only notable exception in the Sacramento Valley is the Dunnigan Hills Fault, located approximately 23 miles northwest of the project site (Jennings 1994).

Ground surface elevations in the Railyards range between 20 and 40 feet above msl (mostly 28 to 30 feet above msl), and most of the project site is at a lower elevation than the adjacent areas of the Railyards, at approximately 25 feet above msl. Groundwater depths in the Railyards range from 14 to 33 feet bgs (Cunningham Engineering Corporation 1999) and occur at approximately 20 feet bgs at the project site (Youngdahl 2014).

### 3.6.2 Regulatory Setting

#### *Federal*

##### *National Earthquake Hazards Reduction Program Act*

In October 1977, Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes. The act established the National Earthquake Hazards Reduction Program (NEHRP), which was amended in 1990 by the National Earthquake Hazards Reduction Program Act (NEHRPA). NEHRPA applies to the proposed project because it sets federal standards for building codes and design and construction techniques to reduce earthquake hazards.

The mission of the NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRPA designates the Federal Emergency Management Agency as the program lead; other involved agencies include the National Institute of Standards and Technology, the National Science Foundation, and the U.S. Geological Survey.

#### *State*

##### *Alquist-Priolo Earthquake Fault Zoning Act*

California enacted the Alquist-Priolo Special Studies Zones Act in 1972, which was renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994 (California Public Resources Code [PRC], Sections 2621–2630) (Alquist-Priolo Act). The Alquist-Priolo Act requires the establishment of “earthquake fault zones” along known active faults in California. Development within these zones are regulated to reduce the potential for damage resulting from fault displacement, and to prevent the construction of buildings for human occupancy on the surface trace of active faults. Projects in a designated Alquist-Priolo Earthquake Fault Zone must be addressed in a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults.

##### *Seismic Hazards Mapping Act*

The Seismic Hazards Mapping Act of 1990 (PRC, Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction and seismically induced landslides. The act established a mapping program for areas that have the potential for liquefaction, landslide, strong ground shaking, or other earthquake and geologic hazards. The act also specifies that the local land use permitting process address geologic and soil investigations and hazard reduction measures for seismicity and unstable soils.

*California Building Standards Code*

The State of California provides minimum standards for building design through the California Building Standards Code (CBC) (California Code of Regulations [CCR], Title 24). The CBC applies to building design and construction and is based on the Federal Uniform Building Code that is used widely throughout the country. The CBC requires an evaluation of structural seismic design that falls into Categories A through F (where F requires the most earthquake-resistant design) and is focused on preventing building collapse for the maximum level of ground shaking that could reasonably be expected to occur at a site. Chapter 16 of the CBC specifies the criteria for determining the seismic design category for development site through site-specific soil characteristics and proximity to potential seismic hazards.

Chapter 18 of the CBC regulates the excavation of foundations and retaining walls, and requires preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also requires analysis of expansive soils and the determination of the depth to groundwater table. For Seismic Design Category C, Chapter 18 requires analysis of potential hazards from slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading. For Seismic Design Categories D, E, and F, Chapter 18 also requires an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also requires consideration of structural design measures to address ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural design to accommodate potential displacement. Furthermore, it requires evaluation of the potential for liquefaction and soil strength loss for site-specific peak ground acceleration magnitudes determined by site-specific studies, as specified in Chapter 18 of the CBC.

Where no other building codes apply, Chapter 29 of the CBC regulates excavation, foundations, and retaining walls. Appendix J of the CBC regulates grading activities, including drainage and erosion control, and construction on unstable soils, such as expansive soils and areas subject to liquefaction.

*National Pollutant Discharge Elimination System and Storm Water Pollution Prevention Plans*

As discussed in detail in Section 3.9, "Hydrology and Water Quality," the State Water Resources Control Board (SWRCB) and Central Valley Regional Water Quality Control Board (RWQCB) have adopted specific National Pollutant Discharge Elimination System permits for a variety of activities that have the potential to discharge wastes (including sediment) to waters of the State. The SWRCB's statewide stormwater general permit for construction activity (Order 2009-0009-DWQ) is applicable to all construction activities that would disturb 1 acre or more. For the proposed project, SMUD's construction contractor would submit a Notice of Intent to the Central Valley RWQCB and would prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) to minimize water quality degradation during construction.

*Local*

*City of Sacramento 2035 General Plan Update*

The goals and policies from the Sacramento 2035 General Plan Update related to geology and soils resources that are relevant to the proposed project are listed below.

**Goal ER 1.1 Water Quality Protection:** Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American rivers, and their shorelines.

- **Policy ER.1.1.3 Stormwater Quality:** The City shall control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures consistent with the City's National Pollution Discharge Elimination System (NPDES) Permit.
- **Policy ER 1.1.7 Construction Site Impacts:** The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

**Goal EC 1.1 Hazards Risk Reduction:** Protect lives and property from seismic and geologic hazards and adverse soil conditions.

- **Policy EC 1.1.1 Review Standards:** The City shall regularly review and enforce all seismic and geologic safety standards and require the use of best management practices (BMPs) in site design and building construction methods.
- **Policy EC 1.1.2 Geotechnical Investigations:** The City shall require geotechnical investigations to determine the potential for ground rupture, ground-shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present.
- **Policy EC 1.1.3 Retrofit Critical Facilities:** The City shall promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., hospitals, schools, police stations, and fire stations) and other important public facilities that do not meet current building code standards and are within areas susceptible to seismic or geologic hazards.

*City of Sacramento Railyards Specific Plan Draft Environmental Impact Report*

The 2007 Railyards Specific Plan describes geotechnical investigation and reporting requirements for project proposals in the Specific Plan area, including soil borings, soil sampling, and laboratory testing to determine the appropriate design parameters for structural fill. The geotechnical evaluation must provide: grading and design recommendations to address slope and foundation instability; groundwater level and need for dewatering; erosion control;

expansive soils; and differential settlement. It must evaluate site soils for shrink-swell potential and determine load-bearing and strength characteristics. Site design must address slopes and need for lateral support, such as buttressing or shoring, and fill slopes must be keyed into competent materials. Excavation, grading, and fill must be monitored and tested to ensure adequate compaction. (City of Sacramento 2007)

*City of Sacramento Grading, Erosion, and Sediment Control Ordinance*

The City's Grading, Erosion, and Sediment Control Ordinance (Title 15, City of Sacramento Municipal Code, Chapter 15.88) includes specific standards for project construction related to erosion control. Although the substation component of this project is exempt from this ordinance pursuant to Government Code § 53091(d), SMUD and its contractors will comply with the substance of these standards both during and following the completion of project construction.

### 3.6.3 Impacts and Mitigation Measures

The following sections evaluate potential geology and soils impacts at the project site based on the site-specific geotechnical evaluation and in light of the geology and soils impact analysis completed for the larger Railyards planning area to identify potential structural and safety hazards for construction and subsequent land uses. The impact conclusions for the project site are consistent with those for the Railyards Specific Plan area, in which the potential risks to building foundations from seismic ground motion and soil or slope instability would be reduced to less than significant by implementing the design standards required by the State of California and the City of Sacramento.

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
  - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

The nearest fault zoned mapped under the Alquist-Priolo Act is the northern segment of the Green Valley Fault, approximately 41 miles southwest of the project site (California Geological Survey 2012; Jennings 1994) and the project site is not underlain by or adjacent to any known faults. Because the damage from surface fault rupture generally is limited to a linear zone a few yards wide, the potential for surface fault rupture to cause damage at the project site would be negligible. Therefore, consistent with the findings of the Railyards Specific Plan EIR for development of the Railyards, this impact would be ***less than significant***.

- ii) **Strong seismic ground shaking?**

The project site is located in the center of the Sacramento Valley, which historically has experienced a low level of seismic ground shaking. The nearest fault that has exhibited evidence of displacement during the last 11,700 years is the Dunnigan Hills Fault, located approximately 23 miles northwest of the project site. The Great Valley blind-thrust fault segment

4A (Trout Creek), located approximately 28 miles west of the project site, also is considered active by the California Geological Survey. Other active faults with evidence of surface displacement, such as the Green Valley and West Napa faults, are located approximately 40 to 50 miles to the west, in the Coast Ranges. The 2007 California Working Group on Earthquake Probabilities estimated that the Great Valley segment 4A, Green Valley, and West Napa faults could generate magnitude 6.6, 6.8, and 6.7 earthquakes, respectively by 2037 (Wills et al. 2008). A magnitude 6.0 earthquake occurred on the West Napa Fault on August 24, 2014, and more recently in Yountville (4.1 in 2015), but no damage was reported in Sacramento.

The intensity of ground shaking depends on the distance from the earthquake epicenter to the site, the magnitude of the earthquake, site soil conditions, and the characteristics of the source. Ground motions from seismic activity can be estimated by probabilistic method at specified hazard levels and by site-specific design calculations using a computer model. Seismic calculations for the project site (Youngdahl 2014) indicate that a minimum horizontal acceleration of 0.23 *g* (where *g* is the percentage of gravity) would be appropriate for an earthquake-resistant design, and that a low level of seismic ground shaking is anticipated.

Installation of infrastructure improvements and construction of new buildings would be in compliance with the CBC, which incorporates seismic engineering and construction parameters designed to protect life and property to the maximum extent practicable. The preliminary geotechnical report for the project site (Youngdahl 2014) contains recommendations to reduce risks from seismic ground shaking, in compliance with the CBC requirements, including measures for building loads. These recommendations are consistent with the Railyards Specific Plan Draft EIR, which concluded that future buildings in the area would need to be underlain by artificial fill and that vibration in the area could result in damage to buildings, roads, and infrastructure, from ground failure, liquefaction, settlement, or poorly compacted fill. Accordingly, projects in the Railyards area, including the project site, would require a seismic-resistant design to address potential liquefiable soils and appropriate remediation, potentially including removal and replacement and other measures in the CBC to reduce risks from ground shaking to less than significant. Therefore, consistent with the findings of the Railyards Specific Plan EIR for development of the Railyards, the proposed project would remove unsuitable soils before construction of the substation, control building, and open spaces and replace it with suitable, compactable fill. The impact would be ***less than significant***.

### **iii) Seismic-related ground failure, including liquefaction?**

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Liquefaction poses a hazard to engineered structures. The loss of soil strength can result in bearing capacity insufficient to support foundation loads, increased lateral pressure on retaining or basement walls and underground pipelines, and slope instability. Factors determining the liquefaction potential are the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands, peat deposits, and younger Holocene-age sediments are susceptible to liquefaction, while older, well consolidated deposits of clays and silts in freshwater environments generally are stable under the influence of seismic ground shaking.

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The project site has layers of loose sands with interbedded layers of fine-grained soils from the surface to depths of approximately 61.5 feet bgs (Youngdahl 2014:4–5). Because the project site is located in an area of shallow groundwater (20 to 25 feet bgs), and because the site geotechnical evaluation (Youngdahl 2014) determined that the project site should be characterized as CBC seismic design category D. During the geotechnical investigation, a site-specific liquefaction analysis was completed which indicated that the site's loose sands have a very high liquefaction potential. However, because these sands are located at a considerable depth below the proposed building foundations, and because a medium stiff to stiff fine-grained soil layer with a thickness of approximately 5 feet or more overlies the sands at the water table, the geotechnical engineer characterized the overall potential for liquefaction-induced settlement to occur at the surface as moderate, but indicated that settlement of up to approximately 7 inches could occur (Youngdahl 2014:6). Furthermore, the geotechnical evaluation determined that although the project site is located near the Sacramento River, the potential for seismically induced lateral spreading is low (Youngdahl 2014:5).

For the installation of infrastructure improvements and construction of new buildings, SMUD would comply with the CBC, which incorporates seismic engineering and construction parameters designed to protect life and property to the maximum extent practicable. The preliminary geotechnical report for the project site contains recommendations to reduce risks from liquefaction and seismically induced settlement, including construction on deep pier foundations drilled into stable soils (depths could be approximately 30 feet), and replacement of all or part of the unstable surficial fill material with engineered, compacted fill (Youngdahl 2014). These recommendations are consistent with the Railyards Specific Plan EIR, which concluded that because of the unknown nature of area fill and high groundwater table, projects may be required to remove unstable soils and install foundation supports to reduce liquefaction risks to less than significant (City of Sacramento 2007). Accordingly, projects in the Railyards area, including the project site, require seismic-resistant design to address potential liquefiable soils and appropriate remediation, potentially including removal and replacement and other measures in the CBC to reduce risks from ground shaking to less than significant. Therefore, consistent with the findings of the Railyards Specific Plan EIR for Railyards development, this impact would be ***less than significant***.

### **iv) Landslides?**

The project site is in an area of level terrain. The bank adjacent to the roadway on the west side of the project site was engineered as part of a 6th Street roadway extension. The site geotechnical evaluation found that adequate vegetation was present on the slope face, appropriate drainage was occurring away from the slope face, and no tension cracks or slump blocks were present (Youngdahl 2014). Thus, the slope does not represent a landslide hazard. Therefore, consistent with the findings of the Railyards Specific Plan EIR for Railyards development, the proposed project would not subject people or structures to landslide hazards. ***No impact*** would occur.

### **b) Result in substantial soil erosion or the loss of topsoil?**

Construction would include removal of existing paving, excavation, grading, excavating, trenching, soil stockpiling, refilling, tree removal and other construction work that would expose

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site soils to erosion via wind in the summer months and to surface water runoff during storm events. The runoff could cause erosion and increased sedimentation and transport of pollutants to the storm drain system, potentially affecting downstream water quality. However, to minimize soil erosion, SMUD construction contractor would comply with current state and local stormwater regulations (described in greater detail in Section 3.9, “Hydrology and Water Quality”), including preparing and implementing an SWPPP that outlines stormwater BMPs.. Although the substation component of this project is exempt from local building ordinances pursuant to Government Code § 53091(d), SMUD will comply with the substance of the City’s Grading, Erosion, and Sediment Control Ordinance, and would outline proposed erosion and sediment control measures. Typical BMPs may include stormwater detention basins, wattles, silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. In addition, the project site is surrounded by paved areas and would be surrounded by a screening wall, both of which would aid in containing runoff. Therefore, consistent with the findings of the Railyards Specific Plan EIR for Railyards development, the impact would be ***less than significant***.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

The site-specific geotechnical evaluation found that the project site consists of approximately 10 to 20 feet of undocumented fill material, composed of a mixture of sands and silts (Youngdahl 2014:2). The fill material likely was placed during the original construction of the Railyards, which began in the late 1800s. Native soils are located below the fill material. The native soils consist primarily of loose sands (along with interbedded layers of silts and clays), with increasing density beginning approximately 10 feet below the groundwater table and continuing to approximately 61 feet bgs. Gravels (likely associated with the Riverbank Formation) were encountered approximately 61 feet bgs. In addition, China Lake formerly was located in the Railyards area, adjacent to the project site on the west side of 6th Street, and it is probable that the native surficial soils on the west side of the project site consisted of marsh land. The fill material is considered unstable, and the site in its current state is not suitable for buildings or foundations. Furthermore, as described in the response to question a) iii) above, the loose unconsolidated native sands also are considered unstable and susceptible to liquefaction. Dewatering of construction excavations could contribute to soil instability; however, SMUD does not expect that dewatering would be needed because the depth of required excavation would be above the water table.

Installation of the new control building and infrastructure would comply with the CBC; SMUD would incorporate engineering and construction parameters designed to protect life and property to the maximum extent practicable. The site geotechnical report contains recommendations to reduce risks from settlement and subsidence, including construction on deep pier foundations drilled in stable soils (to depths of approximately 30 feet), and replacement of all or part of the unstable surficial fill material with engineered, compacted fill. Shoring of excavations and trenches would comply with federal and State Occupational Safety and Health Administration regulations.

The Railyards Specific Plan EIR addresses this issue for the larger Railyards area development, stating that area projects would be required to provide sound foundation support to avoid



subsidence and other geotechnical issues, and the Draft EIR specifically addresses areas that could be affected by filling of China Lake and unsupported excavations within existing fill or alluvium. Potential remedial measures described in the Draft EIR include removing and replacing fill, piers or piles, and soil compaction. Therefore, consistent with the findings of the Railyards Specific Plan EIR, and because of the required removal of unstable fill and construction of foundation supports, the impact would be ***less than significant***.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?**

Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, underground utilities, and other subsurface facilities and infrastructure without proper design and construction. The results of soil borings (Youngdahl 2014: 6–7) indicated that project site soils are composed of non-plastic rock, sand, and silt. Non-plastic materials have very low clay content and are not expansive. Therefore, consistent with the findings of the Railyards Specific Plan EIR for Railyards development, and because SMUD would not reuse site excavated material, ***no impact*** would occur.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

As described in the Railyards Specific Plan EIR, no plans exist to provide wastewater service via septic tank or other alternative wastewater disposal systems; the proposed project would include connections to existing service systems. The ability of area soils to support septic tanks was not evaluated in the Draft EIR. Consistent with that Draft EIR, the proposed project would include connection to the City of Sacramento sewer system, and therefore septic systems or alternative wastewater disposal systems would not be required. Thus, ***no impact*** would occur.

### 3.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.7.1 Environmental Setting

Greenhouse gases (GHGs) play a critical role in determining Earth’s surface temperature. A portion of the solar radiation that enters the atmosphere is absorbed by Earth’s surface, and a smaller portion of this radiation is reflected back toward space. Infrared radiation (thermal heat) is absorbed by GHGs in the atmosphere; as a result, infrared radiation released from Earth that otherwise would have escaped back into space is instead “trapped,” resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

GHGs are present in the atmosphere naturally, released by natural sources, and formed from secondary chemical reactions in the atmosphere. GHG emissions associated with human activities are highly likely to be responsible for intensifying the greenhouse effect and have led to a warming trend in Earth’s atmosphere and oceans, with corresponding effects on global circulation patterns and climate (IPCC 2013).

#### 3.7.2 Regulatory Setting

##### *Federal*

The EPA implements the CAA. On April 2, 2007, the U.S. Supreme Court held that the EPA must consider regulation of motor vehicle GHG emissions. In *Massachusetts v. Environmental Protection Agency et al.*, 12 states and cities (including California), along with several environmental organizations, sued to require EPA to regulate GHGs as pollutants under the CAA (127 State Court 1438 [2007]). The Supreme Court ruled that GHGs fit within the CAA definition of a pollutant, and that EPA had the authority to regulate GHGs.

##### *State*

The legal framework for GHG emission reductions has evolved through Executive Orders, legislation, and regulation. The major components of California’s climate change initiative are outlined below.

### Assembly Bill 32

In 2006, the California Legislature passed Assembly Bill (AB) 32 (California Health and Safety Code Section 38500 et seq.), also known as the Global Warming Solutions Act. Under AB 32, the ARB must design and implement feasible and cost-effective emissions limits, regulations, and other measures to reduce statewide GHG emissions to 1990 levels by 2020. This legislation imposed a phased, enforceable statewide cap on GHG emissions (i.e., cap-and-trade program) that started on January 1, 2012, with enforceable compliance obligation beginning with 2013 GHG emissions. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

### Climate Change Scoping Plan

Pursuant to AB 32, ARB adopted the Climate Change Scoping Plan (Scoping Plan) in December 2008, outlining measures to meet the 2020 GHG reduction goals. To meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business-as-usual emissions levels, or about 15 percent of 2005 levels. The Scoping Plan recommends measures that are worth studying further, and that California may implement, such as new fuel regulations. It estimates that a reduction of about 191 million U.S. tons (174 million metric tons of carbon dioxide equivalent (CO<sub>2</sub>e) from transportation, energy, agriculture, forestry, and other sources could be achieved if the state implements all of the measures. The Scoping Plan relies on the requirements of Senate Bill (SB) 375 (discussed below) to achieve the carbon emission reductions that would be derived from land use decisions.

ARB is required to update the Scoping Plan at least once every 5 years, to evaluate progress and develop future inventories that may guide this process. The First Update to the Climate Change Scoping Plan: Building on the Framework was approved in June 2014 (ARB 2014b). The Scoping Plan update includes the status of the 2008 Scoping Plan measures and other federal, State, and local efforts to reduce GHG emissions in California from 2008 to 2013. The Scoping Plan Update determined that California is on schedule to achieve the 2020 target; however, an accelerated reduction in GHG emissions would be required to achieve the 2050 reduction target.

### Senate Bill 97

Senate Bill (SB) 97, enacted in August 2007, recognizes climate change as a prominent environmental issue that requires analysis under CEQA. On December 30, 2009, the Natural Resources Agency adopted amendments to the State CEQA Guidelines, as required by SB 97. These State CEQA Guidelines amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions. The amendments became effective on March 18, 2010.

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### Senate Bills 1078 and 107 and Executive Orders S-14-08 and S-21-09

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In February 2014, the California Public Utilities Commission reported that California's three largest investor-owned utilities (i.e., Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric) collectively provided 22.7 percent of their 2013 retail electricity sales using renewable sources and are continuing to progress toward 2020 requirements (CPUC 2014).

Executive Order S-14-08 expanded the State's Renewable Portfolio Standard to 33 percent renewable power by 2020. Executive Order S-21-09 directs ARB under its AB 32 authority to enact regulations to help California meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020.

The 33 percent-by-2020 goal and requirements were codified in April 2011, by SB X1-2. This new Renewable Portfolio Standard applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. Consequently, the Sacramento Municipal Utility District, which would be the electricity provider for the proposed project, must meet the 33 percent goal by 2020. This would apply to any electricity used for project construction.

Most recently, in April 2015, Governor Edmund Brown issued an executive order establishing a statewide GHG reduction goal of 40% below 1990 levels by 2030. The emission reduction target acts as an interim goal between the AB 32 goal (i.e., achieve 1990 emission levels by 2020) and Governor Brown's Executive Order S-03-05 goal of reducing statewide emissions 80% below 1990 levels by 2050.

### *Local*

On February 14, 2012, to directly address the issue of climate change and GHG emissions, the City of Sacramento adopted its climate action plan (CAP). The intent of the CAP is to identify the nature of GHG emissions in the city and to implement policies, actions, and measures to reduce existing and future GHG emissions.

In addition, in November 2014, SMAQMD adopted quantitative thresholds of significance for construction and operational GHG emissions (SMAQMD 2015a). These adopted GHG thresholds of significance are used in this analysis to evaluate the proposed project's GHG emissions.

The CAP established GHG emissions reduction goals of 15% below 2005 levels by the year 2020, 38% below 2005 levels by the year 2030, and 83% below 2005 levels by the year 2050. The CAP outlines seven strategies to meet these goals (City of Sacramento 2012). The City of Sacramento's CAP meets the requirements of State CEQA Guidelines Section 15183.5. Therefore, it is a "qualified CAP" that can be used to streamline CEQA review when projects are

determined to be consistent with the CAP. With respect to this analysis, the proposed project will be evaluated for its consistency with the CAP's strategies and measures.

City of Sacramento 2035 General Plan Update

The following goal and policies from the Environmental Resources Element of the 2035 General Plan are applicable to the proposed project. Policies from that list that have the potential to reduce GHG emissions are identified below.

**Goal ER 6.1 Improved Air Quality.** Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.

- **Policy ER 6.1.5 Community Greenhouse Gas Reductions.** The City shall reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 49% and 8% by 2035 and 2050, respectively.
- **Policy ER 6.1.7 Greenhouse Gas Reduction in New Development.** The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.
- **Policy ER 6.1.10 Coordination with SMAQMD.** The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution if not already provided for through project design.
- **Policy ER 6.1.13 Zero-Emission and Low-Emission Vehicle Use.** The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.
- **Policy ER 6.1.14 Preference for Reduced-Emission Equipment.** The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

### 3.7.3 Impacts and Mitigation Measures

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Construction-related GHG exhaust emissions would be generated by sources such as heavy-duty off-road equipment, haul trucks, and worker commute. Operational emissions would be

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associated with worker commutes (i.e., mobile sources), energy consumption (i.e., electricity and natural gas), water consumption, and waste disposal. GHG emissions were estimated using the same methodology discussed earlier in Section 3.3, "Air Quality." CalEEMod estimates GHG emissions from construction and operations in units of carbon dioxide equivalents (CO<sub>2</sub>e).

SMAQMD has established quantitative significance thresholds for evaluating GHG emissions. For construction and operational emissions, the established significance threshold is 1,100 metric tons (MT) CO<sub>2</sub>e per year (SMAQMD 2015a). Projects that would generate more than 1,100 MT CO<sub>2</sub>e per year would have a cumulatively considerable impact.

The total construction-related GHG emissions for the proposed project were estimated at 2,117 MT CO<sub>2</sub>e, which would be generated during construction. When calculated for annual average construction emissions, the project would generate approximately 977 MT CO<sub>2</sub>e per year of construction. Therefore, construction-related GHG emissions would not exceed SMAQMD's threshold of significance. This impact with respect to construction emissions would be ***less than significant***.

Operation of the reconfigured substation and site would be largely the same as existing operation. Therefore, the net change in operational GHG emissions is anticipated to be nominal and this GHG analysis assumes the same level of on-road vehicle activity for existing conditions and the proposed project. It should be noted that the reconfigured SMUD Substation A would be more energy and water efficient than the existing building, and thus, the proposed project would likely result in a net decrease in operational GHG emissions. Therefore, operation the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The impact with respect to operational emissions would be ***less than significant***.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

ARB's *First Update to the Climate Change Scoping Plan: Building on the Framework* includes measures to meet California's goal of reducing emissions to 1990 levels by 2020 and reiterates the state's role in the long-term goal established in Executive Order S-3-05, which is to reduce GHG emissions to 80% below 1990 levels by 2050.

The Scoping Plan update provides discussions of sector-specific (e.g., transportation) issues, technologies, needs, and ongoing state activities to significantly reduce emissions through 2050. Achieving California's long-term goal will require improved vehicle efficiency, reduced carbon content of fuels, planning and building of communities to reduce vehicular GHG emissions and provide more transportation options, and improved efficiency throughout the existing transportation systems (ARB 2014).

ARB's Scoping Plan update includes measures that would indirectly address GHG emissions from construction activities, including the phasing-in of cleaner technology for diesel engine fleets and the development of a Low Carbon Fuel Standard. Policies formulated under the mandate of AB 32 that apply to construction-related activity, either directly or indirectly, are assumed to be implemented statewide and would affect the proposed project if those policies



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are implemented before construction begins. The proposed project would comply with any mandate or standards set forth by the Scoping Plan update.

The completed project would result in more efficient use of energy and resources with the new substation control building. In addition, the purpose of the proposed project is to provide a more reliable power source for downtown area, which will support infill and transit-oriented development. Therefore, the proposed project would support planned development that is consistent with the applicable general plan and development strategies in the AB 32 Scoping Plan designed to reduce GHG emissions. Thus, the design and purpose of the proposed project would not conflict with GHG reduction measures from the Scoping Plan or CAP and the project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. This impact would be *less than significant*.

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.8.1 Environmental Setting

##### *Hazardous Materials*

The project site is located at the extreme southeastern edge of the former Sacramento Railyards, initially developed in the 1800s. SMUD conducted a Phase I Environmental Site Assessment (ESA) for the project site (Brown and Caldwell 2014). The results of the Phase I



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ESA are summarized below. (Additional detailed information related to the types of contamination present in the Railyards is available in the Railyards Specific Plan Draft EIR, Section 6.5 and Appendix I [City of Sacramento 2007b].)

### Former Sacramento Railyards

The project site is part of the area that formerly served as the Southern Pacific Railroad's (later Union Pacific Railroad) principal locomotive and maintenance rebuilding facility, among other functions, from 1863. Primary operations at the Railyards consisted of assembly and building of locomotives and railroad cars, and repairing or refurbishing of the cars and locomotives. Activities associated with these operations included steel fabrication, brick production, boiler manufacturing, copper and tinsmithing, blacksmithing, machine work, carpentry, metal plating, upholstering, washing, welding and cutting, paint removal and application, and sand blasting. At one time, the Railyards also produced rails, steam engine and ferry parts, and cable cars. Some of these activities produced lead and other heavy metal wastes. The chemicals used for railyard operations included fuels, caustic solutions, paints, solvents, and metal alloys. Numerous underground storage tanks (USTs) were installed to store chemicals associated with operations. (City of Sacramento 2007a:6.5-2)

Most of the railyard buildings were located northwest of the project site (on the west side of 6<sup>th</sup> Street), and were associated with the central shops, brass foundry, brickyard, passenger depot, general foundry, and scrap yard. Other areas of the Railyards included storage facilities, a lumberyard, and a scrap dock—in addition to numerous rail lines. Settlement began in the Railyards in the 1850s, including residences, shops, and businesses. The first Central Pacific Railroad buildings were constructed in 1863, on a 20-acre site, and development had expanded to approximately 237 acres by the 1920s. Two small lakes were located in the Railyards: Willow Lake and Sutter Lake. Sutter Lake gradually was filled from the north and west; the filling was completed in the first decade of the twentieth century by the Central Pacific Railroad. When Sutter Lake still existed, it was used as a dump by the Railyards (for materials such as shop sweepings, dismantled locomotives, old boilers, scrap from shearings in the boiler shop, old castings, and other pieces of metal) and as a cesspool by surrounding residences (City of Sacramento 2007a:6.3-4 through 6.3-8). The marshy, eastern edge of Sutter Lake reportedly extended to the approximate location of present-day 7th Street, just east of the project site.

Based on prior releases of industrial chemicals to the soil and groundwater, the Railyards is listed as a State Superfund site. In addition, the Railyards is included on California's Hazardous Waste and Substances List ("Cortese List"), compiled pursuant to Government Code 65962.5 and referenced under Public Resources Code 21092.6. Activities at the Railyards included the use of petroleum hydrocarbons, metals, volatile organic compounds (VOCs), and semivolatile organic compounds (SVOCs), which resulted in soil contamination. These compounds were used in and around the locations of the former railroad tracks, and therefore may be present at the project site (Brown and Caldwell 2014:7-2). Halogenated VOCs are present in both the deep groundwater aquifer and the shallow groundwater aquifer (approximately 20 to 25 feet below ground surface), and the potential may exist for related vapors to enter the new control building at concentrations that could be harmful to human health (Brown and Caldwell 2014:4-6 and 4-7).

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A former foundry associated with the Railyards, located on the west side of 6th Street, was constructed between 1883 and 1895. It consisted of a wheel foundry and an iron foundry. In addition to the foundry's ancillary buildings (e.g., coke shed, castings shed, sand house, and sand bin), this area also had a car pattern shop (City of Sacramento 2007a:6.3-7). Slag from the foundry was used in the immediate area as fill and as ballast for railroad tracks in the Railyards. Results of previous Railyards investigations found elevated concentrations of metals in the areas where slag was used, which may have included the project site (Brown and Caldwell 2014:4-7). In addition to metals, the fill material at the project site also may contain polycyclic aromatic hydrocarbons, petroleum hydrocarbons, or asbestos (Brown and Caldwell 2014:7-2).

The project site also overlies the Railyards-contaminated groundwater plume. Data from the upper sand zone indicate a concentration of 10 micrograms/liter ( $\mu\text{g/L}$ ) total halogenated VOCs in the northern portion of the project site. Concentrations of greater than 100  $\mu\text{g/L}$  total halogenated VOCs are indicated in the lower sand zone beneath the project site (Brown and Caldwell 2014:4-8). Depths of groundwater contamination range from approximately 25 to 180 feet below ground surface (DTSC 2013).

The Union Pacific Railroad and DTSC executed a Covenant and Agreement in 1994 (Brown and Caldwell 2014:Appendix C) that restricts the types of land uses in the Railyards to commercial and industrial uses (with associated paving and landscaping on clean fill dirt) until remediation has been completed. Article 3.01.C of the Covenant and Agreement states that excavation and removal of any soil from the property requires written approval from DTSC, and that such soil must be tested for hazardous materials and disposed properly, as required by law. Article 3.01.F requires that if additional contamination is found during redevelopment at the Railyards, measures must be taken to:

- Achieve permanent remediation to levels that are protective of human health,
- Report the discovery of contamination to the City and DTSC within 24 hours, and
- Obtain approval of remedial plans from DTSC.

The Covenant and Agreement also states that groundwater may not be extracted, used, or consumed, and that access to all groundwater monitoring wells and associated equipment must be provided by future occupants.

It is expected that a new Land Use Covenant and Agreement ("New Covenant") for the site will be in place before the project is constructed. The New Covenant will remove the limitation on the type of land use on the property, but will require installing clean soil of a thickness that DTSC finds protective of human health and the environment; require a DTSC-approved plan for soil management for any soil to be removed and proper disposal of the soil; require vapor intrusion barriers (where needed) for enclosed buildings or structures; and prohibit drilling for water, oil, or gas without DTSC approval or extracting groundwater onsite without DTSC approval in a groundwater management plan. It is also expected that SMUD will execute a soil handling agreement with the owner of the majority of parcels within the Railyards that will allow any soil excavated from the site as part of the project—if that soil is below the DTSC-approved remedial goals for the Railyards—to be stockpiled on sites within the Railyards designated by

the owner. The agreement will also require the owner to take responsibility for the stockpiled soil.

Database Searches

The Phase I ESA (Brown and Caldwell 2014:4-8 through 4-10 and Appendix K) summarizes a comprehensive search of more than 60 environmental databases, including those that are maintained in accordance with Section 65962.5 of the California Public Resources Code (i.e., the Cortese List). Multiple database listings exist for contaminated soil and groundwater at the Railyards, of which the project site forms a very small part (i.e., approximately 1.3 acres). No other database listings exist for the project site, aside from those pertaining to the Railyards.

A total of 175 properties were reported to have hazardous materials conditions within 0.25 mile of the project site; however, most of these sites are either hydraulically located cross- or down-gradient from the project site (related to groundwater contamination), or consist of site-specific soil contamination that would not pose a hazard for the project site. The off-site properties that may pose a hazard for the proposed project are described in Table 3.8-1. Although these properties are located hydraulically either cross- or down-gradient from the project site, they are in close proximity, and the closure limits related to contamination could not be determined. Therefore, these sites may pose a hazard to the project site (Brown and Caldwell 2014).

<b>Table 3.8-1. Known Off-Site Hazardous Materials</b>		
<b>Site</b>	<b>Location</b>	<b>Contamination Issue</b>
Former Sacramento County Parking Garage	Southwest corner of 7th and G Streets, approximately 60 feet east of the project site	Contaminated soil and groundwater from LUST; closed by Sacramento County EMD in 2011
Former Sacramento Sheriff Facility	Northwest corner of 7th and G Streets, approximately 100 feet northeast of the project site	Contamination from LUST; closed by Sacramento County EMD in 1986
Former City of Sacramento Crime Lab	South of the project site across the alley	UST; closed by Sacramento County EMD in 2011
Notes: UST = underground storage tank; LUST = leaking underground storage tank; EMD = Environmental Management Department		
Source: Brown and Caldwell 2014:4-10		

*Schools*

No schools are within 0.25 mile of the project site. The closest school is Washington Elementary, located at 520 18th Street (approximately 0.75 mile east of the project site).

*Airports*

No public airports or private airstrips are within 2 miles of the project site. The closest airport is Sacramento International Airport, approximately 3.8 miles north of the project site. The project site is not located within any airport safety zones (Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties 1999: Figure 11).

### *Fire Hazards*

Wildland fires represent a substantial threat in California, particularly during the hot, dry summer months. The California Department of Forestry and Fire Protection (CAL FIRE) has established a fire hazard severity classification system (Moderate, High, and Very High) that accounts for fuel availability, topography, and climate (e.g., temperature and the potential for strong winds). The project site is within a highly developed and urbanized area of downtown Sacramento, and according to CAL FIRE (2008), is within a local responsibility area and is not within a very high fire hazard severity zone.

### 3.8.2 Regulatory Setting

#### *Federal*

*Resource Conservation and Recovery Act of 1976,  
Comprehensive Environmental Response, Compensation, and Liability Act of 1980,  
Superfund Amendments and Reauthorization Act of 1986*

The EPA has primary responsibility for enforcing and implementing federal laws and regulations pertaining to hazardous materials. Applicable regulations are contained mainly in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR). Hazardous materials, as defined in the CFR, are listed in Title 49, Section 172.101 of the CFR. Management of hazardous materials is governed by the following laws:

- **Resource Conservation and Recovery Act of 1976 (RCRA):** RCRA (42 U.S. Code [USC] 6901 et seq.) established a federal regulatory program for hazardous substances. Under RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. RCRA was amended by the Hazardous and Solid Waste Amendments of 1984, which specifically prohibits the use of certain techniques to dispose various hazardous substances. EPA has delegated authority for regulating many of the RCRA requirements to the California Department of Toxic Substances Control (DTSC).
- **Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA):** CERCLA, also called the Superfund Act (42 USC 9601 et seq.), created a trust fund to provide broad federal authority for addressing releases or threatened releases of hazardous substances that could endanger public health or the environment.
- **Superfund Amendments and Reauthorization Act of 1986 (SARA):** The Superfund Hazardous Substance Cleanup Program (Public Law 96-510) was established on December 11, 1980. The program was enlarged and reauthorized by the Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499).

These laws and associated regulations include specific requirements for facilities that generate, use, store, treat, and/or dispose of hazardous materials. EPA is responsible for compiling the National Priorities List for known or threatened release sites of hazardous substances, pollutants, or contaminants. The locations are commonly referred to as "Superfund sites." EPA provides oversight and supervision for Superfund investigation/remediation projects, evaluates

remediation technologies, and develops hazardous materials disposal restrictions and treatment standards.

In addition, SARA created the Emergency Planning and Community Right-to-Know Act of 1986, also known as SARA Title III, a statute designed to improve community access to information about chemical hazards and to facilitate the development of chemical emergency response plans by state/tribe and local governments.

#### Clean Air Act of 1970

The Clean Air Act (CAA), enacted in 1970 and amended in 1990, required EPA to establish primary and secondary national ambient air quality standards. The CAA also required each state to prepare an air quality control plan, referred to as a State Implementation Plan. Section 112 of the CAA defines “hazardous air pollutants” and sets threshold limits. Asbestos-containing substances are regulated by EPA under the CAA. Additional information about the CAA is contained in Section 3.3, “Air Quality.”

#### Occupational Safety and Health Administration Worker Safety Requirements

The Occupational Safety and Health Administration (OSHA) is responsible for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances and addressing other potential industrial hazards. OSHA also establishes criteria by which each state can implement its own health and safety program.

#### *State*

#### California Hazardous Materials Release Response Plans and Inventory Law of 1985

This law requires preparation of hazardous materials business plans and disclosure of hazardous materials inventories. Such plans are to include an inventory of hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). The business plan program is administered by the California Emergency Management Agency. A business plan is required if a hazardous substance would be stored for more than 30 days if it is any of the following:

- 500 gallons or more of any solid,
- 55 gallons or more of any liquid,
- 200 cubic feet or more of any compressed gas, or
- An acutely hazardous substance or radiological material that meets the federal threshold planning quantities listed in 40 CFR Part 355, Subpart A.

*Underground Storage Tank Program and the Spills, Leaks, Investigations, and Cleanups Program*

Several state regulatory structures govern cleanup of contaminated sites in California. Many of these programs are regulated by DTSC: RCRA corrective actions, State Superfund sites, brownfields programs, and voluntary cleanups. The State Water Resources Control Board (SWRCB) (through nine regional water quality control boards [RWQCBs] and some local agencies) regulates releases with the potential to affect water resources under programs such as the Underground Storage Tank Program and the Spills, Leaks, Investigations, and Cleanups Program. Regulatory authority for these programs may be delegated by the federal government (as with RCRA corrective actions directed by DTSC) or may be found in the California Health and Safety Code. These regulations require that sites where hazardous materials have been released are to be reported, investigated, and remediated, and that any hazardous materials are to be disposed appropriately. These programs govern a range of pollutants, such as solvents, petroleum fuels, heavy metals, and pesticides in surface water, groundwater, soil, sediment, and air. For cleanup at the Railyards, DTSC has implemented a Tri-Party agreement (discussed in further detail below).

*Cal/OSHA Worker Safety Requirements*

The California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations pertaining to the use of hazardous materials in the workplace (California Code of Regulations [CCR] Title 8) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and preparation of emergency action and fire prevention plans. Cal/OSHA enforces hazard communication program regulations that contain training and information requirements. These requirements include procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous waste sites. The hazard communication program requires that employers make material safety data sheets available to employees and document employee information and training programs.

*Unified Program*

The California Environmental Protection Agency (CalEPA) grants to qualifying local agencies oversight and permitting responsibility for certain state programs pertaining to hazardous waste and hazardous materials. This is achieved through the Unified Program, created by state legislation in 1993, to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following emergency and management programs:

- Hazardous materials release response plans and inventories (business plans)
- California Accidental Release Prevention Program

- UST Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure plans
- Hazardous Waste Generator and On-site Hazardous Waste Treatment (tiered permitting) Programs
- California Uniform Fire Code: Hazardous material management plans and hazardous material inventory statements

### Hazardous Materials Transport

The U.S. Department of Transportation regulates transportation of hazardous materials between states. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies include the California Highway Patrol and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers for transportation of hazardous waste on public roads.

### Public Resources Code Section 65962.5 (Cortese List)

The provisions of PRC Section 65962.5 are commonly referred to as the “Cortese List” (after the legislator who authored the legislation). The Cortese List is a planning document used by state and local agencies to comply with CEQA requirements in providing information about the location of hazardous materials release sites. PRC Section 65962.5 requires CalEPA to develop an updated Cortese List annually, at minimum. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies in California, such as the SWRCB, also are required to provide additional release information.

### **State Water Resources Control Board**

The SWRCB protects water quality in California by setting statewide policy. The SWRCB supports the nine RWQCBs that, within their areas of jurisdiction, protect surface and groundwater from pollutants discharged or threatened to be discharged to waters of the State. For the Sacramento area, the Central Valley RWQCB issues National Pollutant Discharge Elimination System (NPDES) permits, called Waste Discharge Requirements, and regulates leaking underground storage tanks and contaminated properties through the Leaking Underground Storage Tank and Spills, Leaks, Investigation, and Cleanup programs, respectively. USTs are regulated under Chapter 6.7 of the California Health and Safety Code and 23 CCR Chapter 16.

Project construction could require dewatering of excavation pits. Where groundwater levels tend to be shallow, dewatering sometimes is necessary during construction to keep trenches or excavations free of standing water when improvements or foundations/footings are installed. Clean or relatively pollutant-free water that poses little or no risk to water quality may be discharged directly to surface water under certain conditions and with authorization of the City’s

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Department of Utilities. However, contaminated groundwater from dewatering activities requires treatment before it can be discharged. The Central Valley RWQCB (2013) has adopted a general NPDES permit for short-term discharges of small volumes of wastewater from certain construction-related activities (General Dewatering Permit). Permit conditions for the discharge of these types of wastewater to surface waters are specified in the General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2013-0074, NPDES No. CAG995001).

Discharges may be covered by the General Dewatering Permit if (1) the average dry-weather discharge does not exceed 0.25 million gallons per day or (2) the discharge does not exceed 4 months in duration. The General Dewatering Permit also specifies standards for testing, monitoring, and reporting; receiving-water limitations; and discharge prohibitions.

If dewatering activities would exceed 4 months in duration, SMUD may be required to obtain a project-specific permit from the Central Valley RWQCB. Furthermore, because dewatering would occur in an area with known groundwater contamination, SMUD would be required to consult with the Central Valley RWQCB, and the dewatering permit may contain requirements for treatment and disposal.

#### *Local*

#### *Sacramento County Environmental Management Department, Hazardous Materials Division*

The Hazardous Materials Division of the Sacramento County Environmental Management Department is the designated Certified Unified Program Agency (CUPA) for the City of Sacramento and Sacramento County. As the CUPA, the Hazardous Materials Division is responsible for implementing six statewide environmental programs for Sacramento County:

- Underground storage of hazardous substances (USTs)
- Hazardous materials business plan requirements
- Hazardous waste generator requirements
- California Accidental Release Prevention Program
- Uniform Fire Code hazardous materials management plan
- Aboveground storage tanks (spill prevention control and countermeasures plan)

#### *Sacramento County Multi-Hazard Mitigation Plan*

The City is a signatory to the Sacramento County, California Multi-Hazard Mitigation Plan (MHMP) (AMEC 2004), which was adopted in 2005. The MHMP is designed to meet the requirements of the Disaster Mitigation Act of 2000, which allows for eligibility for certain hazard mitigation (i.e., disaster loss reduction) programs under the Federal Emergency Management



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Agency. Formulation of the MHMP was based on hazard identification and a risk assessment of potential natural hazards that could affect Sacramento County, a review of the county's capability to reduce hazards impacts, and recommendations to further reduce vulnerability to potential disasters. The MHMP includes emergency management provisions for flood hazards, such as a levee breach or dam failure.

City of Sacramento 2035 General Plan Update

The following policies from the Public Health and Safety Element of the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) are applicable to the proposed project:

**Goal PHS 3.1 Reduce Exposure to Hazardous Materials and Waste.** Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.

- **Policy PHS 3.1.1 Investigate Sites for Contamination.** The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.
- **Policy PHS 3.1.2 Hazardous Material Contamination Management Plan.** The City shall require that property owners of known contaminated sites work with Sacramento County, the State, and/or Federal agencies to develop and implement a plan to investigate and manage sites that contain or have the potential to contain hazardous materials contamination that may present an adverse human health or environmental risk.

City of Sacramento Department of Utilities

The City of Sacramento regulates the discharge of groundwater to the City's sewer and separated stormwater drainage systems. The City's Engineering Services Resolution No. 92-439 requires approval of a Memorandum of Understanding (MOU) for long-term (greater than 30 days) for groundwater dewatering discharges to the City's sewer and/or separated storm water drainage system, or an approval letter for discharges of less than 30 days. The MOU must cover proposed dewatering details, such as flow rate, system design, and contaminant monitoring plan. Discharges to the sewer must meet Sacramento Regional County Sanitation District (SRCSD) and RWQCB-approved levels. Dischargers to the sewer must obtain a SRCSD discharge permit. Discharges to the separated stormwater drainage system require approval from the RWQCB.

City of Sacramento Emergency Operations Plan

The City of Sacramento Emergency Operations Plan (EOP), published in April 2005, provides safeguards to minimize loss of life and property damage during natural disasters and emergencies of national defense. The EOP establishes an Emergency Management Organization and assigns functions and tasks in accordance with California's Standardized Emergency Management System. It includes policies, responsibilities, and procedures

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necessary to protect human health and safety, public and private property, and the environment from the effects of disasters and emergencies. The EOP outlines the specific emergency-related responsibilities of City agencies. For example, the City of Sacramento Police Department is responsible for implementing emergency evacuations, including traffic control plans, while the City of Sacramento Fire Department is the first responder for hazardous materials incidents (City of Sacramento 2005).

### City of Sacramento Evacuation Plan

The City of Sacramento Evacuation Plan (2008) provides evacuation-specific strategy and information to support and guide the City's Emergency Managers, Emergency Operations Center staff, and other governmental and non-governmental agencies that would be involved in an evacuation event. The Evacuation Plan is part of the EOP. Flooding is considered the primary potential threat; however, the plan applies to other hazards as well. The City of Sacramento Police Department has divided the City into six districts, with each district further divided into three or four police patrol beat areas. The Evacuation Plan provides evacuation routes and locations of sirens and shelters within each police patrol beat area. The City of Sacramento Fire Department maintains updated records of the emergency response and evacuation routes (City of Sacramento 2008).

### City of Sacramento Hazardous Materials Program

The City's Hazardous Materials Program (HazMat) responds to hazardous material emergencies (City of Sacramento 2015c). HazMat contains a minimum of 108 firefighters trained to the Hazardous Materials Response level and also includes three Hazardous Materials Response Teams and one Decontamination Team. Under a contractual agreement, HazMat provides 24-hour first response to hazardous materials incidents in the City of Sacramento.

### City of Sacramento Railyards Specific Plan

The following goals and policies from the Sacramento Railyards Specific Plan (City of Sacramento 2007a) are applicable to the proposed project:

**Goal HAZ-1:** Institute programs that facilitate development, encourage appropriate remediation, and ensure that public health and safety and the environment are protected at all times.

- **Policy HAZ-1.1:** Ensure that city land use approvals are compatible with cleanup levels achieved and do not conflict with remediation land use covenants, and that development-related excavation and dewatering are also carried out in a manner which meets DTSC requirements.

**Goal HAZ-2:** Ensure that over the entire life of the project, site inhabitants and users enjoy current and up-to-date levels of environmental protection.

- **Policy HAZ-2.1:** If either reuse of land or a change of use in the Plan Area is proposed that would conflict with the remedial action plan restrictions, DTSC approval and remediation reflecting current applicable exposure standards shall be implemented.

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- **Policy HAZ-2.2:** In the event that State cleanup standards are revised to be more protective of human health, the City shall work with DTSC and property owners to determine if additional remediation requirements should be imposed for future developments.

**Goal HAZ-3:** Coordinate project phasing with remediation to protect site users from exposure to unacceptable health risks.

- **Policy HAZ-3.1:** Ensure that development is implemented in accordance with remedial action plan.

**Goal HAZ-4:** Cleanup of contamination shall be carried out as efficiently as possible to allow for redevelopment of the Railyards while protecting human health and the environment.

- **Policy HAZ-4.1:** Fully protect human health and the environment through the implementation of the DTSC approved remedial action plans.

**Goal HAZ-5:** Establish an ongoing working relationship between the City, DTSC and property owners to achieve the most timely and desirable cleanup and redevelopment of the Railyards.

- **Policy HAZ-5.1:** Establish an ongoing process for coordination during the remediation activities that coincide with development.

As discussed in Chapter 10 of the Sacramento Railyards Specific Plan (City of Sacramento 2007a), the State Superfund process at the Railyards is a “risk-based” approach, based on a detailed evaluation of contamination levels and exposure potential at particular locations. This risk-based approach results in remediation of contaminated soil and groundwater at levels that are protective of the population with the greatest potential for exposure to site soils or soil gas vapors from groundwater contamination. The ultimate goal is that cleanup: (1) reduces concentrations of residual chemicals in soil such that they do not exceed specific risk-based thresholds (remediation goals); (2) reduces concentrations of residual contaminants in the soil to levels that are protective against future groundwater contamination; (3) implements mitigation measures to prevent direct exposure to contaminated soil; (4) implements groundwater remediation systems (e.g., soil vapor extraction) to reduce concentrations of chemicals in the groundwater; and (5) implements engineering controls where applicable (e.g. ventilation systems or building designs) to minimize exposure to soil vapors (from both contaminated soil and groundwater).

In December 1994, a Memorandum of Understanding (“Tri-Party MOU”) was established between DTSC, the City, and SPTCo (now Union Pacific Railroad) concerning post-remediation development (discussed in Section 3.8.1, “Environmental Setting”). The 1994 agreement was replaced by a new Tri-party MOU between the City, DTSC, and the project applicant. The new Tri-Party MOU will release the City of Sacramento from oversight responsibility. Instead, DTSC is providing environmental oversight. As discussed in detail in Chapter 10 of the Sacramento Railyards Specific Plan, the Tri-Party MOU addresses key roles of the parties, including future property owners, both during and after completion of remediation; and responsibilities for ongoing oversight during construction. In addition, the revised MOU also establishes that the City is responsible for administering the land use and development-related portion of DTSC

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deed restrictions, and requires ongoing communication between DTSC and the City to keep applicable city permitting officials up-to-date on changes in cleanup standards. Furthermore, the MOU provides for the potential for the developer to fund additional positions or retaining consultants to enhance DTSC's capabilities to review and approve simultaneously DTSC priority remediation and developer-driven remediation.

In accordance with the provisions of the MOU, the City has incorporated checkpoints into its land use entitlements structure so that development in the Railyards can occur only in areas where DTSC has verified that soil and groundwater remediation pursuant to a remedial action plan has been completed, and that the proposed development is permitted.

### City of Sacramento Traffic Control Plan

Chapter 12.20 of the Sacramento Municipal Code requires development of a traffic control plan when streets must be closed or partially obstructed for construction activities. The plan must identify the location of the work area, the street locations that will be closed or obstructed, the types and locations of traffic control devices that will be used, and the time periods when traffic control will be in effect.

### Sacramento Metropolitan Air Quality Management District Rule 902

The proposed project would be subject to Sacramento Metropolitan Air Quality Management District Rule 902 for asbestos abatement; 8 CCR Sections 1529 and 1532.1 (construction safety orders pertaining to asbestos and lead, respectively); and CFR Part 61, Subpart M (pertaining to asbestos). These regulations govern the specific methods to be used for removal of asbestos and lead-based paint, and specify workplace safety measures that must be used to protect the health of construction workers during the removal process.

### 3.8.3 Impacts and Mitigation Measures

#### **a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Project construction would include the storage, use, and transport of hazardous materials (e.g., asphalt, fuel, lubricants, paint). Project operation would include the use of small quantities of common hazardous materials, such as cleaning solvents, and include fertilizers, herbicides, and pesticides as part of landscaping.

The California Highway Patrol and Caltrans enforce regulations related to the transportation of hazardous materials on local roadways, and the use of these materials is regulated by DTSC, as outlined in CCR Title 22. SMUD and its construction contractors would be required to comply with CalEPA's Unified Program. Regulated activities would be managed by the Sacramento County Environmental Management Department, which is the designated CUPA, and would be in accordance with the Unified Program (e.g., hazardous materials release response plans and inventories, California Uniform Fire Code hazardous material management plans and inventories). Such compliance would reduce the potential for accidental release of hazardous materials during project construction and operation.

SMUD and the City of Sacramento would implement and comply with existing hazardous material regulations. These regulations are specifically designed to protect the public health through improved handling and transport of hazardous materials, and coordinated and rapid emergency response. Therefore, the impact would be ***less than significant***.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

The proposed project could include deep foundation work (drilling of piles or piers) that may extend up to approximately 30 feet below the existing grade and may interact with the shallow groundwater table, which is approximately 20 to 25 feet below the ground surface. Both the shallow and deep aquifers underneath the project site are contaminated with halogenated VOCs and SVOCs from prior operations at the Railyards. The Phase I ESA (Brown and Caldwell 2014) also identified three adjacent properties with groundwater contamination from leaking underground storage tanks. The geotechnical study (Youngdahl 2014) identifies several potential types of deep foundation systems to support project structures (e.g., the new control building). Some types of pilings can result in the discharge of groundwater to the surface and potential exposure of workers and release of groundwater to the storm sewer system. Therefore, this impact would be **potentially significant**, and SMUD would implement the following mitigation measures:

***Mitigation Measure HAZ-1 (Implement Mitigation Measure 6.5-2 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

*In areas where the groundwater contamination has the potential to reach water, sewer or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, measures will be used to prevent infiltration in accordance with DTSC requirements. Routine monitoring shall be performed by the landowners, reported to DTSC and CVRWQCB, and corrective actions implemented if the results indicate adverse changes in water quality.*

***Mitigation Measure HAZ-2 (Implement Mitigation Measure 6.5-3(g) from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

*Developers shall be required to employ construction dewatering techniques, should they become necessary, that minimize potential for pulling groundwater contaminants to the surface. Contingency plans for pretreatment of contaminated groundwater, if necessary, shall be in place prior to the start of construction in the event that extracted water cannot be sent to the regional wastewater treatment plant.*

In addition, SMUD would file a notice of intent with the Central Valley RWQCB to obtain coverage under General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2013-0074, NPDES No. CAG995001) or an Individual NPDES Permit or waste discharge requirements, and enter into an MOU with the City for construction dewatering activities. Along with the Notice of Intent and the MOU, SMUD would prepare a site-specific

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construction dewatering plan, to demonstrate that discharges would meet SRCSD and RWQCB-approved levels, and this plan would contain the following components:

- Information about the discharge location;
- A map showing the location of the site, treatment system, discharge point(s), and receiving water;
- An evaluation of reclamation options;
- Narrative and schematic descriptions of the existing or proposed treatment system, including blueprints signed by a registered engineer or geologist (if applicable); and
- Results of laboratory analysis for the types and amounts of pollutants listed in Attachment B to Order R5-2013-0074, additional water quality screening required by Attachment C to Order R5-2013-0074 (if applicable), and any applicable pollutants listed under Section 303(d) of the CWA for the receiving water if discharging or proposing to discharge to an impaired water body.
- Identification of landfills to be used for disposal, if necessary, based on the results of a laboratory analysis.

To be authorized by Order R5-2013-074, SMUD would need to demonstrate that the discharge or proposed discharge would meet the following criteria:

- Pollutant concentrations in the discharge do not cause, have a reasonable potential to cause, or contribute to an excursion above any applicable federal water quality criterion established by EPA pursuant to Section 303 of the CWA;
- Pollutant concentrations in the discharge do not cause, have a reasonable potential to cause, or contribute to an excursion above any water quality objective adopted by the Central Valley RWQCB or SWRCB, including prohibitions of discharge for the receiving waters; and
- The discharge does not cause acute or chronic toxicity in the receiving water.

In addition, discharges of more than 0.25 million gallons per day average dry-weather flow are prohibited unless the discharge is 4 months or less in duration. Further, SMUD would be required to notify and coordinate with DTSC and the Union Pacific Railroad at least 30 days before the start of the construction activities where dewatering may be required.

With implementation of existing Railyards Mitigation Measures HAZ-1 and HAZ-2 and compliance with permit conditions, potential hazards from construction dewatering in contaminated groundwater would be reduced to **less than significant**. This impact would be minimized by entering an MOU with the City of Sacramento in compliance with the City's Engineering Services Policy No. 0001 and preparing a construction dewatering plan that would contain proposed dewatering details, such as flow rate, system design, and contaminant

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monitoring plan. By adhering to the General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2013-0074, NPDES No. CAG995001), the proposed project would not result in exposure of humans or the environment to hazardous substances during construction dewatering.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

The closest school is Washington Elementary, located at 520 18th Street (approximately 0.75 mile east of the project site). Thus, **no impact** would occur.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

As described in detail above, the project site is located on the extreme southeastern portion of the former Railyards, a location on the Cortese List and a State Superfund site. Former activities at the Railyards included use of petroleum hydrocarbons, metals, asbestos, VOCs, and SVOCs, and waste disposal in the former Sutter Lake. These activities resulted in widespread soil contamination that may be present at the project site. Therefore, earthmoving and other construction activities, as well as a future employee occupational health hazard from vapor intrusion into the new control building, could expose workers and the public to hazardous substances. This impact would be **potentially significant**, and SMUD would implement the following mitigation measures HAZ-3 through HAZ-6 from the Railyards Specific Plan EIR MMRP (Mitigation Measure 6.5-1, Mitigation Measure 6.5-3(b)(c)(d), Mitigation Measure 6.5-4(a), and Mitigation Measure 6.5-5).

***Mitigation Measure HAZ-3 (Implement Mitigation Measure 6.5-1 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

*The City shall enforce the following requirements for construction on the Specific Plan Area:*

- a) The City recognizes that DTSC has ultimate authority regarding approval of health risk assessments. However, through the Tri-Party MOU, the City may provide input to DTSC if any assumptions employed appear to be inaccurate or differ from those previously prepared.*
- b) Each developer's general contractor shall prepare a site-specific construction worker health and safety plan containing construction worker health and safety requirements based on the levels of remediation already performed in each project area.*
- c) Contractors shall be given a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of state and federal law, the site-specific health and safety plan may require the use of personal protective equipment, onsite continuous air quality monitoring during construction, and other precautions.*

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- d) *During construction, except in imported clean fill areas, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the developer under DTSC oversight.*
- e) *In addition to these steps, DTSC, through the Tri-Party MOU, shall provide for environmental oversight, including site inspection during construction and procedures for detecting previously undiscovered contamination during site excavation as well as contingency plans for investigation, remediation and disposal of such contamination.*

**Mitigation Measure HAZ-4 (Implement relevant components of Mitigation Measure 6.5-3 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).**

- b) *Fencing shall prevent access to surface soil in unremediated areas of the site.*
- c) *Dust control for active cleanup sites shall be implemented.*
- d) *Construction site air monitoring, if required by site-specific conditions, shall be conducted.*

**Mitigation Measure HAZ-5 (Implement Mitigation Measure 6.5-4 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).**

- a) *Project developers and their contractors shall coordinate with the City of Sacramento, DTSC, and other involved agencies, as appropriate, to assure that project construction shall not interfere with any adjacent and/or on-site remediation activities or unduly delay any or site remediation activities.*
- b) *The project developers and their contractors shall comply with all applicable site controls established for site remediation activities through the approved RAPs and RDIP and shall ensure that project construction does not prevent such compliance.*

**Mitigation Measure HAZ-6 (Implement Mitigation Measure 6.5-5 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).**

*Hazardous substances review at the development permitting stage shall involve consulting with DTSC to determine if changing standards will trigger the need for additional remediation under the following circumstances:*

- *Sites that currently expose the general public to bare soil or landscaped soil shall be reevaluated if a significant change of standards has occurred since the last such evaluation.*
- *In utility corridors, existing cleanup levels shall be reevaluated to ensure that construction worker health and safety is adequately protected if a significant change in standards occurs.*



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- *On development parcels where remediation standards are revised significantly downward following remediation but before site development, cleanup levels shall be reevaluated for consistency with proposed land use.*

Implementation of existing Railyards Mitigation Measure 6.5-1, Mitigation Measure 6.5-3(b)(c)(d), Mitigation Measure 6.5-4(a), and Mitigation Measure 6.5-5 (as listed in the MMRP) would reduce the potentially significant impact from exposure to hazardous materials associated with a Cortese-listed site to **less than significant** because SMUD would comply with all DTSC-required actions as part of the executed Tri-Party agreement.

- e, f) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area; or for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

The project site is not located within the boundaries of an airport land use plan, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, **no impact** would occur.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Access to the project site is provided by 6th Street, 7th Street, and the future G Street extension, and these streets are to be used for emergency response and evacuation in the project area. The proposed project would not substantially affect emergency vehicle access or implementation of an emergency evacuation plan because it is a small project, the construction truck traffic would be spread over a period of many weeks, and lane closures of local roadways are not anticipated. Therefore, the impact would be **less than significant**.

- h) **Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

The project site is located in a developed, urbanized area of downtown Sacramento, where the fire hazard is low (CAL FIRE 2008). Furthermore, as discussed in Section 3.14, "Public Services," adequate City and County fire protection services are available. Therefore, the impact would be **less than significant**.

### 3.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.9.1 Environmental Setting

#### *Surface Water*

The City of Sacramento is located at the confluence of two major rivers, the Sacramento River and the American River. The project site is located approximately 0.5 mile east of the Sacramento River and approximately 1 mile south of the American River. The American River watershed encompasses approximately 1,900 square miles and is a tributary to the Sacramento River.

The 2008–2010 Section 303(d) List of Impaired Waters for California, issued by the State Water Resources Control Board (SWRCB) (2011), indicates that the Sacramento River from Knights Landing to the Sacramento–San Joaquin Delta (Delta) is listed as impaired for chlordane, dichlorodiphenyltrichloroethane (DDT), dieldrin, mercury, polychlorinated biphenyls (PCBs), and unknown toxicity. The Sacramento River flows into the Delta, which is listed as impaired for chlordane, DDT, dieldrin, dioxin and furan compounds, invasive species, mercury, PCBs, and selenium.

#### *Groundwater*

The project site is in the Sacramento Central Groundwater Basin (Central Basin), located entirely within Sacramento County, and is managed by the Sacramento Central Groundwater Authority. Groundwater underlying the Central Basin is contained within a shallow aquifer (Modesto Formation) and a deep aquifer (Mehrten Formation). The deep aquifer is separated from the shallow aquifer by a discontinuous clay layer that serves as a semi-confining layer. The deep aquifer typically requires treatment for iron and manganese, which may cause mineral deposits and affect the taste of water. Intensive use of groundwater over the past 60 years has resulted in a general lowering of groundwater elevations. Over time, isolated groundwater depressions have grown and coalesced into a single cone of depression that is centered in the southwestern portion of the Central Basin.

Groundwater in the project vicinity has been recorded at fairly shallow depths, ranging from approximately 14 to 33 feet below the ground surface (City of Sacramento 2007b). Groundwater contamination recorded in the project vicinity has been associated with the historical use of the Sacramento Railyards. Further discussion of this contamination is presented in Section 3.8, “Hazards and Hazardous Materials.”

#### *Flooding*

The most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) identifies the eastern portion of the project site as being located in an area protected by levees from the 1 percent annual chance flood (FEMA 2012). The western portion of the project site also is protected by levees but does not have a flood designation. The project site is located in the Folsom Dam failure inundation area.

### *Stormwater*

The City operates systems for stormwater collection and conveyance. The older Central City area primarily is served by a system in which sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the Combined Sewer System (CSS). The CCS provides both sewage and storm drainage services to more than 24,000 parcels in the downtown, midtown, Land Park, and East Sacramento areas. Stormwater from the project site generally flows to the east toward 7th Street into existing storm drain drop inlets, which discharge to the City's CCS. The City has recently constructed a separated storm water conveyance system in the Railyards. The small portion of the site that previously contained Union Pacific Railroad's tracks (west of the earthen berm), flows to the north and would be collected in the new separated (storm water only) storm water system.

## 3.9.2 Regulatory Setting

### *Federal*

The USEPA is the lead federal agency responsible for managing water quality. The Clean Water Act (CWA) of 1972 is the primary federal law that governs and authorizes EPA and each state to implement activities to control water quality. The various elements of the CWA that address water quality that are applicable to the proposed project are discussed next.

### *Water Quality Criteria and Standards*

Under federal law, EPA has published water quality regulations in Volume 40 of the Code of Federal Regulations. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the U.S. As defined by the CWA, water quality standards consist of two elements: designated beneficial uses of the water body in question; and criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. EPA is the federal agency with primary authority for implementing regulations adopted under the CWA. EPA has delegated the State of California as the authority to implement and oversee most of the programs authorized or adopted for CWA compliance through the Porter-Cologne Water Quality Control Act of 1969.

### *National Pollutant Discharge Elimination System Permits*

The NPDES permit system was established in the CWA to regulate municipal and industrial point discharges to surface waters of the U.S. Each NPDES permit for point discharges sets limits on allowable concentrations of pollutants contained in discharges. Sections 401 and 402 of the CWA include the general requirements for NPDES permits.

The CWA was amended in 1987 to require NPDES permits for nonpoint-source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to

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improve the quality of stormwater discharged to receiving waters to the “maximum extent practicable” through the use of structural and nonstructural best management practices (BMPs). BMPs can include development and implementation of various practices: educational measures (workshops informing the public of what impacts result when household chemicals are dumped into storm drains), regulatory measures (local authority for drainage facility design), public policy measures, and structural measures (e.g., bioretention planters, grass swales, and detention ponds). The NPDES permits that apply to activities in Sacramento are described below in the discussion of local regulations.

### Floodplain Regulations

Federal regulations governing development in a floodplain are set forth in Title 44, Part 60 of the Code of Federal Regulations. FEMA imposes building regulations on development within flood hazard areas, depending on the potential for flooding in each area. Building regulations are incorporated into the municipal codes of jurisdictions participating in the National Flood Insurance Program (NFIP). Section 15.104, “Floodplain Management Regulations,” of the Sacramento City Code includes requirements for compliance with the federal regulations. FEMA administers the NFIP to provide subsidized flood insurance to communities that comply with FEMA regulations in floodplains. FEMA also issues FIRMs that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standards for flood protection covered by the FIRMs are established by FEMA. The minimum level of flood protection for new development has been determined to be the 1-in-100 (0.01) annual exceedance probability (i.e., the 100-year flood event). FEMA also is responsible for issuing revisions to FIRMs through the local agencies that work with the NFIP.

### *State*

### Surface Water Quality

In California, the SWRCB has broad authority over water quality control. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated by the federal government under the CWA. Regional authority for planning, permitting, and enforcement is delegated to nine regional water quality control boards (RWQCBs). The Porter-Cologne Water Quality Control Act of 1969 requires the RWQCBs to formulate and adopt basin plans for all areas in the region, and to establish water quality objectives in the plans. Basin plans must formulate and determine beneficial uses and water quality objectives, and must establish an implementation program for achieving water quality objectives. California water quality objectives (or “criteria” under the CWA) are found in the basin plans adopted by the SWRCB and each of the RWQCBs. The Central Valley RWQCB is responsible for the regional area in which the project site is located.

Water quality objectives for the Sacramento River are specified in the Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan) prepared by the Central Valley RWQCB (2011). The Basin Plan establishes water quality objectives and implementation programs to meet stated objectives and protect the beneficial uses of water in the Sacramento and San Joaquin River Basins. Because the city of Sacramento and the project site are located within the Sacramento River Basin, all discharges to surface water or

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groundwater fall under the Central Valley RWQCB's jurisdiction and are subject to its Basin Plan requirements. The requirements outlined in the NPDES permits that regulate development within the Sacramento city limits are based on the Basin Plan requirements.

### Construction Dewatering

Project construction may require dewatering. Where groundwater levels tend to be shallow, dewatering sometimes is necessary during construction, to keep trenches or excavations free of standing water when improvements or foundations/footings are installed. Clean or relatively pollutant-free water that poses little or no risk to water quality may be discharged directly to surface water under certain conditions and with authorization of the City's Department of Utilities. The Central Valley RWQCB (2013) has adopted a general NPDES permit for short-term discharges of small volumes of wastewater from certain construction-related activities (General Dewatering Permit). Permit conditions for the discharge of these types of wastewater to surface waters are specified in the General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2013-0074, NPDES No. CAG995001).

Discharges may be covered by the General Dewatering Permit if the average dry-weather discharge does not exceed 0.25 million gallons per day or the discharge does not exceed 4 months in duration. Construction dewatering, well development water, pump/well testing, and miscellaneous dewatering/low-threat discharges are among the types of discharges that may be covered by the General Dewatering Permit. The General Dewatering Permit also specifies standards for testing, monitoring, and reporting; receiving-water limitations; and discharge prohibitions.

If dewatering activities are to continue more than 4 months, a project-specific permit from the Central Valley RWQCB is required. Furthermore, where dewatering activities are to occur in areas of contaminated groundwater or intermix with contaminated soil, the permittee is required to consult with the Central Valley RWQCB to determine the specific permit terms, disposal methods, and/or types of treatment.

### Construction Site Runoff Management

In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that the project proponent for any construction activity that disturbs 1 acre or more obtains coverage from the SWRCB under the General Construction Activity Stormwater Permit (Construction General Permit), Order No. 2009-0009-DWQ, NPDES No. CAS000002, effective July 1, 2010. The applicant for a Construction General Permit must prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must include BMPs to reduce construction effects on receiving water quality by implementing erosion and sediment control measures, and by reducing or eliminating non-stormwater discharges. Examples of construction BMPs typically included in SWPPPs are using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment-control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to

reduce or eliminate sediment and other pollutant discharges to drainage systems or receiving waters.

### *Local*

#### *Sacramento Area Flood Control Agency*

The Sacramento Area Flood Control Agency (SAFCA) was formed in 1989 to address the Sacramento area's vulnerability to catastrophic flooding. Its mission is to minimize flood risk potential while preserving the environment and enhancing floodway and floodplains. This vulnerability was exposed during the record flood of 1986, when Folsom Dam exceeded its normal flood control storage capacity and several area levees nearly collapsed under the strain of the storm. In response, the City of Sacramento, the County of Sacramento, the County of Sutter, the American River Flood Control District, and Reclamation District No. 1000 created SAFCA through a Joint Exercise of Powers Agreement to provide the Sacramento region with increased flood protection along the American and Sacramento rivers (SAFCA 2014).

#### *Sacramento Central Groundwater Authority*

The Sacramento Central Groundwater Authority is a joint-powers authority, created to collectively manage the Sacramento Central Groundwater Basin, which includes a portion of Sacramento County from south of the American River to the Cosumnes River. The Sacramento Central Groundwater Authority adopted its most recent groundwater management plan, which was prepared by the Central Sacramento County Groundwater Forum, in 2006. The plan establishes goals, management objectives, and the primary components needed to manage the groundwater basin.

#### *Sacramento County Multi-Hazard Mitigation Plan*

The City is a signatory to the Sacramento County Local-Hazard Mitigation Plan (LHMP). The LHMP is designed to meet the requirements of the Disaster Mitigation Act of 2000, which allows eligibility for certain hazard mitigation (i.e., disaster loss reduction) programs under FEMA. Formulation of the LHMP was based on hazard identification and a risk assessment of potential natural hazards that could affect Sacramento County, a review of the County's capability to reduce hazards impacts, and recommendations to further reduce vulnerability to potential disasters. FEMA approved the current LHMP on November 23, 2011. The plan was adopted by the City on June 10, 2013. The LHMP includes emergency management provisions for flood hazards, such as a levee breach or dam failure.

#### *Sacramento Stormwater Quality Partnership*

Sacramento County and the cities of Sacramento, Folsom, Citrus Heights, Elk Grove, Rancho Cordova, and Galt have a joint Municipal Separate Storm Sewer System NPDES permit (MS4 permit) (No. CAS082597), granted on September 11, 2008. Collectively, these jurisdictions are referred to as the Sacramento Stormwater Quality Partnership (SSQP). The MS4 permit is intended to implement the Basin Plan through the effective implementation of BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. The permittees listed in

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the joint permit have the authority to develop, administer, implement, and enforce stormwater management programs within their own jurisdictions.

The MS4 permit defines “urban stormwater runoff” as including stormwater and dry-weather flows from a drainage area that reaches a receiving water body or subsurface. The permit regulates the discharge of all wet- and dry-weather urban stormwater runoff within the Sacramento city limits and requires the City to implement a stormwater management program to reduce pollutants in stormwater to the maximum extent practicable. In response, the City and the other permittees created the Stormwater Quality Improvement Plan (SQIP) for the County of Sacramento and the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, Galt, and Rancho Cordova, to address the MS4 permit requirements and reduce the pollution carried by stormwater into local creeks and rivers (SSQP 2014). The program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The program also includes an extensive public education effort, strategy for reducing targeted pollutants, and a monitoring program. The SQIP also outlines the priorities, key elements, strategies, and evaluation methods of the program.

The project area has been previously developed and is considered to be an infill site. As a result, any infill project is required to comply with the City’s “Do No Harm” policy. This policy requires infill areas to fully mitigate any potential increase in water flow that leaves the project site. This will be accomplished with on-site detention, as required so that no increase will occur in storm runoff leaving the project site. The specific BMPs that are appropriate for a project to meet the requirement of reducing pollutant discharges to the maximum extent practicable are site specific. During the design process, the appropriate required post-construction treatment measures and Low Impact Development (LID) strategies are to be selected and incorporated into project plans. Post-construction treatment measures are engineered technologies that are designed to remove pollutants from site runoff. LID uses site design and stormwater management to maintain predevelopment runoff rates and volumes by employing decentralized design techniques that infiltrate, filter, store, evaporate, and detain runoff. The SSQP collaboratively published the Stormwater Quality Design Manual for Sacramento and South Placer Regions (SSQP 2007) to meet MS4 permit requirements, and to provide clear guidance for project applicants on how to incorporate BMPs that achieve permit compliance. The manual provides locally adapted information for the design and selection of three categories of stormwater quality control measures: source control, runoff reduction, and treatment control.

### City of Sacramento 2035 General Plan Update

The following City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) policies are related to hydrology and water quality:

**Goal EC 2.1 Flood Protection.** Protect life and property from flooding.

- **Policy EC 2.1.8 Floodplain Requirements.** The City shall regulate development within floodplains in accordance with State and Federal requirements and maintain the City’s eligibility under the National Flood Insurance Program.



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- **Policy EC 2.1.11 New Development.** The City shall require evaluation of potential flood hazards prior to approval of development projects and shall regulate development in urban and urbanizing areas per state law addressing 200-year level of flood protection.

**Goal ER 1.1 Water Quality Protection.** Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American rivers, and their shorelines.

- **Policy ER 1.1.3 Stormwater Quality.** The City shall control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures consistent with the City's National Pollution Discharge Elimination System (NPDES) Permit.
- **Policy ER 1.1.4 New Development.** The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the City's NPDES Permit.
- **Policy ER 1.1.5 Limit Stormwater Peak Flows.** The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.
- **Policy ER 1.1.6 Post-Development Runoff.** The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.
- **Policy ER 1.1.7 Construction Site Impacts.** The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

**Goal U 4.1 Adequate Stormwater Drainage.** Provide adequate stormwater drainage facilities and services that are environmentally sensitive, accommodate growth, and protect residents and property.

- **Policy U 4.1.1 Adequate Drainage Facilities.** The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.
- **Policy U 4.1.4 Watershed Drainage Plans.** The City shall require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit.

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- **Policy U 4.1.5 Green Stormwater Infrastructure.** The City shall encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).
- **Policy U 4.1.6 New Development.** The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including “green infrastructure” and Low Impact Development (LID) techniques, to prevent on- or off-site flooding.

### City of Sacramento Comprehensive Flood Management Plan

The City’s Comprehensive Flood Management Plan (CFMP) is an implementation tool for preparing for a major flood event, to reduce potential loss and significant economic loss caused by extensive property damage. A major flood event also would seriously disrupt business and services, affecting the entire region. The CFMP addresses the protection of public safety (i.e., emergency preparedness, interior drainage, risk communication, protection of critical facilities, and development guidelines), regardless of the level of flood control protection. The CFMP is intended to serve as the City’s strategic plan to reduce flood risk. Each major section offers recommendations for new or modified policies, preparations, and physical structures to enhance the level of flood protection, as well as cost estimates for implementation.

### City of Sacramento Department of Utilities Engineering Services

All groundwater discharges to the City’s CSS are regulated by the City’s Department of Utilities, pursuant to Resolution No. 92-439, adopted by the Sacramento City Council. Groundwater discharges to the CSS are defined as construction dewatering discharges, foundation or basement dewatering discharges, treated or untreated contaminated groundwater cleanup discharges, and uncontaminated groundwater discharges.

In addition to the state requirements described above, the City requires that any short-term discharge be permitted, or an approved memorandum of understanding (MOU) for long-term discharges be established, between the discharger and the City. Short-term limited discharges of 7 days or less must be approved through the City’s Department of Utilities by an approval letter. Long-term discharges of greater than 7 days must be approved through the City’s Department of Utilities and the Director of the Department of Utilities through an MOU process.

### City of Sacramento Sediment Control Ordinance

The City’s Grading, Erosion, and Sediment Control Ordinance (Chapter 15.88 of the Sacramento City Code) applies to projects where 50 cubic yards or more of soil is excavated and/or disposed. Although the substation component of this project is exempt from this ordinance pursuant to Government Code § 53091(d), SMUD and its contractors will comply with the substance of these standards. SMUD would prepare a grading plan, erosion and sediment control plan, and a post-construction erosion and sediment control plan with BMPs. In addition, SMUD would comply with the substance of the City’s Stormwater Management and Discharge

Control Ordinance (Chapter 13.16 of the Sacramento City Code), which requires projects to minimize and contain sediment and pollutants in stormwater discharges from construction sites.

### 3.9.3 Impacts and Mitigation Measures

#### a) **Violate any water quality standards or waste discharge requirements?**

Project construction—grading, staging, stockpiling, trenching, and foundation excavation—would expose soil to erosive forces and could transport sediment into the drainage system (and ultimately into the nearby Sacramento River), if not managed properly. Such sediment transport could increase turbidity, degrade water quality, and result in siltation in the river. The runoff could cause transport of pollutant sources to storm drain systems and water courses. The potential would exist for releases of chemicals typically present at most construction sites, including fuels, oils, paints, and solvents. Erosion and construction-related wastes (e.g., oil, gas) would have the potential to temporarily degrade existing water quality and beneficial uses by altering the dissolved oxygen content, temperature, pH, suspended sediment, and turbidity levels, or nutrient content, or by causing toxic effects in the aquatic environment. Therefore, if uncontrolled, project-related construction activities could violate water quality standards or result in erosion or siltation.

Depending on the time of year of construction and depth of excavation, project construction could potentially require dewatering. Where groundwater levels tend to be shallow, dewatering sometimes is necessary during construction to keep trenches or excavations free of standing water when improvements or foundations/footings are installed. If groundwater is contaminated, the discharge of this water can degrade surface water sources. For more information on potential groundwater contamination in the area, refer to Section 3.8, “Hazards and Hazardous Materials.”

Projects in the City of Sacramento are required to comply with NPDES requirements and the City’s SQIP. These requirements include implementation of an SWPPP that sets forth water quality, hazardous materials, and sediment control measures, as well as the BMPs described in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (SSQP 2014), of which the City is a signatory as part of its regional NPDES permit.

Potential impacts associated with erosion and siltation would be less than significant given that SMUD would comply with the RWQCB’s General Construction Permit requirements and implement a SQIP, as required by City standards. Runoff in the Railyards would be discharged to the Sacramento River by the City of Sacramento in compliance with storm water regulations.

Water quality impacts associated with groundwater dewatering were analyzed in Impact 6.6-3 of the 2007 Railyards Specific Plan EIR. The analysis found that the water quality impacts of construction dewatering would be potentially significant but compliance with the NPDES General Construction Permit would reduce these impacts to less than significant.

Further, SMUD would be required to obtain discharge permits. Before the start of soil disturbance, a Notice of Intent will be filed with the Central Valley RWQCB, to obtain coverage under Order R5-2013-074 and enter into an MOU with the City for construction dewatering

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activities. Along with the Notice of Intent and the MOU, SMUD would prepare a dewatering plan demonstrating how discharges will meet Sacramento Regional County Sanitation District (SRCSD) and RWQCB-approved levels. The plan would contain the same components described in Section 3.8, "Hazards and Hazardous Materials."

SMUD would also comply with the substance of the SSQP's NPDES permit, the SQIP, and the latest edition of the Stormwater Quality Design Manual (SSQP 2014), including the requirement to cause no net increase in runoff as compared to existing conditions. SMUD's design would be based on runoff calculations and inclusion of stormwater BMPs that would avoid a net increase in runoff.

SMUD also shall prepare and implement a pollutant source control program for the proposed project's operational phase, to control water quality pollutants on the project site. This program will include components such as recycling, storm drain cleaning, waste minimization, prevention of spills, and effective management of public trash collection areas. With the aforementioned BMPs in place and through compliance with storm water and other permit conditions, this impact would be *less than significant*.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Potential impacts associated with groundwater recharge were analyzed in Impact 6.6-3 of the Railyards Specific Plan EIR. The analysis found that the groundwater impacts associated with site development would not be substantial because aquifer recharge in this area is driven primarily by deep percolation from local waterways, such as the Sacramento River, the area is not identified as a primary groundwater recharge area, and the presence of shallow groundwater results in reduced ability to use groundwater for potable uses (City of Sacramento 2007b).

The addition of impervious surfaces, especially coupled with urban drainage systems (i.e., curbs, gutters, and storm drain pipes) alters the natural hydrology in a watershed by increasing the volume of stormwater runoff and reducing groundwater recharge. However, the proposed project would include redevelopment of an existing developed site that primarily has impervious surfaces. Very little groundwater recharge currently occurs at the project site because of the expanse of paved surfaces. The net increase in impervious surfaces from the proposed project would not result in a substantial change to existing groundwater recharge conditions. The proposed project would not rely on groundwater for its water supply. Based on the conclusions of the Railyards Specific Plan EIR and the additional reasons discussed above, impacts on groundwater recharge would be *less than significant*.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

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The project site does not include any water bodies that would be altered with site development. The majority of stormwater drainage on the site currently flows to the east toward drop inlets in and adjacent to 7th Street. The small portion of the site that previously contained Union Pacific Railroad's tracks, along the northwestern portion of the site, currently flows to the north. Following site development, the eastern half of the site (0.53 acre) would flow to the east toward existing drop inlets in 7th Street, and the western half (0.65 acre) would flow to the west toward existing drop inlets in 6th Street (Kimley-Horn and Associates 2015). Similar to existing conditions, stormwater from the site would flow into storm drain drop inlets that discharge to the City's CCS. The proposed project would not substantially alter the existing drainage pattern on the site or the project area in a way that would alter the course of a stream or river. Therefore, the impact on existing drainage patterns of the site and area would be ***less than significant***.

**d) Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

As described in response to question c) above, the project site does not include any water bodies and would not substantially alter the existing drainage pattern on the site or area in a way that would alter the course of a stream or river. The proposed project includes the redevelopment of an existing developed site that primarily is composed of impervious surfaces. The pervious area is limited to the vegetated portion of the site that previously contained Union Pacific Railroad tracks that have been relocated to the north. The infiltration capacity of this small area is expected to be relatively low because the soil underlying the rail lines would have been highly compacted.

Therefore, site development is not expected to noticeably alter the rate or amount of surface runoff from the project site because of the increase in impervious surfaces. Because site development is not expected to substantially increase the rate or amount of site surface runoff, the proposed project would not result in flooding on or off-site. The change in drainage patterns associated with the proposed project would be negligible, and the impact would be ***less than significant***.

**e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

As described in response to question d) above, site development is not expected to noticeably alter the rate or amount of surface runoff from the project site because of the increase in impervious surfaces. A drainage design report was prepared for the project site and surrounding area to determine whether sufficient capacity would be available in the City's existing drainage system to accommodate the proposed project along with other proposed developments in the area (Kimley-Horn and Associates 2015). According to this report, prior work within the Railyards project limits, including the Union Pacific Railroad track relocation and construction of 5th and 6th Streets has eliminated the historical drainage that contributed to the 7th Street CSS.

However, because of limitations in the capacity of the 7th Street system, the City has placed a restriction on the historical runoff area that may continue to drain to the 7th Street CSS. The

allocation of acreage to the 7th Street drainage system is based on current development plans in the area. Because of this allocation, approximately half of the site's drainage would be directed to the 7th Street drainage system, and the other half would be directed to the 6th Street system. With this allocation, storm drainage from the site is not expected to exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the impact would be ***less than significant***.

**f) Otherwise substantially degrade water quality?**

As discussed in response to question a) above, the project has the potential to violate water quality standards associated with site construction activities. However, SMUD would comply with existing regulations requiring storm water controls and this impact would be ***less than significant***.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

The project does not include construction of housing and would not place housing within a 100-year flood hazard area. Therefore, ***no impact*** would occur.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

Potential impacts associated with flooding were analyzed in Impact 6.6-4 of the Railyards Specific Plan EIR. The analysis found that the potential impacts associated with flooding would be less than significant. The project site is located within a 100-year flood hazard area that is protected by levees, and the western portion is outside any flood zone but also is protected by levees. In addition, recent studies have shown that the levees directly protecting the project site from a 100-year storm event are in good condition and are not in need of repair or upgrade (SAFCA 2014). Because the site is well protected from flooding, the proposed project is not expected to impede or redirect flood flows. Therefore, the impact would be ***less than significant***.

**i) Expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam?**

Potential impacts associated with flooding were analyzed in Impact 6.6-4 of the Railyards Specific Plan EIR. The analysis found that the potential impacts associated with flooding would be less than significant.

The project site is located in the Folsom Dam failure inundation area. The eastern portion of the project site is located within a 100-year flood hazard area that is protected by levees, and the western portion is outside any flood zone but also is protected by levees. The project site currently is covered by the Sacramento County Multi-Hazard Mitigation Plan (AMEC Earth & Environmental 2004), which contains emergency procedures to be implemented in the event of levee or dam failure.

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In addition, a dam evacuation plan incorporating the California Office of Emergency Services' dam evacuation requirements is part of the LHMP. The City coordinates with Sacramento County, various districts, the fire department and fire protection districts, school districts, and private and public organizations to update the plan. The plan is intended to minimize the threat to public safety as well as minimize the response time to an impending or actual sudden release of water from dams. In addition, recent studies have shown that the levees directly protecting the project site from a 100-year storm event are in good condition and not in need of repair or upgrade (SAFCA 2014). Because the site is well protected from flooding and the proposed project would not include any uses that would substantially increase the number of people on the site, it would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam. This impact would be ***less than significant***.

**j) Inundation by seiche, tsunami, or mudflow?**

The project site is not located in an area susceptible to inundation from a seiche, tsunami, or mudflow. Therefore, **no impact** would occur.

### 3.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.10.1 Environmental Setting

The existing substation and proposed substation site are located in downtown Sacramento, between G Street and H Street running east/west, and between 6th Street and 7th Street running north/south (see Figure 2-1). Both are located within the Central City Community Plan Area. The proposed substation site also is located within the Railyards special planning district portion of the Central City Community Plan Area (City of Sacramento 2015b:3-33).

The historic Station A building at 6th Street and H Street was constructed in 1894, and it is a California Registered Historical Landmark (No. 633-2). The outdoor substation was constructed in the early 1950s and is adjacent to the Station A building. Mercy Housing, a new affordable housing development, is located east of and adjacent to the existing substation, on the corner of 7th Street and H Street.

The proposed substation site currently consists primarily of privately owned parking and an alley between 6th Street and 7th Street, separating the site from the Station A building and Mercy Housing located to the south. The proposed substation site also includes an abandoned loading dock, several abandoned rails, and a regional transit substation. The project site's northern boundary is used for public parking; however, the City of Sacramento plans to develop the remaining portion of this parking area, including with affordable housing and an extension of G Street to connect downtown Sacramento to the Railyards.

Sacramento County municipal buildings, including the Sheriff's Department, Recorder Office, Department of Technology, Courthouse, Jail, Administration Center, and Hall of Justice are located east and south of the project site. The undeveloped Railyards Specific Plan area and Sacramento Intermodal Transportation Facility are located west of the project site. Additional land uses in the project vicinity consist of other State government buildings, corporate offices,



businesses, high-rise residential apartment buildings, historic neighborhoods, parks, and recreational areas. The project site and surrounding buildings are shown in Figure 2-2.

### 3.10.2 Regulatory Setting

#### *Federal*

No federal regulations related to land use and planning are applicable to the proposed project.

#### *State*

No state regulations related to land use and planning are applicable to the proposed project.

#### *Local*

##### *City of Sacramento 2035 General Plan Update*

The City of Sacramento 2035 General Plan Update was adopted by the City Board of Supervisors on March 3, 2015 (2015a). This document contains goals and policies related to land use and urban design; historic and cultural resources; economic development; housing; mobility; utilities; education, recreation, and culture; public health and safety; environmental resources; and environmental constraints. The following goal and policy from the 2035 General Plan Update related to land use and planning are applicable to the proposed project:

**Goal U 6.1 Adequate Level of Service.** Provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies.

- **Policy U 6.1.1 Electricity and Natural Gas Service.** The City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and newly developing areas.

##### *City of Sacramento Land Use Designations and Zoning*

The proposed substation site is designated by the 2035 General Plan Update (City of Sacramento 2015b) as Urban Center High. This designation is intended to allow a broad range of employment-intensive uses; high-density housing; retail uses; gathering places, such as plazas, courtyards, or parks; and other compatible public, quasi-public, and special uses.

The proposed substation site is zoned by the City as Office/Residential Mixed Use (ORMU). The ORMU zoning code corresponds to the ORMU definition that is provided in the 2007 Railyards Specific Plan (City of Sacramento 2007a). This zoning district is intended to allow a broad range of office, residential, hotel, and retail uses, with an emphasis on office and residential as well as public uses, including parks and open space. High-voltage transmission facilities are a permitted use in the ORMU zoning district, subject to Section 17.228.500 of the Sacramento Municipal Code. Section 17.288.500 authorizes the City to review and approve the location and construction of SMUD electrical transmission facilities, including substations,

transmission lines and poles, and accessory structures. In addition, the purpose of this section to provide for these facilities in the most compatible and least obtrusive manner, while making electrical energy available to every part of the city.

### Central City Community Plan

The Central City Community Plan was adopted by the City Board of Supervisors in May 1980. The primary goal of the Central City Community Plan is to continue revitalization of the Central City, to provide a viable living, working, shopping, and cultural environment with a full range of activities for residents, employees, and visitors. The Central City Community Plan Area policies are intended to supplement but not repeat citywide policies. No additional Central City Community Plan policies are related to land use and planning that are applicable to the proposed project. (City of Sacramento 2015b)

### Railyards Specific Plan

The Railyards Specific Plan (City of Sacramento 2007a) outlines the City's vision, goals, policies, and land use designations with allowable densities/intensities for the Railyards special planning district. It establishes a comprehensive framework of development of unique, mixed-use neighborhoods consisting of high-density housing complemented by cultural opportunities, office development, hotels, entertainment and commercial uses, parks, and urban plazas. No goals and policies related to land use and planning in the *Railyards Specific Plan* are applicable to the proposed project.

The proposed substation site is designated and zoned by the Railyards Specific Plan as ORMU (Office/Residential Mixed Use). The definition of the ORMU designation and zoning code is the same as previously described above for the City of Sacramento 2035 General Plan Update.

## 3.10.3 Impacts and Mitigation Measures

### **a) Physically divide an established community?**

Project implementation would include rebuilding and reconfiguring the majority of the existing substation and construction of a new substation and two open space areas on a site that currently consists primarily of privately owned parking. Land uses adjacent to the project site consist of Sacramento County municipal buildings, the undeveloped Railyards area, and parking lots. Therefore, the proposed project would not physically divide an established community. **No impact** would occur.

### **b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

The 2035 General Plan Update (City of Sacramento 2015b) provides comprehensive guidance for growth and development within the Sacramento city limits. Policy LU 8.1.3 supports acquiring land to provide adequate open space, parks and public facilities, particularly in infill

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areas, and Policy U 6.1.1 provides for electrical service to be available for existing and newly developing areas. Project implementation would include rebuilding and reconfiguring the existing substation and construction of a new substation and two open spaces. The proposed project would provide a reliable power source for development that is planned for downtown Sacramento. Therefore, project implementation would be consistent with the City's General Plan policies that are applicable to the proposed project.

The proposed substation site is designated by the City General Plan as Urban Center High and is zoned by the City as ORMU (Office/Residential Mixed Use). The proposed substation site is designated and zoned in the Railyards Specific Plan (City of Sacramento 2007a) as ORMU. The new substation would be an allowable land use in the Urban Center High designation and would be a permitted use in the ORMU zoning district, subject to Section 17.228.500 of the Sacramento Municipal Code. SMUD would comply with Section 17.288.500, which authorizes the City to review and approve the location of the new substation.

The proposed project would not affect any land uses outside the project site and would not include other changes in the existing environment (including the existing Station A building) that could result in inconsistencies with the City's General Plan policies, land use designations, zoning, or Railyards Specific Plan land use designations or zoning.

Specific impacts associated with other resources and issue areas are addressed in each technical section of this IS/MND as appropriate. These technical sections provide a detailed analysis of other relevant physical environmental effects that could result from project implementation. Therefore, ***no impact*** would occur.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

No adopted or approved habitat conservation or natural community conservation plans apply to the proposed project. Therefore, ***no impact*** would occur.

### 3.11 MINERAL RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.11.1 Environmental Setting

The Railyards Specific Plan EIR provided an overall description of the area’s geology and soils, which consist of fill and alluvial deposits. The site-specific geotechnical report identified a gravel layer at approximately 61.5 feet below ground surface, but did not identify important mineral resources.

#### 3.11.2 Regulatory Setting

##### *Federal*

No federal regulations related to mineral resources are applicable to the proposed project.

##### *State*

Under the Surface Mining and Reclamation Act, the State Mining and Geology Board may designate certain mineral deposits as regionally significant to satisfy future natural resource needs, based on information from the California Geological Survey (CGS). The project site lies within the designated Sacramento-Fairfield Production-Consumption Region for portland cement concrete-grade aggregate. The CGS classification system (Table 3.11-1) denotes the location and significance of key extractive resources. The project site is located within an area classified as MRZ-1, which is an area with no known significant mineral deposits and where none is likely to occur (Dupras 1999:Plate 3).

<b>Table 3.11-1. California Geological Survey Mineral Land Classification System</b>	
<b>Classification</b>	<b>Description</b>
MRZ-1	Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence
MRZ-2	Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists
MRZ-3	Areas containing mineral deposits, the significance of which cannot be evaluated from existing data
MRZ-4	Areas where available data are inadequate for placement in any other mineral resource zone
Note: MRZ = Mineral Resource Zone Source: Dupras 1999	

*Local*

City of Sacramento 2035 General Plan Update

The Sacramento 2035 General Plan Update contains the follow goal and policy for mineral resources.

**Goal ER 5.1 Conservation and Compatibility.** Conserve existing and newly discovered aggregate deposits for environmentally and community-sensitive extraction and reclamation, while ensuring compatibility between extraction activity and surrounding uses.

- **Policy ER 5.1.1 Mineral Resource Zones.** The City shall protect lands designated MRZ-2, as mapped by the California Geological Survey, and continue to regulate activities consistent with the Surface Mining and Reclamation Act, mineral land classification information, and the California Environmental Quality Act. (RDR)

**3.11.3 Impacts and Mitigation Measures**

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

The project site is located in an area classified as MRZ-1 (see Table 3.11-1). The Railyards Specific Plan EIR described the Railyards area (including the project site) urban uses and former railyard uses, and determined that no risk of impacts on important mineral resources or loss of a local or regionally identified mineral resource would occur. No further evaluation was provided in the Draft EIR. Therefore, consistent with the findings of the Railyards Specific Plan EIR for Railyards development, the proposed project would not result in the loss of availability of regionally important known mineral resources. **No impact** would occur.

**b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

As indicated in the Sacramento 2030 General Plan (City of Sacramento 2009), the project site is not located within a locally designated important mineral resource recovery site. Therefore,



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consistent with the findings of the Railyards Specific Plan EIR for Railyards development, ***no impact*** would occur.

### 3.12 NOISE

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing in or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing in or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.12.1 Environment Setting

##### *Existing Noise Conditions*

##### *Sensitive Land Uses*

Noise-sensitive land uses are those uses where quiet is essential to the purpose of the land use. Noise-sensitive land uses include residences and buildings where people normally sleep (including hospitals and hotels), as well as uses where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material, such as schools, libraries, theaters, and houses of worship.

The closest noise-sensitive receptors to the project area are residents of the 7th and H Apartments to the southeast. The structures closest to the project area that would be evaluated for structural damage from vibration also would be this apartment complex, which is approximately 50 feet from the primary project construction areas, to the southeast.

Existing Noise Sources

The existing noise environment near the project area is influenced ambient noise sources in the vicinity, including vehicles on local roads, train noise from the nearby regional transit light rail and the more distant Union Pacific Railroad, construction from the nearby Railyards development, and mechanical equipment on buildings in the vicinity. The existing noise environment near the project area also is influenced by natural sources (e.g., wind and birds).

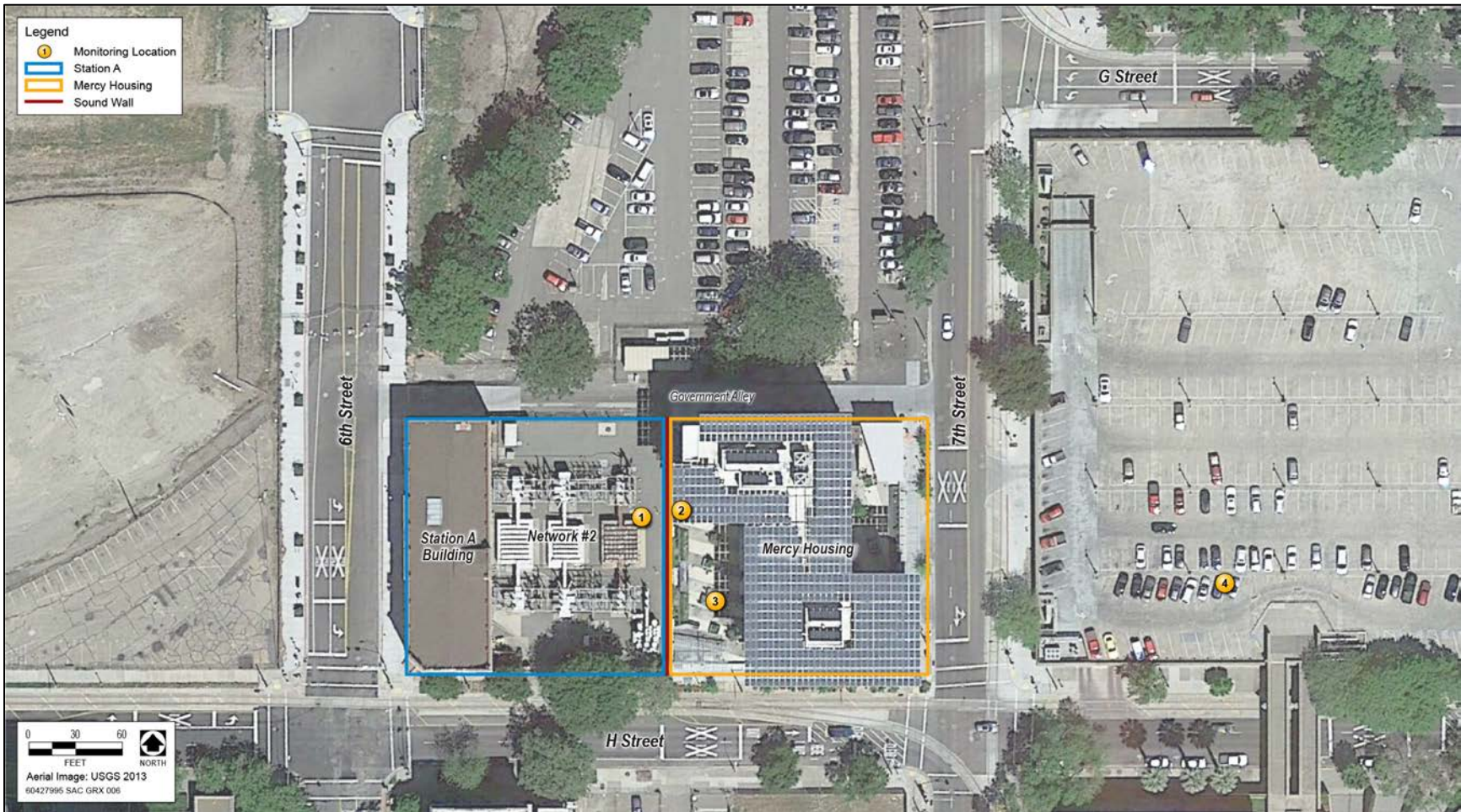
Ambient Noise Level Surveys

AECOM measured ambient noise levels near existing noise-sensitive uses at various locations in the project area. Table 3.12-1 summarizes the results of the ambient noise-level measurements. Four short-term measurements of ambient noise levels were conducted on December 24 and December 26, 2012, in the project area, as shown in Figure 3.12-1. The noise environment in the project vicinity was dominated by local and distant traffic sources, railroad noise, and natural sources (e.g., wind and birds). These data represent existing conditions, which are largely unchanged. As shown in Table 3.12-1, measured ambient noise levels at the noise-sensitive land uses closest to the project area range between 52 and 60 dBA  $L_{eq}$ .

<b>Table 3.12-1. Ambient Noise Levels in the Project Area</b>			
Receiver	Location	Measured Sound Level, dB	
		$L_{eq}$	$L_{dn}$
ST-01	Within the Station A yard, immediately west of the 7th and H Apartments	74	78
ST-02	Living room/kitchen areas of Units 321, 421, and 521 in the 7th and H Apartments	46	50
ST-03	Second floor, outdoor terrace of the 7th and H Apartments	60	65
ST-04	Top level (Second floor) of the Sacramento County parking structure on the northeast corner of 7th Street and H Street	60	65

Notes: dB = decibels;  $L_{eq}$  = equivalent sound level (the sound energy averaged over a continuous 15-minute to 1-hour period);  $L_{dn}$  = day-night sound level.  
 Noise-level measurements were conducted using a Larson Davis Laboratories Model 824 sound-level meter calibrated using an LDL Model CAL200 acoustical calibrator and programmed to record A-weighted sound levels using a "slow" response.  
 The equipment complied with all pertinent requirements of the American National Standards Institute for Class 1 sound-level meters.  
 Source: Data compiled by AECOM in 2013





Source: Adapted by AECOM in 2013

**Figure 3.12-1. Noise-Monitoring Locations**

### 3.12.2 Regulatory Setting

#### *Federal*

No federal noise laws and regulations are applicable to the proposed project.

#### *State*

The state's environmental noise regulations are incorporated into the City of Sacramento's 2035 General Plan, as described below.

#### *Local*

#### *City of Sacramento 2035 General Plan Update*

The City of Sacramento 2035 General Plan Update contains the follow goal and policies regarding noise and vibration:

**Goal EC 3.1** Noise Reduction. Minimize noise impacts on human activity to ensure the health and safety of the community.

- **Policy EC 3.1.1** Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1, to the extent feasible. (RDR) (see discussion below)
- **Policy EC 3.1.2** Exterior Incremental Noise Standards. The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC 2, to the extent feasible. (RDR) (see discussion below)
- **Policy EC 3.1.3** Interior Noise Standards. The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA Ldn (with windows closed) for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA Leq (peak hour with windows closed) for office buildings and similar uses. (RDR)
- **Policy EC 3.1.5** Interior Vibration Standards. The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. (RDR)
- **Policy EC 3.1.6** Effects of Vibration. The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines. (RDR)
- **Policy EC 3.1.7** Vibration. The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to

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historic buildings and archaeological sites and require all feasible measures be implemented to ensure no damage would occur. (RDR)

- **Policy EC 3.1.8** Operational Noise. The City shall require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded. (RDR)
- **Policy EC 3.1.9** Compatibility with Park and Recreation Uses. The City shall limit the hours of operation of parks and active recreation areas in residential areas to minimize disturbance to residences. (RDR/SO)
- **Policy EC 3.1.10** Construction Noise. The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible. (RDR)
- **Policy EC 3.1.11** Alternatives to Sound Walls. The City shall encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics. (RDR)

For community planning purposes, the Noise Element of the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) establishes exterior noise compatibility standards for various land uses, and these noise levels are expressed in the  $L_{dn}$  and CNEL metrics. Table EC 1 of the Noise Element (see Noise Element Appendix C) shows the exterior noise standards. Policy EC 3.1.1 (Exterior Noise Standards) states the following in regards to new noise-sensitive areas:

The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1, to the extent feasible.

Table EC 2 of the Noise Element (see Noise Element Appendix C) is used as a guideline for determining the allowable incremental noise increases at residences and buildings where people normally sleep in addition to institutional land uses with primarily daytime and evening uses. The  $L_{dn}$  noise metric applies to residences and buildings where people normally sleep, and the peak hour  $L_{eq}$  noise metric applies to institutional land uses. The allowable increases found in Table EC 2 originate from the Federal Transit Administration and only apply to transportation-related projects. Institutional land uses are land uses with primarily daytime and evening use, and typically include schools, libraries, and churches, where it is important to avoid interference with such activities as speech, meditation, and concentration. Policy EC 3.1.2 (Exterior Incremental Noise Standards) of the Noise Element states the following:

The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC 2, to the extent feasible.

In terms of interior noise level standards, Policy EC 3.1.3 (Interior Noise Standards) of the Noise Element states the following:

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The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA  $L_{dn}$  for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA  $L_{eq}$  (peak hour) for office buildings and similar uses.

City of Sacramento Noise Control Ordinance

Section 8.68.060 of the City of Sacramento’s Noise Control Ordinance establishes construction noise exempt hours, as follows:

Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

The City’s Noise Control Ordinance also establishes exterior noise level standards for noise-sensitive land uses. These are shown in Table 3.12-2. Section 8.68.060 states the following:

If the ambient noise level exceeds that permitted by any of the first four noise-limit categories listed in [Table 3.12-2], the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the allowable  $L_{max}$ , the maximum ambient noise level shall be the noise level limit for that category.

<b>Table 3.12-2. City of Sacramento Exterior Noise Level Standards</b>			
<b>Maximum Time of Exposure</b>	<b>Noise Metric</b>	<b>7 a.m. to 10 p.m. (Daytime)</b>	<b>10 p.m. to 7 a.m. (Nighttime)</b>
30 Minutes/Hour	$L_{50}$	55 dBA	50 dBA
15 Minutes/Hour	$L_{25}$	60 dBA	55 dBA
5 Minutes/Hour	$L_{8.3}$	65 dBA	60 dBA
1 Minute/Hour	$L_{1.7}$	70 dBA	65 dBA
Any Period of Time	$L_{max}$	75 dBA	70 dBA

Source: City of Sacramento 2015d

### 3.12.3 Impacts and Mitigation Measures

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, State, or Federal standards?**

The proposed project would generate temporary and short-term construction noise from equipment operating on the project site, and from the transport of construction equipment, materials, and workers to and from the site. Chapter 2, "Project Description," describes the sequencing of project construction activities.

Project construction noise was estimated using the Federal Highway Administration Roadway Construction Noise Model (Appendix E) and a list of anticipated construction equipment (Table 3.12-3). As shown in Table 3.12-3, the unmitigated noise level produced by the combinations of equipment during project construction would be approximately 51 to 91 dBA at a distance of 50 feet. Assuming standard spherical spreading loss (-6 dB per doubling of distance), the noise levels were estimated to be 51 to 85 dBA  $L_{eq}$  at the nearest noise-sensitive uses, as shown in Table 3.12-4. These noise levels would exceed the threshold of 55 dBA  $L_{eq}$ .

Construction Activity	Noise Level at 50 feet, dB
	$L_{eq}$
Phase 1—Demolition, Clearing, Grubbing	89.0
Phase 2—Soil, excludes Drain Inlets and Drain Pipe	90.2
Phase 3—Perimeter Walls , Access Gates (includes architectural facades)	90.9
Phase 4—Civil Construction of Regional Transit Traction Power Substation	90.3
Phase 5—Electrical Grounding, below-ground Conduits, Manholes	90.2
Phase 6—Manhole (21kV and 115kV)	90.1
Phase 7—Civil Control Building Construction (Building Foundation and Shell)	91.1
Phase 8—Paving Phase, Site and Alley	90.5
Phase 9—Electrical Equipment (New Substation)	86.6
Phase 10—Commissioning and Energization	51.0
Phase 11—Parks, Landscaping outside New Substation	90.0
Phase 12—Outdoor Portions	86.5

Notes: dB = decibels  
 Source: Data compiled by AECOM in 2015

<b>Table 3.12-4. Construction Equipment Noise Levels at the Nearest Noise-Sensitive Uses in the Project Area</b>						
Receiver	Location	Shortest Distance (feet) Between Noise-Sensitive Uses and Proposed Construction Areas	Noise Level, dB L <sub>eq</sub>			
			Exterior		Interior	
			Ambient Noise	Maximum Project Construction Noise	Project Noise, Doors/Windows Open <sup>1</sup>	Project Noise, Doors/Windows Closed <sup>2</sup>
ST-02	7th and H Apartments	50	46 (Interior)	85	70	60
ST-03	Outdoor terrace of the 7th & H Apartments	100	60 (Exterior)	79	N/A	N/A

Notes: dB = decibels; Leq = equivalent sound level (the sound energy averaged over a continuous 15-minute to 1-hour period); N/A = not available; ST = short-term

<sup>1</sup> 15 dB reduction for doors/windows open (EPA 1974).

<sup>2</sup> 25 dB reduction for doors/windows closed (EPA 1974).

Source: Data compiled by AECOM in 2015

However, Section 8.68.080 of the City’s Noise Ordinance exempts certain activities, including “noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure,” as long as these activities are limited to between 7 a.m. and 6 p.m., Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday. These exemptions are typical of municipal noise ordinances and reflect a recognition that construction noise is temporary, generally is acceptable when limited to daylight hours, and is expected as part of a typical urban noise environment (along with sirens). Also, project construction would not extend into the nighttime hours (10 p.m. to 7 a.m.). Thus, it would not exceed the applicable nighttime threshold of 45 dBA L<sub>eq</sub>. Therefore, noise levels from project construction would comply with the applicable daytime and nighttime noise exposure limits established by the City and would comply with the City’s Noise Ordinance. The impact would be **less than significant**. Nevertheless, SMUD would implement the following measure developed for the Railyards Specific Plan EIR to reduce construction equipment noise.

**Mitigation Measure NOI-1 (Implement Mitigation Measure 6.8-1 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).**

*The contractor shall ensure that the following measures are implemented during all phases of project construction:*

- a) *Whenever construction occurs adjacent to occupied residences (on or offsite) temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay MDO plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30 or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.*

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- b) *Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines. Exceptions to these regulations may be granted by the building inspector, consistent with the Noise Ordinance.*
- c) *Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.*
- d) *Quieter “sonic” pile-drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations; and*
- e) *Activities that generate high noise levels such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not have an adverse noise impact.*

Also, project construction would result in approximately 30 round-trip truck hauls to transport the excess soil material from the project site to the Railyards over an 11-week period (see Chapter 2, “Project Description”). The unmitigated noise level produced by 30 round-trip trucks would be approximately 64 dBA (Table 3.12-5) at 50 feet from the roadway centerline. These noise levels would exceed the threshold of 55 dBA  $L_{eq}$ . Therefore, this impact would be **potentially significant**, and SMUD would implement **Mitigation Measure NOI-2**, as follows.

**Mitigation Measure NOI-2: Employ Noise-Reducing Construction Measures for Project Construction Truck Traffic.**

SMUD and its construction contractor(s) will implement the following measures:

- Establish and enforce construction site and haul road speed limits to less than 15 mph.
- Route construction-related truck traffic along roadways that will cause the least disturbance to residents.
- Use high-grade engine exhaust silencers and engine-casing sound insulation.

Implementation of Mitigation Measure NOI-2 would reduce the impact of daytime construction-related traffic noise along the roadway segments to **less than significant**.



**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

The proposed project would generate construction vibration from equipment operating at the project site, and from the transport of construction equipment, materials, and workers to and from the site. Project operation would not result any excessive groundborne vibration or groundborne noise levels.

Construction-related groundborne vibration would result from the use of heavy earth-moving equipment and vibratory rollers for clearing, excavation, compaction, and grading. These activities would produce a vibration level of approximately 87 vibration decibels (VdB) (0.089 in/sec PPV) at a distance of 25 feet (which is the reference vibration level for operation of a large bulldozer [FTA 2006; Caltrans 2004]). The distance between these activities and the closest acoustically sensitive uses would be approximately 100 to 1,700 feet, as shown in Table 3.12-5. Assuming a standard reduction of 9 VdB per doubling of distance (FTA 2006), the vibration level at the nearest receivers (50 feet) would be approximately 78 VdB. This level of vibration is below any established threshold of significance and would not likely be perceptible. Therefore, the impact would be ***less than significant***.

FTA's Transit Noise and Vibration Impact Assessment technical manual provides criteria for groundborne vibration impacts with respect to building damage during construction activities (FTA 2006). According to FTA guidelines, a vibration-damage criterion of 0.20 in/sec PPV should be considered for non-engineered timber and masonry buildings. Furthermore, structures or buildings constructed of reinforced concrete, steel, or timber have a vibration-damage criterion of 0.50 in/sec PPV, pursuant to the FTA guidelines. As shown in Table 3.12-5, the temporary and short-term project construction vibration level at the nearest receivers would be approximately 0.0315 PPV. This level of vibration is below the established threshold of significance of 0.50 in/sec PPV, pursuant to the FTA guidelines, and it would not likely be perceptible. Also, the implementation of the construction noise mitigation measures from the Railyards EIR MMRP would further reduce the vibration impact in the adjacent areas as follows:

***Mitigation Measure NOI-3 (Implement Mitigation Measure 6.8-4 from Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).***

- a) *During construction, should damage occur [despite the above mitigation measures<sup>1</sup>], construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state and to avoid further structural damage.*

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<sup>1</sup> The bracketed portion of Mitigation Measure NOI-3 is deleted for the proposed project because it refers to other Railyards mitigation not relevant to the Station A substation rebuild project (e.g., pile driving).



Table 3.12-5. Construction Equipment Vibration Levels at the Nearest Noise-Sensitive Uses in the Project Area				
Receiver	Location	Shortest Distance (feet) Between Noise-Sensitive Uses and Proposed Construction Areas	Project, Vibration Levels	
			PPV	VdB
ST-02	7th & H Apartments	50	0.031 (N/A)	78 (N/A)
Notes: N/A = not available; PPV = peak particle velocity; ST = short-term; VdB = vibration decibels Source: Data compiled by AECOM in 2015				

Project construction would result in additional vehicle trips on the local roadway network, when workers commute and equipment and materials are transported. Heavy truck traffic can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. However, groundborne vibration levels generated from vehicular traffic typically are not perceptible outside the road right-of-way, for rubber-tired vehicles (FTA 2006). Therefore, the impact would be **less than significant**.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Operational noise would be generated by transformers, cooling fans, and supporting equipment (e.g., switch gear, circuit breaker, capacitor, and wiring). The loudest operational equipment for the new substation would be the two transformers, which would each generate 80 dB (at 3 feet) per the manufacturer’s specifications. The closest exterior sensitive use to the project site would be a terrace on the 7th and H Apartments, located 100 feet from the project site. The proposed project’s operational noise level at this location would be approximately 53 dB. The ambient noise level at this location would be 60 dB, as shown in Table 3.12-1. Therefore, the proposed project would not increase noise levels at the nearest noise-sensitive receptors. Therefore, the impacts from operation of the new substation would be **less than significant**.

Regarding interior noise levels, as discussed in the response to question a) above, proposed project-related operational noise levels with doors and windows closed would be reduced further by 25 dB (EPA 1974). As discussed previously, the operational noise level from the new substation would be approximately 53 dB at 100 feet. The closest interior noise-sensitive use to the project site would be the 7th and H apartments, located approximately 100 feet from the equipment. Therefore, the resulting operational noise level would be approximately 28 dBA  $L_{eq}$  with doors and windows closed, at the closest residences to the new substation. This level of increase would not exceed the established threshold of 5 dB above ambient noise levels. Therefore, the impact of operational noise increases on interior ambient noise levels would be **less than significant**.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

The proposed project would generate construction noise from equipment operating on the project site, and from the transport of construction equipment, materials, and workers to and from the site.

As shown in Table 3.12-4, the unmitigated noise level produced by the combinations of equipment under construction phases for the proposed project would be approximately 91 dBA at a distance of 50 feet. Assuming standard spherical spreading loss (-6 dB per doubling of distance), the project construction noise levels were estimated to be 85 dBA  $L_{eq}$ , at the nearest noise-sensitive uses, as shown in Table 3.12-5.

Ambient noise levels at the project vicinity ranged between 46 (interior) dBA  $L_{eq}$  and 60 (exterior) dBA  $L_{eq}$ , during the daytime (7 a.m. to 10 p.m.) hours (as shown in Table 3.12-4). The estimated project-related construction noise levels of 85 dBA  $L_{eq}$  at residences closest to the project site (as shown in Table 3.12-4), would increase the exterior ambient noise level of 60 dBA  $L_{eq}$  by 20 dB. This level of increase would exceed the established threshold of 5 dB above ambient noise levels. Therefore, this impact would be **potentially significant**, and SMUD would implement **Mitigation Measure NOI-1**.

Furthermore, with respect to the interior noise levels, the existing interior noise level of 45 dBA was assumed for residential uses (General Plan Policy EC 3.1.3 Interior Noise Standards). As discussed under in response to question a) above, project-related construction noise levels with doors and windows closed would be 60 dBA  $L_{eq}$  at residences closest to the project area (as shown in Table 3.12-4). This level of interior noise would exceed the applicable threshold of 45 dBA for interior uses. Thus, project-related construction noise would cause an increase of +5 dB or more above the ambient interior level at noise-sensitive receivers in the project vicinity. Therefore, the impact would be **potentially significant**, and SMUD would implement **Mitigation Measure NOI-1**. Implementation of this existing Railyards mitigation measure would reduce this impact to **less than significant**.

With respect to construction traffic, the project construction would result in approximately 30 round-trip truck hauls per hour to transport the excess soil material from the project site to the Railyards over an 11-week period (see Chapter 2, "Project Description"). The unmitigated noise level produced by 30 round-trip trucks would be approximately 64 dBA (Table 3.12-5) at 50 feet from the roadway centerline. This includes a reasonable worst-case assumption that some haul trucks would pass by the adjacent apartments, within the project site for hauling soils to the Railyards or from the backfill source. The ambient noise level at this location would be 60 dB, as shown in Table 3.12-1. The increase in traffic noise level resulting from project construction traffic above the ambient noise level would be 4 dB. Because the increase would be less than 5 dB at residential receivers in the project vicinity, the impact would be **less than significant**.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

The project site is not located within 2 miles of a public airport. The nearest airports - the CHP Academy Airport, Sacramento Executive, and Sacramento International – are all more than two miles from the project site. Because all project activities would be located outside the Airport Comprehensive Land Use Plan areas, and because the proposed project would not include any aircraft uses for construction or operations, it would not affect any airport operations. Because the proposed project would not expose people on- or off-site to excessive noise levels, ***no impact*** would occur.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No private airstrips are in the project vicinity, and the proposed project would not affect any airstrip operations. Therefore, the proposed project would not expose people on- or off-site to excessive noise levels. ***No impact*** would occur.

### 3.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.13.1 Environmental Setting

##### *Population*

The California Department of Finance (DOF) estimates that Sacramento’s total population increased from 407,018 in 2000 to 466,488 in 2010, a 15.0 percent increase over the 10-year period (City of Sacramento 2013). As of January 1, 2015, the total estimated population was 480,105 (DOF 2015) and is expected to increase to 640,381 by 2035 (City of Sacramento 2013). This represents an increase of approximately 38 percent over the 2010 estimated population.

The proposed project is identified in the City’s General Plan as part of the Central City Community Plan Area (City of Sacramento 2013:H 3-7). The population in this planning area is expected to increase to 109,312 by 2035, which represents approximately 17 percent of Sacramento’s estimated 2035 population (640,381 people) (City of Sacramento 2013:H 3-6).

In addition, the project site is within the Railyards special planning district portion of the Central City Community Plan Area (City of Sacramento 2015:3-33). The Railyards Specific Plan estimates that development of the area would result in from 21,000 to as many as 26,252 new residents in the Central City Community Plan Area (City of Sacramento 2007a:5-8).

##### *Housing*

In 2010, the DOF estimated that the total number of housing units in Sacramento was 190,911, with an average household size of 2.62 persons per unit. As of January 1, 2015, the DOF estimated that the number of housing units in Sacramento was unchanged since 2010 (190,911 units). Single-family homes reportedly make up the majority of housing units in 2015, with

approximately 66 percent of housing units attached and detached single-family homes. (DOF 2015.)

The number of housing units in Sacramento is expected to increase to 260,699 units by 2035, with the majority of these units consisting of multi-family homes (City of Sacramento 2014:2-199). This would be an increase of approximately 37 percent over the 2010 estimated number of housing units. Part of this increase is accounted in the Railyards Specific Plan, which planned for approximately 10,000 to 12,500 residential units (City of Sacramento 2007a:5-8). The City is currently preparing a Subsequent EIR (SEIR) for the proposed Railyards Specific Plan Update. The SEIR will evaluate proposed refinements to density and intensity of land uses in the Railyards area (City of Sacramento 2014b). It is assumed that these land use refinements would likely to result in less development than projected in previous plans.

Mercy Housing, a new affordable housing development, is located east of and adjacent to the existing substation, on the corner of 7th Street and H Street. No residences are within the proposed substation site, and adjacent areas include the undeveloped Railyards area, parking lots and garages, and Sacramento County municipal buildings.

### 3.13.2 Regulatory Setting

No federal, State, or local regulations related to population and housing are applicable to the proposed project.

### 3.13-3 Impacts and Mitigation Measures

- a) Induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?**

Project construction would require an average daily worker population of approximately 10, with a peak of approximately 20 workers. The source of the construction labor force is unknown at this time, but workers likely would come from the local labor pool, and project construction would not result in substantial in-migration of workers that would affect the local population. Operation and maintenance of the new substation generally would be the same as occur with the existing substation, and no additional SMUD staff would be required.

The proposed project would not include constructing new homes or businesses, or extending roadways or other infrastructure that would directly or indirectly induce population growth. The proposed project would ensure a reliable power source for development that is planned for downtown Sacramento. SMUD exists as a public agency to supply electrical energy to customers in the Sacramento area, in response to regional growth projections. It has an obligation to serve existing and new development as approved by the local agencies and jurisdictions within its service area. SMUD does not designate where and what new development may occur; rather, SMUD plans or proposes additional service capacity to accommodate development or growth that has been reviewed and approved previously by cities or counties in its service area. Therefore, the proposed project would accommodate planned

growth rather than induce growth and would not affect current and/or planned population growth patterns in Sacramento. **No impact** would occur.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Rebuilding, reconfiguring, and relocating the existing substation would not affect any houses or the housing at the adjacent Mercy Housing development. No residences are within or adjacent to the existing or proposed substation sites. Therefore, the proposed project would not displace any existing housing or necessitate the construction of replacement housing elsewhere. **No impact** would occur.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

See response to question b) above. The proposed project would not displace people or require the construction of housing elsewhere. **No impact** would occur.

### 3.14 PUBLIC SERVICES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.14.1 Environmental Setting

The proposed project would not add population, and therefore impacts associated with providing new or expanded schools or other related public services (e.g., libraries) would not occur. However, the proposed project would include a new utility development that would require fire and police protection and would include construction of two open spaces; therefore, the following discussion focuses on the fire and police protection providers, parks, and related physical facilities that would serve the project site.

##### *Fire Protection Services*

The Sacramento Fire Department (SFD) provides fire protection services to the entire city, which encompasses approximately 98 square miles. In addition, SFD serves three contract areas that occupy 47 square miles of unincorporated Sacramento County, immediately adjacent to the city limits. SFD is staffed by more than 500 firefighters and administrative staff members. On a daily basis, the department staffs 24 fire engines, eight ladder trucks, one heavy rescue, and 13 medic units at 24 fire stations, which are divided into three battalions (SFD 2015).

First-response service to the project site would be provided by Fire Station #1, which is located at 624 Q Street, approximately 0.8 mile south of the project site. The next closest station is Fire Station #2, which is located at 1229 I Street, approximately 0.5 mile east of the existing substation and proposed substation site (SFD 2012).

### *Police Protection Services*

The Sacramento Police Department (SPD) is principally responsible for providing police protection services in Sacramento. In addition, the Sacramento County Sheriff's Department, California Highway Patrol, University of California Davis Medical Center Police Department, and Regional Transit Police Department are available in the greater Sacramento area, and all of them support SPD. In 2013, SPD responded to approximately 626,000 calls for service (SPD 2013:20).

SPD was staffed in 2013 by 880 full-time and part-time employees, of whom 606 were sworn officers (SPD 2013:10). The department uses a variety of data—geographic information system-based data, call and crime frequency information, and records of available personnel—to rebalance its deployment and meet changing demands.

Patrol and specialized teams are deployed from three police substations that serve four command areas: North, Central, East, and South. The existing substation and proposed substation site are within Police District 3 and within beat 3A (SPD 2013:6). First response would be provided by Central Command, which serves Downtown, Midtown, the Richards Boulevard corridor, and the Railyards area. Central Command is located at 300 Richards Boulevard, approximately 2 miles north of the project site.

### *Parks*

The proposed project is identified in the City's General Plan as part of the Central City Community Plan Area. The planning area includes 30 parks that total 297 acres (City of Sacramento 2014:5-31). The following City parks are closest to the proposed substation site:

- Cesar Chavez Plaza Park, located at 910 I Street approximately 0.3 mile southeast of the project site, provides picnic areas, a cafe, seasonal farmer's market, and summer concerts.
- J. Neely Johnson Park, located at 516 11th Street approximately 0.4 mile northeast of the project site, includes a community garden.
- Zapata Park, located at 905 E Street approximately 0.4 mile north of the project site, includes picnic areas and a community garden.

In addition, the project site is within the Railyards special planning district portion of the Central City Community Plan Area (City of Sacramento 2015:3-33). The 2007 Railyards Specific Plan estimates that based on the City's service level goals, development of the area would require development of 110 acres of new parks (55 acres of neighborhood-serving parks and 55 acres of community-serving parks) (City of Sacramento 2007a:6.9-13). However, the Railyards Specific Plan proposes development of 41.16 acres of parks, plazas, and open space.

The Railyards Specific Plan identifies the proposed substation site within the Depot District and the site is located approximately 0.2 mile east of the proposed Depot Park.



### 3.14.2 Regulatory Setting

#### *Federal*

No federal regulations related to public services are applicable to the proposed project.

#### *State*

##### *California Occupational Safety and Health Administration*

In accordance with Title 8, Section 1270, “Fire Prevention,” and Section 6773, “Fire Protection and Fire Equipment,” of the California Code of Regulations, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials; fire hose sizing requirements; restrictions on the use of compressed air; access roads; and the testing, maintenance, and use of all firefighting and emergency medical equipment.

##### *Fire Codes and Guidelines*

The California Fire Code contains regulations related to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The California Fire Code contains specialized technical regulations related to fire and life safety.

##### *California Health and Safety Code*

State fire regulations in Section 13000 et seq. of the California Health and Safety Code include regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices (e.g., extinguishers, smoke alarms), high-rise building standards, child care facility standards, and fire suppression training.

#### *Local*

##### *City of Sacramento 2035 General Plan Update*

The goals and policies from the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) related public services that are relevant to the proposed project are as follows:

**Goal ERC 2.1 Integrated Parks and Recreation System:** Provide an integrated system of parks, open space areas, and recreational facilities that are safe and connect the diverse communities of Sacramento.

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- **Policy ERC 2.1.1 Complete System:** The City shall develop and maintain a complete system of parks and open space areas throughout Sacramento that provide opportunities for both passive and active recreation.

**Goal ERC 2.2 Parks, Community and Recreation Facilities and Services:** Plan and develop parks, community and recreation facilities, and services that enhance community livability; improve public health and safety; are equitably distributed throughout the city; and are responsive to the needs and interests of residents, employees, and visitors.

- **Policy ERC 2.2.9 Small Public Places for New Development:** The City shall allow new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public, particularly in infill areas, to help meet recreational demand.
- **Policy ERC 2.2.10 Range of Experience:** The City shall provide a range of small to large parks and recreational facilities. Larger parks and complexes should be provided at the city's edges and along the river as a complement to small sites provided in areas of denser development.

In addition, Policy ERC 2.2.3 of the City General Plan states that the City will maintain a service level of 2.5 acres per 1,000 residents for neighborhood-serving parks and 2.5 acres per 1,000 residents for community-serving parks. Counting only City-owned/controlled acres, the City achieves a service level of 1.6 acres per 1,000 residents for neighborhood serving parks and 1.8 acres per 1,000 residents for community serving parks (City of Sacramento 2014:5-32).

### City of Sacramento Railyards Specific Plan

The goal and policy from the Railyards Specific Plan related public services that are relevant to the proposed project are listed below.

**Goal OS-1:** Provide a system of parks, open space and recreational facilities that serves the needs of future residents and employees of the Plan Area, and that enhances the overall identity of the Central City and the Railyards.

- **Policy OS-1.1:** Locate parks so they are accessible to the greatest concentration of employees and residents and are suitable for a wide range of age groups and recreational purposes.

### City of Sacramento 2005–2010 Parks and Recreation Master Plan

The City Parks and Recreation Department prepared the *City of Sacramento Parks and Recreation Master Plan* (PRMP), which was adopted by the City Council on April 21, 2009. The PRMP is incorporated by reference in the City's General Plan. The PRMP service level goal is to provide for a ratio of approximately 13 park acres of parkland per thousand residents (i.e., 2.5 acres neighborhood, 2.5 acres community and 8 acres regional parks per thousand residents) residents (City of Sacramento Department of Parks and Recreation 2009).

### 3.14.3 Impacts and Mitigation Measures

**Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

**a) Fire protection**

Fire protection services currently are provided for the existing substation and the proposed substation site by the SFD. SMUD would incorporate California Fire Code requirements into project designs for the new substation. The proposed project would not increase the population in the project vicinity as a result of new housing or employment opportunities. Therefore, the proposed project would not increase demand for SFD fire protection services and facilities so that the construction of new or expansion of existing fire protection services and facilities would be required to maintain response times and service ratios in the city. **No impact** would occur.

**b) Police Protection**

Police protection services currently are provided to the existing substation and the proposed substation site by the SPD. Security for the new substation would be provided by a screening wall that would be constructed around its perimeter, along 6th Street, 7th Street, G Street, and the alley between 6th Street and 7th Street. The proposed project would not increase the population in the project vicinity as a result of new housing or employment opportunities that would increase demand for protection services and facilities. The proposed project would include construction of two open space areas. Any additional need for police protection services related to use of these areas would be met by existing SPD services. Therefore, implementing the proposed project would not require construction of new or expansion of existing SPD police protection services and facilities to maintain response times or service ratios in the city. **No impact** would occur.

**c) Schools**

The proposed project would not provide any new housing that would generate new students or increase the demand for school services and facilities. Therefore, **no impact** would occur.

**d) Parks**

The proposed project would not increase the population in the project vicinity as a result of new housing or employment opportunities. Therefore, the proposed project would not result in the need for new parks.

The project would include construction of two open space areas. One would be approximately 3,400 square feet and located on the northwest portion, and the second one would be approximately 2,900 square feet and located on the southeast portion of the new site. The areas may consist of landscaped public spaces, and contain trees, furniture, and open spaces.



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Although these areas would total less than one acre, they would be a resource for existing and future residents. The impacts of construction would be less than significant given their small size and locations adjacent to existing city streets. Furthermore, the proposed project would have **no impact** on existing open spaces and these two new areas would have a **beneficial** impact on public services.

**e) Other Public Facilities**

No other public facilities exist in the project area that would be affected by the proposed project. **No impact** would occur.

### 3.15 RECREATION

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.15.1 Environmental Setting

Section 3.14, “Public Services,” provides a detailed discussion of parks and recreational facilities near the project site. As discussed in Section 3.14, the project site is within the Central City Community Plan area. The following City parks are closest to the proposed substation site: Cesar Chavez Plaza Park, J. Neely Johnson Park, and Zapata Park. In addition, the Railyards Specific Plan identifies the proposed substation site within the Depot District and the site is located approximately 0.2 mile east of the proposed Depot Park.

#### 3.15.2 Regulatory Setting

No federal or State regulations related to recreation are applicable to the proposed project. Local regulations related to recreation are the same as previously described above in Section 3.14, “Public Services.”

#### 3.15.3 Impacts and Mitigation Measures

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

The proposed project would not increase the population in the project vicinity as a result of new housing or employment opportunities that would increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, ***no impact*** would occur.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

The proposed project would not increase the population in the project vicinity as a result of new housing or employment opportunities that would result in construction of new or expansion of existing recreational facilities.

As discussed previously in Section 3.14, "Public Services," the proposed project would construct two new open space areas for existing and future residents. The environmental impacts from construction of these areas would be less than significant and would have **no impact** on existing parks. The two new open spaces would have a beneficial impact on recreation.

### 3.16 TRANSPORTATION AND CIRCULATION

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.16.1 Environmental Setting

##### *Roadways*

No State highways would be used or affected by project-related construction traffic. The project site would be accessed from existing local roadways. Main access to the project site would be from 6th Street and 7th Street during construction, and through gates from the future G Street extension and the existing alley during operations (see Figure 2-1).

As described in Chapter 2, "Project Description," project construction may require approximately 140 trucks per day to haul soil off-site to the Railyards soil handling area. Therefore, the haul

routes evaluated are the roadway segments along the proposed haul routes between the project site and the Railyards.

### *Bicycle and Pedestrian Facilities*

Bikeways are classified as Class I (bike paths), Class II (bike lanes), and Class III (bike routes), and are defined as follows:

- **Class I (Bike trail or bike path):** A completely separated facility designated for the use of bicycles. The facility is separated from any street or highway by a physical space, berm, fence, or other barrier.
- **Class II (Bike lane):** A lane within a street or roadway designed for the one-way use of bicycles. It is an on-street facility with signs, striped lane markings, and pavement legends.
- **Class III (Bike Route):** Any on-street right-of-way recommended for bicycle travel which provides for shared-use with motor vehicles or pedestrian traffic.

According to the Sacramento City/County Bikeway Master Plan (City of Sacramento 2011b), bikeways are located in the project vicinity along all major arterials and collectors. Those that would be affected by the proposed project include H Street south of the existing substation, 7th Street to the east, and 6th Street to the west.

### *Airports*

The project site is located approximately 3.5 miles east of the CHP Academy Airport. However, as noted in Section 3.12, "Noise," the project site is located outside the area of influence for the CHP Academy Airport.

### *Transit*

Sacramento Regional Transit provides public transportation in the project vicinity, offering a combination of advance reservations and scheduled bus and light rail services from surrounding communities to downtown Sacramento. The closest bus and light rail routes are located along 7th Street to the east, and along H Street south of Station A (SACRT 2015). The Union Pacific Railroad operates a rail line approximately 600 feet northeast of project site.

The new Sacramento Intermodal Transportation Facility (SITF) will be northwest of the project site, in the Railyards. The SITF will be within the planned Depot District and will include the existing historic Southern Pacific Railroad Depot building. The historic Depot building will be preserved and designed as a focal point of the SIFT. The newly renovated Depot building and expanded terminal will provide the City with a single transfer point between regional passenger rail, light rail, bus services and future high speed rail. This location will provide an intermodal connection point to the rest of the City and region for Old Sacramento, Chinatown, Downtown, the Alkali Flat neighborhood, and the Railyards area.



### 3.16.2 Regulatory Setting

#### *Federal*

No federal regulations related to transportation and traffic are applicable to the proposed project.

#### *State*

##### *California Government Code Section 65080*

The State requires each transportation planning agency to prepare and adopt a regional transportation plan that is directed at achieving a coordinated and balanced regional transportation system.

##### *California Streets and Highways Code (Section 1 et seq.)*

This code sets the standards for administering the statewide streets and highways system. Designated State Routes and Interstate highway facilities are under the jurisdiction of the California Department of Transportation, except where facility management has been delegated to the county transportation authority.

#### *Local*

##### *City of Sacramento 2035 General Plan Update*

The Mobility Element of the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) includes transportation-related goals and policies that establish measures of effectiveness for the performance of the local circulation system. However, most of the thresholds of the Mobility Element are not applicable to the proposed project because it would only generate daily traffic during the construction period, and construction-related trips would be dispersed throughout project area roadways. Only the following policy would apply to the proposed project:

- **Policy M 4.2.1 Accommodate All Users.** The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

##### *City of Sacramento Pedestrian Master Plan, 2006*

The Pedestrian Master Plan provides a comprehensive vision and framework for improving pedestrian conditions in the City of Sacramento. The Pedestrian Master Plan includes pedestrian safety goals to improve safety at intersections and mid-block locations.

City of Sacramento Railyards Specific Plan

The Railyards area is a combination of districts that will provide a range urban uses. The project site is located within the Depot District of the Railyards (Railyards Specific Plan 2007a: Figure 3-1). The Depot District is the connection point of the Railyards to Downtown, and it is home to the SITF and its accompanying transit-supportive uses and adjacent mixed uses.

Sacramento Area Council of Governments 2035 Metropolitan Transportation Plan, 2012

The Metropolitan Transportation Plan/Sustainable Communities Strategy 2035 (SACOG 2012), is a federally mandated, long-range planning document for identifying and programming roadway improvements throughout the region, including Sacramento County.

Sacramento Area Council of Governments Regional Bicycle, Pedestrian and Trails Master Plan, 2013

In 2013, the Sacramento County Department of Public Works and Planning, through coordinated efforts with the Sacramento Area Council of Governments (SACOG) and various government and non-profit agencies, prepared and adopted the SACOG Regional Bicycle, Pedestrian and Trails Master Plan (Regional Bicycle Plan) (SACOG 2013). Planned projects may be eligible to receive funding from the State's Bicycle Transportation Account. The plan promotes the continued development of a regional bikeway system and non-motorized transportation route planning, in conjunction with planning for streets, roads, highways, and public transit. This plan is the basis for the Bicycle Facilities Element of the Mobility Element of the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) and the Sacramento County General Plan (2011).

### 3.16.3 Impacts and Mitigation Measures

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Project construction would require hauling equipment and materials, and worker commute trips to and from the project area along local surface streets. Project operation would not change from existing conditions. Therefore, an analysis of project-related traffic impacts using Level of Service (LOS) was not performed because LOS primarily is used for analyzing long-term effects of projects on traffic flow. This analysis used the recommended screening criterion from the Institute of Transportation Engineers (ITE) for assessing the effects of construction projects that create temporary traffic increases (ITE 1988). The ITE is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs.

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Traffic generated by project construction would be added to existing project area roadway traffic volumes. To assess the potential impact of truck trips generated by project construction, a heavy-vehicle factor known as a passenger car equivalent (PCE) value was applied to the estimated project-generated truck traffic. This heavy-vehicle factor is used to account for the additional space occupied, reduced speed, and reduced maneuverability associated with these vehicles versus standard automobiles, on the roadway. A PCE value of 2.0 was applied to the construction equipment truck trip generation estimates, as recommended by the Highway Capacity Manual 2000 (Transportation Research Board 2000).

To account for the large percentage of heavy trucks associated with typical construction projects, ITE recommend a threshold level of 50 (100, assuming a PCE value of 2.0) or more new peak-direction trips during the peak hour. Therefore, a project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system if it would result in 50 (100, assuming a PCE value of 2.0) or more new truck trips during the a.m. peak hour or the p.m. peak hour.

Construction would require an average worker population of approximately 10, with a peak of approximately 20 during construction of the new control building and assembly of the new substation components. Also, SMUD estimates that project construction will require approximately 280 round-trip truck trips per day over a period of 11 weeks to haul excavated materials off-site to the Railyards. Truck trip estimates were based on the amount of unsuitable soil that would require removal and reuse/disposal, and the amount of new material that would be imported. In addition, construction workers would contribute commute trips to local roadways. The proposed project would require a maximum of only about 20 construction workers at any given time.

This analysis assumes that construction activities would occur during an 8.5-hour work day (from 7 a.m. to 3:30 p.m.), and that construction trucks would operate throughout the day. Therefore, hourly numbers of haul trucks were estimated based on an even distribution of truck trips throughout the 8.5-hour day. Construction worker commute trips were applied only to peak hours in the morning and the afternoon, assuming worker trips would occur once during the morning commute and once during the afternoon commute. Therefore, the proposed project would add approximately 76 total daily trips (28 truck trips per hour both directions [56 trips per hour, assuming a PCE value of 2.0], and 20 worker trips per peak hour) to project area roadways over the course of the 8.5-hour work window.

Because the proposed project would not result in approximately 100 or more new trips (assuming a PCE value of 2.0) during the AM or PM peak commute hours, the proposed project would not result in a substantial traffic increase in relation to the existing traffic load and capacity of the street system. Therefore, the proposed project would not result in substantial trip-generated traffic congestion. Furthermore, the proposed project would not result in long-term degradation in the performance of area roadways because the haul trucks would travel primarily between the project site and the Railyards using the area's new roadways not yet open to the public. Moreover, construction-generated traffic would be temporary, and worker trips would not increase during project operation. Therefore, the proposed project would not conflict with adopted applicable policies or plans related to the performance of the circulation system and this impact would be less than significant.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

The increased traffic during project construction would be short-term and temporary; and the number of project-related vehicle/truck trips generated would be below thresholds for temporary construction traffic increases. As discussed under the response to question a) above, the project-related increase in traffic volumes would be 76 vehicles per hour between the project site and the Railyards. This level of traffic activity would not degrade traffic operations along the roadways used by haul trucks and would be below the applicable threshold. Therefore, the impact would be *less than significant*.

Project operation would not change substantially from existing conditions. Project operation would not result in conflicts with policies or programs supporting alternative transportation. Therefore, *no impact* would occur.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

The proposed project would not include airports or high-rise construction, and it would not result in a change in air traffic patterns, including either an increase in air traffic levels or a change in location (flight patterns) that results in substantial safety risks. The project site is located approximately 3.5 miles east of the CHP Academy Airport. As noted in Section 3.12, "Noise," the proposed project is located outside of the areas of influence of this airport. This is consistent with the City of Sacramento's conclusions in the 2007 Railyards Specific Plan EIR, which included medium and high-rise developments. Furthermore, the proposed project would not require the use of helicopters or any other equipment that would result in substantial safety risks by increasing air traffic levels or changing the location of air traffic. Therefore, *no impact* would occur.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Trucks delivering materials and removing material and debris, as well as project-related construction worker commute traffic, would enter and exit the project site along 6th Street and 7th Street. Slow-moving trucks entering and exiting the project site could pose hazards to vehicles, pedestrians, and bicyclists on 6th Street, 7th Street, and H Street immediately adjacent to the project site.

Pavement sections on area roadways are designed to carry high volumes of heavy-duty vehicles. The presence of heavy-duty trucks during project construction could, however, accelerate wear and tear on the local roadways along the haul route. In addition to shortening the life of pavement sections, heavy-duty truck traffic could cause more immediate road damage, such as cracks and potholes. Potential damage to pavement would increase traffic hazards on local roadways. Therefore, this impact would be potentially significant. SMUD would implement **Mitigation Measure TRA-1**, as follows:

**Mitigation Measure TRA-1: (Implement Mitigation Measure 6.12-7 from the Railyards Specific Plan EIR MMRP, certified December 11, 2007, SCH No. 2006032058).**

*The applicant shall be required to prepare site plans showing all required bikeway facilities in compliance with City of Sacramento Standards. The Project entitlements shall be conditioned to provide the required bikeway facilities as part of improvement plan which includes alternate on-street and separated bikeway facilities that connect to the City's bicycle network. The project applicant shall work with the City to ensure that the proposed bikeway facilities would achieve the intent of the Bikeway Master Plan and meet the City's standards. Modifications to the proposed bikeways shall be made to satisfy the requirements of the City.*

**Mitigation Measure TRA-2. Repair Damaged Roadways and Bike Paths Following Construction.**

During project construction, signage and flaggers will be deployed at locations where construction trucks cross pedestrians and bikeways, to reduce the potential hazard posed to other drivers, pedestrians, and bicyclists. Furthermore, following completion of construction, SMUD will assess and repair any project-related damage to roadways and paved bicycle/pedestrian paths that were affected during construction, including all project-related potholes, fractures, or other damages.

Implementation of **Mitigation Measure TRA-1** and **TRA-2** would reduce the potentially significant impact of damaged roadways and/or bike paths to **less than significant** by requiring repairs following construction.

**e) Result in inadequate emergency access?**

Emergency access to roadways in the project area could be affected by project construction. Slow-moving trucks entering and exiting the project site along 6th Street and 7th Street could delay the movement of emergency vehicles. However, flaggers would be deployed in this area as needed to assist truck drivers. Because flaggers would be present to control truck traffic in the event of an emergency to allow unimpeded movement of emergency vehicles, the impact would be **less than significant**.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

The proposed project would not change the local circulation system substantially from existing conditions, and therefore it would not result in conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and would not decrease the performance or safety of such facilities. The project site would be contained within SMUD's proposed substation site north of the Station A building, and project construction would not make substantial changes to roads, public transit, bike paths, or sidewalks. However, some



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portions of the bike paths surrounding the project site would be affected temporarily during construction. To protect the public during the off-haul and delivery operations, the contractor would place warning signage and deploy flaggers to intermittently hold public traffic while trucks are traversing the joint-use portion of the bike paths. Because connectivity of the bike paths would be maintained and the safety of the public would be protected at the surrounding bike paths during project construction, the impact would be ***less than significant***.

Also, because of the temporary nature of project construction, it would not conflict with the City's adopted policies, plans, or programs (as discussed in Section 3.16.2, "Regulatory Setting") regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, the impact would be ***less than significant***.

### 3.17 UTILITIES/SERVICE SYSTEMS/ENERGY

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Have a substantial adverse impact on energy consumption or conservation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.17.1 Environmental Setting

##### *Water Supply, Transmission, and Treatment Facilities*

Water supply is provided by the City of Sacramento from a combination of surface water from the American and Sacramento rivers and groundwater pumped from the North and South American Subbasins. The City operates and maintains the Sacramento River Water Treatment Plant, E. A. Fairbairn Water Treatment Plant, 18 high-lift service pumps at the water treatment plants, 27 groundwater wells that deliver potable water to the distribution system, pumping facilities, 11 storage reservoirs, and water distribution and transmission mains. (City of Sacramento 2014:4-21)

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The downtown area in general is supplied by several transmission lines that range up to 42 inches in diameter, and by distribution mains that range in size from 6 inches to 12 inches in diameter. Water from the Sacramento River Water Treatment Plant is piped into a 42-inch-diameter line at the intersection of 5th Street and I Street.

### *Wastewater Collection, Conveyance, and Treatment Facilities*

The City's Department of Utilities provides wastewater collection and conveyance to approximately two-thirds of the area within the city limits that is not served by the combined sewer system (CSS), while the Sacramento Area Sewer District (formerly County Services District 1) provides wastewater collection to the rest of the city (City of Sacramento 2014:4-1). The project site is served by the City's CSS for sewer only, and existing sewer mains are located along 5th Street, 7th Street, and the G Street to H Street alley.

The City originally used a CSS to provide both sewage and drainage services to more than 24,000 parcels in downtown, midtown, Land Park, and East Sacramento. The City's CSS consists of four main facilities to manage the collected, combined sewage: Sumps 1/1A, Sumps 2/2A, the Pioneer Reservoir Treatment Plant, and the Combined Wastewater Treatment Plant (CWTP). During dry weather and small storms, flows are conveyed from the pumping stations to the Sacramento Regional County Sanitation District's (SRCSD) Sacramento Regional Wastewater Treatment Plant (SRWTP) for secondary treatment before discharge to the Sacramento River. During heavy storms, flows also are routed to the CWTP and Pioneer Reservoir. (City of Sacramento 2014:4-2)

The SRWTP is located in Elk Grove and is owned and managed by the SRCSD. Currently, the SRWTP has a National Pollutant Discharge Elimination System permit, issued by the Central Valley Regional Water Quality Control Board (RWQCB) for discharge up to 181 million gallons per day of treated effluent into the Sacramento River. (City of Sacramento 2014:4-9)

### *Stormwater*

Stormwater runoff in the City flows into either the City's CSS (described above) or individual drainage pumps stations located throughout the city. The city has approximately 120 drainage basins, and the stormwater drainage system includes approximately 45,000 storm drain inlets, an estimated 65 miles of canals, and over 100 pump stations. Drainage from most of these basins flows to local rivers, creeks, or drainage channels through pumping, and eventually drains into the Sacramento and American rivers. (City of Sacramento 2014:4-11)

### *Solid Waste*

Most refuse collected by the City is transported to the Kiefer Landfill (City of Sacramento 2014:4-44). Sacramento County owns and operates the Kiefer Landfill, and the landfill is the primary solid waste disposal facility in the county. The Kiefer Landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and demolition debris, green materials, agricultural debris, and other nonhazardous designated debris. According to the California Department of Resources Recycling and Recovery (CalRecycle), the



Kiefer Landfill has a maximum permitted throughput of 10,815 tons per day, a total maximum permitted capacity of 147.4 million cubic yards, a remaining capacity of approximately 4.1 million cubic yards, and an anticipated closure date of January 1, 2064 (CalRecycle 2015).

### 3.17.2 Regulatory Setting

#### *Federal*

No federal regulations related to utilities and service systems are applicable to the proposed project.

#### *State*

##### *California Integrated Waste Management Act of 1989*

The California Integrated Waste Management Act of 1989 created the California Integrated Waste Management Board, now known as CalRecycle. CalRecycle is the agency designated to oversee, manage, and track California's 92 million tons of waste that is generated each year. CalRecycle provides grants and loans to help cities, counties, businesses, and organizations meet the State's waste reduction, reuse, and recycling goals. CalRecycle promotes a sustainable environment in which these resources are not wasted but can be reused or recycled. In addition to many programs and incentives, CalRecycle promotes the use of new technologies to divert resources away from landfills. CalRecycle is responsible for carrying out waste management programs, primarily through local enforcement agencies.

##### *2013 California Green Building Standards Code*

The standards included in the 2013 California Green Building Standards Code (CALGreen Code) (24 California Code of Regulations [CCR] Part 11) became effective on January 1, 2014. The CALGreen Code was developed to enhance the design and construction of buildings and the use of sustainable construction practices, through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality.

Chapter 6 of the 2013 CALGreen Code describes measures to reduce landscape water usage by 50 percent. It also requires separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects.

Chapter 7, Section 708 of the 2013 CALGreen Code requires all construction contractors to reduce construction waste and demolition debris by 50 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. The code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both. In addition, the

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2013 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

*Local*

*City of Sacramento 2035 General Plan Update*

The following goal and policies from the Utilities Element of the City of Sacramento 2035 General Plan Update (City of Sacramento 2015b) are applicable to the proposed project:

**Goal U 5.1 Solid Waste Facilities.** Provide adequate solid waste facilities, meet or exceed State law requirements, and utilize innovative strategies for economic and efficient collection, transfer, recycling, storage, and disposal of refuse.

- **Policy U 5.1.8 Diversion of Waste.** The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities.
- **Policy U 5.1.15 Recycling and Reuse of Construction Wastes.** The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting 85 percent to a certified recycling processor.

*Sacramento City Code*

**Water Efficient Landscape Ordinance**

The Water Efficient Landscape Ordinance (Title 15 City Code Chapter 15.92) outlines requirements for water-efficient landscapes that apply to public and private projects, including landscaped areas at least 2,500 square feet, and require a building or landscape permit, plan check, or design review. The City requires project applicants to submit a landscape documentation package for its review and approval. The landscape documentation package must contain project information, a water-efficient landscape worksheet, a soil management report, a landscape design plan, an irrigation design plan, and a grading design plan.

**Construction and Demolition Debris Recycling Ordinance**

The City requires all contractors to comply with the Construction and Demolition Debris Recycling Ordinance (Title 8 City Code Chapter 8.124), to reduce all project waste by weight from entering landfill facilities by 50 percent through recycling. The ordinance applies to all new construction valued at \$250,000 or more. Covered projects must recycle five different types of debris and materials: scrap metal; inert materials (e.g., concrete, asphalt paving, bricks); corrugated cardboard; wood pallets; and clean wood waste. The City requires contractors to prepare a waste management plan before obtaining building permits. The waste management plan must identify the sources of recyclable materials, outline a recycling method (i.e., self-separation or mixed recovery), and identify a self-haul or franchise waste hauler. Contractors are required to document the quantities of building materials recycled, salvaged, reused, and/or

disposed during construction on a waste management log. The waste management log must be submitted to City Solid Waste Services within 30 days of project completion (City of Sacramento 2014).

### 3.17.3 Impacts and Mitigation Measures

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- e) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?**

The project site is served by the City's CSS for sewer only, and existing sewer mains are located along 5th Street, 7th Street, and the G Street to H Street alley. SMUD would install one restroom with a lavatory for use by SMUD workers at the proposed substation. The new control building and project site generally would be unoccupied, with SMUD maintenance employees visiting the project site approximately twice per month to conduct routine checks and perform routine maintenance. Wastewater would be conveyed to existing pipelines with sufficient capacity to serve the proposed project and be treated at the SRWTP. Project operation would not result in substantial increases in flow that would cause exceedance of wastewater treatment capacity at the SRWTP. The proposed project would not include any new housing or employment opportunities that would require wastewater treatment. Therefore, the proposed project would not result in wastewater discharges that would exceed the Central Valley RWQCB's requirements, and the SRWTP would have adequate capacity to serve the project's demand. **No impact** would occur.

- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

As discussed under the response to question a) above, the proposed project would not require additional wastewater treatment. As discussed under the response to question d) below, the proposed project would not result in the need for new water supplies that would require water treatment. Therefore, expansion of existing or construction of new water or wastewater facilities would not be required. **No impact** would occur.

- c) **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Stormwater from the western portion of the project site would drain to the existing storm drain along 6th Street. The eastern approximately 0.5 acre of the project site would drain to catch basins on 7th Street. These storm drains have adequate capacity to serve the proposed project. The proposed project would not include any new housing or employment opportunities that would require stormwater drainage facilities. Therefore, the proposed project would not result in

the construction of new stormwater drainage facilities or the expansion of existing facilities. **No impact** would occur.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Project operation would not result in substantial increases in water supplies. SMUD would install one restroom with a lavatory for use by SMUD workers at the proposed substation. The new control building and project site generally would be unoccupied, with SMUD maintenance employees visiting the project site approximately twice per month to conduct routine checks and perform routine maintenance. The proposed project would not include any new housing or employment opportunities that would require water supplies.

The project would include construction of two open spaces that could include landscape irrigation. Installation of any landscape irrigation would be conducted in compliance with the City's Water Efficient Landscape Ordinance to reduce water demand. For the reasons described above, no new or expanded water supply entitlements would be needed. **No impact** would occur.

**f, g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; comply with federal, state, and local statutes and regulations related to solid waste?**

The proposed project would generate temporary and short-term debris and waste during construction. Project construction would require clearing the expansion site of existing pavement, concrete, and mature trees. After site clearing, project construction would generate various construction-period wastes, including scrap lumber, finishing materials, and various metals, and other recyclable and non-recyclable construction-related wastes.

Project construction would comply with the 2013 CALGreen Code (24 CCR Part 11) and the City's Construction and Demolition Debris Recycling Ordinance (Title 8 Sacramento Municipal Code Chapter 8.124). The 2013 CALGreen Code and the City's Construction and Demolition Debris Recycling Ordinance require a 50 percent reduction of construction waste and demolition debris through recycling. Furthermore, the 2013 CALGreen Code requires that 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled. Therefore, implementation of the 2013 CALGreen Code and the City's Construction and Demolition Debris Recycling Ordinance would reduce the amount of construction-related waste disposed at the Kiefer Landfill. Consistent with this requirement, soils excavated from the new substation site would be stockpiled and reused within the Railyards.

Operation of the new substation generally would be the same as the existing operation. The new control building and project site generally would be unoccupied, with SMUD maintenance employees visiting the site approximately twice per month, to conduct routine checks and perform routine maintenance. Any solid waste generated during project operation would be incidental.

Most solid waste in the City is disposed at the Kiefer Landfill, which is permitted to accept municipal solid waste, construction and demolition debris, green materials, and other

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nonhazardous designated debris. The Kiefer Landfill has a permitted throughput of 10,815 tons per day, a remaining capacity of approximately 4.1 million cubic yards, and an expected closure date of 2064. Because the proposed project would comply with all statutes and regulations related to solid waste and sufficient landfill capacity would be available to accommodate solid-waste disposal needs for the proposed project, this impact would be ***less than significant***.

**h) Have a substantial adverse impact on energy consumption or conservation?**

The proposed project would not have a substantial impact on energy through unnecessary or wasteful consumption of energy or discouraging the wise and efficient use of energy. The project would increase the reliability of existing energy services for downtown Sacramento but would not increase consumption or inefficient energy use. Construction of the project would consume fuel for construction equipment and haul trucks; however, it is expected that most of the excavated material would be stockpiled and reused within the Railyards area and thus would not be hauled over long distances. During operations, the project site would only consume the energy required for security and safety lighting and fuel for site maintenance workers. Therefore, the proposed project would not affect energy resources but would increase the reliability of existing energy services by rebuilding and relocating the substation. SMUD would design the project to include use of energy-efficient equipment and lighting and the site's energy use would not increase the area's peak demand for power. Therefore, the proposed project would not adversely affect energy resources or energy conservation. Further, the project would not result in an unnecessary or wasteful use of energy and any impacts on base or peak energy demand would be less than significant.

### 3.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Impacts and Mitigation Measures

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

The project is located in downtown Sacramento in an infill and transit-oriented area. There are few biological resources on the site and as described in Section 3.4, "Biological Resources," the proposed project's impacts on special-status species would be less than significant with mitigation. There is a potential for discovery of cultural resources under the site pavement; however, as described in Section 3.5, "Cultural Resources," the proposed project's impacts on historic, archaeological, and tribal cultural resources would be less than significant with mitigation. Because SMUD would incorporate mitigation measures from the Railyards Specific Plan EIR and would comply with permit conditions, the proposed project would not have the potential to degrade the quality of the environment. The proposed project's overall impact on the quality of the environment would be **less than significant**.

**b) Does the project have impacts that are individually limited, but cumulatively considerable?**

CEQA requires that SMUD assess whether its proposed project's incremental effects would be significant when viewed in connection with the effects of other projects. Based on the analysis presented in the IS/MND, the proposed project would not contribute incrementally to considerable environmental changes when considered in combination with other projects in the area. Therefore, the potential cumulative environmental effects of the proposed project were determined to be less than cumulatively considerable. All identified potentially significant impacts would be mitigated to less than significant.

The project would be within the City of Sacramento's Railyards Specific Plan Area. The City has been planning for development in the Railyard area for several decades and prepared specific plans in 1994 and 2007, including the 2007 Railyards Specific Plan EIR. The Railyards Specific Plan was designed to allow a wide range of urban uses and included zoning for high- and medium-density residential/commercial mixed-use development, hotels, historical preservation, and open space. The City specifically intended to encourage infill development and to streamline the CEQA and land use entitlement process for subsequent projects in the area. The 2007 Specific Plan EIR contains mitigation measures (e.g., temporary construction noise barriers) that the City would require for future development proposals, depending on project-specific impacts. The City also prepared the 2030 General Plan Master EIR and 2035 General Plan Update Master EIR, which both incorporated full build-out of the planning area, including the Railyards. Therefore, the impacts of development of the site were addressed in previous planning-level documents, which each describe anticipated needs for new utilities, including SMUD power transmission projects.

According to State CEQA Guidelines Section 15130, if a cumulative impact was adequately addressed in a prior General Plan EIR, then no further analysis needs to be completed. In the case of Station A, development of the new site was addressed in multiple higher-level planning documents that addressed cumulative impacts for the Railyards as well as for buildout of the City of Sacramento General Plan. Therefore, the cumulative impacts from development of the proposed project were evaluated in previous City of Sacramento CEQA documents and the proposed project is consistent with those plans and SMUD has incorporated the cumulative impact analysis from the aforementioned general and specific plans by reference. Therefore, no further evaluation of cumulative impacts is required.

**c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

The proposed project would have a *potentially significant* air quality and noise impact; however, these impacts would be addressed by incorporating mitigation measures from SMAQMD and from the Sacramento Railyards 2007 Specific Plan EIR. Implementation of these mitigation measures would reduce these impacts to *less than significant*. No other direct or indirect impacts on human beings were identified in this IS/MND.



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**APPENDIX A:  
NOTICE OF INTENT**

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## Notice of Intent To Adopt a Mitigated Negative Declaration

Re: Station A Substation Rebuild and Relocation Project

To Whom It May Concern:

Sacramento Municipal Utility District (SMUD) has prepared a Draft Initial Study/Mitigated Negative Declaration (IS/MND) addressing the potential environmental effects of constructing and operating the Station A Substation Rebuild and Relocation Project (Proposed Project), located in Sacramento, California. The proposed project includes installing new electrical equipment on a 1.3-acre parcel located directly to the north of the existing substation, relocating existing underground transmission and distribution lines, and decommissioning portions of the equipment located at the existing substation.

The proposed project is located between G Street and H Street (running east/west) and 6th Street and 7th Street (running north/south) in downtown Sacramento (Figure 1 and 2). The project site is at the edge of the downtown area and within the planned Sacramento Railyards, immediately north of the downtown area.

As lead agency, in accordance with the California Environmental Quality Act (CEQA), SMUD is distributing the Draft IS/MND to interested public and regulatory authorities for review and comment. SMUD will receive public/agency comments on the Draft Mitigated Negative Declaration for a 30-day period beginning October 3, 2015 and ending November 4, 2015. The Draft IS/MND is available on SMUD's web page at <https://www.smud.org/en/about-smud/company-information/document-library/CEQA-reports.htm> and hardcopies may be reviewed at the following locations: SMUD Customer Service Center, 6301 S Street, Sacramento, CA 95817; SMUD East Campus Operations Center, 4401 Bradshaw Road, Sacramento, CA 95827; and State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814.

To present the results of the Draft IS/MND evaluation and to answer questions regarding the proposed project, SMUD will hold a public meeting on October 20, 2015 at 6:00 p.m. at the SMUD Customer Service Center Rubicon Room, 6301 S Street, Sacramento, CA 95817. The public is invited to attend the meeting to provide input on the Draft CEQA analysis. Written comments should be submitted by mail to Jose Bodipo-Memba, SMUD, P.O. Box 15830, MS H203, Sacramento, CA, 95852-1830, by email to [Jose.Bodipo-Memba@smud.org](mailto:Jose.Bodipo-Memba@smud.org), or by fax (916) 732-6890 before 5 p.m., November 4, 2015. If you have questions please contact Jose Bodipo-Memba at (916) 732-6493 or at [Jose.Bodipo-Memba@smud.org](mailto:Jose.Bodipo-Memba@smud.org).

The SMUD Board of Directors will consider adoption of the IS/MND for this project at two meetings at which the public may make oral comments. The Board will take no action at the Energy Resources and Customer Service Committee meeting. Both public meetings will be held at the SMUD Customer Service Center, 6301 S Street, Sacramento, CA 95817.

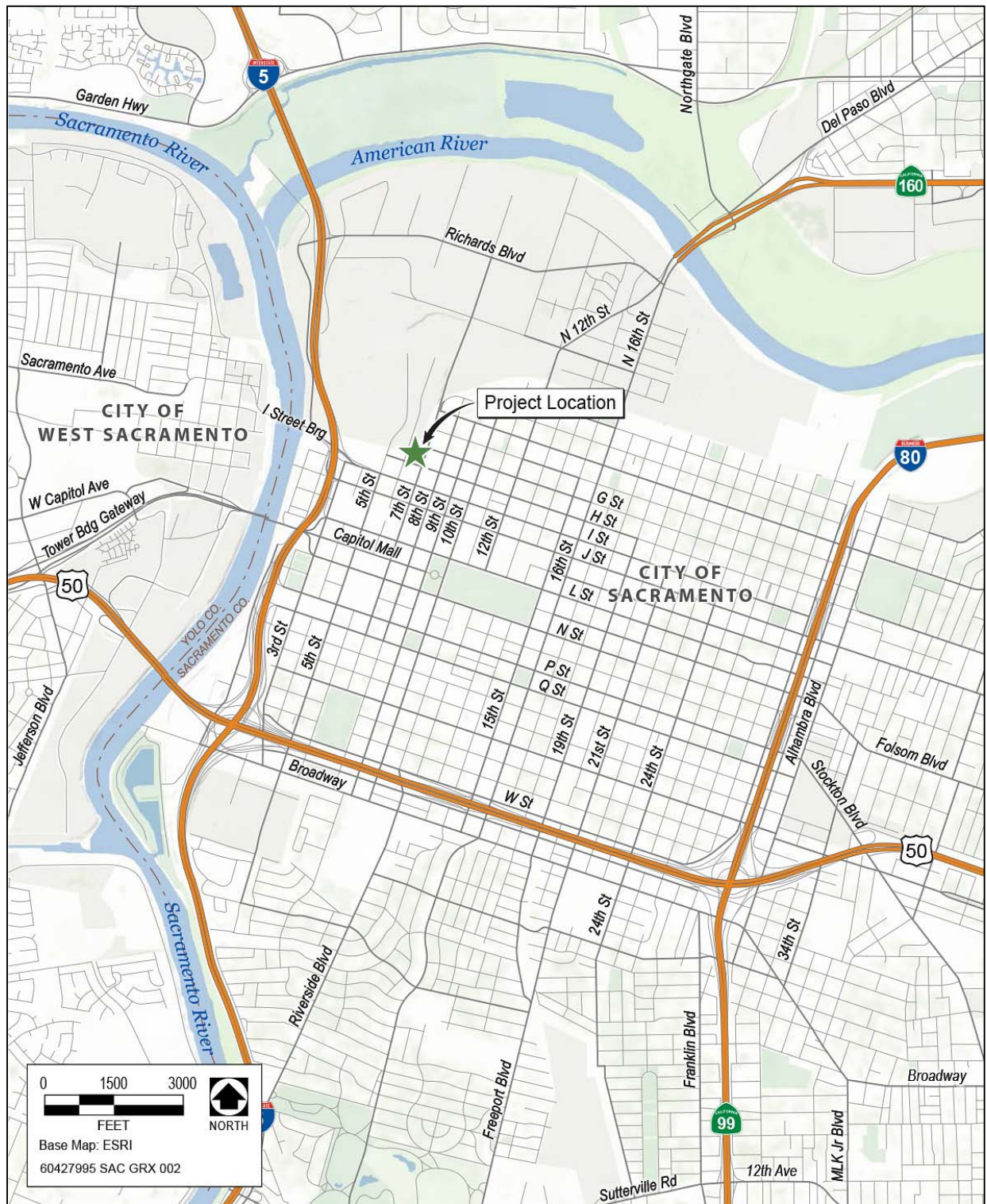
We appreciate your time and effort to review the Draft IS/MND. Your comments regarding this project will be considered as part of future decisions to be made by SMUD.



Jose Bodipo-Memba, CEQA Project Manager  
Sacramento Municipal Utility District

Date  
October 2, 2015

Sacramento Municipal Utility District  
 Station A Substation Rebuild and Relocation Project  
 October 2015

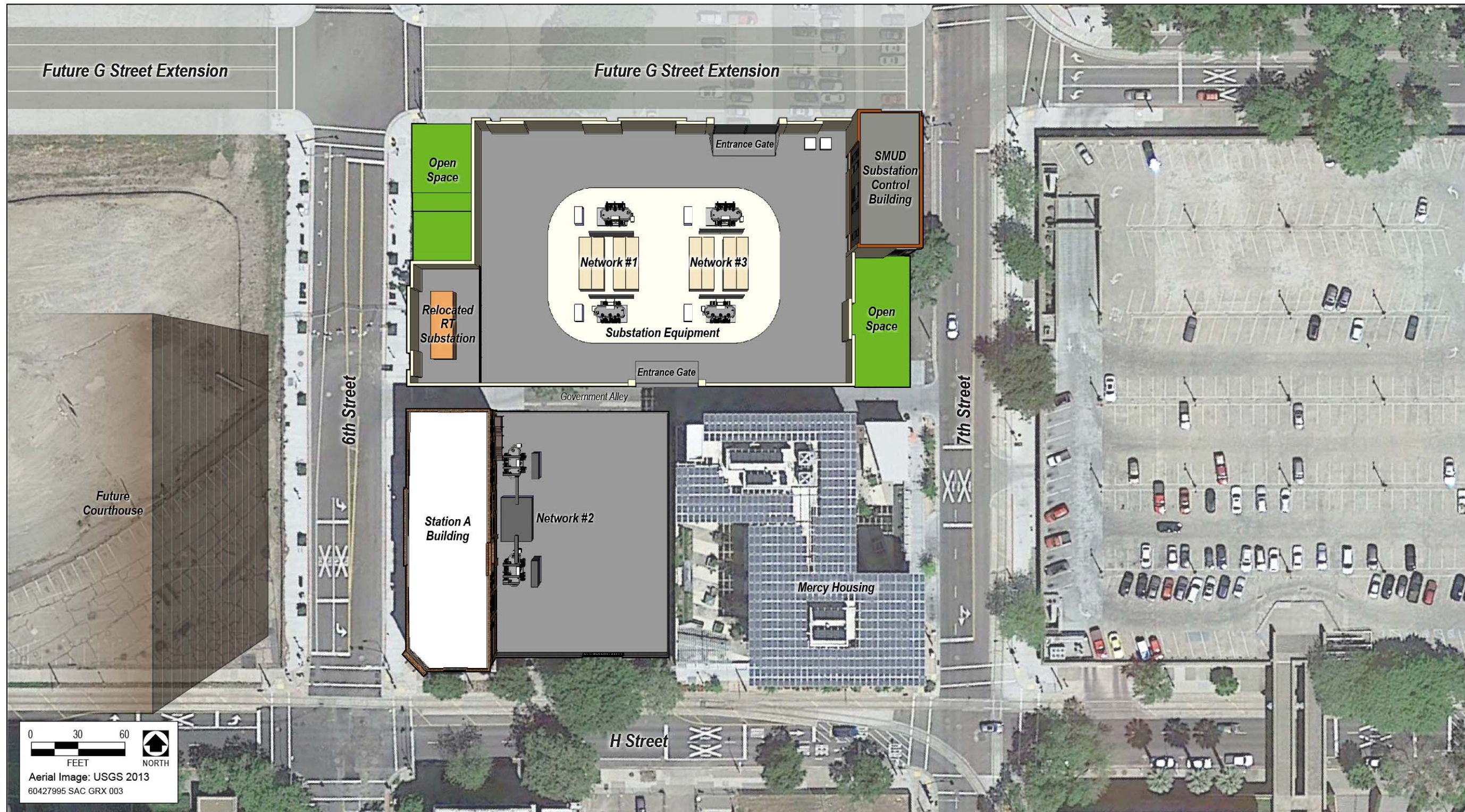


Source: Sacramento County 2013, adapted by AECOM 2015

**Figure 1 Station A Project Site and Vicinity**







Source: moniz Architecture

Figure 2 Proposed Project Layout



