Draft SCEA Initial Study

Stockton and T Street (P14-042)

Contact:

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March 2015

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code.

PROJECT TITLE: Stockton and T Street Mixed-Use

PROJECT DESCRIPTION: The proposed project would remove the existing 120,000-square foot (sf) vacant office building (formerly AT&T) and associated parking lot and subdivide the property for construction of a mixed-use residential and commercial development. The proposed project includes a 214-unit, five-story, multi-family housing complex with ground floor commercial and parking garage on the corner of Stockton Boulevard and T Street. In addition, the proposed project includes construction of approximately 24 single-family homes between S Street and U.S. Highway 50 (US 50).

PROJECT LOCATION: The project site consists of approximately 4.9 acres (213,444 sf) located at 3675 T Street in the City of Sacramento in Sacramento County, California, and identified as Assessor Parcel Numbers (APN) 010-0082-001,-004, and 011-0021-029.

NAME OF PUBLIC AGENCY APPROVING PROJECT: City Sacramento

CONTACT PERSON/INFORMATION: Scott Johnson, Associate Planner, (916) 808-5842, srjohnson@cityofsacramento.org.

NAME OF AGENCY CARRYING OUT PROJECT: City of Sacramento

REQUIRED FINDINGS: The City of Sacramento has determined that: a) all potentially significant or significant effects required to be identified in the initial study (IS) have been identified and analyzed; and b) with respect to each significant effect on the environment either of the following apply: 1) changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance; or 2) those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. The attached Environmental Checklist/IS has been prepared by the City of Sacramento in support of this SCEA IS. Further information including the Project file and supporting reports and studies may be reviewed at the Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811.

MITIGATION MEASURES: Pursuant to Section 21155.2 of the PRC, this SCEA IS: 1) incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports (EIRs), including the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) EIR, and adopted in findings made pursuant to Section 21081; and 2) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project required to be identified in this IS.

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

By: Ellie Englebert Date: 3/18/15

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT INITIAL STUDY

Project Title: Stockton and T Street

Lead Agency: City of Sacramento
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

Lead Agency Contact: Scott Johnson, Associate Planner
(916) 808-5842
srjohnson@cityofsacramento.org

Project Location: The project site consists of approximately 4.92 acres (214,315 sf) located at 3675 T Street in the City of Sacramento in Sacramento County, California, and identified as APNs 010-0082-001,-004, and 011-0021-029 (see Figure 1 and Figure 2).

Project Applicant: The Evergreen Company
2295 Gateway Oaks Drive, Suite 135
Sacramento, CA 95833

Property Owner: Pacific Bell Telephone Company

Land Use Designations:

General Plan

The General Plan land use designation for the project site is Urban Corridor Low. The Urban Corridor Low designation is defined as follows:

> *Urban Corridor Low includes street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.*
>
> *Key urban form characteristics envisioned for Urban Corridor Low includes the following:*
>
> 1. *A development pattern with moderate lot coverage, limited side yard setbacks, and buildings sited up to the corridor to create a consistent street wall.*
> 2. *More intense mixed-use development at intersections with stepped down residential uses in between.*
> 3. *Building heights generally ranging from two to six stories.*
> 4. *Building height highest at major intersection and lower when adjacent to neighborhoods unless near an intersection.*
> 5. *Lot coverage generally not exceeding 70 percent.*

Figure 1
Regional Project Location

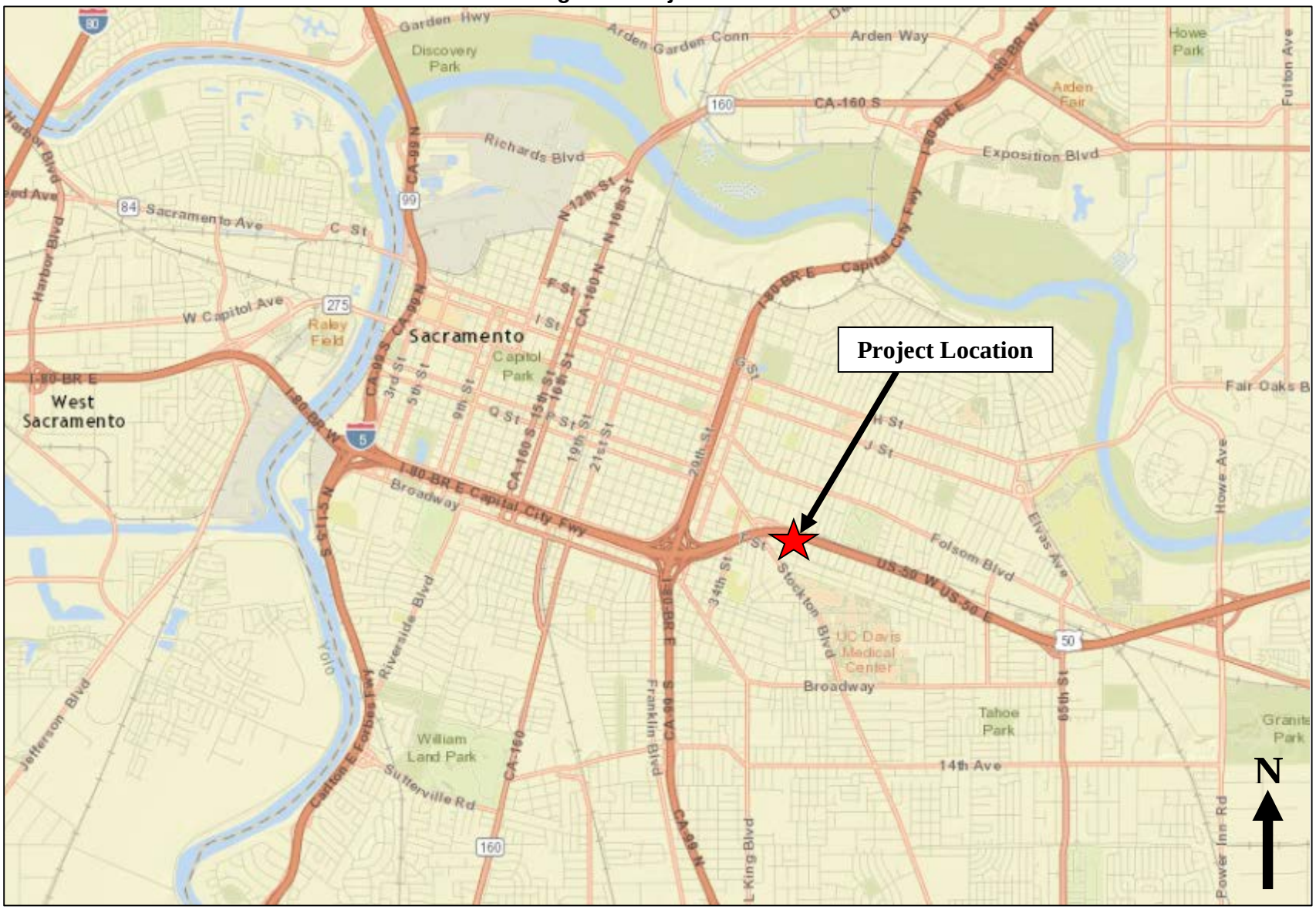


Figure 2
Project Vicinity Map

6. *Building facades and entrances directly addressing the street.*
7. *Buildings with pedestrian-oriented uses such as outdoor cafes located at the street level.*
8. *Integrated (vertical and horizontal) residential uses along the corridors.*
9. *Parking located to the side or behind buildings, or accommodated in parking structures.*
10. *Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions.*
11. *Attractive pedestrian streetscape, with sidewalks designed to accommodate pedestrian traffic, that includes appropriate landscaping, lighting, and pedestrian amenities/facilities*
12. *Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes.*

Urban Corridor Low land use designation provides for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes the following:

- *Retail, service, office, and residential uses;*
- *Gathering places such as plazas, courtyards, or parks;*
- *Compatible public, quasi-public, and special uses; and*
- *Large-scale development should include a mix of nonresidential and residential uses with more intense development near major intersections.*

The Urban Corridor Low land use designation development standards are as follows:

Minimum Density:	*20.0 units/net acre*
Maximum Density:	*110. units/net acre*
Minimum Floor Area Ratio (FAR):	*0.30 FAR*
Maximum FAR:	*3.00 FAR*

Note: Residential development that is part of a mixed-use building shall comply with the allowed FAR range and is not subject to allowed density range. Stand alone residential development shall comply with the allowed density range.

Zoning

The zoning designation for the project site is General Commercial Transit Overlay (C-2-TO). In April of 2013, the Sacramento City Council approved a new city-wide Planning and Development Code, which went into effect on September 30, 2013. Single-unit dwellings are permitted in the C-2-TO zone while multi-unit dwellings are permitted, subject to compliance with special use regulations in Section 17.228.117. Restaurants and retail stores up to 40,000 square feet are permitted in the C-2 Zone by right. Stores with individual retail spaces of more than 40,000 square feet require a Conditional Use Permit.

The C-2 Zone is described as follows:

Chapter 17.216 Article VII. C-2 Zone.

The purpose of the C-2 zone is to provide for the sale of goods; the performance of services, including repair facilities; office uses; dwellings; small wholesale stores or distributors; and limited processing and packaging.

Development projects not located in a historic district or involving a landmark, a final subdivision map shall not be approved and a permit shall not be issued unless and until an application for site plan and design review of the proposed project is approved in accordance with Chapter 17.808 or the project is exempt under Section 17.808.160.

Development projects located in a historic district or involving a landmark, a person shall not commence construction or otherwise undertake, and a final subdivision map shall not be approved and a permit shall not be issued unless and until an application for site plan and design review of the proposed project is approved in accordance with Chapter 17.808 or the project is exempt under Section 17.808.160.

"Permit" means a building permit, a demolition permit, a sewer or water connection or disconnection, a sign permit, a grading permit, a paving permit, an encroachment permit, and a certificate of occupancy.

The TO Zone is described as follows:

Chapter 17.340 TO Zone.

The TO zone allows a mix of moderate- to high-density residential and nonresidential uses by right, within walking distance of an existing or proposed light rail transit (LRT) station, to promote transit ridership. This overlay zone is intended to promote coordinated and cohesive site planning and design that maximize transit-supportive development; to create continuity of pedestrian-oriented streetscapes and activities; and to encourage pedestrian, bicycle, and transit—rather than exclusive automobile access—to employment, services, and residences. This zone permits increased heights, densities, and intensities over the underlying zone for projects with a residential component; and encourages housing and mixed-use projects. This zone also restricts certain uses that do not support transit ridership.

Applicability

A. The TO zone may be applied to RMX and C-2 zoned property any portion of which is located within a one-half mile radius of an existing or proposed LRT station. The one-half mile radius is measured as follows:

1. For existing stations, from the center of the station platform, as determined by the planning director, to the edge of the property closest to the station.
2. For proposed stations, from the center point of the block designated for the station to the edge of the property closest to the center of the designated block.

B. A "TO" designation appearing after a RMX or C-2 zone classification on the official zoning map means the property is subject to the requirements and restrictions set forth in this chapter in addition to those of the underlying zone, unless otherwise specified. If a conflict exists between the provisions in this chapter and other provisions of this title, the provisions of this chapter prevail.

Uses in the C-2-TO Zone

A. Except as provided in subsections B and C, and section 17.340.050, uses permitted in the C-2 zone outside of a TO zone are permitted in the C-2-TO zone. If this title requires the approval of a conditional use permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the C-2 zone outside of a TO zone, approval of the same discretionary entitlement and compliance with the same restrictions or requirements are required to establish the use within the C-2-TO zone.

B. Notwithstanding subsection A, all residential uses permitted in the RMX zone are permitted in the C-2-TO zone. If this title requires the approval of a conditional use permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of the residential use in the RMX zone, approval of the same discretionary entitlement and compliance with the same restrictions or requirements are required to establish the residential use within the C-2-TO zone.

Surrounding Land Uses and Setting: The project is in the City of Sacramento, Center and Corridor Community, the Folsom-line light rail group, and specifically within the half mile buffer around the existing 39th Street stop. The project is close to the Central City area and bounded by US 50 to the north, Stockton Boulevard to the west, T Street to the south, and an existing single-family residential neighborhood to the west.

Description of Project: The proposed project is a mixed-use residential and commercial development. The site totals approximately 4.92 acres (see Figure 3).

The proposed project includes a 214-unit, five-story, multi-family housing complex with ground floor commercial and parking garage on the corner of Stockton Boulevard and T Street (see Figure 4). In addition, the proposed project includes construction of approximately 24 single-family homes between S Street and US 50.

The proposed floor area ratio (FAR) for the project is approximately 1.75 (375,840 sf structure ÷ 214,315 sf lot). The proposed residential density is 48.37 dwelling units per acre (du/ac) (238 dus ÷ 4.92 ac).

The MTP/SCS forecast includes 69,208 new housing units and 77,098 new employees by 2035 in the City of Sacramento. Approximately 52 percent (40,091 employees) of that employment growth and 62 percent (42,909 housing units) of the housing growth is in the Center and Corridor Communities, most of which is in the Central City area.

Figure 3
Proposed Project Site Plan

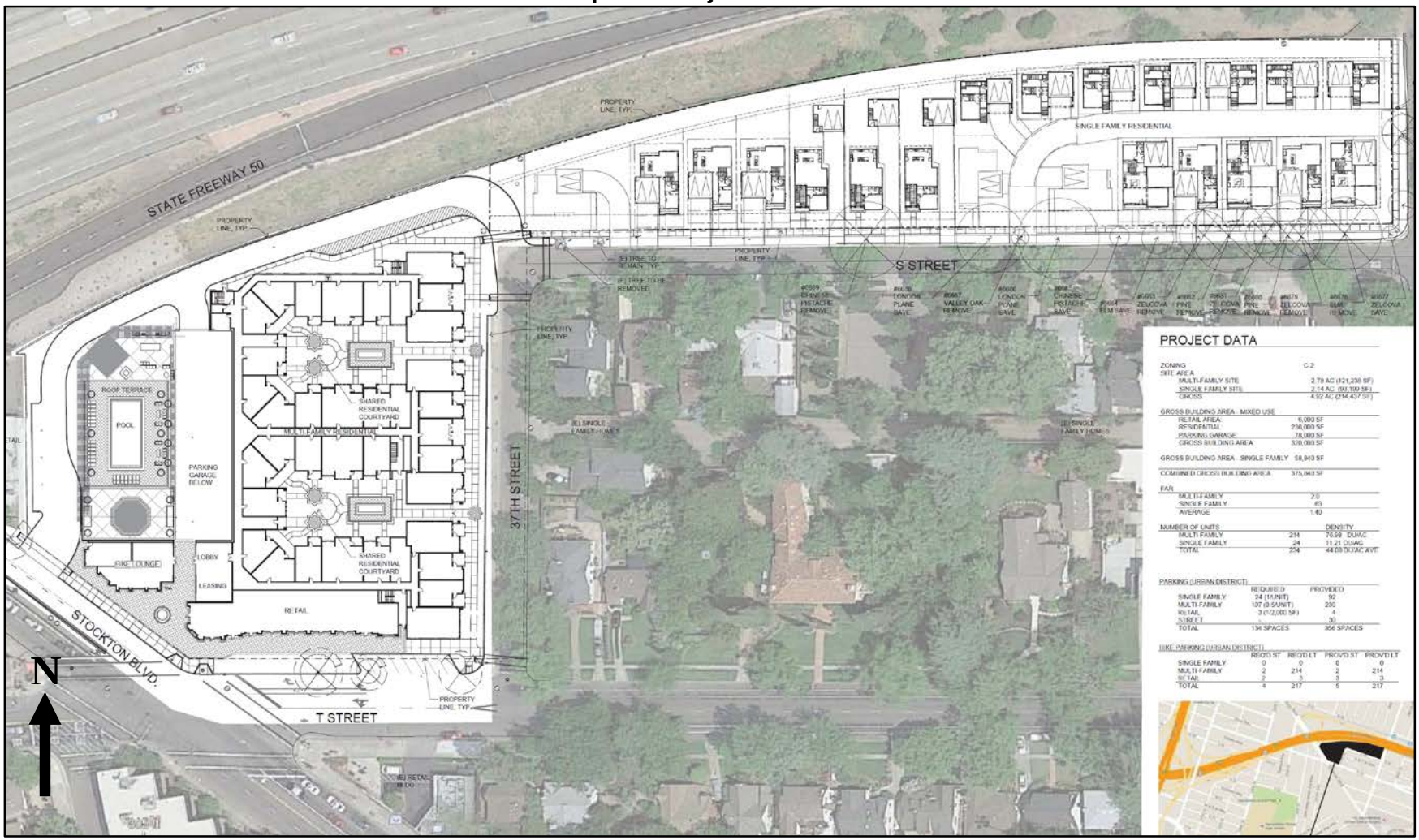


Figure 4
Proposed Project Rendering

In accordance with the Determination of MTP/SCS Consistency Worksheet (Number 3, Letter C), the project is "consistent with the use designation, density, building intensity, and applicable policies specified for the project area" in a Sustainable Communities Strategy which has been accepted by the Air Resources Board as meeting applicable greenhouse gas reduction targets. (PRC § 21159.28)

The project site is located within an area that is identified as a Transit Priority Area in the Sacramento Area Council of Governments (SACOG) MTP/SCS. The project falls within the planning assumption that SACOG projected for the Center and Corridor Communities in the MTP/SCS.

The requested project entitlements for project implementation are as follows:

- Adoption of CEQA SCEA IS and incorporation into the project of applicable feasible mitigation measures (including performance standards and criteria) from prior EIRs;
- Mitigation Monitoring Program;
- Tentative Map; and
- Site Plan and Design Review approval;

Background: The project site currently consists of an existing 120,000-sf vacant office building (formerly AT&T), which was constructed in approximately 1950, and associated paved parking lot.

Previous Relevant Environmental Analysis: Development within the immediate area was assumed as part of the SACOG MTP/SCS and analyzed as part of the cumulative conditions assumed in the MTP/SCS EIR (SCH # 2011012081) certified April 19, 2012 and in the Sacramento 2030 General Plan Master EIR (SCH # 2007072024) certified March 3, 2009.

SCEA Criteria: The following information demonstrates that the Project is a qualified transit priority project pursuant to the requirements of PRC Section 21155:

<u>MTP/SCS Consistency</u>

The Project must be consistent with the general land use designation, density, building intensity, and applicable policies specified for the Project area in the MTP/SCS, and the State Air Resources Board must agree that the MTP/SCS will achieve applicable greenhouse gas (GHG) emissions reductions targets. (PRC Section 21155(a))

> The MTP/SCS was adopted April 19, 2012 by Resolution No. 14-2012 of the SACOG Board of Directors. On June 12, 2012, the State Air Resources Board, by Executive Order No. G-12-044, accepted the determination by SACOG that implementation of the MTP/SCS would achieve the greenhouse gas emission reduction targets.
>
> The MTP/SCS identifies the subject property as falling within the multi-family and commercial growth assigned to Centers and Corridor Communities and the Sacramento County Transit Priority Area. The Project is consistent with this general land use designation.
>
> SACOG has determined that the policies of the MTP/SCS are general in nature and integrated into the metrics, growth forecasts and land use modeling for which Project

consistency is demonstrated above. There are no additional policies specifically applicable to this Project or Project area.

Project consistency with the MTP/SCS is addressed more specifically in the attached Determination of MTP/SCS Consistency (see Attachment 2).

Land Use

The Project must contain at least 50 percent residential use, based on total building square footage. If the Project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75 is required. (PRC Section 21155(b)(1))

The Project is comprised of 6,000 sf of retail uses, 236,000 sf of multi-family residential uses, 58,840 sf of single-family uses, and 78,000 sf parking garage. Residential use is 63 percent of the total (242,000 sf ÷ 378,840).

Density

The Project must provide a minimum net density of at least 20 du/ac. (PRC Section 21155(b)(2))

The proposed residential density of the project is 48.37 du/ac (238 dus ÷ 4.92 ac).

Proximity to Transit

1) The Project must be located within a Transit Priority Area studied within the MTP/SCS; and 2) No more than 25 percent of the Project area can be farther than one-half mile from the major transit stop or high-quality transit corridor and no more than 10 percent of the residential units or 100 units (whichever is less) can be farther than one-half mile from the stop or corridor. (PRC Section 21155(b)(3))

The Project site is within a Transit Priority Area studied within the MTP/SCS.

The farthest point of the project site from the 39th Street Light Rail Station, is 1,400 feet, or .27 mile. 92 percent of the project is within 1/2 mile of the 39th Street light rail station, and 97 percent of the units are within 1/2 mile of the 39th Street light rail station (see Figure 5).

Mitigation Measures

The Project must incorporate all feasible mitigation measures, performance standards, or criteria set forth in Findings of Fact for prior applicable EIRs including the MTP/SCS EIR. (PRC Section 21155.2(a))

In each impact section of the SCEA IS checklist below, applicable mitigation measures from the Findings of Fact for this EIR are identified, and where feasible, identified for incorporation into the proposed project.

Figure 5
Transit Priority Area Proximity

Public agencies whose approval may be required:

California Department of Transportation (Caltrans) – Encroachment Permit related to noise barrier along US 50 at the border of the single-family portion of the proposed project.

Central Valley Regional Water Quality Control Board (CVRWQCB) – 1) General construction activity stormwater permit pursuant to National Pollutant Elimination System requirements; 2) Stormwater Pollution Prevention Plan – stormwater runoff control during construction.

Project Assumptions: The SCEA IS assumes compliance with all applicable State, federal, and local codes and regulations.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ **Air Quality**	☐ **Biological Resources**	☒ **Cultural Resources**
☐ **Energy and Mineral Resources**	☐ **Geology and Soils**	☒ **Hazards and Hazardous Materials**
☐ **Hydrology and Water Quality**	☒ **Noise**	☐ **Public Services**
☒ **Recreation**	☒ **Transportation and Traffic**	☒ **Utilities and Service Systems**
☐ **Mandatory Findings of Significance**		

EVALUATION OF ENVIRONMENTAL IMPACTS:

Following is the environmental checklist form (also known as an "Initial Study") presented in Appendix G of the State CEQA Guidelines. The checklist form is used to describe the impacts of the Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the Project.

For this checklist, the following designations are used:

Potentially Significant: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared. An SCEA cannot be used in the case of a project for which this conclusion is reached in any impact category.

Less Than Significant With Mitigation Incorporated: This designation applies where applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the MTP/SCS EIR have reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact", and pursuant to Section 21155.2 of the PRC, those measures are incorporated into the SCEA IS.

This designation also applies where the incorporation of new project-specific mitigation measures not previously identified in prior applicable EIRs or in the MTP/SCS EIR has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact".

Less Than Significant: Any impact that would not be considered significant under CEQA, relative to existing standards

No Impact: The project would not have any impact.

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 revisions in the project have been made by or agreed to by the applicant. 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" 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☒ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature

3/18/15
Date

Scott Johnson
Printed Name

City of Sacramento
For

I. AIR QUALITY.		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	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?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f.	Interfere with or impede the City's efforts to reduce greenhouse gas emissions?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

The City of Sacramento is within Sacramento County, which is within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State air quality standards have been established for six common air pollutants, known as criteria pollutants, because the criteria air pollutants could be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone standard, nonattainment for the 24-hour $PM_{2.5}$ standard, and attainment or unclassified for all other criteria pollutants. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone standard, nonattainment for the 8-hour ozone standard, nonattainment for the PM_{10} and $PM_{2.5}$ standards, and attainment or unclassified for all other State standards.

Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State standards for ozone and particulate matter. The attainment plans currently in effect for the SVAB are the *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan), *$PM_{2.5}$ Implementation/Maintenance Plan and Re-designation Request for Sacramento $PM_{2.5}$ Nonattainment Area* ($PM_{2.5}$ Implementation/Maintenance Plan), and the 1991 Air Quality Attainment Plan (AQAP), including triennial reports. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures

have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficultly of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, the SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*. The SMAQMD's guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for the federal and State ozone AAQS. The SMAQMD's guide also includes screening criteria for localized CO emissions and thresholds for new stationary sources of TACs.

In addition to criteria air pollutants, Toxic Air Contaminants (TACs) are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by CARB. Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County. The project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the vicinity of the project site include the single-family residences located to the south, southwest, and east of the site.

GHG Emissions

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures. A project's BAU scenario is project and site specific, and varies from project to project.

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Again, the BAU condition is project site specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent (where BAU levels is based on 2010 levels). The amended Scoping Plan was re-approved August 24, 2011.

SMAQMD adopted recommendations for GHG guidance for analysis and thresholds of significance in October 2014. The guidance recommends an initial project-level threshold of 1,100 metric tons of carbon dioxide equivalent ($MTCO_2e$). If the project would exceed 1,100 $MTCO_2e$ in the operational year, then additional modeling for year 2020 is required to compare the proposed project to a No Action Taken (NAT) scenario. The NAT scenario includes the project without consideration of State programs and current Title 24 building efficiency requirements. The reduction percentage between the two 2020 scenarios is compared to the SMAQMD threshold of a 21.7 percent reduction requirement. Although SMAQMD has recommended the above approach to GHG analysis, SMAQMD allows jurisdictions with an adopted Climate Action Plan (CAP) to utilize the CAP as the controlling document for GHG analysis.

The City adopted the City of Sacramento CAP on February 14, 2012 to comply with AB 32. The CAP identifies how the City and the broader community could reduce Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions. The City has developed a CAP Consistency Review Checklist to provide a streamlined review process for proposed development projects. Because the CAP is used to show compliance with AB 32 goals, consistency with the CAP therefore results in project compliance with AB 32 goals. A CAP Consistency Review Checklist has been prepared for the proposed project is included as an attachment to this SCEA IS.

STANDARDS OF SIGNIFICANCE

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

- Construction emissions of NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;

- PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.1 of the Master EIR evaluated the potential effects of development under the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations.

General Plan policies identified as mitigating such potential effects call for the City to work with the California Air Resources Board (CARB) and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards (Policy ER 6.1.1), review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions (Policy ER 6.1.6), coordinate with SMAQMD (Policy ER 6.1.9), and give preference to contractors using reduced-emission equipment (Policy ER 6.1.13).

Policies

ER 6.1.1 **Maintain Standards.** The City shall work with the CARB and the SMAQMD to meet State and federal ambient air quality standards.

ER 6.1.6 **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_{10} and $PM_{2.5}$) through project design.

ER 6.1.9 **Coordination with SMAQMD.** The City shall coordinate with the Sacramento Metropolitan Air Quality Management District to ensure projects incorporate feasible mitigation measures if not already provided for through project design.

ER 6.1.13 **Preference for Reduced Emission Equipment.** The City shall give preference to contractors using reduced-emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 5 and 8 of the MTP/SCS EIR evaluated potential impact to Air Quality and GHG respectively that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Applicable Air Quality Plan

The MTP/SCS EIR analyzed the potential impact related to conflicting with or obstructing an applicable air quality plan (Impact AIR-1) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that the MTP/SCS would not conflict with or obstruct the implementation of any applicable air quality plan for CAAQS or NAAQS; therefore, mitigation is not required.

b,c. Air Quality Standards

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS being inconsistent with, or exceed, applicable thresholds of significance established by the local air district for short-term construction activities or long-term operational criteria air pollutant emissions (Impacts AIR-2 and AIR-5a) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that operational and construction activities could result in emissions of ROG, NOx, CO, PM_{10}, and $PM_{2.5}$ in excess of existing conditions and that exceed applicable air district thresholds; therefore, mitigation is required (Mitigation Measures AIR-1 and AIR-4).

d. Sensitive Receptors and TAC Concentrations

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS exposing sensitive receptors to substantial TAC concentrations (Impacts AIR-3, AIR-5b, and HAZ-2b) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that additional sensitive receptors would be placed near TAC sources and construction activities could expose existing sensitive receptors to TACs for a limited time during construction activities; therefore, mitigation is required (Mitigation Measures AIR-2, AIR-5, and HAZ-1).

e. Objectionable Odors

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS creating objectionable odors resulting from project operation or construction activities affecting a substantial number of people (Impacts AIR-4 and AIR-5c) and determined the impact to be ***less-than-significant***. According to the MTP/SCS EIR, transportation investments and construction activities in these areas do not have the potential to create such objectionable; therefore, mitigation is not required.

f. Greenhouse Gas Emissions

The MTP/SCS EIR analyzed the potential impacts related to GHG (Impacts ENE-4, ENE-5, ENE-6, ENE-7, and ENE-8) and determined the impact to be ***less-than-significant***. The MTP/SCS

EIR concluded that the overall GHG emissions decrease with the implementation of the proposed MTP/SCS. As a result, mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

MM AIR-1 *Implementing agencies should require air quality modeling for individual land use and transportation projects to determine whether thresholds of significance for long-term operational criteria air pollutant emissions are exceeded and apply recommended applicable mitigation measures as defined by the applicable local air district.*

The MTP/SCS EIR considers Impact AIR-2 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt these mitigation measures, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure AIR-1 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirements of the project.

MM AIR-2 *Adhere to the ARB Handbook siting guidance to the maximum extent possible. Where sensitive land uses or TAC sources would be sited within the minimum ARB-recommended distances, a screening-level HRA shall be conducted to determine, based on site-specific and project-specific characteristics, and all feasible mitigation best management practices (BMPs) shall be implemented. The HRA protocols of the applicable local air districts shall be followed or, where a district/office does not have adopted protocols, the protocol of SMAQMD or CAPCOA shall be followed. BMPs shall be applied as recommended and applicable, to reduce the impact to a less-than-significant level where feasible. The HRA should give particular attention to the nature of the receptor, recognizing that some receptors are particularly sensitive (e.g., schools, day care centers, assisted living and senior centers, and hospitals) and may require special measures. Examples of BMPs known at this time to be effective include:*

- *install passive (drop-in) electrostatic filtering systems (especially those with low air velocities (i.e., 1 MPH)) as a part of the HVAC project HVAC system(s);*
- *orient air intakes away from TAC sources to the maximum extent possible; and*
- *use tiered tree planting between roadways and sensitive receptors wherever feasible, using native, needled (coniferous) species, ensure a permanent irrigation source, and provide permanent funding to maintain and care for the trees.*

The MTP/SCS EIR considers Impact AIR-3 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt this mitigation measure, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure AIR-2 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

MM AIR-4 *Lead agencies should require project applicants, prior to construction, to implement construction mitigation measures that, at a minimum, meet the requirements of the applicable air district with jurisdiction over the area in which*

construction activity would occur if the project is anticipated to exceed thresholds of significance for short-term criteria air pollutant emissions. Projects that exceed these thresholds shall mitigate the air quality impacts using all feasible mitigation. For construction activity on the project site that is anticipated to exceed thresholds of significance, the project applicant(s) shall require construction contractors to implement both Standard Mitigation Measures and Best Available Mitigation Measures for Construction Activity to reduce emissions to the maximum extent feasible for all construction activity performed in the plan area.

Examples of mitigation measures could include, but not limited to, the following:

- *The applicant shall implement a Fugitive Dust Control Plan.*
- *All grading operations on a project shall be suspended when winds exceed 20 miles per hour (MPH) or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.*
- *Construction sites shall be watered as directed by the local air district and as necessary to prevent fugitive dust violations.*
- *An operational water truck shall be on-site at all times. Water shall be applied to control dust as needed to prevent visible emissions violations and off-site dust impacts.*
- *On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. The use of approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas.*
- *All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.*
- *Approved chemical soil stabilizers shall be applied according to the manufacturers' specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas.*
- *To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed before each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks and prevent/diminish track-out.*
- *Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom permitted) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.*
- *Temporary traffic control shall be provided as needed during all phases of construction to improve traffic flow, as deemed appropriate by the appropriate department of public works and/or California Department of Transportation (Caltrans), and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 MPH.*
- *Traffic speeds on all unpaved surfaces shall be reduced to 15 MPH or less, and unnecessary vehicle traffic shall be reduced by restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided.*

- *Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering.*
- *Open burning shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning.*
- *The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained before and for the duration of on-site operation.*
- *Existing power sources (e.g., power poles) or clean-fuel generators shall be used rather than temporary power generators.*
- *A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Operations that affect traffic shall be scheduled for off-peak hours. Obstruction of through-traffic lanes shall be minimized. A flag person shall be provided to guide traffic properly and ensure safety at construction sites.*
- *The project proponent shall assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that will be used an aggregate of 40 or more hours for the construction project and provide a plan for approval by the local air district demonstrating that the heavy-duty (equal to or greater than 50 horsepower) off-road equipment to be used for construction, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at the time of construction. These equipment emission reductions can be demonstrated using the most recent version of the Construction Mitigation Calculator developed by the SMAQMD. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology (Carl Moyer Guidelines), after-treatment products, voluntary off-site mitigation projects, the provision of funds for air district off-site mitigation projects, and/or other options as they become available. In addition, implementation of these measures would also result in a 5 percent reduction in ROG emissions from heavy-duty diesel equipment. The local air district shall be contacted to discuss alternative measures.*

Air districts provide similar recommendations to those listed above. Some air districts in the region (e.g., SMAQMD) also offer the option for paying off-site construction mitigation fees if the recommended actions do not reduce construction emissions to acceptable levels.

The MTP/SCS EIR considers Impact AIR-5a to be significant and unavoidable because SACOG cannot require an implementing agency to adopt this mitigation measure, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure AIR-4 is

applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

MM AIR-5 Implement Mitigation Measure AIR-4.

The MTP/SCS EIR considers Impact AIR-5b to be significant and unavoidable because SACOG cannot require an implementing agency to adopt this mitigation measure, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure AIR-4 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a,b. As discussed above, due to the nonattainment designations of the area, SMAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the PM2.5 Implementation/Maintenance Plan, and the AQAP and Triennial Reports. Adopted SMAQMD rules and regulations, as well as the thresholds of significance, are consistent with the air quality plans. According to the SMAQMD Guide to Air Quality Assessment in Sacramento County, by exceeding the SMAQMD's mass emission thresholds for operational emissions of ROG or NO_X, a project would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts.

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for ozone precursors, which are expressed in pounds per day (lbs/day), are presented in Table 1.

Table 1
SMAQMD Thresholds of Significance (lbs/day)

Pollutant	Construction Thresholds	Operational Thresholds
NO_X	85	65
ROG	-	65

Source: SMAQMD, November 2014.

In addition, SMAQMD recommends that construction-related PM_{10} emissions be addressed as a localized pollutant, and considers PM_{10} emissions to be significant if they exceed the concentration-based thresholds of significance of 50 micrograms per cubic meter (µg/m3) (24-hour standard) or 20 µg/m3 (annual arithmetic mean) at an off-site receptor location. Because $PM_{2.5}$ is a subset of PM_{10}, the SMAQMD assumes that construction projects that do not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance would also be considered less-than-significant for $PM_{2.5}$ impacts. The SMAQMD does not expect construction activity to generate high concentrations of other criteria air pollutants (e.g., NO_2, SO_X, and CO) that would expose nearby sensitive receptors to substantial pollutant concentrations that would violate an air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, evaluation of concentrations of construction-related criteria pollutants other than PM at a local level is not required by SMAQMD.

According to SMAQMD, except for NO_X, ROG, and localized CO emissions, land use development projects do not typically have the potential to result in concentrations of criteria air pollutants that exceed or contribute to an exceedance of the respective standards. Criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project, which typically occur throughout a paved network of roads. Accordingly, associated exhaust emissions of criteria air pollutants are distributed over the roadway network and are not typically generated in any single location. Operational vehicle travel-related emissions of PM_{10} and $PM_{2.5}$ could have the potential to exceed their respective standards if a project would generate a high volume of vehicle trips on unpaved roadways.

In accordance with MM AIR-1 of the MTP/SCS EIR, air quality modeling was performed in order to determine whether the proposed project would result in criteria air pollutant emissions in excess of the applicable thresholds of significance discussed above. The proposed project's construction-related NO_X emissions and operational ROG and NO_X emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the ITE Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model (i.e., vehicle trip rates). The results of emissions estimations were compared to the standards of significance discussed above in order to determine the associated level of impact. All CalEEMod modeling results are included in Appendix A to this SCEA IS.

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, demolition activities, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM_{10} emissions.

Construction was assumed to commence in June 2016 and is anticipated to occur over approximately 20 months. The proposed project is required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), and Rule 442 (Architectural Coatings). In addition, all projects are required to implement the SMAQMD's Basic Construction Emission Control Practices.

The proposed project's maximum estimated unmitigated emissions according to CalEEMod are presented in Table 2. As shown in the table, the proposed project's maximum unmitigated construction-related emissions would be below the SMAQMD threshold of significance for NO_X.

Table 2 Maximum Unmitigated Project Construction-Related Emissions		
Pollutant	**Project Emissions (lbs/day)**	**SMAQMD Threshold of Significance (lbs/day)**
NO_X	54.71	85
Source: CalEEMod, January 2015 (see Appendix A).		

For construction-related PM emissions, projects that meet the following two conditions would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM_{10} at an off-site location:

- The project would implement all Basic Construction Emission Control Practices; and

- The maximum daily disturbed area (i.e., grading, excavation, cut and fill) would not exceed 15 acres. (If the maximum daily disturbed area is not known at the time of the analysis, SMAQMD guidance states that users shall assume that up to 25 percent of the total project area would be disturbed in a single day.)

As stated above, all projects within the jurisdictional area of SMAQMD are required to implement the SMAQMD's Basic Construction Emission Control Practices. As the entire project site is only 4.92 acres, the total or maximum daily disturbed area would not exceed 15 acres. Accordingly, the proposed project would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM_{10} at an off-site location. Because $PM_{2.5}$ is a subset of PM_{10}, SMAQMD assumes that construction projects that do not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance would also be considered less-than-significant for $PM_{2.5}$ impacts. Thus, the project would not result in impacts related to construction PM emissions.

Overall, development of the proposed project would not violate any air quality standards or contribute to an existing air quality violation (i.e., the region's nonattainment status of ozone or PM) during construction.

Operational Emissions

Operational emissions of criteria pollutants would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as future residents' vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

As stated above, the project is required to comply with all SMAQMD rules and regulations, such as those listed previously for construction, as well as those associated with operations, such as Rule 402 (Nuisance), Rule 404 (Particulate Matter), and Rule 417 (Wood Burning Appliances). Thus, the modeling performed for the proposed project included compliance with SMAQMD rules and regulations. The project-specific vehicle trip rates based on the Final Transportation Impact Study prepared for the proposed project by Fehr & Peers were applied to CalEEMod as well. The proposed project's estimated operational emissions are presented in Table 3. As shown in the table, the proposed

project's operational emissions would not exceed the applicable SMAQMD thresholds of significance.

Table 3
Maximum Unmitigated Project Operational Emissions

Pollutant	Project Emissions (lbs/day)	SMAQMD Thresholds of Significance (lbs/day)
NO_X	9.91	65
ROG	13.85	65

Source: CalEEMod, January 2015 (see Appendix A).

As stated above, operational vehicle travel-related emissions of PM_{10} and $PM_{2.5}$ could have the potential to exceed their respective standards if a project would generate a high volume of vehicle trips on unpaved roadways. The project would not have unpaved roadways during the operational phase. Construction emissions of PM_{10} and $PM_{2.5}$ were discussed above. Therefore, in accordance with SMAQMD guidance, the proposed project's operational emissions of PM would not be expected to be substantial.

Overall, the proposed project would not violate any air quality standards or contribute to an existing air quality violation (i.e., the region's nonattainment status of ozone or PM) during operations.

Conclusion

Because the proposed project would not result in emissions in excess of applicable thresholds of significance during construction or operation, the project would not violate any air quality standards, contribute to an existing air quality violation, or be considered to conflict with or obstruct implementation of an applicable air quality plan. Therefore, impacts would be considered ***less than significant***.

c. A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant. Future attainment of standards is a function of successful implementation of SMAQMD attainment plans. Consequently, the SMAQMD's approach to cumulative thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable contribution to the SVAB's existing cumulative impacts related to air quality conditions. If a project's emissions would be less than SMAQMD thresholds, the project would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact. However, exceedance of the project-level thresholds would not necessarily constitute a significant cumulative impact.

As discussed above, the proposed project would be less than the applicable SMAQMD thresholds. In addition, the proposed project would be required to comply with all applicable SMAQMD rules and regulations. Therefore, the proposed project's individual emissions would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact, and impacts would be considered ***less than significant***.

d. The proposed project involves the creation of new housing; thus, would introduce new sensitive receptors to the area. Accordingly, the proposed project would be considered a sensitive receptor. In addition, the existing nearby residences to the south, southwest, and east of the site would be considered sensitive receptors. The major pollutant concentrations of concern are localized CO emissions and TAC emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

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

Even if a project would result in either of the above, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized CO:

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

According to the Final Transportation Impact Study prepared for the proposed project by Fehr & Peers, the proposed project would not generate traffic that would result in deterioration of an intersection from acceptable LOS (LOS A through D) to LOS E or F under existing plus project conditions. However, the proposed project would contribute additional traffic to the Stockton Boulevard/T Street intersection that currently operates, and would continue to operate under existing plus project conditions, at LOS E. In addition, the Stockton Boulevard/T Street intersection would operate at LOS F during the PM peak hour under cumulative plus project conditions. The aforementioned conditions do not meet the first tier screening criteria. However, based on information provided in the Final Transportation Impact Study, as well as the project location and design, the proposed project would not result in an affected intersection experiencing more than 31,600 vehicles

per hour, would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other locations where horizontal or vertical mixing of air would be substantially limited, or involve a mix of vehicle types substantially different from the County average. Therefore, in accordance with SMAQMD's second tier screening criteria, the proposed project would not be expected to result in the generation of localized CO emissions in excess of the applicable threshold of significance.

TAC Emissions

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project is not a distribution center, would not involve heavy diesel truck traffic, and is not located near any existing distribution center. Therefore, overall, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. Due to the proximity of the project site to US 50, the proposed on-site sensitive receptors could become exposed to DPM associated with the nearby freeway traffic. A DPM Risk Evaluation was prepared for the proposed project by SCS Engineers in October 2014 (see Appendix B). The DPM Risk Evaluation was performed in accordance with SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* (Roadway Protocol), which includes a screening process to determine whether a site-specific health risk assessment (HRA) is necessary. The screening process requires evaluation of the project site's location in comparison to the nearest travel lane of a freeway, the volume of traffic along the portion of the freeway nearest the project site, and whether the project is upwind or downwind from the freeway.

Utilizing the aforementioned data and applying such to the screening tables within the Roadway Protocol, the incremental cancer risk per million people could be determined and compared to the SMAQMD's screening level of 276 per million people for whether a full HRA is necessary.

According to the DPM Risk Evaluation, the estimated increase in cancer risk to on-site sensitive receptors at the site is expected to be approximately 268 per million people, which would be less than the SMAQMD's screening level of 276 per million people. Therefore, a site-specific HRA is not required to be performed for the proposed project.

As discussed above, the project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project.

Conclusion

As discussed above, the proposed project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions, including DPM and NOA. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur and a ***less than significant*** short-term impact would occur.

e. Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The proposed project site is not located near any such land uses, and the project would not introduce any such land uses.

Residential, retail, or office land uses are not typically associated with the creation of substantial objectionable odors. Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and associated diesel emissions would be regulated per federal, State, and local regulation, including compliance with all applicable SMAQMD rules and regulations, which would help to control construction-related odorous emissions. Therefore, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

The SMAQMD regulates objectionable odors through Rule 402 (Nuisance), which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the SMAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors, nor would the project site be affected by any existing sources of substantial objectionable odors, and a ***less-than-significant*** impact related to objectionable odors would result.

f. Because the proposed project is a transit priority project, impacts from light vehicle traffic on global warming are exempt from being addressed in the SCEA per Public Resources Code Section 21159.28(a). However, the remaining sources of GHG emissions must still be addressed. The City has developed a CAP Consistency Review Checklist to provide a streamlined review process for proposed development projects. Projects that demonstrate consistency with the CAP would be expected to result in a less-than-significant impact related to GHG emissions and global climate change. The project's CAP Consistency Review Checklist is included as Appendix C.

As determined by the project's CAP Consistency Review Checklist, the project is predominantly consistent with the City's CAP. However, per the CAP, the project is required to reduce GHG emissions associated with energy demand by including on-site renewable energy systems. Due to the current level of design for the proposed project, whether an on-site renewable energy system would be included in the project design or not is currently unknown. The CAP Consistency Review Checklist suggests other GHG reduction measures that may be substituted for an on-site renewable energy system, including exceeding the minimum requirements of the 2013 California Building Energy Efficiency Standards Code. In addition, in order to comply with the CAP, the proposed project must implement Tier 1 water efficiency and conservation standards of the 2013 California Green Building Standards Code (CALGreen Code). Because such a level of design is not yet available for the project, verification of compliance with the Tier 1 CALGreen Code standards cannot be made at this time. Therefore, verification of exceedance of the California Building Energy Efficiency Standards Code and compliance with the Tier 1 CALGreen Code standards would be necessary at the time building plans are developed. Without full compliance with the CAP, the proposed project could interfere with or impede the City's efforts to reduce GHG emissions, and impacts would be considered ***potentially significant***.

PROJECT SPECIFIC MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

I-1 *In conjunction with building plan approvals, the project applicant shall demonstrate on the plans via notation, which may reference a separate report, that the project design would include one of the following:*

- *On-site renewable energy systems (e.g., photovoltaic systems) that would generate a minimum of 15 percent of the project's total energy demand on-site;*
- *Measures that would exceed the 2013 California Building Energy Efficiency Standards Code (effective January 1, 2014) by 10 percent for the residential portion of the project and by 5 percent for the commercial portion of the project, which could include, but would not be limited to, use of on-site renewable energy systems for a portion of the project's total energy demand and installation of energy-efficient appliances and lighting; or,*

- *Features anticipated to reduce VMT below 15.9 VMT/Capita. Such features may include, but are not limited to: land use, transportation, bicycle, or pedestrian improvements, attributes or amenities. Using an appropriate GHG emissions estimator model (e.g., CalEEMod), the applicant shall demonstrate a reduction of GHG emissions equivalent to a reduction of the project's energy demand by 15 percent or more.*

The plans shall be subject to review and approval by the Community Development Department.

I-2 *In conjunction with building plan approvals, the project applicant shall submit a CALGreen checklist demonstrating how the project meets the 2013 CALGreen Tier 1 water efficiency and conservation standards. The checklist shall be subject to review and approval by the Community Development Department.*

FINDINGS

All additional significant environmental effects of the project relating to Air Quality would be mitigated to a less-than-significant level with the implementation of project-specific Mitigation Measures I-1 and I-2 above. In addition, Mitigation Measures AIR-1, AIR-2, AIR-4, AIR-5 of the MTP/SCS EIR have been implemented as part of the analysis of the proposed project or do not apply to the project based on the results of the project-specific analysis, as presented in the discussions above.

II. BIOLOGICAL RESOURCES.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site currently consists of an existing 120,000-sf vacant office building (formerly AT&T) and associated paved parking lot. As such, the site is predominantly covered with impervious surfaces. The site is completely surrounded by existing development, including US 50 to the north, Stockton Boulevard to the west, T Street and S Street to the south, and 37th and 39th Street to the east. Opposite 37th Street and S Street to the east and south is existing residential development.

Similarly, opposite Stockton Boulevard to the west and US 50 to the north is existing residential development.

Existing vegetation on or in the immediate vicinity of the project site includes the following: ornamental trees on the sidewalk along T Street; ornamental trees and landscaping along S Street and 39th Street; ornamental trees and shrubs within the parking lot located west of the existing building; shrubs along the southern and eastern perimeters of the existing building; and ruderal vegetation within the US 50 buffer area. Water features do not exist on or in the vicinity of the project site.

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.3 of the Master EIR evaluated the potential effects of the 2030 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require

pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the CDFW, USFWS, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

Policies

ER 2.1.5 **Riparian Habitat Integrity.** The City shall preserve the ecological integrity of habitat areas, creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible, the mitigation of all adverse impacts on riparian habitat shall comply with State and federal regulations.

ER 2.1.10 **Habitat Assessments.** The City shall require that pre-construction surveys and/or habitat assessments for sensitive plant and wildlife species for any project requiring discretionary approval.

ER 2.1.11 **Agency Coordination.** The City shall coordinate with State and federal resource agencies (e.g., CDFW and USFWS) to protect areas containing rare or endangered species of plants and animals.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

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

Impact 6.3-2: Implementation of the 2030 General Plan could adversely affect special-status plant species due to the substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.

Impact 6.3-3: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.

Impact 6.3-4: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels with special-status birds, through the loss of both nesting and foraging habitat.

Impact 6.3-5: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles.

Impact 6.3-6: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.

Impact 6.3-10: Implementation of the 2030 General Plan could result in the loss of California Department of Fish and Game (CDFG)-defined sensitive natural communities such as elderberry savanna, northern claypan vernal pools, and northern hardpan vernal pools.

Impact 6.3-13: Implementation of the City's 2030 General Plan and regional buildout assumed in the Sacramento Valley could result in a regional loss of special-status plant or wildlife species or their habitat.

Mitigation Measure 6.3-2 - General Plan Policy ER 2.1.10 - Habitat Assessments: The City shall consider the potential impact on sensitive plants and for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

Impact 6.3-8: Implementation of the 2030 General Plan could result in the loss or modification of riparian habitat, resulting in a substantial adverse effect.

Mitigation Measure 6.3-8 – General Plan Policy ER 2.1.5 - Riparian Habitat Integrity: The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.

Impact 6.3-9: Implementation of the 2030 General Plan could result in a substantial adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.

Mitigation Measure 6.3-9 – General Plan Policy ER 2.1.6 – Wetland Protection: The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetland, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City may require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function.

Impact 6.3-14: Implementation of the 2030 General Plan and regional buildout assumed in the Sacramento Valley could contribute to the cumulative loss of sensitive natural communities including wetlands and riparian habitat in the region.

Implement Mitigation Measures 6.3-8 and 6.3-9.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 6 of the MTP/SCS EIR evaluated potential impacts to biological resources that may result from implementation of the MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Special-status Species

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS having 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 California Department of Fish and Game or U.S. Fish and Wildlife Service (Impacts BIO-1a, BIO-1b, and BIO-1c) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that implementation of the MTP/SCS could result in conversion of habitats that contain or have the potential to contain special-status species; therefore, mitigation is required (Mitigation Measure BIO-1, BIO-2, and BIO-3).

b. Riparian Habitat or Other Sensitive Natural Community

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS having a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service (Impacts BIO-2a and BIO-2b) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that implementation of the MTP/SCS could result in the disturbance or removal of riparian and oak woodland communities, resulting in long-term degradation of a sensitive plant community, fragmentation or isolation of an important wildlife habitat, and disruption of natural wildlife movement corridors; therefore, mitigation is required (Mitigation Measure BIO-4 and BIO-5).

c. Federally Protected Wetlands

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS having a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Impact BIO-3) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that implementation of the MTP/SCS could result in substantial adverse effects on federally and State protected wetlands and other waters of the United States; therefore, mitigation is required (Mitigation Measure BIO-6).

d. Movement of any Resident or Migratory Fish or Wildlife Species

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS interfering substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites (Impact BIO-4) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that

implementation of the MTP/SCS could result in changes to areas mapped as Essential Connectivity Areas (ECA); therefore, mitigation is required (Mitigation Measure BIO-7).

e. Tree Preservation Policy or Ordinance

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Impact BIO-5) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that implementation of the MTP/SCS would result in land use changes that could result in removal of trees that are protected by local policies or ordinances; therefore, mitigation is required (Mitigation Measure BIO-8).

f. Habitat Conservation Plan or Natural Conservation Community Plan

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS conflicting with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local, regional, or State HCP (Impact BIO-6) and determined the impact to be ***less-than-significant***. According to the MTP/SCS EIR, the North Natomas HCP (NNHCP) is the only adopted HCP in the area and the MTP/SCS would not conflict with the adopted NNHCP; therefore, mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

None (see Project Specific Impact Discussion below).

PROJECT SPECIFIC IMPACT DISCUSSION

a,d. The project site consists of an existing building and associated parking lot, and is primarily covered with impervious surfaces. The site is completely surrounded by existing development. Existing vegetation on or in the vicinity of the project site consists of ornamental trees and landscaping, as well as ruderal vegetation. The aforementioned landscaping represents the only unpaved areas on the site. The existing non-native trees and shrubs provide little to no habitat for wildlife species. Because the site is built out with urban uses and surrounded on all sides by existing development, the project site would not provide a wildlife corridor, would not be used by migratory wildlife species, and would not be considered suitable habitat for a wildlife nursery. As a result, development of the proposed project would not 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 California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Implementation of the proposed project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. As plant or animal populations are not on-site or expected to be in the vicinity of the site, the proposed project would not create a potential health hazard, or involve operations that use, produce, or dispose materials that would be hazardous to such plant or animal populations. Therefore, the project would have a ***less-than-significant*** impact to protected species.

b,c. The project site consists of an existing building and associated parking lot. As discussed above, the existing vegetation on or in the vicinity of the project site predominantly consists of ornamental trees and landscaping, as well as ruderal vegetation. Water features are

not present on the project site. Accordingly, riparian habitat, wetlands, or any other sensitive natural community do not exist on the project site. As a result, the proposed project would have ***no impact*** on riparian habitat or other sensitive natural communities, including wetlands.

e. As discussed above, the existing vegetation on or in the vicinity of the project site predominantly consists of ornamental trees and landscaping, as well as ruderal vegetation. The on-site trees are non-native and would not be subject to any tree preservation policy or ordinance. In addition, the larger of the trees, which would be the trees on the sidewalk along T Street are not within the project boundaries and would be preserved with implementation of the proposed project. Furthermore, landscaping and trees would be included as part of the proposed project. As a result, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, resulting in a ***less-than-significant*** impact.

f. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would have ***no impact*** related to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

PROJECT SPECIFIC MITIGATION MEASURES

None.

FINDINGS

The proposed project would not have additional project-specific environmental effects relating to biological resources.

III. CULTURAL RESOURCES.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	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 Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☐	☒	☐	☐

ENVIRONMENTAL SETTING

The proposed project is located within the City of Sacramento, the largest city in California's Central Valley. The valley lies between the Sierra Nevada Mountains on the east and the North Coast Range on the west. Sacramento is situated on alluvial valley land south of the American River and east of the Sacramento River. Elevation ranges from about five feet above mean sea level along the Sacramento and American river banks to about 35 feet in the highest downtown areas. The average elevation is perhaps 15 to 20 feet above sea level. According to Figure 6.4-1 of the Master EIR, the project area is not within an area considered sensitive for archaeological resources.

The project site currently consists of an existing 120,000-sf vacant office building (formerly AT&T), which was constructed in approximately 1950, and associated paved parking lot. As such, the site is predominantly covered with impervious surfaces, with small areas of ornamental landscaping. Water features do not exist on or in the vicinity of the project site. Existing development completely surrounds the site, including major roadways and residential development. Consequently, known historical resources do not exist on the project site or in the immediate vicinity.

STANDARDS OF SIGNIFICANCE

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

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.4 of the Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

Policies

HCR 2.1.1 **Identification.** The City shall identify historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) to provide adequate protection of these resources.

HCR 2.1.2 **Applicable Laws and Regulations.** The City shall ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented, including the California Historical Building Code and State laws related to archaeological resources, to ensure the adequate protection of these resources.

HCR 2.1.10 **Early Consultation.** The City shall minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process.

HCR 2.1.13 **Adaptive Reuse.** The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.

HCR 2.1.14 **Demolition.** The City shall consider demolition of historic resources as a last resort, to be permitted only if the rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.

HCR 2.1.15 **Archeological Resources.** The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 7 of the MTP/SCS EIR evaluated potential impacts cultural and paleontological resources that may result from implementation of the MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Historical Resource

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS causing a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 (Impact CR-1) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that implementation of the MTP/SCS would result in ground-disturbing and other activities associated with construction, which may result in damage, physical demolition, destruction, relocation, or alteration of historical buildings or structures, which could result in a substantial adverse change to historically significant built environment/architectural historical resources; therefore, mitigation is required (Mitigation Measure CR-1).

b, c. Archeological and Paleontological Resource

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS causing a substantial adverse change in the significance of a unique archaeological resource as defined in Section 15064.5 (Impacts CR-2 and CR-3) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that implementation of the MTP/SCS has the potential to cause significant impacts on archaeological resources; therefore, mitigation is required (Mitigation Measures CR-2 and CR-3).

d. Disturb Human Remains

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS disturbing any human remains, including those interred outside of formal (Impact CR-4) and determined the impact to be ***less-than-significant***. According to the MTP/SCS EIR, projects are required by law to conform with Section 7050.5 of the California Health and Safety Code. Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, further site disturbance shall not occur until the county coroner has determined that the remains are not subject to the provisions of section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours; therefore, mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

None (see Project Specific Impact Discussion below).

PROJECT SPECIFIC IMPACT DISCUSSION

a,b. As the existing building was constructed more than 50 year ago, a Demolition/Relocation Investigation and Report (IR13-188) was conducted by the Community Development Department to determine the building's eligibility for listing in the Sacramento Register of Historic and Cultural Resources. The existing on-site building is not identified as

- a designated landmark;
- a contributing resource in a designated Historic District;

- being associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- being associated with the lives of important persons;
- a distinctive embodiment of characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic value; or
- yielding, or likely to yield, information important in prehistory or history.

Therefore, the existing building has been deemed as ineligible for listing, and thus, the proposed project would not have any effect on a known historical resource. In addition, because the site is already developed (including surface paving) and surrounded by existing development, above-ground/surface archaeological resources do not occur on the project site and would not be disturbed by project activities. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historic resource or unique archaeological resource, and impacts would be ***less than significant***.

c,d. Construction of the proposed project would primarily be limited to above-ground improvements. Subsurface improvements would likely be necessary for foundation improvements and sewer and water line connection purposes; however, the project site has already been graded during construction of the existing building and parking lot, and paleontological, prehistoric, or historic resources were not previously found on the project site. Accordingly, paleontological, prehistoric, historic, or archaeological resources are not known or suspected at the site, and unique geologic features do not exist on the project site or in the immediate vicinity; thus, such resources are not anticipated to be encountered during the limited construction activities proposed for the project. Due to the disturbed nature of the project site, the potential for encountering any significant cultural resources during the on-site improvements associated with the project is relatively low. Although low, the potential does exist for previously unknown or unidentified cultural resources to be encountered below the surface that could be inadvertently damaged or lost during grading and construction of the project. Therefore, a ***potentially significant*** impact could occur related to destruction of previously unknown paleontological resources and the disturbance of human remains during grading and excavation activities.

PROJECT SPECIFIC MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

III-1 *If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Planning Division prior to resumption of construction activity.*

III-2 *In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, 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. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.*

FINDINGS

All additional significant environmental effects of the proposed project relating to cultural resources would be mitigated to a *less-than-significant* level with the implementation of SCEA IS Mitigation Measures III-1 and III-2.

IV. ENERGY AND MINERAL RESOURCES.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
a. Result in impacts to power or natural gas?	☐	☐	☒	☐
b. Use non-renewable resources in a wasteful and inefficient manner?	☐	☐	☒	☐
c. Substantially increase in demand of existing sources of energy or require the development of a new source of energy?	☐	☐	☒	☐
d. 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?	☐	☐	☐	☒
e. 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The following background setting information focuses on the existing energy supply and usage, as well as the region's existing mineral resources and mineral resource areas.

Energy

The proposed project site currently consists of an existing 120,000-sf vacant office building (formerly AT&T) and associated parking lot. Electricity is currently provided to the project site by Sacramento Municipal Utility District (SMUD), and natural gas is provided by Pacific Gas and Electric Company (PG&E).

A number of regulations exist associated with reducing energy usage, one of the most prevalent being Parts 6 and 11 of the California's building code (California Code of Regulations [CCR], Title 24). Part 6, the 2013 Building Energy Efficiency Standards, focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and includes requirements that will enable both demand reductions and future solar electric and thermal system installations. The 2013 Building Energy Efficiency Standards also include updates to the energy efficiency divisions of Part 11, the 2013 California Green Building Standards (otherwise known as the CALGreen Code). A set of prerequisites has been established for both the residential and nonresidential standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. The California Energy Commission estimates that implementation of the 2013 Building Energy Efficiency Standards may reduce statewide annual electricity consumption by approximately 613 gigawatt-hours per year, electrical peak demand by 195 megawatts, and natural gas consumption by 10 million therms per year.[1]

[1] California Energy Commission. *2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*. May 2012.

In addition, the City of Sacramento has developed the City of Sacramento Climate Action Plan (CAP), which was adopted February 14, 2012. The CAP identifies how the City and the broader community could reduce Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions. The CAP actions include energy efficiency requirements such as exceedance of the minimum mandatory standards of the CALGreen Code and on-site renewable energy systems for projects over a certain size.

The proposed project would be required to comply with all applicable regulations associated with energy efficiency, including those discussed above as well as the applicable Master EIR policies.

Mineral Resources

According to the Master EIR, historic mineral production in the region has included construction aggregate, kaolin clay, common clay, pumice, and gold. Construction aggregate consists of sand, gravel, and crushed stone. Existing mineral extraction activities in and around Sacramento primarily consist of fine (sand) and coarse (gravel) construction aggregates, as well as clay. Additional mineral resources include gold. Construction aggregates come from two different sources, hard bedrock sources and river channel (alluvial) sources. Generally, sand, gravel, and clay are used as fill and for construction of highways and roads, streets, urban and suburban developments, canals, aqueducts, and pond linings.

Under the State Mining and Reclamation Act (SMARA), areas containing economically significant mineral deposits are classified as Mineral Resource Zones (MRZs) and mapped. The MRZs are used in land use planning to show the likelihood of the occurrence of mineral resources in a particular area. MRZ areas have been mapped by the California Geology Survey (CGS) within the Master EIR Policy Area, as shown in Figure 6.5-3 of the Master EIR. Areas classified as MRZ-2 are considered to have the likelihood of significant mineral deposits that could be economically beneficial to society. Areas classified as MRZ-1 or MRZ-3 represent areas that are not considered to contain significant mineral deposits. The proposed project site is located in an area classified as MRZ-3 and is not considered to contain significant mineral deposits.

STANDARDS OF SIGNIFICANCE

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

- A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies; or
- A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

In addition, for the purposes of this environmental document, an impact would be significant if the proposed General Plan would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state; or
- 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.11 of the Master EIR evaluated the potential effects of development under the 2030 General Plan on electricity and natural gas. The Master EIR identified a less-than-significant impact to electricity and natural gas. Applicable General Plan policies include U 6.1.1 through U 6.1.14, which encourage use of renewable and recyclable energy, spread of energy-efficient technology by offering rebates and other incentives, and allowing the City to work closely with utility provides and industries to promote and advance new energy conservation technologies.

Chapter 6.5 of the Master EIR evaluated the effects of development under the 2030 General Plan on mineral resources in the General Plan policy area. Implementation of policies ER 5.1.1 through U 5.1.3 in the 2030 General Plan reduced all effects to a less-than-significant level.

Policies

U 6.1.1 **Electricity and Natural Gas Services.** 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.

U 6.1.2 **Peak Electric Load Reduction of City Facilities.** The City shall reduce the peak electric load for City facilities by 10 percent by 2015 compared to the baseline year of 2004, through energy efficiency, shifting the timing of energy demands, and conservation measures.

U 6.1.3 **City Fleet Fuel Consumption Reduction.** The City shall reduce its fleet's fuel consumption by 15 percent by 2010 compared to the baseline year of 2003, and city operations shall be substantially fossil free (e.g., electricity, motor fuels).

U 6.1.4 **Energy Efficiency of City Facilities.** The City shall improve energy efficiency of City facilities on a unit basis to consume 25 percent less energy compared to the baseline year of 2005.

U 6.1.5 **Energy Consumption Per Capita.** The City shall encourage residents and businesses to consume 25 percent less energy by 2030 compared to the baseline year of 2005.

U 6.1.6 **Renewable Energy.** The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

U 6.1.7 **Solar Access.** The City shall ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize and protect solar access.

U 6.1.8 **Other Energy Generation Systems.** The City shall promote the use of locally-shared solar, wind, and other energy generation systems as part of new planned developments.

U 6.1.9 **Green Businesses.** The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and

promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities.

U 6.1.10 **Energy Rebate Programs.** The City shall promote energy rebate programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments.

U 6.1.11 **Energy Efficiency Improvements.** The City shall develop and implement energy efficient standards for existing buildings and provide incentives to property owners to make improvements necessary to meet minimum energy efficiency standards upon sale of a property or change of lease of rental properties.

U 6.1.12 **Energy Efficiency Audits.** The City shall continue to work with the Sacramento Metropolitan Utility District to conduct energy efficiency audits of existing buildings.

U 6.1.13 **Energy Efficiency Incentives.** The City shall develop incentives to encourage the use of energy efficient vehicles, equipment, and lighting.

U 6.1.14 **Sustainable Development and Resource Conservation Education.** The City shall work with appropriate agencies to develop educational materials and activities for residents and developers regarding the objectives and techniques of sustainable development and resource conservation.

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 CEQA.

ER 5.1.2 **Compatible Operations.** The City shall require current and future mineral extraction operations in designated MRZ-2 be compatible with and minimize impacts on adjoining uses.

ER 5.1.3 **Ongoing Extraction Activities.** The City shall continue to support ongoing environmentally-sensitive mineral extraction activities within the city until these resources are depleted or extraction is no longer economically viable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 8 and 9 of the MTP/SCS EIR evaluated potential impact to energy and mineral resources respectively that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a-c. Energy Resources

The MTP/SCS EIR analyzed the potential impact related to energy (Impacts ENE-1, ENE-2, ENE-3) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that the

MTP/SCS land use changes would introduce higher densities, mixed uses, and a better balance of housing and job development, which would help decrease per capita vehicle miles traveled (VMT); therefore, mitigation is not required.

d. Known Mineral Resources

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS resulting in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State (Impact GEO-7) and determined the impact to be ***potentially significant***. The MTP/SCS EIR concluded that local policies would not prevent the potential loss of availability of such mineral resources that would be of value to the region and the residents of the State because the decision to permit uses and developments or to protect designated mineral resources is a local decision; therefore, mitigation is required (Mitigation Measure GEO-3).

e. Locally-important Mineral Resources

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS resulting 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 (Impact GEO-8) and determined the impact to be ***less-than-significant***. According to the MTP/SCS EIR, projects and uses near locally-important resources are regulated by local jurisdictions through policies incorporated into general plans, specific plans, and other land use plans; these policies provide protection of mineral resource production and extraction activities. In addition, compliance with SMARA requirements for mineral resource sites and notice requirements would further minimize impacts to locally-important mineral resource sites; therefore, mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

None (see Project Specific Impact Discussion below).

PROJECT SPECIFIC IMPACT DISCUSSION

a-c. As the project site consists of an existing building, electricity and natural gas are already currently provided to the project site. The proposed project would involve demolition of the existing building and associated parking lot and construction of a mixed-use residential and commercial development. As the existing building is currently vacant, the current energy usage at the site would be expected to be minimal, if any. Thus, implementation of the proposed project would result in an increase in energy usage at the site. However, as the project has historically been in use as an office building, the increase due to the proposed project would not be considered substantial in comparison to past uses. Thus, the demand on existing sources of energy associated with the proposed project would not be considered a substantial increase or require the development of new sources of energy. In addition, the proposed project would be required to comply with all applicable regulations associated with reducing energy usage, including Parts 6 and 11 of the CCR Title 24, the City's CAP, and the Master EIR policies related to energy efficiency, which would ensure that the proposed project would not use electricity or natural gas resources in a wasteful or inefficient manner. Therefore, the project's impacts to energy would be considered ***less than significant***.

d,e. As stated above, according to Figure 6.5-3 of the Master EIR, the project site is located in an area classified as MRZ-3, which is not considered to contain significant mineral

deposits. In addition, the project is currently developed, surrounded by existing development, and is not zoned or designated for mineral uses. Therefore, the proposed project would result in ***no impact*** related to mineral resources.

PROJECT SPECIFIC MITIGATION MEASURES

None.

FINDINGS

The proposed project would not have additional project-specific environmental effects relating to energy and mineral resources.

V. GEOLOGY AND SOILS.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	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 on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The following background setting information focuses on the existing topography of the project site, the underlying bedrock, and site seismicity, as well as the general conditions and expansiveness of the on-site soils.

Geology

The City of Sacramento is located in the Great Valley geomorphic province of California. The Great Valley is generally considered less seismically active than other areas of California. The majority of significant, historic faulting (and groundshaking) in the vicinity of Sacramento has been generated along distant faults. Sacramento is surrounded by several faults in the San Andreas fault system to the west and the Eastern Sierra fault system to the east. A series of faults also run along the eastern base of the foothills west of the City.

The Alquist-Priolo Special Studies Zone Act of December 1972 (AP Zone Act) regulates development near active faults so as to mitigate the hazard of surface fault rupture. The AP Zone Act requires that the State Geologist (Chief of the California Department of Mines and Geology [CDMG]) delineates “special study zones” along known active faults in California. Cities and counties affected by these zones must regulate certain development projects within these zones. The AP Zone Act prohibits the development of structures for human occupancy across the traces

of active faults. According to the AP Zone Act, "active faults" have experienced surface displacement during the last 11,000 years. "Potentially" active faults are those that show evidence of surface displacement during the last 1.6 million years. A fault may be presumed to be inactive based on satisfactory geologic evidence; however, the evidence necessary to prove inactivity sometimes is difficult to obtain and locally may not exist.

Known faults do not exist within the greater Sacramento region and Planning Area identified in the Sacramento 2030 General Plan Master Draft EIR. The Master EIR indicates that Sacramento is located within an area of relatively low severity, due to the lack of known major faults and low historical seismicity in the region. The maximum expected earthquake intensity is between VII and VIII on the Modified Mercalli Intensity Scale. Buildings in the City are at varying degrees of risk for damage during such earthquakes. The 2030 General Plan further states that the earthquake resistance of any building is dependent upon an interaction of seismic frequency, intensity and duration with the structure's height, condition, and construction materials.

Soils

Soil properties can affect the construction and maintenance of roads, building foundations, and infrastructure. The Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over 30 individual soil units in the City of Sacramento.[2] The soils identified in the Master EIR represent soils in their native, undisturbed state and reflect conditions in 1993, when the soil survey was published. Since then, areas have been developed and could contain artificial fill materials, such as the proposed project. The City of Sacramento may be susceptible to some soil hazards, such as erosion, shrink/swell potential (expansive soils), and subsidence.

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. Although erosion occurs naturally, it is often accelerated by human activities that disturb soil and vegetation. Erosion potential is generally identified on a case-by-case basis, depending on factors such as climate, soil cover, slope conditions, and inherent soil properties.

Shrink/swell potential refers to soils that expand when wet and shrink when dry. Shrink/swell occurs primarily in soils with high clay content and can cause structural damage to foundations and roads that do not have proper structural engineering and are generally less suitable or desirable for development than non-expansive soils.

Subsidence is the sinking of land, usually occurring over broad areas, which can be either natural or induced by human activities such as the over-withdrawal of groundwater, oil, and natural gas and by peat oxidation. Subsidence could produce cracks in pavements and buildings, and may dislocate wells, pipelines, and water drains.

The project site currently consists of an existing vacant commercial building and a surface parking lot. Therefore, the project site soils are currently graded, compacted, and could contain engineered fill material, which would have been previously inspected and approved by the City of Sacramento. The project site's soils are capable of supporting the proposed construction of a mixed-use residential and commercial development.

[2] City of Sacramento. *2030 General Plan Draft Master Environmental Impact Report*. July 2008.

STANDARDS OF SIGNIFICANCE

For the purposes of this environmental document, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, and erosion in the General Plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

Policies

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.

EC 1.1.2 **Geotechnical Investigations.** The City shall require geotechnical investigations to determine the potential for ground rupture, earth shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present.

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.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 9 of the MTP/SCS EIR evaluated potential impact to geology and soils that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. (i) Earthquake Risk

The MTP/SCS EIR analyzed the potential impact related to earthquakes (GEO-1a) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that the MTP/SCS plan area experiences relatively low levels of seismic activity and projects are required by law to conform with the current seismic design provisions of the Uniform Building Code (UBC) and California Building Code (CBC); therefore, mitigation is not required.

a. (ii) Strong Seismic Ground Shaking Risk

The MTP/SCS EIR analyzed the potential impact related to strong seismic ground shaking (GEO-1b) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that the MTP/SCS plan area experiences relatively low levels of seismic activity and projects are required by law to conform with the current seismic design provisions of the UBC and CBC; therefore, mitigation is not required.

a. (iii) Seismic-Related Ground Failure Risk (e.g. Liquefaction)

The MTP/SCS EIR analyzed the potential impact related to seismic-related ground failure, including liquefaction (GEO-1c) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that the MTP/SCS plan area experiences relatively low levels of seismic activity and projects are required by law to conform with the current seismic design provisions of the UBC and CBC; therefore, mitigation is not required.

a. (iv) Landslide Risk

The MTP/SCS EIR analyzed the potential impact related to landslides (GEO-1d) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that the MTP/SCS plan area is relatively flat and not seismically active, and because the probability of ground shaking is low, the risk of landslides is also low. In addition, projects are required by law to conform with the current seismic design provisions of the UBC and CBC; therefore, mitigation is not required.

b. Substantial Soil Erosion or the Loss of Topsoil

The MTP/SCS EIR analyzed the potential impact related to substantial soil erosion or the loss of topsoil due to project implementation and during construction activities (Impact GEO-2). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure GEO-1, which requires erosion control measures, the impact would be ***potentially significant***.

c. Location on a Geological Unit or on Soil that is Unstable

The MTP/SCS EIR analyzed the potential impact related to locating the project on a geologic unit or soil that is unstable, or that would become unstable (Impact GEO-3) and determined the impact to be ***less-than-significant***. As a result, mitigation is not required.

d. Expansive Soils

The MTP/SCS EIR analyzed the potential impact related to locating the project on expansive soils and creating a substantial risk to life or property (Impact GEO-4) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that this impact is largely addressed through the integration of geotechnical information in the planning and design process for projects, in accordance with standard industry practices and State-provided guidance, such as the California Geological Survey Special Publication 117A and UBC and CBC requirements. As a result, mitigation is not required.

e. Soils Incapable of Supporting Septic Systems

The MTP/SCS EIR analyzed the potential impacts related to septic systems (Impact GEO-5) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that local jurisdictions have policies and implementation measures relevant to the use of septic tanks or alternative wastewater disposal where applicable. As a result, mitigation is not required.

It should be noted that the proposed project would be connected to the City's existing sewer and water system.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of MTP/SCS EIR Mitigation Measure GEO-1, which requires erosion control measures, would reduce the project-level impacts related to substantial soil erosion or the loss of topsoil (Impact GEO-2), to a *less-than-significant level*.

MM GEO-1 *The implementing agency should require the development and implementation of detailed erosion control measures, consistent with the CBC and UBC regulations and guidelines and/or local NPDES, to address erosion control specific to the project site; revegetate sites to minimize soil loss and prevent significant soil erosion; avoid construction on unstable slopes and other areas subject to soil erosion where possible; require management techniques that minimize soil loss and erosion; manage grading to maximize the capture and retention of water runoff through ditches, trenches, siltation ponds, or similar measures; and minimize erosion through adopted protocols and standards in the industry. The implementing agency should also require land use and transportation projects to comply with locally adopted grading, erosion, and/or sediment control ordinances beginning when any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed.*

If a local grading, erosion, and/or sediment control ordinance or other applicable plans or regulations do not exist, the jurisdiction should adopt ordinances substantially addressing the foregoing features and apply those ordinances to new development projects.

The MTP/SCS EIR considers Impact GEO-2 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt this mitigation measure, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure GEO-1 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a. The City of Sacramento's topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active fault. However, the 2030 General Plan indicates that groundshaking would occur periodically in Sacramento as a result of distant earthquakes. The 2030 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project site is not located near any

active or potentially active faults, strong groundshaking could occur at the project site during a major earthquake on any of the major regional faults.

Due to the seismic activity in the State, construction is required to comply with Title 24 of the Uniform Building Code (UBC). Chapter 15.20 of the Sacramento City Code adopts the UBC and mandates compliance. All new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong groundshaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong groundshaking and seismic-related ground failure. Therefore, the project's impact would be considered ***less than significant***.

b, d. The project site is flat and currently developed with a 120,000-sf vacant office building and parking lot. Because the project site is currently developed, the proposed project would not increase the amount of impervious surfaces and would not increase the erosion rate at the site. While the proposed improvements would not require substantial ground disturbance, the demolition and construction activities could result in temporarily exposed soils. Exposed soil could be transported to downstream waterways when subject to wind and/or water.

The City of Sacramento has adopted standard measures to control erosion and sediment during construction. All projects in the City of Sacramento are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The City's grading ordinance (Chapter 15.88 of Sacramento City Code) specifies construction standards to minimize erosion and runoff, with which the project would comply. In addition, implementation of mitigation measure MM GEO-1 would be required. Therefore, the potential for erosion and/or unstable soil conditions at the project site would not occur after construction of the site and would be minimized during construction through compliance with the City's standards and codes. Consequently, impacts associated with erosion, loss of topsoil, and expansive soil would be considered ***less than significant***.

c. Youngdahl Consulting Group, Inc. (Youngdahl) prepared a Geotechnical Review and Consultation Letter specifically for the project site, dated June 3, 2013. Youngdahl performed a cursory review of available literature regarding the support characteristics of the native soils beneath the project site.

Youngdahl reviewed documentation of nearby environmental sites under the review of the State Water Resources Control Board (SWRCB) and as posted on the Geotracker website, soil survey data provided by the United States Department of Agriculture National Resource Conservation District, and California Geological Survey (CGS) Geologic Map of the Sacramento Quadrangle. According to Youngdahl the project site is underlain by Quaternary alluvial deposits and Quaternary deposits from the Riverbank Formation consisting of unconsolidated gravel, sand, silt, and clay. In addition, Youngdahl obtained subsurface information, which included blow count data for the property located at 1876B Stockton Blvd in the City of Sacramento, approximately 0.1-mile northwest of the proposed

project across US 50. The subsurface information confirmed the local presence of hardpan materials with high blow count values and very good support characteristics.

Furthermore, the project site is located adjacent to the existing US 50 road embankment. Due to the project site being at the toe of the embankment and the relatively level grades proceeding southward from the toe, the site is not anticipated to contain significant amounts of fill soils. Based on the close proximity of the reviewed borings, the site is likely underlain by hardpan type materials with very good support characteristics.[3] However, some localized fills may be present; therefore, the project's impact would be considered ***potentially significant***.

e. The 4.9-acre site comprises of a vacant 120,000 sf office building and associated parking lot. Wastewater infrastructure exists under the parking lot. The project includes a connection to the existing sewer line. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

PROJECT SPECIFIC MITIGATION MEASURES

VI-1. *After demolition of the project site, and prior to issuance of a building permit for new construction, the applicant shall submit a design-level geotechnical report with on-site subsurface exploration for the review and approval of the City. The report shall include recommendations, if necessary, to ensure building foundations are designed to adequately support the proposed buildings.*

FINDINGS

All additional significant environmental effects of the proposed project relating to geology and soils would be mitigated to a *less-than-significant* level with the implementation of MTP/SCS EIR Mitigation Measures GEO-1 and SCEA IS Mitigation Measure VI-1.

[3] Youngdahl Consulting Group, Inc. *Geotechnical Review and Consultation Letter Addressed to the Evergreen Company*. June 3, 2013.

VI. HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	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?	☐	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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 result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

ENVIRONMENTAL AND REGULATORY SETTING

The project site currently consists of an existing 120,000-sf vacant office building, which was constructed in approximately 1950, and associated paved parking lot. Lead-based paint was banned by the federal government in 1978. For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as "presumed asbestos-containing material" unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Therefore, due to the age of the existing building, asbestos-containing material and lead-based paint may be present, which are both considered health hazards.

Existing development completely surrounds the site, including major roadways and residential development. The project area is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and the site is not known or expected to contain any existing contaminated soils. The Sacramento Executive Airport, which is the nearest airport to the project site, is located nearly four miles southwest of the project site. Sacramento Charter High School is located approximately 0.25 mile southwest of the project site.

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the SMAQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD's Rule 902, related to regulated asbestos-containing material (RACM) associated with commercial renovations and demolitions, is discussed in further detail below.

SMAQMD Rule 902

The work practices and administrative requirements of SMAQMD's Rule 902 apply to all commercial renovations and demolitions where the amount of RACM is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 sf of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that an asbestos survey be conducted prior to demolition or renovation unless:

- The structure is otherwise exempt from the rule, or
- Any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if the material is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis.

Removal Practices, Removal Plans, Notification, and Disposal

If the asbestos survey shows that asbestos-containing materials are present, the SMAQMD recommends leaving them in place. If disturbance of the asbestos is necessary as part of a renovation, remodel, repair or demolition, the California Occupational Safety and Health Administration (Cal-OSHA) and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material. Specific disposal requirements are included in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

STANDARDS OF SIGNIFICANCE

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

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.6 of the Master EIR evaluated the potential effects of development on hazardous materials, emergency response and aircraft crash hazards. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2030 General Plan, including PHS 3.1.1 and PHS 3.1.2 were effective in reducing the identified impacts.

Policies

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.

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.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 10 of the MTP/SCS EIR evaluated potential impact to hazards and hazardous materials that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Routine Transport or Disposal of Hazardous Materials

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Impact HAZ-1) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that projects are required by law to conform with the current requirements for the classification of materials, packaging, hazard communication, transportation, handling HAZMAT employee training, and incident reporting, is regulated through Title 49 of the C.F.R., Hazardous Materials Regulations; therefore, mitigation is not required.

b. Accidental Release of Hazardous Materials into the Environment

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS creating 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 (Impact HAZ-2a) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that with the extensive set of existing federal, State, and local regulations preventing an accidental release of hazardous materials into the environment through proper storing, containing, and handling of hazardous materials mitigation is not required.

c. Emit or Handle Hazardous Material Within One-quarter Mile of a School

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Impact HAZ-3) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that with the extensive set of existing federal and State regulations controlling emissions and the handling of hazardous materials mitigation is not required.

d. Hazardous Materials List Pursuant to Government Code Section 65962.5

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS 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 create a significant hazard to the public or the environment (Impact HAZ-4). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure HAZ-2, which would require a Phase 1 Environmental Site Assessment (ESA), the impact would be ***potentially significant***.

e, f. Airport Land Use Plan or Vicinity of a Private Airstrip

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS 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 within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area (Impacts HAZ-5 and HAZ-6) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that improvements included in the proposed MTP/SCS are more likely to improve safety (through improvements to the roadway network and public transportation) than cause hazards or interfere with airport operations; therefore, mitigation is not required.

g. Emergency Response or Evacuation Plan

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Impact HAZ-7) and determined the regional impact to be ***less-than-significant***. The MTP/SCS EIR concluded that because public services are regulated at the local level, local jurisdictions have different goals, standards, and policies related to the provision of public services, mitigation is not required.

h. Wildland Fires

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS exposing people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (HAZ-8) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that wildfire prevention is a shared responsibility between federal, State, and local agencies. Federal lands fall under Federal Responsibility Areas, and all incorporated areas and other unincorporated lands are classified as Local Responsibility Areas; therefore, mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of following mitigation measure, would reduce the project-level impacts related to hazards and hazardous materials to a *less-than-significant* level.

MM HAZ-2 *The implementing agency should determine whether specific project sites are listed on government lists of hazardous materials and/or waste sites compiled pursuant to Government Code Section 65962.5. Implementing agencies should require preparation of a Phase I ESA that meets the American Society for Testing and Materials (ASTM) standards for any listed sites or sites with the potential of residual hazardous materials and/or waste as a result of location and/or prior uses. Implementing agencies should require that recommendations of the Phase I ESA be fully implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency should require a Phase II ESA, and recommendations of the Phase II ESA should be fully implemented.*

The MTP/SCS EIR considers Impacts HAZ-2a and HAZ-4 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt these mitigation measures, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR

Mitigation Measure HAZ-2 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a,b. The proposed project would involve demolition of the existing building and associated parking lot and construction of a mixed-use residential and commercial development. Residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would consist primarily of typical household cleaning products and fertilizers, which would be utilized in small quantities and in accordance with label instructions, which are based on federal and/or State health and safety regulations. The proposed commercial development could involve a number of potential uses, including retail or restaurant, among others. The project applicant, builders, contractors, business owners, and others would be required to use, store, and transport hazardous materials in compliance with all applicable local, State, and federal regulations during operation of the commercial use. It should be noted that the transport of hazardous materials is regulated by the California Highway Patrol and Caltrans, and the use of hazardous materials is regulated by the Department of Toxic Substances Control (Title 22 of the CCR). Because the proposed project would be required by law to implement and comply with existing hazardous material regulations, operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through the release of hazardous materials through reasonably foreseeable upset and accident conditions. In addition, according to the above Air Quality section of this SCEA IS, the project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project.

Construction of the proposed project would primarily be limited to above-ground improvements. A few subsurface improvements would likely be necessary for sewer and water line connection purposes; however, such improvements are not likely to require dewatering. During construction, small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and removed from the project site and transported to and from the site. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. However, contractors would be required to transport, store, and handle hazardous materials required for construction in a manner consistent with relevant regulations and guidelines, including California Health and Safety Codes and local City ordinances.

Due to the age of the existing building, asbestos-containing material and lead-based paint may be present, which could become airborne during demolition activities. Thus, during demolition, the proposed project could potentially expose construction workers and/or nearby residents or pedestrians to the hazardous materials. Because the proposed project could create a hazard to the public or the environment through the potential upset or accidental condition involving the release of hazardous materials (i.e., asbestos and lead-based paint) into the environment, a ***potentially significant*** impact would occur.

c. The proposed project site is located approximately 0.25 mile of the nearest school, Sacramento Charter High School. Asbestos-containing materials and lead-based paint

could be present on-site associated with the existing building, which could become airborne during construction activities; however, the mitigation measures required would reduce any related impacts to a less-than-significant level. Therefore, the proposed project would not emit hazardous emission or handle hazardous or acutely hazardous materials, substances, or waste, and impacts would be considered ***less than significant***.

d. As stated above, the proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a significant hazard to the public or the environment, and ***no impact*** would occur.

e,f. The nearest airport to the project site is the Sacramento Executive Airport, which is located nearly four miles southwest of the project site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur.

g. The proposed project would not alter the existing street system, and the limited construction activities associated with the project improvements would not result in temporary blockage of any roadways. Therefore, the proposed project would not impair implementation of or physically interfere with any emergency response or evacuation plan, and a ***less-than-significant*** impact would occur.

h. The primary threat related to wildland fire is due to open grasslands abutting residential developments. The project site currently contains urban development with predominantly impervious surfaces. With implementation of the proposed project, urban development with predominantly impervious surfaces would still occur on the site. Existing development completely surrounds the site, including major roadways and residential development. As such, the proposed project is not located near any open grassland. In addition, the proposed project would be required to comply with all applicable fire safety standards set forth by the City. Therefore, the project would have ***no impact*** with respect to exposing people or structures to the risk of loss, injury or death involving wildland fires.

PROJECT SPECIFIC MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VI-1 *Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain lead-based paint. If structures do not contain lead-based paint, further mitigation is not required. If lead-based paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations, subject to approval by the City. Upon completion of demolition, the soil at the site of the building shall be tested for contaminants and appropriately remediated, if required, prior to commencement of construction.*

VI-2 *Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain asbestos. If structures do not contain asbestos, further mitigation is not required. If any structures contain asbestos, the application for the demolition permit shall include an asbestos abatement plan consistent with federal, State, and local standards, subject to review and approval by the City. The plan shall demonstrate how the on-site asbestos-containing materials shall be removed and include the requirement that work shall be conducted by a Cal-OSHA registered asbestos abatement contractor in accordance with Title 8 CCR 1529 regarding asbestos training, engineering controls, and certifications. Upon completion of asbestos abatement, an asbestos consultant shall collect air samples and analyze them for the presence of asbestos fibers in order to further assure adequate air quality.*

FINDINGS

All additional significant environmental effects of the proposed project relating to hazards and hazardous materials would be mitigated to a *less-than-significant* level with the implementation of MTP/SCS EIR Mitigation Measures HAZ-2, SCEA IS Mitigation Measures VI-1, and VI-2.

VII. HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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 (i.e., 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)?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The proposed project site contains an existing 120,000-sf vacant office building (formerly AT&T) and associated parking lot. The site is located 2.95 miles east of the Sacramento River and 2.0 miles south of the American River; however, the site contains no creeks, wetlands or other hydrologic features. The project site is in a highly developed area of Sacramento. Currently the project site is almost entirely comprised of impervious surfaces and as a result, stormwater is directed to on-site drains and ultimately to the City Combined Sewer System (CSS).

Flooding

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The proposed project is located in the Flood zone designated as an X zone on the FEMA FIRMs (Community Panel Number 06067C0190H). Within the X zone, there are no requirements to elevate or flood proof.

Watershed and Hydrological Characteristics

The project site is located in the Sacramento River watershed. The Sacramento River is the main drainage in this watershed and originates near Mount Shasta in the Cascades Range. Tributaries to the Sacramento River include the Feather River, Cache Creek, Putah Creek, Dry Creek, American River, Arcade Creek, Morrison Creek, and Laguna Creek. The Sacramento River drains an area of approximately 43,500 square miles including all or parts of six landforms or physiographic provinces, including the Great Basin, the Middle Cascade Mountains, the Sierra Nevada, the Klamath Mountains, the Coast Ranges, and the Sacramento Valley. The Sacramento River flows south from the northern mountain ranges before discharging into the Sacramento-San Joaquin River Delta.

Surface Water Quality

Surface water quality in the Sacramento region is considered sufficient for municipal, agricultural, wildlife, and recreational uses; however, several of the larger water bodies in the Sacramento region are listed as impaired according to Section 303(d) of the Clean Water Act (CWA) of 1972 (33 U.S.C. §1251 et seq.). Beneficial use impairments can result from several factors but are generally a result of pollutant discharges from point and non-point sources. Point sources of pollutants include discharges of treated effluent from municipal wastewater treatment plants and wastewater discharges from industrial and commercial facilities. Non-point pollutant sources include urban runoff, construction runoff, livestock and animal wastes, and runoff from agricultural areas. Water quality is expected to reflect the land uses in the watershed. Urban land uses typically contribute sediment, hydrocarbons and metals, pesticides, and trash. The proposed project would be expected to contribute similar contaminants.

Groundwater and Groundwater Quality

The project site is located within the South American groundwater basin, which is located in the southeastern portion of the Sacramento groundwater basin. According to the MTP/SCS EIR, the South American groundwater basin has a surface area of 388 square miles and is bounded on the west by the Sacramento River, on the south by the Cosumnes and Mokelumne Rivers, on the east by the Sierra Nevada, and on the north by the American River. Water-bearing formations in this basin consist of continental deposits of Quaternary and Late Tertiary age, including flood basin deposits, dredger tailings, stream channel deposits, older alluvium, and Miocene/Pliocene volcanics. The thickness of these deposits changes from a few hundred feet at Sierra Nevada foothills in the east to well over 2,500 feet in the western margin of the basin. Groundwater levels in this basin have fluctuated over the last several years as a result of dry years and well activity. Existing groundwater levels are approximately 20 feet or less throughout the basin. Groundwater in the South American subbasin is generally of good to excellent quality.

Water Supply

The City uses surface water from the Sacramento and American Rivers, and groundwater pumped from the North American and South American Subbasins to meet its water demands.

Wastewater

The public wastewater collection system within the City includes a CSS in the older Central City area where the project site is located, and a newer separated sewer system (sanitary sewer) in the remaining areas of the City. The CSS serves residences and businesses generally within the Downtown, East Sacramento, and Land Park communities, which contribute both sanitary sewage and storm drainage flows (combined sewer) to the CSS. The communities of East Sacramento, River Park and Tahoe Park contribute only sanitary sewage flows to the CSS.

Flows conveyed by the City's wastewater systems are routed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) for treatment and disposal via an interceptor system consisting of large diameter pipes and pump stations. The interceptor system and the SRWWTP, located just south of the City limits, are owned and operated by the independent Sacramento Regional County Sanitation District (SRCSD).

The Stormwater Quality Improvement Plan (SQIP) (July 2007) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management program for 2007-2011. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program.

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes drainage to the storm drain system or CSS, all storm water and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or CSS, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property. Because the CSS is considered at or near capacity, all additional inflow into the system is required to be mitigated. The Sewer Development Fee Fund is used to recover a share of the capital costs of the City's existing or newer system facilities or the City's existing. A CSS Mitigation fee is collected to recover a share of the capital costs to offset sewage impacts to the CSS. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees that are associated with impacts to the treatment system.

STANDARDS OF SIGNIFICANCE

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

- Substantially degrade water quality and violate any water quality objectives set by the SWRCB, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2030 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2030 General Plan, including a directive for regional cooperation (Policies ER 1.1.2 and EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

Policies

ER 1.1.2 **Regional Planning.** The City shall continue to work with local, State, and federal agencies and private watershed organizations to improve water quality.

EC 2.1.1 **Interagency Flood Management.** The City shall work with local, regional, State, and federal agencies to maintain an adequate information base, prepare risk assessments, and identify strategies to mitigate flooding impacts.

EC 2.1.14 **Comprehensive Flood Management Plan.** The City shall maintain, implement, update, and make available to the public the Local Comprehensive Flood Management Plan.

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.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.7-3: Implementation of the 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a localized 100-year flood.

Impact 6.7-6: Implementation of the 2030 General Plan, in addition to other projects in the watershed, could result in increased numbers of residents and structures exposed to a localized 100-year flood event.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Mitigation Measure 6.7-6 - General Plan Policy ER 1.1.5 - No Net Increase: 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.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 11 of the MTP/SCS EIR evaluated potential impact to hydrology and water quality that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a, e, f. Water Runoff and Water Quality

The MTP/SCS EIR analyzed the potential impacts related to water runoff and water quality (Impact HYD-1) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that implementation of the proposed MTP/SCS would result in development beyond the existing urban footprint that could create additional sources of runoff. However, because local, State and federal policies and regulations are in place to provide adequate stormwater drainage capacity and control polluted runoff, implementation of the proposed MTP/SCS would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; therefore, mitigation is not required.

b. Groundwater

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (Impact HYD-6). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure HYD-5, which would ensure adequate public services and utilities would be available to satisfy levels identified in local general plans or service master plans, the impact would be ***potentially significant***.

c, d. Drainage

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS substantially altering the existing drainage pattern (Impact HYD-2). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measures HYD-1, HYD-2, and HYD-3, which would manage stormwater run-off and other surface drainage, use BMPs to treat water quality, and reduce soil erosion, the impact would be ***potentially significant***.

g, h. 100-year Floodplain

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS increasing the amount of housing in flood hazard areas (Impact HYD-3). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure HYD-4, which would require project project-specific hydrology studies, the impact would be ***potentially significant***.

i. Failure of a Levee or Dam

The MTP/SCS EIR analyzed the potential impacts related to exposing 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 (Impact HYD-4) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that based on State and federal regulations potential exposure of 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; mitigation is not required.

j. Inundation by Seiche, Tsunami, or Mudflow

The MTP/SCS EIR analyzed the potential impacts related to the inundation by seiche, tsunami, or mudflow (Impact HYD-5) and determined the impact to be ***less-than-significant***. The MTP/SCS EIR concluded that given the region's absence of tsunamis and low level of earthquake risk, a low probability of seiche occurrence; mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of following mitigation measures, would reduce the project-level impacts related to hydrology and water quality to a *less-than-significant* level.

MM HYD-1 *The implementing agency should require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans or a project-specific drainage analysis satisfactory to the jurisdiction's engineer of record.*

MM HYD-2 *The implementing agency should require the use of BMPs or equivalent measures to treat water quality at on-site basins, prior to leaving the project site, and/or at the municipal system as necessary to achieve local or other applicable standards. This should be demonstrated by requiring consistency with local standards and practices for water quality control and management of erosion and sedimentation, and/or other applicable standards, including the CBC and UBC regulations and guidelines and/or local NPDES.*

MM HYD-3 *Implement Mitigation Measure GEO-1.*

MM HYD-4 *The implementing agency should conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows to a less than significant level. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to development in the floodplain.*

MM HYD-5 *Implement Mitigation Measure PS-1.*

The MTP/SCS EIR considers Impacts HYD-2, HYD-3 and HYD-6 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt these mitigation

measures, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measures HYD-1, HYD-2, HYD-3, HYD-4, and HYD-5, are applicable to the proposed project, could be feasibly implemented, and are hereby incorporated into this SCEA IS as requirements of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a,f. The proposed project site is currently developed and contains impervious services. Therefore, all the stormwater that fall on the project site flows to existing drains and feeds into the existing City CSS. Post construction, the proposed project would include impervious services and the storm drainage would continue to flow into the City CSS. However, construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff.

Disturbance on-site could increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for storm water discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009- 0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff also inspect and enforce the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Because the proposed project would require construction activities that would result in a land disturbance greater than one acre, the applicant would be required by the State to obtain the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit), which pertains to pollution from grading and project construction. Compliance with the Permit requires the project applicant to file a Notice of Intent (NOI) with the SWRCB and prepare a SWPPP prior to construction. The SWPPP would incorporate BMPs in order to prevent, or reduce to the greatest feasible extent,

adverse impacts to water quality from erosion and sedimentation. Compliance with the aforementioned permit requirements would ensure that short-term construction activities would not result in a degradation of downstream water quality.

Conformance with City regulations and permit requirements along with implementation of BMPs, construction activities under the proposed project would result in a less-than-significant impact related to storm water absorption rates, discharges, flows, and water quality associated with construction.

Therefore, conformance with City regulations and permit requirements would result in a ***less-than-significant*** impact related to stormwater absorption rates, discharges, flows, and water quality.

b. The proposed project would not utilize groundwater resources for domestic or irrigation water needs. The proposed project would be considered infill development, which usually do not rely on groundwater. Groundwater basins in the project area are not utilized as public water sources. Rather, the City of Sacramento mainly utilizes surface water from the Sacramento and American Rivers. In addition, as the site is located south of the American River where the City does not pump a substantial amount of groundwater, development of the site would not substantially impact groundwater supply. Furthermore, groundwater recharge does not currently occur on-site because the 4.9-acre site is entirely paved. As a result, the project would have a ***less-than-significant*** impact with respect to groundwater depletion and recharge.

c-e. Existing water bodies or features do not exist on the project site or in the immediate vicinity. The project site contains an existing commercial building and parking lot. As a result, the entire project site is comprised of impervious surface area. Stormwater runoff from the existing impervious surface area on the project site currently flows into parking lot drain inlets without detention and then into the City storm drain system. Because the site is currently paved, the proposed project would not be expected to significantly alter the existing drainage pattern of the project site or area. Thus, the rate or amount of surface runoff on- or off-site would not change from existing conditions.

Because the project would not create or replace one or more acres of impervious area, flow control measures for stormwater runoff are not required for the project. As a result of the pre-existing impervious nature of the site, the project would have a ***less-than-significant*** impact with respect to creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems. For these reasons the project would also have a less-than-significant impact relative to altering the existing drainage pattern in a manner which would result in substantial erosion, siltation, or flooding on- or off-site.

g-i. As described above, the project site is located in Flood zone designated as an X zone on the FEMA FIRMs. Within the X zone, there are no requirements to elevate of flood proof. The project site is not within 50 feet of a levee, therefore would not be subject to levee setback limitations (General Plan Policy EC 2.1.7), nor would it obstruct access to levees (General Plan Policy EC 2.1.13). Additionally the General Plan includes Policy EC 2.1.3 that ensures funding to meet a minimum level of 200-year regional flood protection is obtained as quickly as possible. Future development is required to comply with Policies EC 2.1.2, EC 2.1.3, EC 2.1.14 which require the City to maintain eligibility under the

National Flood Insurance Program (NFIP) and cooperate with regional flood planning efforts, and update the City's Floodplain Management Plan.

In addition, localized flooding caused by failure of the storm drainage system, which typically results in street flooding could occur as a result of the proposed project due to increased storm water runoff. Implementation of General Plan Policy ER 1.1.5 requires that there be no net increase in storm water runoff peak flows over existing conditions associated with a 100-year storm event. Implementation of General Plan Policy U 4.1.5 requires new development proponents to submit drainage studies that adhere to City storm water design requirements and incorporate measures to prevent on- or offsite flooding (Sacramento City Code Title 13, Chapter 13.08, Article III(A)). As a result, the project would not place structures within the 100-year floodplain, nor 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. Therefore, a ***less-than-significant*** flooding impact would result.

j. The project area is located over 50 miles from the Pacific Ocean. Tsunamis typically affect coastlines and areas up to ¼-mile inland. Due to the project's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of its distance from any enclosed bodies of water. The nearest enclosed body of water to the project site is the Contra Loma Reservoir, which is located approximately 20 miles northeast of the project site. Because steep slopes are not located in close proximity to the site, mudflows would not pose an issue. Therefore, a ***less-than-significant*** impact would occur related to inundation by seiche, tsunami, or mudflow.

PROJECT SPECIFIC MITIGATION MEASURES

None.

FINDINGS

All additional significant environmental effects of the proposed project relating to hydrology and water quality would be mitigated to a *less-than-significant* level with the implementation of 2030 General Plan Master EIR Mitigation Measure 6.7-6 and MTP/SCS EIR Mitigation Measures HYD-1, HYD-2, HYD-3, HYD-4, and HYD-5.

VIII. NOISE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project result in:				
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?	☐	☒	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

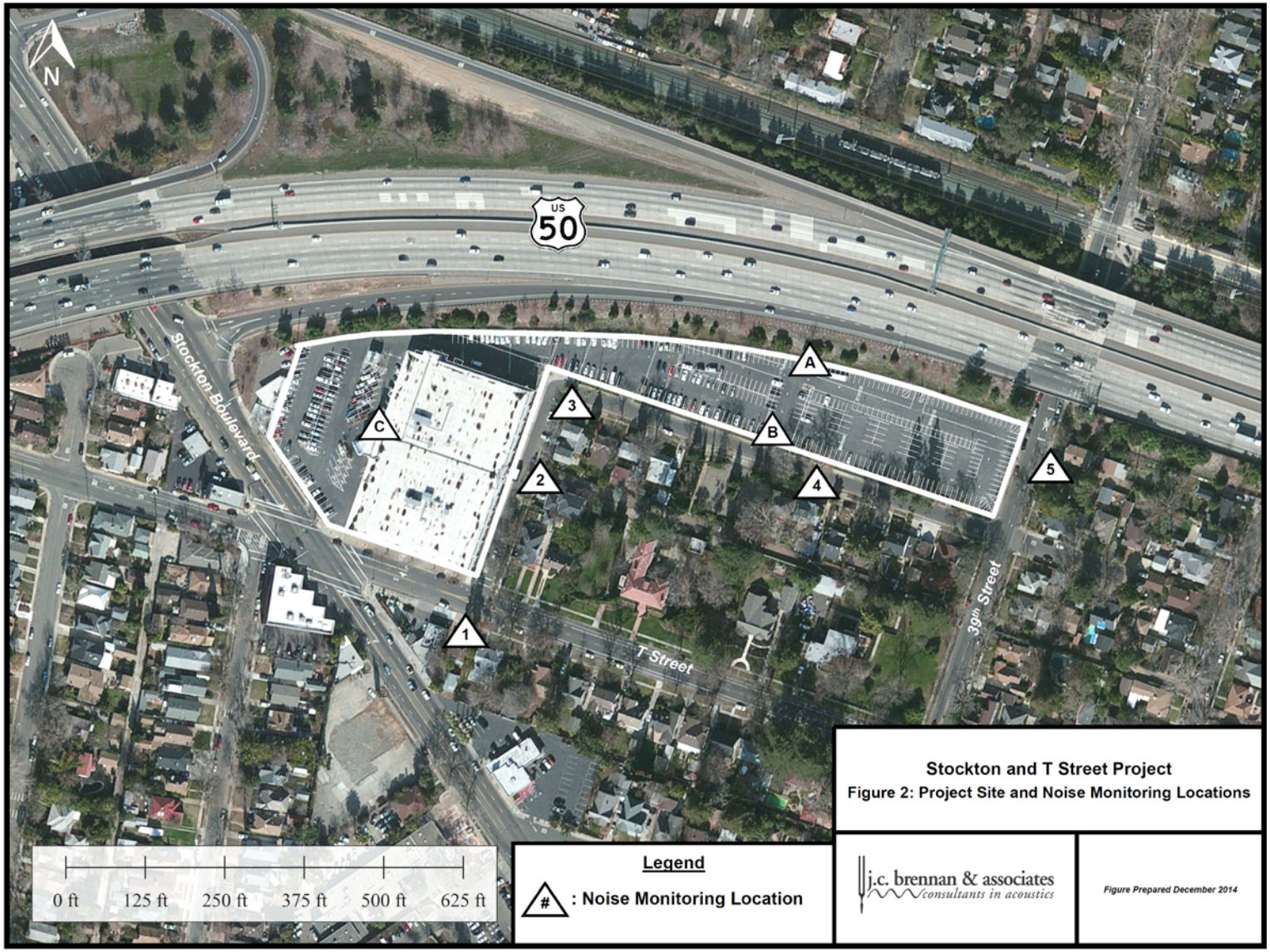
ENVIRONMENTAL SETTING

The project is in the City of Sacramento, Center and Corridor Community, the Folsom-line light rail group, and specifically within the half mile buffer around the existing 39th Street stop. The project is close to the Central City area and bounded by US 50 to the north, Stockton Boulevard to the west, T Street to the south, and an existing single-family residential neighborhood to the west.

Existing Ambient Noise Levels

To quantify the existing ambient noise environment in the project vicinity, continuous 24 hour noise level measurements were conducted on the project site by j.c.brennan & associates on Thursday September 18th - Friday September 19th, 2014. The noise measurement locations are shown on Figure 6. The continuous noise level measurement survey results are provided in Table 4. Table 5 provides a summary of the short-term ambient noise level survey. Appendix D provides the complete results of the continuous noise level measurement survey.

Figure 6
Noise Measurement Locations



Source: j.c. brennan & associates, Inc. 2014.

Table 4
Summary of Continuous Ambient Noise Measurements

Site	Location	Date	L_{dn}	Average Measured Hourly Noise Levels, dB					
				Daytime (7am-10pm)			Nighttime (10pm-7am)		
				L_{eq}	L_{50}	L_{max}	L_{eq}	L_{50}	L_{max}
A	On Project Site – At Caltrans right-of-way	9/18-9/19 2014	72	68	66	77	65	63	75
B	On Project Site – At south boundary of project site	9/18-9/19 2014	73	69	67	72	66	64	76
C	On Project Site – Roof of existing two-story building. 315 feet to US 50 centerline	9/18-9/19 2014	77	73	72	84	70	68	81

Source: j.c. brennan & associates, Inc., 2014.

Table 5
Summary of Short-Term Ambient Noise Monitoring

Site	Location	Date - Time	Measured Sound Level, dB			Estimated Day/Night Level (L_{dn})[1]	Notes
			L_{eq}	L_{50}	L_{max}		
ST-1	T Street & 37th South Side	9/19/14 - 11:31 a.m.	63	61	74	67 dB	US 50 & T Street Traffic is the Primary Noise Source, Background Noise is Stockton Blvd Traffic
ST-2	S Street / T Street Alley @ 37th	9/19/14 - 11:46 a.m.	62	62	67	66 dB	US 50 Traffic is Primary Noise Source
ST-3	SE Corner of 37th & S Street	9/19/14 - 11:58 a.m.	68	68	74	72 dB	US 50 Traffic is Primary Noise Source
ST-4	3870 S Street, South Side	9/19/14 - 12:20 p.m.	68	68	71	72 dB	US 50 Traffic is Primary Noise Source
ST-5	1841 39th Street	9/19/14 - 12:33 p.m.	68	68	66	72 dB	US 50 & 39th Street Traffic is the Primary Noise Source, Light Rail is Audible but not Significant

Note:
1. L_{dn} is estimated based upon the difference between L_{eq} and L_{dn} as measured at continuous Site B for the 11:00 and 12:00 hours. The L_{dn} offset was measured to be equal to L_{eq} + 4 dB at 11:00 and 12:00.

Source: j.c. brennan & associates, Inc., 2014.

The sound level meters were programmed to collect hourly noise level intervals at each site during the survey. The maximum value (L_{max}) represents the highest noise level measured during an interval. The average value (L_{eq}) represents the energy average of all of the noise measured during an interval. The median value (L_{50}) represents the sound level exceeded 50 percent of the time during an interval.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use

with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

Existing Roadway Noise Levels

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to predict existing noise levels due to traffic. The model is based upon the Calveno reference noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions.

Traffic volumes for existing conditions were obtained from the Final Transportation Impact Study prepared for the project by Fehr & Peers (dated January 13, 2015). Truck percentages and vehicle speeds on the local area roadways were estimated from field observations.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is believed to be representative of the majority of sensitive receptors located closest to the project-area roadway segments.

Table 6 shows the existing traffic noise levels in terms of L_{dn} at closest sensitive receptors along each roadway segment. This table also shows the distances to existing traffic noise contours. A complete listing of the FHWA Model input data is contained in Appendix D.

Table 6
Existing Traffic Noise Levels

Roadway	Segment	Exterior Traffic Noise Level, dB L_{dn}
35th Street	West of Stockton Blvd.	70.2
Stockton Blvd.	US 50 EB Ramp to T Street	70.2
Stockton Blvd.	South of T Street	63.2
T Street	West of Stockton Blvd.	67.5
T Street	Stockton Blvd to 37th St.	67.5
T Street	37th St. to 39th St.	59.7
T Street	East of 39th St.	59.8
39th St.	North of S Street	70.3
39th St.	S Street to T Street	61.5
39th St.	South of T Street	60.3
S Street	East of 39th St.	37.2
S Street	39th St. to 37 St.	72.0
37th St.	T Street to S Street.	66.1
Gerber Ave.	South of T Street	48.0

Notes:
Traffic noise levels include estimated contribution from US 50 where traffic noise from US 50 was observed to be a primary contributor to overall noise levels.

Source: j.c. brennan & associates, Inc. 2014.

Vibration Standards

Vibration is like noise such that noise involves a source, a transmission path, and a receiver. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities. The City of Sacramento does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and project operations are addressed as potential noise impacts associated with project implementation.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 7 indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v). The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

Table 7
Effects of Vibration on People and Buildings

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/sec.	in./sec.		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: j.c. brennan & associates, Inc. 2014.

STANDARDS OF SIGNIFICANCE

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

- Result in exterior noise levels at existing or new urban infill residential uses of 70 dBA L_{dn} or greater;
- Result in exterior incremental noise level increases of 5 dB or greater where existing noise levels are 50 dB L_{dn} or less;
- Result in interior noise levels of 45 dBA L_{dn} or greater at existing or new residences;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.8 of the Master EIR evaluated the potential for development under the 2030 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources.

General Plan policies establish exterior (Policy EC 3.1.1 and Policy EC 3.1.2) and interior (Policy EC 3.1.3) noise standards. A variety of General Plan Policies provide standards for the types of development required, such as new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use (Policy EC 3.1.8) and call for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences (Policy EC 3.1.9). Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 6.8-1) and interior noise levels (Impact 6.8-2), and vibration impacts (Impact 6.8-4) were found to be significant and unavoidable.

Policies

EC 3.1.1 **Exterior Noise Standards.** The City shall require noise mitigation for all development at locations where the exterior noise standards exceed those shown in Table EC-1, to the extent feasible.

EC 3.1.2 **Exterior Incremental Noise Standards**. The City shall require mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table EC 2, to the extent feasible.

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 for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA Leq (peak hour) for office buildings and similar uses.

EC 3.1.8 **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.

EC 3.1.9 **Residential Streets.** The City shall discourage widening streets or converting streets to one-way in residential areas where the resulting increased traffic volumes would raise ambient noise levels.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

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

Impact 6.8-4: Implementation of the 2030 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.

Impact 6.8-9: Implementation of the 2030 General Plan could result in cumulative construction vibration levels that exceed the vibration-peak-particle velocities greater than 0.5 inches per second.

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

Impact 6.8-5: Implementation of the 2030 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

Impact 6.8-10: Implementation of the 2030 General Plan could result in cumulative impacts on adjacent residential and commercial areas being exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

General Plan Policy EC 3.1.6 – Vibration Screening Distances: The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the Federal Transit Administration (FTA) screening distance criteria.

Impact 6.8-6: Implementation of the 2030 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 13 of the MTP/SCS EIR evaluated potential impact to noise that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Exceed Noise Threshold

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in noise levels that exceed the Community Type L_{dn} thresholds (Impact NOI-1). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure NOI-1, which would employ measures to reduce noise from new land uses and transportation projects, the impact would be ***potentially significant***.

b. Vibration and Groundborne Noise

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in excessive vibration and groundborne noise (Impact NOI-2). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure NOI-2, which would employ vibration-reducing measures on new expanded rail systems, the impact would be ***potentially significant***.

d. Construction Noise

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in construction noise levels that exceed the Community Type L_{dn} thresholds (Impact NOI-3). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measures NOI-3, which would reduce noise, vibration, and groundborne noise generated by construction activities, the impact would be ***potentially significant***.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of following mitigation measures, would reduce the project-level impacts related to noise to a *less-than-significant* level.

MM NOI-1 *For projects that have not undergone previous noise study and that exceed acceptable noise thresholds, the implementing agency should conduct a project-level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified, mitigation measures should be implemented, where feasible, to reduce noise to be in compliance with applicable noise standards. Measurements that can be implemented include but are not limited to:*

- *Constructing barriers in the form of sound walls or earth berms to attenuate noise at adjacent residences;*
- *Using land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;*
- *Constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new*

roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities;

- *Maximizing the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems;*
- *Improving the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise; and*
- *Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.*

MM NOI-2 *The implementing agency should undertake a detailed evaluation of vibration and groundborne noise impacts and identify project-specific mitigation measures, as necessary to reduce vibration to a level that is in compliance with applicable local standards or FTA standards. The following are measures that may be implemented to minimize the effects of vibration and groundborne noise from rail operations:*

- *Comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with FTA vibration and groundborne noise standards. Methods than can be implemented to reduce vibration and groundborne noise impacts include but are not limited to:*
  - *i. Maximizing the distance between tracks and sensitive uses;*
  - *ii. Conducting rail grinding on a regular basis to keep tracks smooth;*
  - *iii. Conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats;*
  - *iv. Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, and ballast mats; and*
  - *v. Implementing operational changes such as limiting train speed and reducing nighttime operations.*

MM NOI-3 *The implementing agency should reduce noise, vibration, and groundborne noise generate by construction activities by taking the following (or equivalent) actions:*

- *Restrict construction activities to permitted hours in accordance with local jurisdiction regulations;*
- *Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);*
- *Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;*
- *Locate stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; and*
- *Predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction.*

The MTP/SCS EIR considers Impacts NOI-1, NOI-2, and NOI-3 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt these mitigation measures,

and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measures NOI-1, NOI-2, and NOI-3, are applicable to the proposed project, could be feasibly implemented, and are hereby incorporated into this SCEA IS as requirements of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

The following section is based upon the Environmental Noise Analysis prepared for the project site by j.c.brennan & associates dated December 22, 2014 (see Appendix D).

a,c. The proposed project could expose existing and new sensitive receptors to a permanent increase in ambient noise levels or noise levels in excess of standards associated with an increase in traffic on area roadways.

Transportation Noise at Existing Sensitive Receptors

Table 8 presents the predicted traffic noise level increases on the local roadway network for existing and existing plus project conditions.

Table 8
Existing and Existing Plus Project Traffic Noise levels

Roadway	Segment	Noise Levels (L_{dn}, dB) at Nearest Sensitive Receptors		
		Existing	Existing + Project	Change
35th Street	West of Stockton Blvd.	70.2	70.2	0.0
Stockton Blvd.	US 50 EB Ramp to T St.	70.2	70.2	0.0
Stockton Blvd.	South of T Street	63.2	63.4	0.2
T Street	West of Stockton Blvd.	67.5	67.5	0.0
T Street	Stockton Blvd to 37th St.	67.5	67.8	0.3
T Street	37th St. to 39th St.	59.7	59.8	0.1
T Street	East of 39th St.	59.8	59.8	0.0
39th St.	North of S Street	70.3	70.3	0.0
39th St.	S Street to T Street	61.5	61.6	0.1
39th St.	South of T Street	60.3	60.3	0.0
S Street	East of 39th St.	37.2	37.2	0.0
S Street	39th St. to 37 St.	72.0	72.0	0.0
37th St.	T Street to S Street.	66.1	66.2	0.1
Gerber Ave.	South of T Street	48.0	49.0	1.0

Notes: Traffic noise levels include estimated contribution from US 50 where traffic noise from US 50 was observed to be a primary contributor to overall noise levels.

Source: j.c. brennan & associates, Inc. 2014.

Some noise sensitive receptors located along the project-area roadways are currently exposed to exterior traffic noise levels exceeding the City of Sacramento 60 dB L_{dn} exterior noise level standard for residential uses, as shown in Table 8. Such receptors would continue to experience elevated exterior noise levels with implementation of the proposed

project. The proposed project's contribution to traffic noise increases is predicted to be 1.0 dBA L_{dn}, or less, which would be less than the City's allowable increase threshold of 5 dB where existing noise levels are 50 dB L_{dn} or less and 1 dB where existing noise levels are between 70 and 75 dB, as outlined in EC 2 of the City's General Plan. Therefore, the increase of 1.0 dB L_{dn} is considered less than significant relative to the incremental increase threshold.

The proposed project would not cause increased noise levels exceeding the City of Sacramento 60 dB L_{dn} exterior noise level standard at existing noise-sensitive residential receptors. In addition, the noise level increases associated with the proposed project do not exceed the City's substantial increase criteria outlined above. Therefore, existing sensitive receptors would not be exposed to a substantial permanent increase in ambient noise levels or noise levels in excess of applicable standards.

Transportation Noise at New Sensitive Receptors

The FHWA traffic noise prediction model was used to predict cumulative plus project traffic noise levels at the proposed residential land uses associated with the project. In order to obtain the most up-to-date published volumes, future traffic projections for US 50 were obtained from the Sacramento County General Plan Update EIR Appendix E. Truck percentages were obtained from Caltrans vehicle counts. Table 9 presents the predicted exterior traffic noise levels at the proposed residential uses adjacent to US 50. Table 9 also indicates the property line noise barrier heights required to achieve compliance with an exterior noise level standard of 60 dB L_{dn}. The modeled noise barriers are relative to building pad elevations.

Table 9
Transportation Noise Levels At Proposed Residential Uses

Noise Source	Receptor Description	Approximate Residential Setback, feet[1]	ADT	Predicted Noise Levels, dBA L_{dn}[2]			
Traffic Noise				No Wall	8' Wall	10' Wall	12' Wall
Highway 50	SF Backyards	170	275,700	72 dB	66 dB	65 dB	65 dB
Highway 50	MF Roof Pool Deck	285	275,700	78 dB	67 dB	66 dB	65 dB

[1] Setback distances are measured in feet from the centerlines of the roadways to the center of residential backyards.
-- Meets the City of Sacramento exterior noise standard without mitigation. Standard does not apply to second floor facades.

Source: FHWA-RD-77-108 with inputs from Fehr & Peers and j.c. brennan & associates, Inc., 2014.

The Table 9 data indicates that noise barriers 8-feet in height would be sufficient to reduce exterior noise levels to less than 70 dB L_{dn} at sensitive receptors located adjacent to US 50. It should be noted that the analysis assumes that a noise barrier for the single-family residential portion of the project would be constructed on the US 50 berm at the roadway edge, within the Caltrans right-of-way. The City understands that Caltrans may be reviewing plans to install a 10-foot tall barrier at this location, associated with a high-occupancy vehicle lane project, but that sound walls would not likely be constructed prior to implementation of the proposed project. For the multi-family residential project, the analysis assumes that a

rooftop screen wall would be constructed to a minimum height of 8-feet relative to the pool deck. The wall may consist of glass, metal, or wood-framed stucco construction, or any combination of these materials. The proposed project already includes the wall as a design feature of the project. Figure 7 shows the recommended noise barrier locations.

Modern construction typically provides a 25 dB exterior-to-interior noise level reduction with windows closed. Therefore, sensitive receptors exposed to exterior noise of 70 dB L_{dn}, or less, will typically comply with the City of Sacramento 45 dB L_{dn} interior noise level standard. Additional noise reduction measures, such as acoustically rated windows are generally required for exterior noise levels exceeding 70 dB L_{dn}.

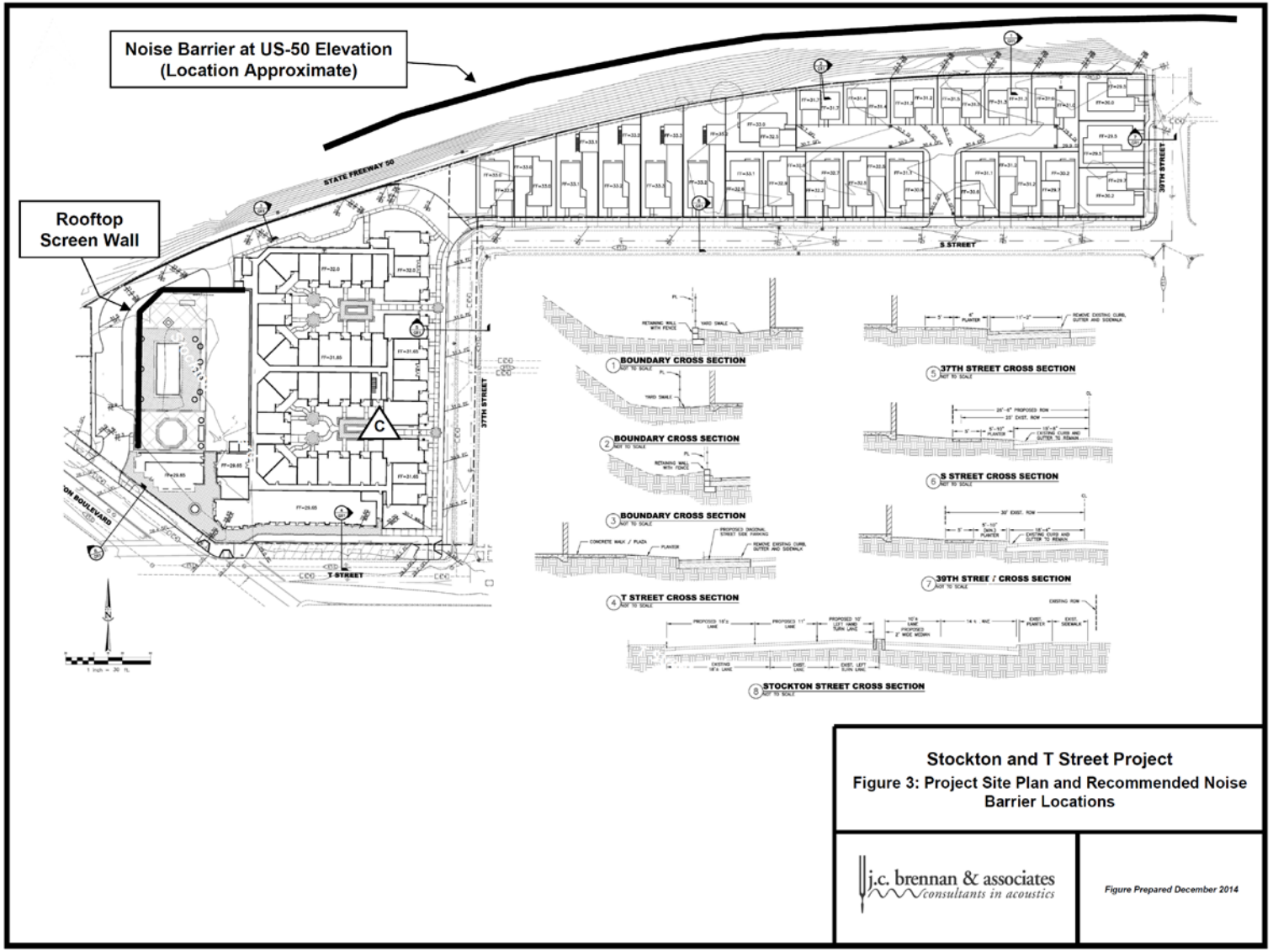
The proposed single-family residential uses are predicted to be exposed to exterior noise levels of 72 dB L_{dn}, and the multi-family uses to 78 dB L_{dn}. It should be noted that such noise levels are conservative, as shielding is not assumed for second or third floor facades. Depending on the final barrier design along US 50, some second or third floor shielding could occur, which would result in lower exterior and interior noise levels. Based upon a 25 dB exterior-to-interior noise level reduction interior traffic noise levels are predicted to range between 54 to 55 dB L_{dn} at the aforementioned uses, without special construction techniques. Therefore, interior noise control measures would be required for the residential uses adjacent to US 50.

Building plans are not yet available for the proposed project. Therefore, specific interior noise control measures cannot be recommended at this time. However, windows having a sound transmission class (STC) rating of 40 to 45 would likely be required for any facades with direct exposure to US 50 traffic noise. The facades may also require the use of resilient channels (RC) for exterior walls, or similar wall type construction. Additional acoustic treatments to ventilation openings and HVAC mechanical penetrations may also be required. Such measures should be reviewed when building plans are available. Facades which are separated by an exterior corridor wall, such as is currently proposed for the multi-family site would not require extensive acoustical upgrades.

Without construction of a noise barrier, exterior noise levels due to transportation noise could exceed applicable standards at the new sensitive receptors associated with the proposed project. In addition, interior noise levels at new sensitive receptors could exceed applicable standards without proper design features. Therefore, new sensitive receptors could be exposed to noise levels in excess of standards, and impacts would be ***potentially significant***.

b. The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as demolition, grading and utility placement. Construction vibration impacts include human annoyance and building structural damage. Building damage can take the form of cosmetic or structural. As stated above, the threshold for damage to structures ranges from 0.2 to 0.6 in/sec p.p.v, and the general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v. Table 10 shows the typical vibration levels produced by construction equipment.

Figure 7
Recommended Noise Barrier Locations



Source: j.c. brennan & associates, Inc. 2014.

Table 10
Vibration Levels for Varying Construction Equipment

Type of Equipment	Peak Particle Velocity @ 25 feet (inches/second)	Peak Particle Velocity @ 50 feet (inches/second)	Peak Particle Velocity @ 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006

Sensitive receptors could be impacted by construction related vibrations, especially vibratory compactors/rollers. The nearest receptors are located approximately 50 feet or further from any areas of the project site that might require grading or paving. At this distance construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

The Table 10 data indicates that construction vibration levels anticipated for the project are less than the 0.1 in/sec criteria at distances of 50 feet. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors, which are located 500 feet from the project site, and implementation of the proposed project would have a ***less than significant*** impact related to vibration.

d. During the construction of the project including demolition, water and sewer lines and related infrastructure, noise from construction activities would add to the noise environment in the project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in Table 11, ranging from 76 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Table 11
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: *Roadway Construction Noise Model User's Guide*. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A substantial project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours. It should also be noted that existing ambient noise levels in the project vicinity are influenced substantially by traffic on US 50 during daytime and nighttime hours. Existing ambient noise levels due to traffic on US 50 were found to be approximately 66-72 dB L_{dn} around the project site, as shown in Table 11.

The City of Sacramento Municipal Code Section 8.68.080 exempts construction-generated noise as outlined below:

> *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 9 a.m. and 6 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;*

These exemptions are typical of City and County Noise Ordinances and reflect the recognition that construction-related noise is temporary in character, is generally acceptable when limited to daylight hours, and is part of what residents of urban areas expect as part of a typical urban noise environment (along with sirens, etc.).

Demolition and construction activities would be temporary in nature, would occur during normal daytime working hours listed above, and would comply with the requirements of the City of Sacramento Noise Ordinance. Therefore, construction noise would be considered a ***less than significant*** impact.

e,f. The project site is not located near an existing airport and is not within an area covered by an existing airport land use plan. The nearest airport is the Sacramento Executive Airport located approximately 4.0 miles southwest of the project site. Although aircraft-related noise could occasionally be audible at the project site, noise would be extremely minimal. Exterior and interior noise levels resulting from aircraft would be compatible with the proposed project. Therefore, a ***less-than-significant*** impact would occur.

PROJECT SPECIFIC MITIGATION MEASURES

VIII-1 *Prior to the issuance of a building permit, a detailed analysis of interior noise levels shall be conducted when building plans are available for the residential uses with direct exposure to US 50 traffic noise. The analysis shall detail noise control measures that are required to achieve compliance with the City of Sacramento 45 dB L_{dn} interior noise level standard. The findings and control measures shall be noted on the project plans. The interior noise analysis shall be conducted by a*

qualified acoustical consultant recognized by the City of Sacramento and shall be subject to review and approval by the Community Development Department.

VIII-2 *Prior to issuance of building permits for the single-family residences (proposed lots 1 through 21, included on the proposed tentative map), the applicant shall provide documentation acceptable to the City that the sound wall to be constructed along Highway 50 will be completed, at a minimum height of 8 feet, by the time of issuance of final building permits for the single-family residences. Such documentation may consist of written confirmation from Caltrans that the sound wall has been included in a project design that is funded, designed and has a construction completion date that satisfies the requirements of this mitigation measure.*

VIII-3 *Prior to the issuance of the certificate of occupancy of the multi-family residences, the multi-family pool deck screen wall shall be constructed to a minimum height of 8-feet to the satisfaction of the City.*

VIII-4 *Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the Community Development Department.*

FINDINGS

All additional significant environmental effects of the proposed project relating to noise would be mitigated to a *less-than-significant* level with the implementation of MTP/SCS EIR Mitigation Measures NOI-1, NOI-2, NOI-3, SCEA IS Mitigation Measures VIII-1, VIII-2, VIII-3 and VIII-4.

IX. PUBLIC SERVICES.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	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, 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?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Sacramento provides fire, police, and parks and recreation services in the vicinity of the proposed project site.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. The nearest fire station to the project site is Station 6, located at 3301 Martin Luther King Boulevard, approximately one mile south of the project site.

The Sacramento Police Department (SPD) is principally responsible for providing police protection services within the jurisdictional limits of the City of 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 support SPD to provide police protection in the greater Sacramento area. In 2013, SPD responded to approximately 626,000 calls for service.[4]

According to the 2013 Annual Report, SPD was staffed in 2013 by 880 full-time and part-time employees, of whom 606 were sworn officers. The department uses a variety of data including, geographic information system (GIS) based data, call and crime frequency information, and records of available personnel, in order to rebalance the SPD's deployment on an annual basis to meet the changing demands of the City. According to the 2030 General Plan Master EIR, SPD maintains an internal goal of 2.0 to 2.5 sworn police officers per 1,000 City residents and one civilian support staff member per two sworn officers. Based on the most current information the ratio of sworn officers per 1,000 residents is 1.28, which is below SPD's internal goal.[5]

[4] Scott Johnson, City of Sacramento Community Development Director. *Personal communication*. February 13, 2015.
[5] *Ibid.*

Patrol and specialized teams are deployed from three substations serving four command areas: North, Central, East, and South. The project site is within Police District 3. First response to the project site would be provided by SPD Central Command, which serves Downtown, Midtown, the Richards Boulevard corridor, and the Railyards. Central Command is located at 300 Richards Boulevard, approximately 2.7 miles northwest of the project site.[6]

The project site is within the Sacramento City Unified School District (SCUSD). SCUSD is the 11th largest school district in California and serves 47,900 students on 81 campuses. The nearest school is Sacramento Charter High School, which is located approximately 0.25 mile southwest of the project site.

The City of Sacramento Department of Parks and Recreation manages more than 3,108 acres of parkland, including more than 222 parks within the City. The closest park to the project site is Coloma Park, located approximately 0.4 miles east, adjacent to Coloma Community Center at 4623 T Street.

STANDARDS OF SIGNIFICANCE

For the purposes of this environmental document, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of the 2030 General Plan on various public services. These include parks (Chapter 6.9) and police, fire protection, schools, libraries and emergency services (Chapter 6.10). The General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects would be less than significant.

General Plan policies that call for the City to consider impacts of new development on schools would reduce impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

Policies

ERC 1.1.2 **Locational Criteria.** The City shall continue to assist in reserving school sites based on each school district's criteria and on the City's following location criteria:

- Locate elementary schools on sites that are safely and conveniently accessible, and away from heavy traffic, excessive noise, and incompatible land uses.
- Locate school sites centrally with respect to their planned attendance areas.
- Locate school sites in areas where established and/or planned walkways, bicycle paths, or greenways link school sites with surrounding uses.

[6] *Ibid.*

- Locate, plan, and design new schools to be compatible with adjoining uses.

ERC 1.1.5 **School Transit Plans.** The City shall continue to work with school districts to prepare and adopt school transit plans to reduce automobile trips and increase the use of other transportation modes to schools.

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.

ERC 2.4.2 **Public Recreation Use.** The City shall work with regional partners, State agencies, private land owners, and developers to manage, preserve, and enhance the Sacramento and American River Parkways for public recreational uses.

ERC 2.5.4 **Capital Funding.** The City shall fund the costs of acquisition and development of City neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 15 of the MTP/SCS EIR evaluated potential impact to public services that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a-d. Public Services

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 (Impact PS-1). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure PS-1, which would require the implementing agency to provide a capacity analysis or provider will-serve letter, ensuring that public services and utilities would be available to meet or satisfy levels identified in the applicable local general plan or service master plan. Therefore, the impact would be ***potentially significant***.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of following mitigation measure, would reduce the project-level impacts related to public services to a *less-than-significant* level.

MM PS-1 *The implementing agency should ensure that public services and utilities will be available to meet or satisfy levels identified in the applicable local general plan or*

service master plan. This shall be documented in the form of a capacity analysis or provider will-serve letter.

The MTP/SCS EIR considers Impact PS-1 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt this mitigation measure, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure PS-1 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a. The proposed project would include development of a mixed-use residential and commercial development. The proposed project consists of a 214-unit, five-story, multi-family housing complex with ground floor commercial and parking garage. In addition, the proposed project includes construction of approximately 24 single-family residences. As noted above, the SFD currently serves the project site and the nearest fire station to the project site is Station 6, located at 3301 Martin Luther King Boulevard, approximately one mile south of the project site. The added population to the SFD services for the project area would be expected to increase as a result of the proposed project. According to the General Plan Master EIR, the SFD requires a ratio of one fire station per 16,000 residents. However, the proposed project in consistent with the land use designation in the 2030 General Plan; The General Plan Master EIR concluded that at full buildout of the General Plan, including the proposed project site, the City would be required to provide approximately 12 new fire stations and additional fire personnel to accommodate the increase in population. Furthermore, the proposed project would include fire protection features as required in the City Code including fire alarm systems, fire extinguisher systems and exit illumination. Therefore, impacts to fire service from the proposed project have already been accounted for, and the project would comply with the requirements of the City Code, and General Plan policies regarding adequate fire protection services. As a result, a ***less-than significant*** impact would occur.

b. Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area. As noted above, the project site is currently within Police District 3, which is serviced by the SPD Central Command located at 300 Richards Boulevard, approximately 3.25 miles northwest of the project site. Implementation of the proposed project would increase the service population for the SPD, which currently operates at a 1.28 officer to resident ratio (currently below the SPD's internal goal of 2.0 to 2.5). However, the project applicant would be required to pay fees for the provision of public services. Additionally, the location of the project would be consistent with established service areas in the Sacramento General Plan. Therefore, the proposed project would have a ***less than significant*** impact

c. The proposed project consists of a 214-unit, five-story, multi-family housing complex with ground floor commercial and 24 single-family dwelling units that would generate additional students in the area. Based on the student generation rates from the General Plan Master EIR, the proposed 214-unit multi-family housing complex and 24 single-family units would generate approximately 49 K-12 students that would require accommodation in local SCUSD schools (see Table 12).

Table 12 Students Generation Projections For Stockton And T Street Project			
Grade Levels	**SCUSD Student Generation Factor per Household**	**# of Units**	**New Students**
Single-Family			
K-6	0.42	24	10
7-12	0.30	24	7
Total			**17**
Multi-Family			
K-6	0.10	214	21
7-12	0.02	214	4
9-12	0.03	214	7
Total			**32**
Overall Total (SF and MF)			**49**
Source: Sacramento 2030 General Plan Master EIR, 2008.			

The proposed project would be required to pay statutory developer fees under California SB 50. The payment of SB 50 impact fees is full mitigation for school facilities under CEQA, and levels of applicant fee contribution are determined by the State Allocation Board and increase annually. Currently, SB 50 requires developers to pay $2.97 per square foot for new residential development. Therefore, because the project would pay the required SB 50 developer fees, a ***less-than-significant impact*** would occur regarding school facilities and services.

d. The proposed project consists of constructing a new 214-unit, five-story, multi-family housing complex with ground floor commercial and 24 single-family dwelling units increasing the population in the area. Based on the current persons per household presented in the City of Sacramento Housing Element of approximately 2.6, the proposed project is expected to approximately increase the total population by up to 619 persons (234 units x 2.6 persons per household = 619). General Plan policies have been adopted to ensure adequate parks and recreational facilities are provided to accommodate the increase in new residents. For example, Policy ERC 2.1.1, Policy ERC 2.4.2, and Policy ERC 2.5.4, as noted above. It should be noted that according to the City's Parks and Recreation Master Plan (PRMP), the City-wide/Regionally serving park service goal is to provide 8.0 acres per 1,000 persons by 2010. Because the proposed project would increase the number of residents in the area and increase the demand on park facilities, a ***potentially-significant*** impact would occur.

PROJECT SPECIFIC MITIGATION MEASURES

IX-1 *Prior to issuance of a building permit, and consistent with General Plan Policy ERC 2.5.4 and Chapter 18.44 of the Sacramento City Code, the project applicant shall pay the City of Sacramento in-lieu fees and/or development impact fees for park facilities. The Sacramento City Council, by resolution, shall establish the specific initial and subsequent amounts of the park development impact fees pursuant Section 18.44.050 of the Sacramento City Code.*

FINDINGS

All additional significant environmental effects of the proposed project relating to public services would be mitigated to a *less-than-significant level* with the implementation of MTP/SCS EIR Mitigation Measure PS-1 and SCEA IS Mitigation Measure IX-1.

X. RECREATION.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
a. Would the project 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?	☐	☒	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Diverse natural resources provide a wide range of recreational opportunities for residents in the vicinity of the project site. As of 2011, the Sacramento region contains approximately 921,655 acres of parks, recreation, and open space.[7]

Five parks are located within one mile of the project site.[8] East Lawn Children's Park, located at 1510 42nd Street, is approximately 0.39 miles northeast of the project site. Coloma Park, located at 4623 T Street, is approximately 0.44 miles east of the project site. East Portal Park, located at 1120 Rodeo Way, is approximately 0.90 miles northeast of the project site. McClatchy Park, located at 3500 5th Avenue, is approximately 0.94 miles south of the project site. McKinley Park, located at 601 Alhambra Boulevard, is approximately 0.94 miles north of the project site. In addition, the project site is within two miles of the American River and within two miles of the Sacramento River.

STANDARDS OF SIGNIFICANCE

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

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.9 of the Master EIR considered the effects of the 2030 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a

[7] MTP/SCS EIR. *Chapter 15, Public Services and Recreation.*
[8] City of Sacramento Department of Parks and Recreation. *Park Map – Parks by Community Planning Area.* 2011 Available at: http://www.cityofsacramento.org/parksandrecreation/parks/parkmap.htm

fair share to the acquisition and development of parks and recreation facilities. (Policy ERC 2.2.4) Impacts were considered less than significant after application of the applicable policies. (Impacts 6.9-1 and 6.9-2)

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.

Policy

ERC 2.2.4 **Meeting Service Level Goals.** The City shall require new residential development to dedicate land, pay in-lieu fees, or otherwise contribute a fair share to the acquisition and development of parks or recreation facilities to meet the service level goals in Table ERC 1. For development in urban infill areas where land dedication is not feasible, the City shall explore creative solutions in providing park and recreation facilities that reflect the unique character of the area it serves.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 15 of the MTP/SCS EIR evaluated potential impact to recreational facilities that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a, b. Recreational Facilities

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS including recreational facilities or requiring the construction or expansion of recreational facilities which might have an adverse physical effect on the environment and increasing 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 (Impact PS-1). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure PS-1, which would require the implementing agency to provide a capacity analysis or provider will-serve letter, ensuring that recreational facilities would be available to meet or satisfy levels identified in the applicable local general plan or service master plan. Therefore, the impact would be ***potentially significant***.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of following mitigation measure, would reduce the project-level impacts related to recreational facilities to a *less-than-significant* level.

MM PS-1 *The implementing agency should ensure that public services and utilities will be available to meet or satisfy levels identified in the applicable local general plan or*

service master plan. This shall be documented in the form of a capacity analysis or provider will-serve letter.

The MTP/SCS EIR considers Impact PS-1 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt this mitigation measure, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure PS-1 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a,b. The proposed project includes a 214-unit, five-story, multi-family housing complex with ground floor commercial and parking garage. In addition, the proposed project includes construction of approximately 24 single-family homes between S Street and US 50. The project does not include construction of parks or other recreational facilities. The project residents would likely utilize the five existing parks in the vicinity, as discussed above. However, because the project would not dedicate land for parks as required by the City per Chapter 16 of the Zoning Code, the project would result in a ***potentially significant*** impact related to causing or accelerating substantial physical deterioration of existing area parks and creating a need for construction or expansion of recreational facilities beyond what was anticipated in the General Plan.

PROJECT SPECIFIC MITIGATION MEASURES

X-1. Prior to recording the final map, the project applicant shall enter into a private recreational facilities agreement for future park improvements to serve residents and/or pay an in-lieu fee to the City.

FINDINGS

All additional significant environmental effects of the proposed project relating to recreational facilities would be mitigated to a *less-than-significant level* with the implementation of MTP/SCS EIR Mitigation Measure PS-1 and SCEA IS Mitigation Measure X-1.

XI. TRANSPORTATION AND TRAFFIC.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the City of Sacramento?	☐	☒	☐	☐
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?	☐	☐	☒	☐
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e. Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

This section of the SCEA IS is based on the Final Transportation Impact Study prepared for the proposed project by Fehr & Peers, dated February 25, 2015 (see Appendix E). The proposed project qualifies as a Transit Priority Project (TPP) under Senate Bill (SB) 375. Environmental documents for TPPs are not required to reference, describe or discuss: 1) growth inducing impacts, 2) impacts from car and light duty truck trips on climate change or regional transportation network, or a 3) reduced density alternative to the project. Accordingly, analysis of project effects on US 50 within the study area was not necessary because the freeway is part of the regional transportation network. In addition, according to Exhibit 1 of the City's CAP, the project site is located within an area known to generate 35 percent less VMT per capita when compared to the statewide average. Thus, further analysis of VMT is not necessary. However, potential off-site traffic impacts of the project have been analyzed under existing and cumulative conditions, as well as impacts to alternative modes of transportation, access, and temporary impacts during construction.

Study Area and Analysis Scenarios

In urban environments such as the study area, roadway capacity is governed by the operations of intersections. For this reason and because roadway segments were included in the traffic analysis for the 2030 General Plan, the City of Sacramento determines impacts on the roadway system based upon the operations of intersections. The study area includes the following six intersections along the Stockton Boulevard, T Street, and 39th Street corridors. The intersections were selected

based on their proximity to the project site, expected usage by project traffic, and susceptibility for being impacted. The list was reviewed and approved by the City's Public Works Department. Refer to Figure 8 for a map showing the study intersections. The study area also includes bicycle, pedestrian, and transit facilities within the project vicinity.

1. Stockton Boulevard/35th Street/US 50 WB Ramps
2. Stockton Boulevard/US 50 EB On-ramp
3. Stockton Boulevard/T Street/Gerber Avenue
4. T Street/37th Street
5. T Street/39th Street
6. S Street/39th Street

The following scenarios were analyzed:

- Existing Conditions – represents the baseline condition, upon which project impacts are measured. The baseline condition represents conditions in Fall 2014 (i.e., traffic counts were collected in October 2014).
- Existing Plus Project Conditions – reflects changes in travel conditions associated with implementation of the proposed project.
- Cumulative Plus Project Conditions – Analyzes conditions for a cumulative scenario, which includes reasonably foreseeable land uses and proposed project implementation.

Roadway System

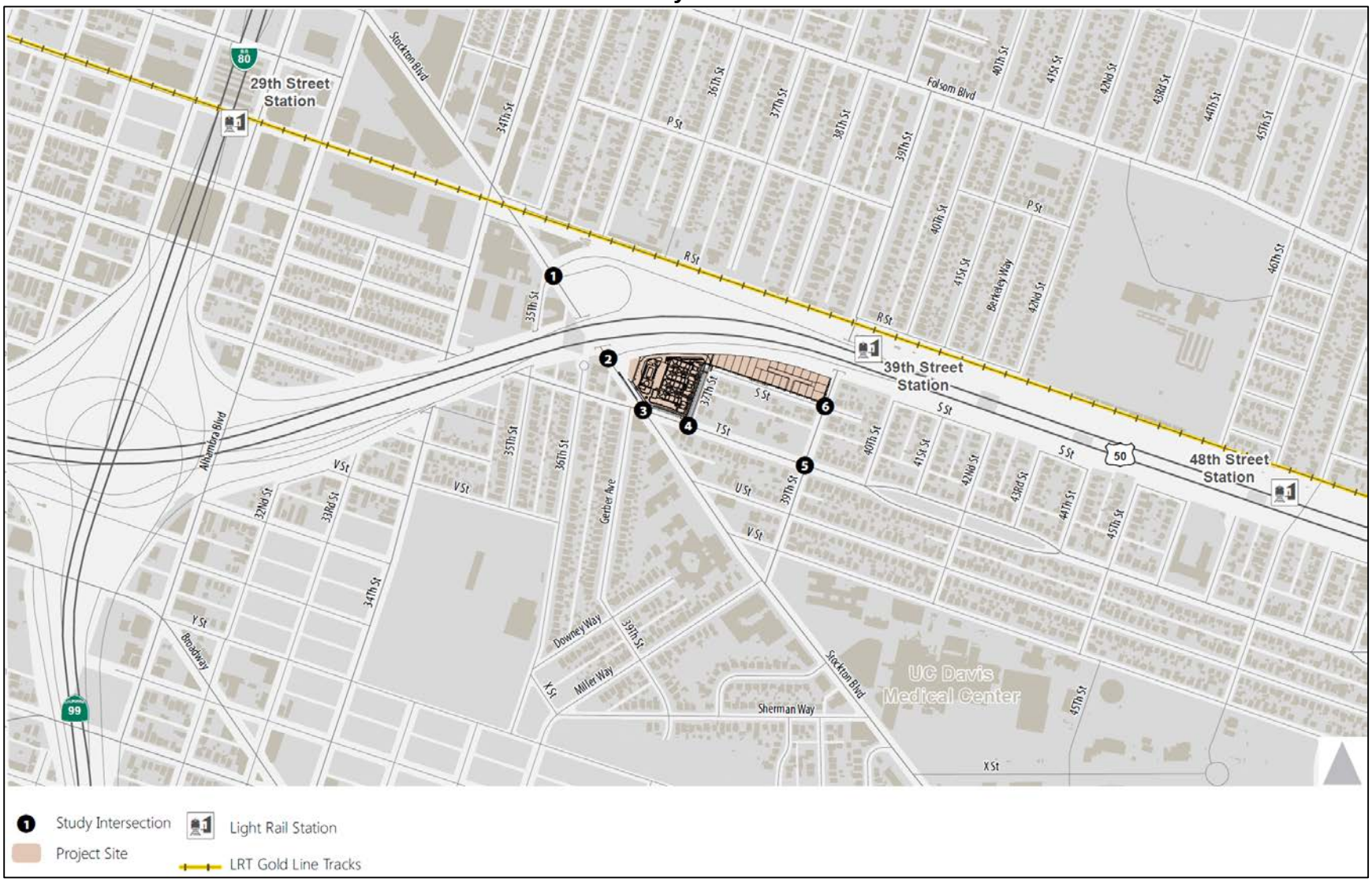
Figure 9 shows the study area roadway network. Key roadways in the study area include:

- **Stockton Boulevard** is an arterial street that begins at Alhambra Boulevard and extends in a generally southern direction through the City of Sacramento. Within the study area, Stockton Boulevard consists of two lanes in each direction separated by either a left-turn pocket or a two-way left-turn lane. The street has a posted speed limit of 30 mph. Stockton Boulevard has a partial interchange with US 50, including an eastbound diagonal on-ramp, westbound diagonal off-ramp, and westbound loop on-ramp. On-street parking is permitted on Stockton Boulevard under the US 50 overcrossing, but prohibited south of the interchange.

- **T Street** extends in an easterly direction from Midtown into East Sacramento, terminating near 65th Street. Within the study area, T Street is a two-lane undivided roadway with a posted speed limit of 30 mph. On-street parking is permitted on portions of T Street east of Stockton Boulevard. Speed lumps (undulations with advisory speeds of 15 mph) are situated on T Street between 37th and 39th Streets.

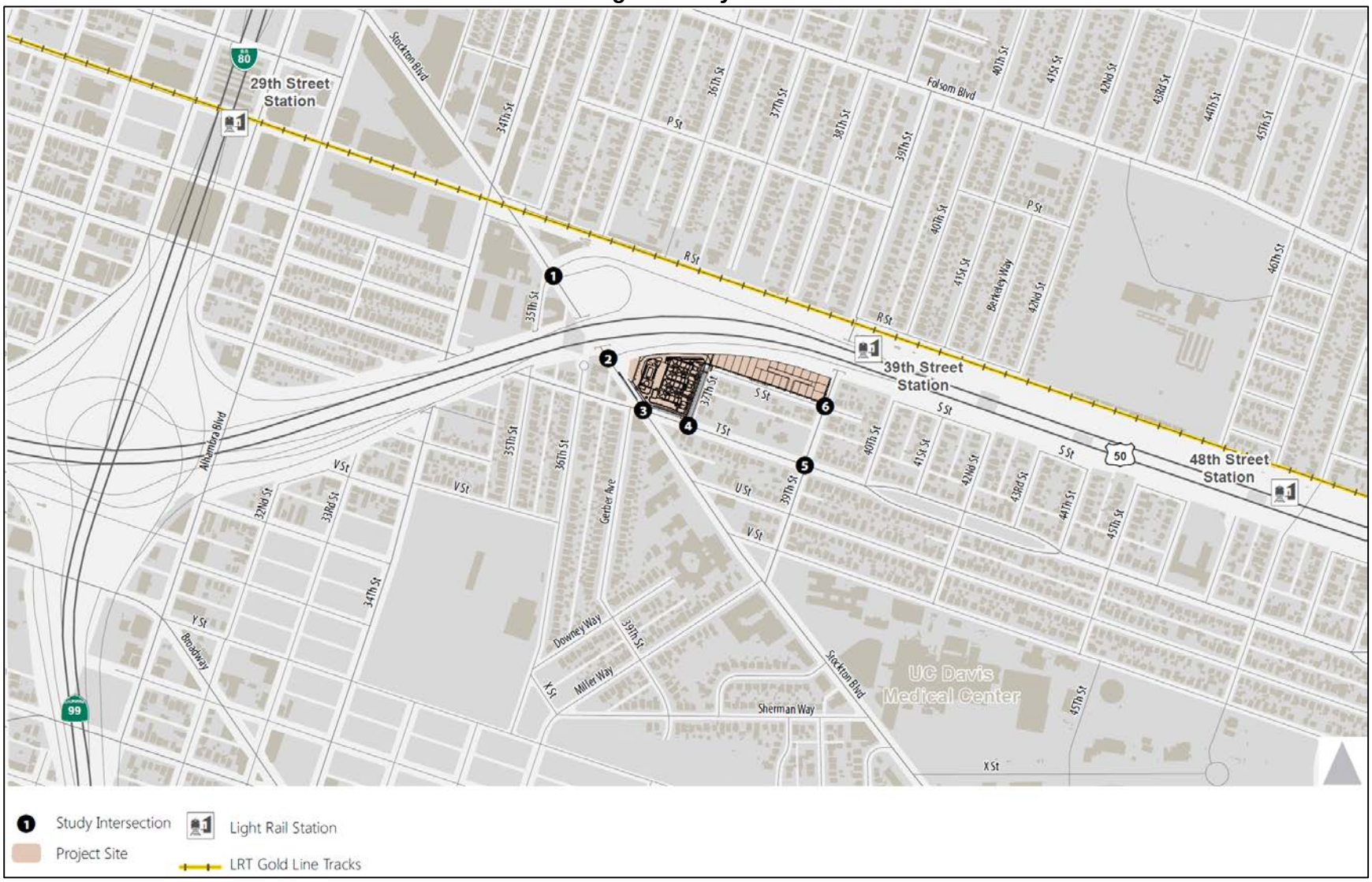
The residential area in the vicinity of T Street, 37th Street, S Street, and 39th Street has a residential permit parking program, which prohibits on-street parking between the hours of 8 AM and 6 PM unless vehicles are equipped with a B Parking Permit.

Figure 8
Study Area



Source: Fehr & Peers, 2015.

Figure 9
Existing Roadway Network



Source: Fehr & Peers, 2015.

Traffic counts were collected at all study intersections on Tuesday, October 21, 2014 during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:30 PM) peak periods. Due to the importance of the Stockton Boulevard/T Street intersection to overall corridor operations, PM peak period counts were conducted at the intersection on October 22nd. Traffic volumes varied by less than three percent between the two days. Schools were in session at the time of the counts, weather conditions were dry, and unusual traffic conditions were not observed.

Figure 10 displays the existing AM and PM peak hour traffic volumes, lane configurations, and traffic controls at each intersection. At the Stockton Boulevard/T Street intersection, the AM peak hour occurred from 7:15 to 8:15 AM and the PM peak hour occurred from 4:30 to 5:30 PM. Figure 10 shows that three of the six study intersections are controlled by traffic signals.

The study area experiences considerable congestion during the PM peak period, which is due, in part, to the effects of ramp metering of the US 50/Stockton Boulevard westbound loop on-ramp. The on-ramp features a single, metered lane that accommodates two vehicles per green cycle, with successive green cycles being about 9 to 10 seconds apart. Assuming optimal usage, between 720 and 800 vehicles per hour are able to pass through this ramp meter. The traffic counts revealed 732 vehicles during the PM peak hour that entered the loop on-ramp. Field observations revealed lengthy vehicle queues and imbalanced lane utilization on northbound Stockton Boulevard resulting from the ramp meter.

A ramp meter also exists on the US 50 eastbound on-ramp from Stockton Boulevard. However, the meter was not operational at the time of the traffic counts.

Figure 11 shows the following at the Stockton Boulevard/T Street intersection:

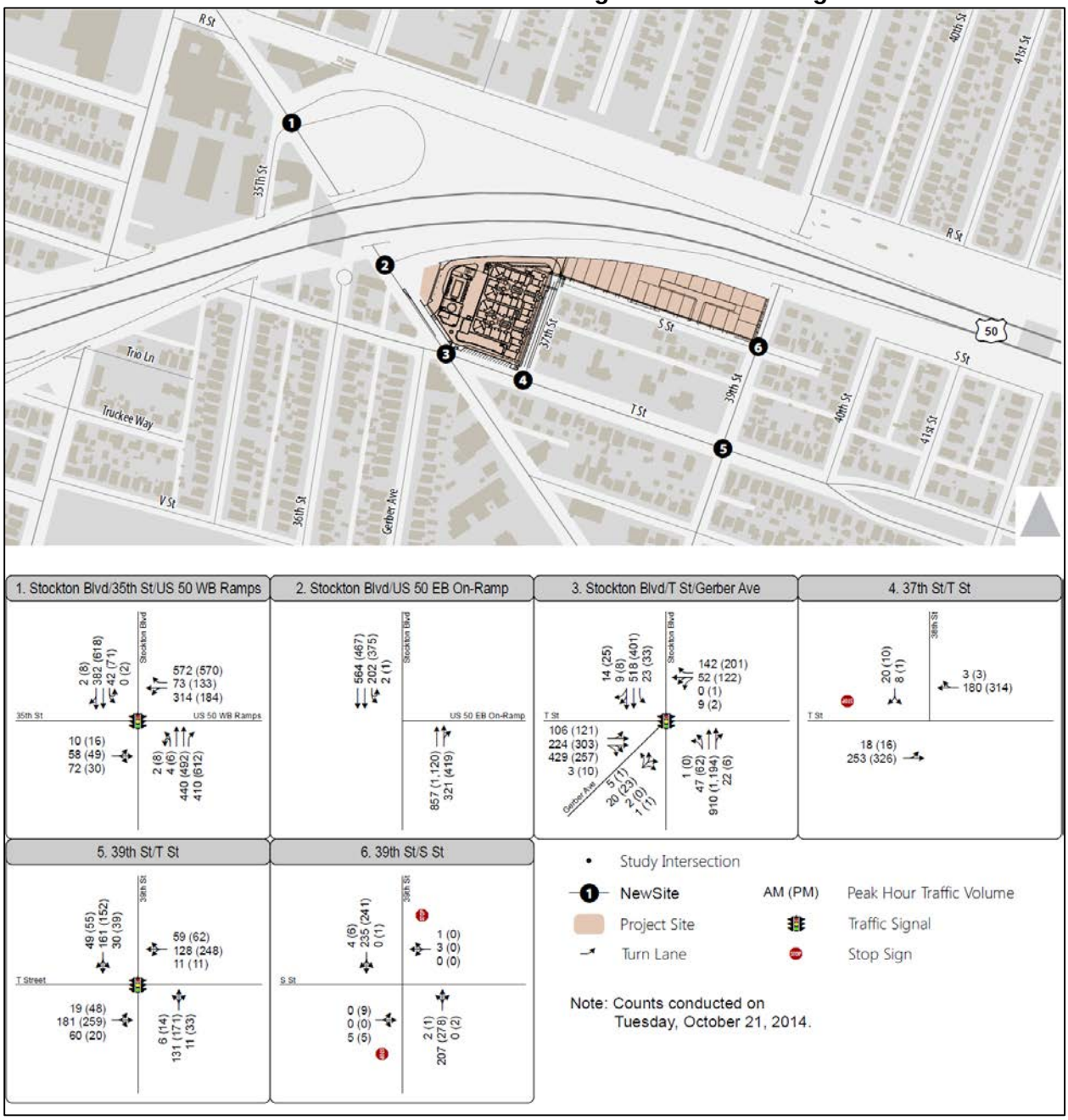
- Lane Configurations
- Crosswalk lengths
- Traffic signal phasing
- Turn movement prohibitions
- AM and PM peak hour vehicle, bicycle, and pedestrian volumes

Field observations indicate that the intersection operates with a 90-second cycle length during peak hours. The pedestrian WALK / DON'T WALK indications are operational on all legs regardless of the presence of a pedestrian. As shown on Figure 11, the north-south movements operate with permitted phasing, as do the east-west movements. When a vehicle arrives at the Gerber Avenue approach, the vehicle has its own (actuated) phase. If vehicle(s) are not present on the approach, its phase is skipped.

Vehicles on westbound T Street are prohibited (by signage) from turning right on red. Eastbound T Street features left/through and through/right lanes approaching Stockton Boulevard (though the limit line is at Gerber Avenue). Directly beyond the intersection, T Street is approximately 24 feet wide but does not include striping for two receiving lanes. An advisory 'lanes merge' sign is posted.

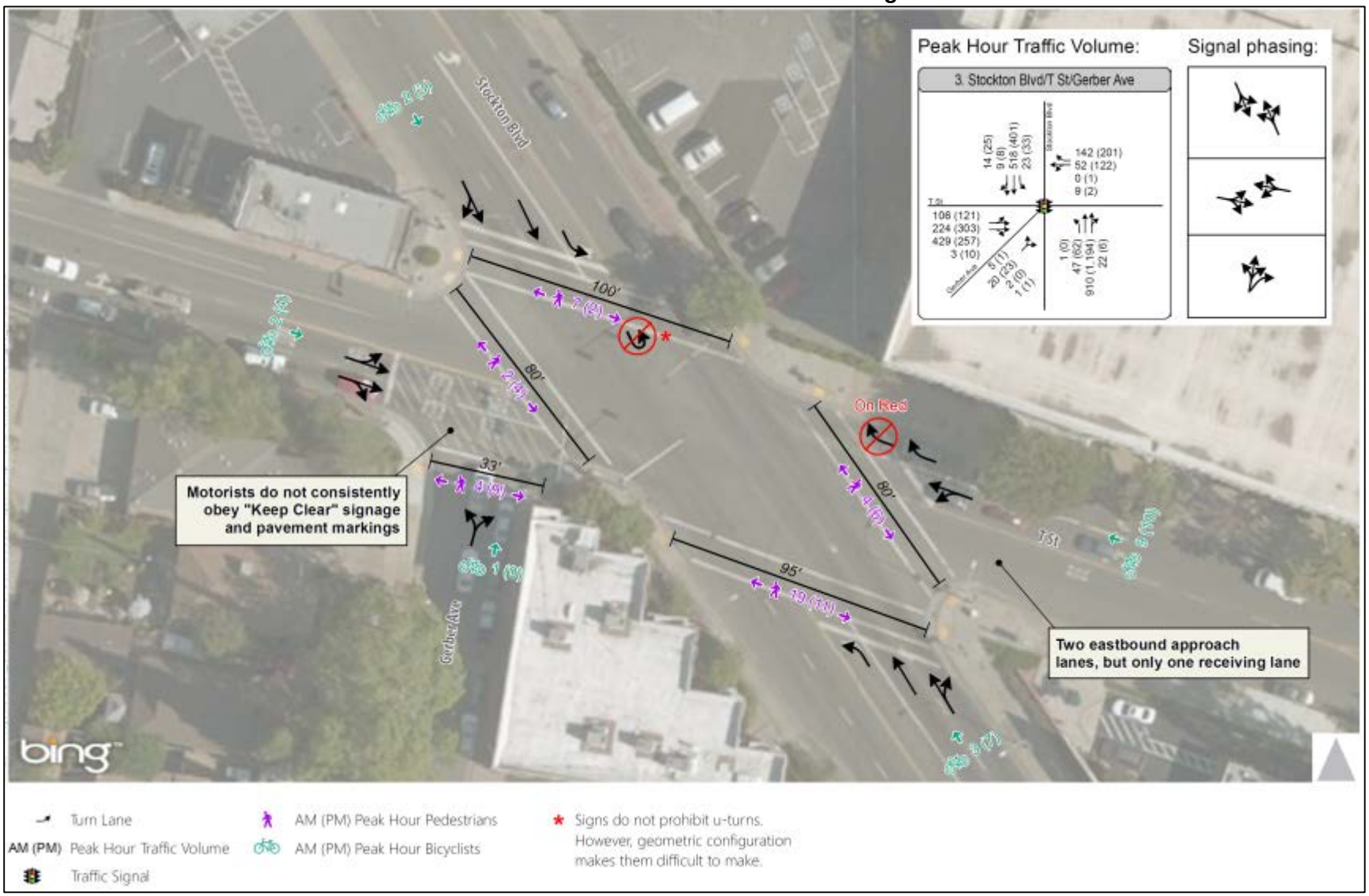
Figure 11 shows that the crosswalk on the south leg of the intersection (i.e., across Stockton Boulevard) is the most heavily utilized among all the crosswalks. T Street east of Stockton Boulevard accommodates the greatest number of bicyclists passing through the intersection.

Figure 10
Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions



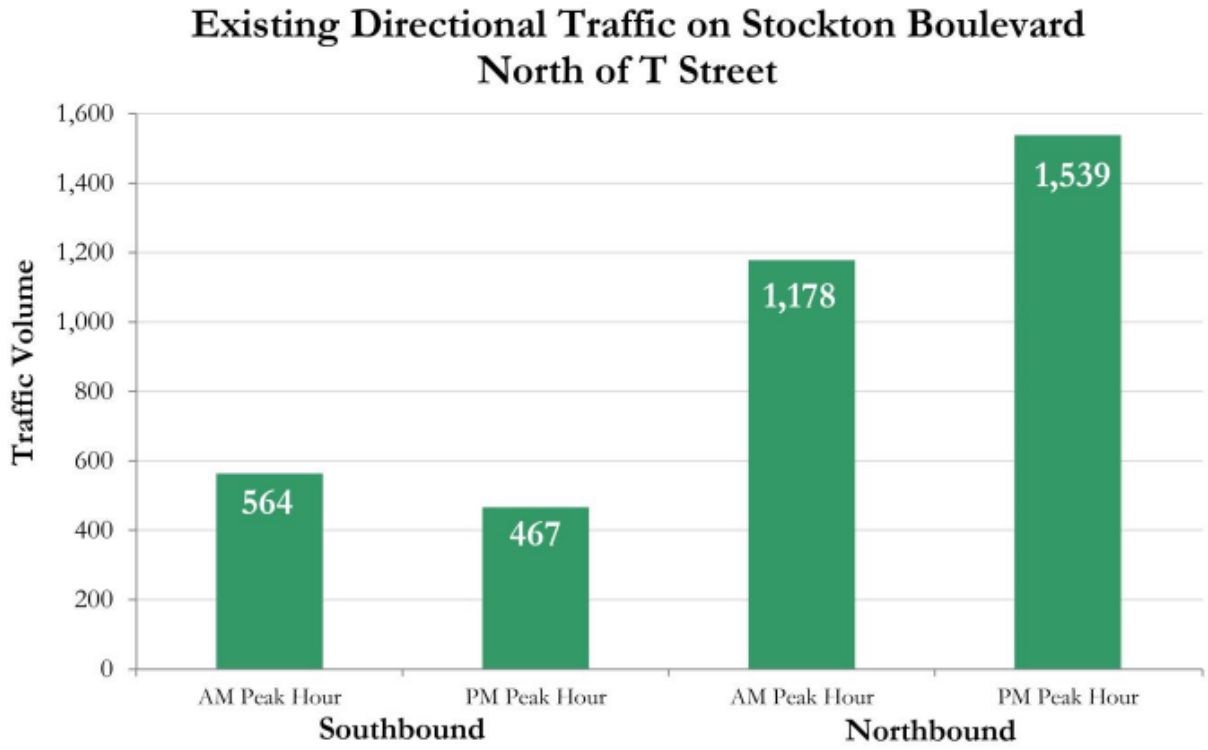
Source: Fehr & Peers, 2015.

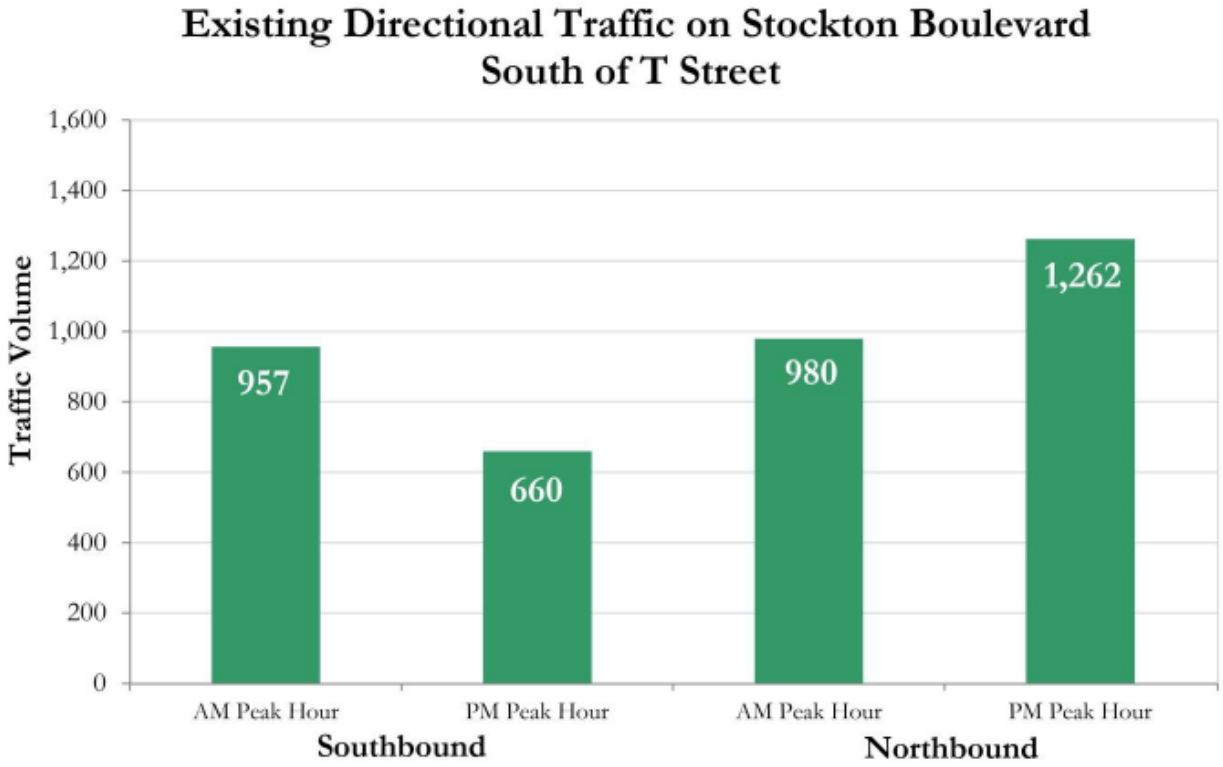
Figure 11
Stockton Boulevard/T Street Intersection – Existing Conditions



Source: Fehr & Peers, 2015.

The following charts display the directional, peak hour traffic volumes on Stockton Boulevard north and south of T Street.





The charts reveal the following travel characteristics in the corridor:

1. During the AM Peak Hour, traffic volumes on Stockton Boulevard south of T Street are much heavier than volumes north of T Street due to the heavy eastbound right-turn movement (430 vehicles) from T Street. Many of these trips likely originate from Midtown or the US 50 eastbound off-ramp and are destined for UC Davis Medical Center.

2. The segment of Stockton Boulevard north of T Street carries substantially more northbound traffic than southbound traffic. During the PM peak hour, 77 percent of all traffic on this segment is northbound due to typical commute patterns in the area, and the presence of two on-ramps, but only one off-ramp (from WB direction) at the US 50/Stockton Boulevard interchange.

As part of the traffic count data collection, maximum vehicle queues were recorded for several critical turning movements at the Stockton Boulevard/T Street intersection. Table 13 displays the available storage, observed maximum vehicle queue, and modeled maximum queue length at the Stockton Boulevard/T Street intersection.

Table 13
PM Peak Hour Queuing Analysis – Existing Conditions

Intersection	Available Storage	Movement	Maximum Observed Vehicle Queue[1]	Maximum Modeled Vehicle Queue[2]	Difference (in vehicles)
Stockton Boulevard / T St / Gerber Avenue	1,100 ft. per lane[3]	NB TH/RT	750 ft.	900 ft.	+6
	570 ft.[4]	EB LT/TH	450 ft.	375 ft.	-3
	375 ft.	EB TH/RT	350 ft.	350 ft.	0
	800 ft. per lane	SB TH/RT	200 ft.	150 ft.	-2
	175 ft.	SB LT	25 ft.	50 ft.	+1
	200 ft.[5]	WB LT/TH	100 ft.	175 ft.	+3
	130 ft.[6]	WB RT	200 ft.	200 ft.	0

Notes:
[1] Observed queues during PM peak hour on Tuesday October 21, 2014. Values rounded to the nearest 25 ft.
[2] Modeled results based on maximum predicted queue length reported from SimTraffic. Rounded to nearest 25 feet.
[3] Distance to upstream signalized Stockton Boulevard/39th Street intersection. Maximum queue reported for outside northbound travel lane, which has more lengthy queues due to motorists' lane selection in advance of US 50/Stockton Boulevard interchange.
[4] Distance to upstream T Street/35th Street intersection.
[5] Distance to upstream T Street/37th Street intersection.
[6] Distance to first upstream on-street parking space on T Street.

Source: Fehr & Peers, 2015.

It should be noted that the SimTraffic model validates well against the observed maximum vehicle queues at the Stockton Boulevard/T Street intersection; however, the model over-predicts queuing for the following two movements:

1. Northbound Outside Through/Right – The model over-predicts (by six vehicles) the maximum observed vehicle queue. The over-prediction occurs as a result of the model's requirement that a minimum advance lane selection distance be selected for vehicles that desire to access the eastbound or westbound on- ramps. Field observations indicate that most motorists queue in the outside through lane in anticipation of accessing these ramps. However, some motorists remain in the inside through lane, and merge into the outside lane

downstream of T Street. SimTraffic is not able to accurately model this aggressive and irregular driver behavior, which explains why the model over-predicts the maximum observed vehicle queue in the outside northbound through/right lane.

2. Westbound Left/Through – The model over-predicts (by three vehicles) the maximum observed vehicle queue. Based on observations of the SimTraffic on-screen results, the over-prediction occurs as a result of a simulated left-turning vehicle having difficulty turning onto southbound Gerber Avenue (i.e., waiting for a substantially long gap in eastbound T Street through traffic). The over-predictions are caused by limitations in the software program. They do not appreciably affect the intersection's overall average delay or LOS. When queue lengths for these two movements are estimated under 'plus project' conditions, a modified difference method procedure (whereby the SimTraffic model's estimated increase in queuing resulting from the project is added to the existing observed maximum queue) is used to correct for the over-predictions.

Based on the existing maximum observed vehicle queues in the study area during the PM peak hour, lengthy queues form at the ramp meter on the westbound US 50 loop on-ramp. The queuing spills back onto Stockton Boulevard, extending to T Street and beyond. The indirect effect of the queuing is frequent/continuous blockage of the southbound left-turn movement onto the eastbound US 50 on-ramp. The length of queues on the eastbound, westbound, and northbound approaches to the Stockton Boulevard/T Street intersection are also affected by queuing from the on-ramp.

On December 17, 2014, additional PM peak hour field observations were conducted at the Stockton Boulevard/T Street intersection. The purpose of the observations was to determine the arrival and departure characteristics of southbound left-turning vehicles relative to their arrival during different phases of the traffic signal. Based on the data collected, 25 percent of all left-turning vehicles were able to turn during the green indication. Due to lack of available gaps, the remaining 75 percent of motorists turned left during the yellow or all-red signal indications when gaps in northbound traffic became available. The aforementioned conditions are important when considering how the left-turn would operate with the addition of project trips.

Table 14 summarizes the existing AM and PM peak hour operations at the study intersections. Key findings from the table include:

- During the AM peak hour, all study intersections operate at LOS C or better.
- During the PM peak hour, the Stockton Boulevard/T Street intersection operates at LOS E, which, as noted earlier, is due, in part, to ramp metering on the westbound US 50 loop on-ramp that spills back onto Stockton Boulevard into the intersection.

An analysis was conducted to better understand the degree to which the ramp meter on the westbound loop on-ramp affects the Stockton Boulevard corridor. The existing PM peak hour SimTraffic model was reanalyzed with the ramp meter removed (with all other inputs remaining unchanged). The results indicated that the Stockton Boulevard/T Street intersection would improve to LOS C and vehicle queues would be reduced on all approaches. However, the analysis did not take into consideration the likelihood that additional motorists may use the Stockton Boulevard corridor in response to the reduced queuing and travel times. Thus, realistically, operations at Stockton Boulevard/T Street intersection would be more likely in the LOS D range if the ramp meter was removed.

Fehr & Peers obtained collision data for the Stockton Boulevard/T Street intersection from January 1, 2009 through November 6, 2014. Over the nearly six-year period, 12 total collisions were reported. Given the level of traffic that passes through the intersection, an average of two collisions per year is considered a relatively low collision frequency. Review of the collision data indicated that the vast majority involved two vehicles. Most collisions were either rear-end, sideswipe, or broadside. Only one collision involved a vehicle performing a southbound left-turn. The data suggests that motorists are using care when driving through the intersection based on the type and rate of collisions.

Table 14
Intersection Operations – Existing Conditions

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. Stockton Boulevard/35th Street/US 50 WB Ramps	Traffic Signal	23.5	C	43.4	D
2. Stockton Boulevard/US 50 EB Ramps	Uncontrolled	1.9 (10.5)	A (B)	14.8 (52.1)	B (F)
3. Stockton Boulevard/T Street/Gerber Avenue	Traffic Signal	25.9	C	55.9	E
4. T Street/37th Street	Side-Street Stop	2.1 (6.2)	A (A)	12.9 (24.8)	B (C)
5. T Street/39th Street	Traffic Signal	14.1	B	14.8	B
6. S Street/39th Street	Side-Street Stop	0.7 (3.5)	A (A)	1.2 (7.4)	A (A)

Notes:
[1] For signalized intersections, the LOS is based on the average delay experienced by all vehicles passing through the intersection. For uncontrolled and side-street stop controlled intersections, the delay and LOS for the worst case movement (in parentheses) is reported along with the average delay for the entire intersection and for the overall movement not in parentheses.

Source: Fehr & Peers, 2015.

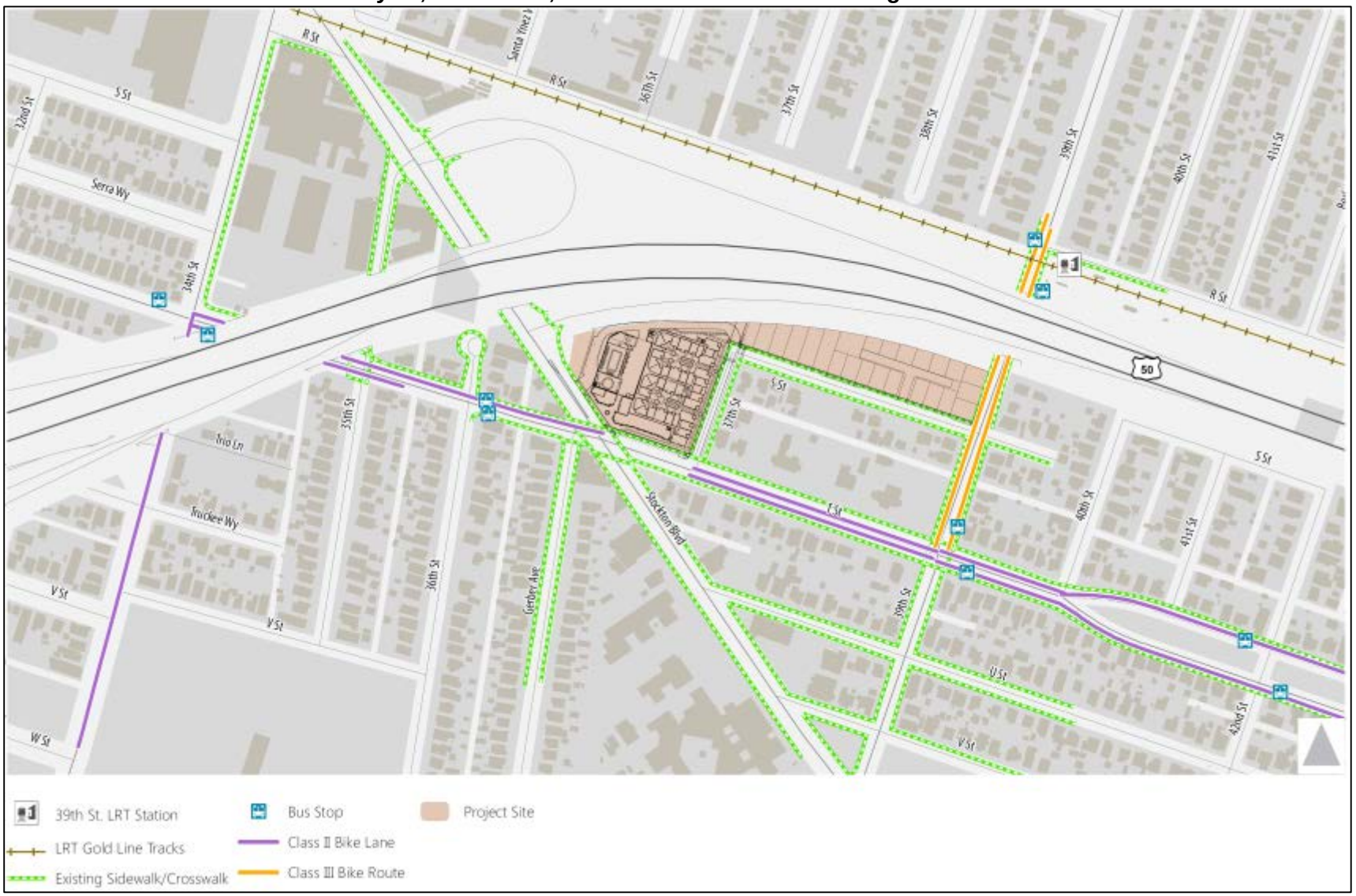
Bicycle System

Figure 12 displays the existing bicycle facilities located in the vicinity of the project site based on field observations and review of aerial imagery. As shown, Class II bike lanes (on-street with appropriate signing and striping) exist on both sides of T Street east of 37th Street, and portions of T Street west of Stockton Boulevard. According to the *Sacramento Existing and Proposed Bikeways Map* (Updated October 2011), a continuous Class II bike lane is shown to currently exist on T Street throughout the study area. However, bicycle lanes are not present on the T Street approach and departure legs at Stockton Boulevard. Furthermore, as shown in the image on the following page, the Class II bike lane on the south side of T Street currently terminates at 36th Street. The *Sacramento Existing and Proposed Bikeways Map* shows a proposed Class II bike lane on Stockton Boulevard from T Street southerly to Broadway.

Pedestrian System

Figure 12 displays the pedestrian facilities located in the vicinity of the project site. As shown, sidewalks are present along the majority of Stockton Boulevard and T Street. Crosswalks exist on all approaches to the Stockton Boulevard/T Street intersection. Regardless of the presence of pedestrians, the WALK / DON'T WALK indication is operational for all crosswalks. As shown on Figure 7, sidewalks also exist on the majority of 37th Street, S Street, and 39th Street. Continuous pedestrian facilities connect the project site with the 39th Street light rail station.

Figure 12
Bicycle, Pedestrian, and Transit Facilities – Existing Conditions



Source: Fehr & Peers, 2015.

Transit System

Public transit service within the study area is provided by light rail and bus, which is operated by the Sacramento Regional Transit (RT). The following provide services in the vicinity of the project site:

- **39th Street Light Rail Station** is a stop along the Gold Line, which operates between downtown Sacramento and the City of Folsom. Trains stop at the station from approximately 4:00 AM to 12:00 AM Monday through Friday. The Gold Line operates on 15-minute headways from approximately 5:00 AM to 7:00 PM Monday through Friday, and 30-minute headways beyond these hours. On Saturdays, Sundays, and Holidays, the Gold Line operates on 30-minute headways from about 5:30 AM to 11:00 PM. The light rail station is less than a ½-mile walk from any part of the project site.
- **Route 38** provides service on T Street west of Stockton Boulevard and continues on Stockton Boulevard south of T Street. The route features a bus stop in each direction of T Street at 36th Street. The route begins in Land Park and terminates at 65th Street and Folsom Boulevard. Monday through Friday, Route 38 operates on 60-minute headways from about 6:30 AM to 8:30 PM. On Saturdays, Route 38 operates on 60-minute headways from about 8:00 AM to 8:00 PM. On Sundays and Holidays, Route 38 operates on 60-minute headways from about 8:00 AM to 6:00 PM.
- **Routes 212, 213, & 214** provide service to Kit Carson Middle School in East Sacramento. Each line features bus stops adjacent to the 39th Street/T Street intersection. Route 212 begins at 21st Avenue and 65th Street, Route 213 begins at West Campus High School in South Sacramento, and Route 214 begins at T Street and 34th Street. Monday through Friday, the routes operate one morning trip from about 7:00 AM to 8:00 AM and one afternoon trip from about 2:00 PM to 3:00 PM. Routes 212, 213, and 214 do not operate on Saturdays, Sundays, or Holidays.

Bus service does not currently exist along Stockton Boulevard north of T Street or T Street between Stockton Boulevard and 39th Street.

The Capital City Hospital Shuttle service stops at the 39th Street Light Rail station. This free shuttle transports employees, patients, and visitors to the Mercy, Sutter, UC Davis Medical Centers located in Midtown and East Sacramento.

STANDARDS OF SIGNIFICANCE

For the purposes of this environmental document, an impact is considered significant if the proposed project would exceed the thresholds described below.

Roadway Segments

- The traffic generated by a project degrades peak period LOS from A, B, C, D, or E (without the project) to F (with project); or
- The LOS (without project) is F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- The traffic generated by a project degrades peak period level of service from A, B, C, D, or E (without project) to F (with project); or
- The LOS (without project) is F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

The Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge LOS to be worse than the freeway's LOS;
- Project traffic increases that cause the freeway LOS to deteriorate beyond LOS threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

Transit

- Adversely affect public transit operations; or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

- Adversely affect bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.12 of the Master EIR evaluated the potential effects of the 2030 General Plan on transportation and circulation. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system.

Provisions of the 2030 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of LOS standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the General Plan development would result in significant and unavoidable effects on roadway segments in the City (Impacts 6.12-1 and 6.12-8), roadway segments in neighboring jurisdictions (Impacts 6.12-2 and 6.12-9), and freeway segments (Impacts 6.12-3 and 6.12-10).

Policies

M 1.2.1 **Multimodal Choices.** The City shall promote development of an integrated, multimodal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation.

M 1.2.2 **LOS Standard.** The City shall allow for flexible LOS standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

a. **LOS Standard for Multi-Modal Districts –** The City shall seek to maintain the following standards in multi-modal districts including the Central Business District, areas within ½ mile walking distance of light rail stations, and mixed use corridors as designated by the City. These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher density development.

- Maintain operations on all roadways and intersections at LOS E or better at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of LOS E may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

b. **Base Level of Service Standard –** The City shall seek to maintain the following standards for all areas outside of multi-modal districts.

- Maintain operations on all roadways and intersections at LOS D or better at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of LOS D may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

M 1.3.6 **Regional Transportation Planning.** The City shall continue to actively participate in SACOG's regional transportation planning efforts to coordinate priorities with neighboring jurisdictions and continue to work with Caltrans on transportation planning, operations, and funding.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

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

Impact 6.12-1: Implementation of the 2030 General Plan could result in roadway segments located within the Policy Area that do not meet the City's current LOS standard or the LOS D - E goal.

Impact 6.12-8: Implementation of the 2030 General Plan could result in a cumulative increase in traffic that would adversely impact the existing LOS for City roadways.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Mitigation Measure 6.12-1 - General Plan Policy M 1.2.2 - LOS Standard: The City shall allow for flexible LOS standards, which would permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

a. **Core Area Level of Service Exemption-** LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city-wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.

b. **LOS Standard for Multi-Modal Districts-** The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

    - Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to

improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.

c. Base LOS Standard- The City shall seek to maintain the following standards for all areas outside of multi-modal districts.

- Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

d. Roadways Exempt from LOS Standard- The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city-wide transportation system in order to improve transportation-system-wide roadway capacity to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.

- 12th/14th Avenue: State Route 99 to 36th Street
- 24th Street: Meadowview Road to Delta Shores Circle
- 65th Street: Folsom Boulevard to 14th Avenue
- Alhambra Boulevard: Folsom Boulevard to P Street
- Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard
- Arden Way: Capital City Freeway to Ethan Way
- Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard
- Broadway: 15th Street to Franklin Boulevard
- Broadway: 58th to 65th Streets
- El Camino Avenue: Stonecreek Drive to Marysville Boulevard
- El Camino Avenue: Capitol City Freeway to Howe Avenue
- Elder Creek Road: 65th Street to Power Inn Road
- Florin Perkins Road: 14th Avenue to Elder Creek Road
- Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard
- Folsom Boulevard: 34th Street to Watt Avenue
- Freeport Boulevard: Broadway to Seamas Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Garden Highway: Truxel Road to Northgate Boulevard
- Howe Avenue: American River Drive to Folsom Boulevard
- J Street: 43rd Street to 56th Street

- Mack Road: Meadowview Road to Stockton Boulevard
- Martin Luther King Boulevard: Broadway to 12th Avenue
- Marysville Boulevard., 1-80 to Arcade Boulevard
- Northgate Boulevard: Del Paso Road to SR 160
- Raley Boulevard: Bell Avenue to 1-80
- Roseville Road: Marconi Avenue to 1-80
- Royal Oaks Drive: SR 160 to Arden Way
- Truxel Road: 1-80 to Gateway Park

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 16 of the MTP/SCS EIR evaluated potential impact to transportation that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Traffic Increase

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS causing an increase in VMT per capita that exceeds the applicable baseline average and on congested roadways (Impacts TRN-1 and TRN-2) and determined the impact to be ***less-than-significant***. According to the MTP/SCS EIR, implementation of the MTP/SCS would result in a 4.8 percent household-generated VMT decrease, relative to 2008; therefore, mitigation is not required.

In addition, the MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in construction activities that interfere with the ongoing operations of the regional or local area transportation system (Impact TRN-7). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure TRN-3, which would employ best practice strategies to reduce the localized impact from construction activities on the transportation system, the impact would be ***potentially significant***.

f. Public Transit, Bicycle, and Pedestrian Facilities

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS conflicting with public transit, bicycle, and pedestrian facilities (Impacts TRN-3, TRN-4, and TRN-5) and determined the impact to be ***less-than-significant***. According to the MTP/SCS EIR, connectivity of the public transit, bicycle, and pedestrian systems would improve with the implementation of the MTP/SCS; therefore, mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of MTP/SCS EIR Mitigation Measure TRN-3, which requires the use of best practice strategies, would reduce the project-level impacts related the localized impact from construction activities on the transportation system (Impact TRN-7), to a *less-than-significant level*.

MM TRN-3 *The implementing agency should implement some or all of the following strategies in order to reduce the localized transportation system impacts from construction activities.*

- *Apply special construction techniques (e.g., directional drilling or night construction) to minimize impacts to traffic flow and provide adequate access to important destinations in the area.*
- *Develop circulation and detour plans to minimize impacts to local street impacts from construction activity on nearby major arterials. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.*
- *Establish truck "usage" routes that minimize truck traffic on local roadways to the extent possible.*
- *Schedule truck trips outside of peak morning and evening commute hours.*
- *Limit the number of lane closures during peak hours to the extent possible.*
- *Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes.*
- *Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.*
- *Develop and implement access plans for potentially impacted local services such as police and fire stations, transit stations, hospitals, schools and parks. The access plans should be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor.*
- *Store construction materials only in designated areas that minimize impacts to nearby roadways*
- *Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.*

The MTP/SCS EIR considers Impact TRN-7 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt this mitigation measure, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measure TRN-3 is applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a, b. The proposed project's trip generation during the weekday AM and PM peak hours are presented in Table 15. As shown in the table, the proposed project would generate 83 new AM peak hour vehicle trips and 109 new PM peak hour vehicle trips.

Table 16 displays the project's average weekday daily trip generation estimate. As shown, the project would generate 1,178 new average weekday daily trips.

Table 15
AM and PM Peak Hour Trip Generation – Proposed Project

Land Use	Quantity	ITE Land Use Code	Trip Rate[1]		Trips					
			AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Single-Family Housing	24 du's	210	1.21	1.29	29	8	21	31	20	11
Mid-Rise Apartments	214 du's	223	0.39	0.48	84	18	66	102	63	39
Retail	6 ksf	820	0.96	3.71	6	4	2	22	11	11
Gross Trips					119	30	89	155	94	61
Internal Trips[2]					-6	-3	-3	-10	-5	-5
Pass-by Trips (to Retail)[2]					-2	-1	-1	-4	-2	-2
External Walk & Bike Trips[2]					-17	-4	-13	-19	-11	-8
External Transit Trips[2]					-11	-3	-8	-13	-8	-5
New Vehicle Trips[2]					**83**	**19**	**64**	**109**	**68**	**41**

Notes:
[1] Trip rates from *Trip Generation* (ITE, 2012). Fitted curve equation used to estimate trips for residential uses. Average rate used to estimate trips for retail use (due to very small square footage). Use of equation would have substantially overestimated trip generation for the retail use.

[2] Refer to Transportation Impact Study (see Appendix E) for process used to develop these estimates.

ksf = thousand square feet. du's = dwelling units.

Source: Fehr & Peers, 2015.

Table 16
Daily Trip Generation – Proposed Project

Land Use	Quantity	ITE Land Use Code	Trip Rate[1]	Trips
Single-Family Housing	24 du's	210	11.77	283
Mid-Rise Apartments	214 du's	223	4.99	1,068
Retail	6 ksf	820	42.70	256
Gross Trips				1,607
Internal Trips[2]				-74
Pass-by Trips (to Retail)[2]				-38
External Walk & Bike Trips[2]				-240
External Transit Trips[2]				-77
New Vehicle Trips[2]				**1,178**

Notes:
[1] Trip rates from *Trip Generation* (ITE, 2012). Fitted curve equation used to estimate trips for residential uses. Average rate used to estimate trips for retail use (due to very small square footage). Use of equation would have substantially overestimated trip generation for the retail use.

[2] Refer to Transportation Impact Study (see Appendix E) for process used to develop these estimates.

ksf = thousand square feet. du's = dwelling units.

Source: Fehr & Peers, 2015.

AM and PM peak hour traffic forecasts were developed for the "existing plus project" condition by adding project trips to existing volumes using the project's trip generation and trip distribution percentages. The assignment of project trips considers that the project driveway on Stockton Boulevard would be restricted to right-turns only. All other project accesses would permit all turning movements. The project would cause the following increases in the southbound left-turn movement at the Stockton Boulevard/T Street intersection:

- AM Peak Hour: Traffic volume would increase from 23 to 29 vehicles (26 percent increase); and
- PM Peak Hour: Traffic volume would increase from 33 to 53 vehicles (61 percent increase).

Intersection Operations – Existing Plus Project

Table 17 displays the results at the study intersections under "existing plus project" conditions. As indicated in the table, the following would occur as a result of the proposed project:

- During the PM peak hour, the average delay at the Stockton Boulevard/T Street intersection would increase from 56 to 71 seconds per vehicle. Operations would remain at LOS E.
- The project would cause additional delays during the PM peak hour for the southbound left-turn (yield-controlled) movement at the US 50 EB ramps/Stockton Boulevard intersection as a result of the project adding 25 additional northbound trips, which causes fewer gaps for the movement.

Because LOS E operations would be maintained and are considered acceptable at the Stockton Boulevard/T Street intersection, the added delay, in and of itself, is not considered a significant impact.

Table 18 displays the maximum expected vehicle queues during the PM peak hour at the Stockton Boulevard/T Street intersection under "existing plus project" conditions. The table indicates the following:

- The project would cause the northbound outside through lane maximum queue to increase by 10 vehicles (250 feet at 25 feet per vehicle), which occurs as a result of the project adding northbound traffic to Stockton Boulevard.
- The project would cause the southbound left-turn lane maximum queue to increase from two to five vehicles (50 to 125 feet).
- The project would cause the westbound left/through and right-turn lane maximum queues to spill back into the 37th Street/T Street intersection.

The effects of the project on increased vehicle queuing and the ability to safely pass through the Stockton Boulevard/T Street intersection are considered significant.

Table 17
Intersection Operations – Existing Plus Project Conditions

Intersection	Control	Existing Conditions				Existing Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. Stockton Boulevard/35th Street/US 50 WB Ramps	Traffic Signal	23.5	C	43.4	D	22.5	C	42.2	D
2. Stockton Boulevard/US 50 EB Ramps	Uncontrolled	1.9 (10.5)	A (B)	14.8 (52.1)	B (F)	2.1 (11.8)	A (B)	17.0 (61.5)	C (F)
3. Stockton Boulevard/T Street/Gerber Avenue	Traffic Signal	25.9	C	55.9	E	29.3	C	71.2	E
4. T Street/37th Street	Side-Street Stop	2.1 (6.2)	A (A)	12.9 (24.8)	B (C)	2.3 (5.5)	A (A)	8.7 (21.6)	A (C)
5. T Street/39th Street	Traffic Signal	14.1	B	14.8	B	14.4	B	14.8	B
6. S Street/39th Street	Side-Street Stop	0.7 (3.5)	A (A)	1.2 (7.4)	A (A)	0.9 (5.9)	A (A)	1.0 (7.6)	A (A)

Notes:
[1] For signalized intersections, the LOS is based on the average delay experienced by all vehicles passing through the intersection. For uncontrolled and side-street stop controlled intersections, the delay and LOS for the worst case movement (in parentheses) is reported along with the average delay for the entire intersection and for the overall movement not in parentheses.

Source: Fehr & Peers, 2015.

Table 18
PM Peak Hour Queuing Analysis – Existing Plus Project Conditions

Intersection	Available Storage	Movement	Maximum Vehicle Queue	
			Existing Conditions	Existing Plus Project Conditions[2]
3. Stockton Boulevard / T St / Gerber Avenue	1,100 ft. per lane[3]	NB TH/RT	750 ft.	1,000 ft.
	570 ft.[4]	EB LT/TH	375 ft.	525 ft.
	375 ft.	EB TH/RT	350 ft.	400 ft.
	800 ft. per lane	SB TH/RT	150 ft.	150 ft.
	175 ft.	SB LT	50 ft.	125 ft.
	200 ft.[5]	WB LT/TH	175 ft.	200 ft. + 75 ft.[7]
	130 ft.[6]	WB RT	200 ft.	

Notes:
[1] Observed queues during PM peak hour on Tuesday October 21, 2014. Values rounded to the nearest 25 ft.
[2] Modeled results based on maximum predicted queue length reported from SimTraffic. Rounded to nearest 25 feet.
[3] Distance to upstream signalized Stockton Boulevard/39th Street intersection. Maximum queue reported for outside northbound travel lane, which has more lengthy queues due to motorists' lane selection in advance of US 50/Stockton Boulevard interchange.
[4] Distance to upstream T Street/35th Street intersection.
[5] Distance to upstream T Street/37th Street intersection.
[6] Distance to first upstream on-street parking space on T Street.
[7] Maximum queue extends into the T Street/37th Street intersection, and includes an additional three vehicles queued on the WB through and SB approaches to the intersection.

Source: Fehr & Peers, 2015.

Neighborhood Streets

The effects of the project on traffic levels on neighborhood streets in the project vicinity were analyzed under "existing plus project" conditions. Table 19 displays the projected increase in PM peak hour trips resulting from the project on various residential streets. Data is shown for the PM peak hour (versus AM peak hour) because volumes are greater during the PM peak hour on nearly every study roadway. The table indicates that the project would cause a one to three percent increase in traffic on segments of T Street and 39th Street east of Stockton Boulevard. Project-related increases in traffic on 37th Street and S Street are greater, both in terms of the volume added and the percentage increase. However, both streets would continue carrying less than 100 vehicles during the PM peak hour, which is well within the comfortable carrying capacity of each street.

Cumulative Conditions

Fehr & Peers used the most recent version of SACOG's travel demand model to develop traffic forecasts in the study area. Fehr & Peers added additional land use and roadway network detail to the model to better match the existing roadway system and loading of trips onto streets. A forecasting procedure known as the "difference method" was utilized to develop the cumulative background forecasts. The same lane configurations and traffic controls as currently exist were assumed at the study intersections because roadway improvements are not currently planned in the area.

Table 19
Neighborhood Street Traffic Volumes – Existing Plus Project Condtions

Segment	PM Peak Hour Volume (in Both Directions)			
	Existing Conditions[1]	Project-Related Traffic Increase	Existing Plus Project Conditions[2]	% Increase
T Street east of 37th Street	644	12	656	1.9%
T Street east of 39th Street	652	7	659	1.1%
39th Street north of S Street	535	15	550	2.8%
39th Street south of T Street	401	4	405	1.0%
37th Street north of T Street	30	62	92	206.7%
S Street east of 37th Street	21	16	37	76.2%

Notes:
[1] Existing volume based on counts collected in October 2014 while schools were in session.
[2] Existing Plus Project volume based on project's expected travel characteristics (including trip generation, distribution, and route assignment through neighborhoods).

Source: Fehr & Peers, 2015.

Trips associated with the proposed project were then added to the cumulative forecast using the same trip generation, distribution, and assignment procedures utilized for the existing plus project conditions. According to the results, the Stockton Boulevard/T Street intersection is forecast to accommodate 23 percent more PM peak hour traffic under cumulative plus project conditions than currently exists. About 11 percent of this growth is attributable to the proposed project, while 89 percent of the growth is attributable to increases in ambient or background travel. It should be noted, however, that the cumulative forecasts are considered conservative and may overstate the actual growth in traffic expected on the Stockton Boulevard corridor.

Intersection Operations – Cumulative Plus Project

Table 20 displays the operational results at the study intersections under cumulative plus project conditions. The table indicates that operations at the Stockton Boulevard/T Street intersection are expected to operate at LOS F during the PM peak hour. Due to the severity of congestion under this scenario, maximum vehicle queue estimates are not provided.

Project impacts at intersections under cumulative conditions are considered less than significant because the No Project condition (i.e., office building remains and is occupied by tenants) would cause greater increases in delays due to the greater AM and PM peak hour trip generation (see Appendix E for details). The average delay on the yield-controlled US 50 EB on-ramp/Stockton Boulevard intersection southbound left-turn movement would increase from 52 to 62 seconds per vehicle with the project, which represents a degradation of LOS F conditions. The increase in delay at this Caltrans-maintained intersection is not considered a significant impact because operations are at LOS F due to Caltrans operating a ramp meter on the westbound loop on-ramp. If this ramp meter were not in operation, the yield-controlled movement would operate at an acceptable LOS D. Thus, by operating the westbound loop on-ramp, Caltrans has decided to accept LOS F conditions at the US 50 EB on-ramp/Stockton Boulevard intersection.

Table 20
Intersection Operations – Cumulative Plus Project Conditions

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. Stockton Boulevard/35th Street/US 50 WB Ramps	Traffic Signal	31.1	C	55.7	E
2. Stockton Boulevard/US 50 EB Ramps	Uncontrolled	3.7 (18.4)	A (C)	24.3 (108.0)	C (F)
3. Stockton Boulevard/T Street/Gerber Avenue	Traffic Signal	37.0	D	185.2	F
4. T Street/37th Street	Side-Street Stop	2.1 (6.3)	A (A)	9.6 (22.3)	A (C)
5. T Street/39th Street	Traffic Signal	15.7	B	16.6	B
6. S Street/39th Street	Side-Street Stop	0.8 (8.0)	A (A)	1.0 (7.1)	A (A)

Notes:
[1] For signalized intersections, the LOS is based on the average delay experienced by all vehicles passing through the intersection. For uncontrolled and side-street stop controlled intersections, the delay and LOS for the worst case movement (in parentheses) is reported along with the average delay for the entire intersection and for the overall movement not in parentheses.

Source: Fehr & Peers, 2015.

Conclusion

Based on the discussions above, the proposed project would not cause an exceedance of any LOS standards at any intersection under existing plus project or cumulative plus project conditions. However, the increase in traffic due to the proposed project would cause an increase in vehicle queuing at the Stockton Boulevard/T Street intersection that would increase congestion and safety issues at the intersection. Therefore, a ***potentially significant*** impact would occur associated with vehicle queuing at the Stockton Boulevard/T Street intersection.

c. The nearest airport, the Sacramento Executive Airport, is located approximately 3.3 miles from the project site. The proposed project would not result in any changes to air traffic patterns and would not result in any associated safety risks. Therefore, impacts associated with air traffic patterns would be ***less than significant***.

d. The proposed project would not involve any modifications to the existing roadway network. Thus, the project would not introduce any sharp curves or dangerous intersections to the area. The proposed project would not introduce any incompatible uses to the area, as the site is surrounded by similar uses. However, an increase in hazards could occur during construction of the project.

Construction of the proposed project would generate a variety of truck and employee trips during demolition of the existing office building, and construction of the proposed project. The magnitude of the construction trips during peak hours would be less than that of the proposed project, absolute impacts (in terms of delay and queuing) when compared to project operations would not be significant. However, construction staging and lane closures could cause adverse effects if not carefully planned. For example, a temporary but prolonged impact could occur due to lane closures, traffic hazards to bikes/pedestrians, damage to roadbed, or truck traffic on roadways not designated as truck routes. Therefore, the proposed project could result in an increase in hazards due to construction activities, and impacts would be considered ***potentially significant***.

e. The proposed project would not result in inadequate emergency access during construction and/or operation. The Stockton Boulevard/T Street intersection features emergency vehicle pre-emption on all four approaches. Therefore, the proposed project impacts related to inadequate emergency vehicle access are considered ***less than significant***.

f. The proposed project's effects on bicycle, pedestrian, and transit facilities, performance, and safety are discussed in further detail below.

Bicycle Impacts

The proposed project would not interfere with any existing bicycle facilities. In addition, the project plans show a bike lane on T Street along the project frontage. Therefore, the proposed project would not preclude construction of any new lanes such as a Class II lane on T Street, or a future Class II lane planned on Stockton Boulevard south of T Street. The project would include a 'bike lounge' and bicycle parking along its frontage on Stockton Boulevard. Therefore, the proposed project's impacts to bicycle facilities are considered less than significant.

Pedestrian Impacts

The proposed project would construct a pedestrian plaza area along its frontages on Stockton Boulevard and T Street. The proposed project would also construct a new five-foot-wide sidewalk on the west side of 37th Street with gated pedestrian linkages into the apartment courtyards. A sidewalk would also be constructed along the northern driveway between 37th Street and the parking garage entry. The proposed project would construct a new five-foot-wide sidewalk on the north side of S Street. The project would provide accessible and safe pedestrian connections between proposed buildings and adjacent streets and transit facilities. The project would not disrupt existing or planned pedestrian facilities or conflict with adopted City pedestrian plans, guidelines, policies, or standards associated with such. Therefore, the proposed project's impacts to pedestrian facilities are considered less than significant.

Transit Impacts

The proposed project could generate 11 new transit riders during the AM peak hour and 13 new transit riders during the PM peak hour. The riders may use light rail via the 39th Street Gold line stop, public bus (via Routes 38, and 212/213/214), and the Capital City Hospital Shuttle, which transports employees, patients, and visitors to the Mercy, Sutter, UC Davis Medical Centers located in Midtown and East Sacramento. Each of these routes could be accessed via existing pedestrian facilities including sidewalks and crosswalks. Because operations would remain at an acceptable LOS E at the Stockton Boulevard/T Street intersection, the project would not adversely affect public transit operations. The project would not disrupt existing or planned transit facilities or conflict with adopted City transit plans, guidelines, policies, or standards associated with such. Therefore, the proposed project's impacts to transit facilities are considered less than significant.

Conclusion

Based on the above discussions, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or

otherwise decrease the performance or safety of such facilities. Therefore, impacts would be considered ***less than significant***.

PROJECT SPECIFIC MITIGATION MEASURES

Implementation of the following mitigation measures would reduce the above impacts to a *less-than-significant* level.

XI-1 *Prior to building occupancy, the project applicant shall work with the City of Sacramento to modify the traffic signal at the Stockton Boulevard/T Street intersection to operate the northbound and southbound left-turns with protected phasing.*

XI-2 *Prior to approval of building permits, the project applicant shall develop a Construction Traffic Management Plan to the satisfaction of the City's Community Development Department. The plan shall include items including, but not limited to the following: the number and size of trucks per day; expected arrival/departure times; truck circulation patterns; location of truck staging areas; employee parking; and the proposed use of traffic control/partial street closures on public streets. The overall goal of the Construction Traffic Management Plan is to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The Construction Traffic Management Plan shall adhere to the following performance standards throughout project construction:*

1. *Delivery trucks do not idle/stage on Stockton Boulevard and T Street.*
2. *With the exception of trucks coming from local destinations via 39th Street, all delivery trucks shall use Stockton Boulevard to access the site.*
3. *Any lane closures on northbound Stockton Boulevard during the demolition of the existing office building or proposed project construction are limited to a single lane during off-peak hours (9:00 AM to 2:30 PM).*
4. *Roadways, sidewalks, crosswalks, and bicycle facilities shall be maintained clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety.*

FINDINGS

All additional significant environmental effects of the proposed project relating to transportation and circulation would be mitigated to a *less-than-significant* level with the implementation of 2030 General Plan Master EIR Mitigation Measure 6.12-1, MTP/SCS EIR Mitigation Measure TRN-3, and SCEA IS Mitigation Measures XI-1 and XI-2.

XII. UTILITIES AND SERVICE SYSTEMS.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which 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?	☐	☒	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The proposed project site contains an existing 120,000-sf vacant office building (formerly AT&T) and associated parking lot. The project site is in a highly developed area of Sacramento. As described above, water service for the project would be provided by the City of Sacramento. The City of Sacramento uses surface water from the Sacramento and American Rivers to meet the majority of its water demands. Wastewater collection service would be provided by the City of Sacramento. Wastewater treatment service would be provided by the SRCSD. Currently the project site is almost entirely comprised of impervious surfaces and as a result, stormwater is directed to on-site drains and ultimately to the City storm drain system.

The City's Department of Utilities (DOU) is responsible for providing and maintaining water, sewer collection, storm drainage, and flood control services along with solid waste removal for residents and businesses within the city limits. The Sacramento Area Sewer District (SASD) provides sewer collection services to residents and businesses within the city limits as well.

The public wastewater collection system within the City includes a CSS in the older Central City area where the project site is located, and a newer separated sewer system (sanitary sewer) in the remaining areas of the City. The CSS is composed of about 345 miles of 4- to 120-inch diameter vitrified clay, reinforced concrete and brick pipes that drain to the west to two large pump station facilities known as Pump Station 1/1A/1B and Pump Station 2/2A, located near the Sacramento River. Pump Stations 1B and 2A are the primary pumping stations at each facility, operating continuously throughout the year, while Pump Stations 1/1A and 2 only operate during large storms.

Flows conveyed by the City's wastewater systems are routed to the SRWWTP for treatment and disposal via an interceptor system consisting of large diameter pipes and pump stations. The interceptor system and the SRWWTP, located just south of the City limits, are owned and operated by the independent SRCSD. The City has an agreement with the SRCSD whereby the City could convey a maximum of 60 million gallons per day (mgd) to the SRWWTP for secondary treatment prior to discharge to the Sacramento River. This capacity is sufficient to treat all CSS dry weather sanitary flows (about 17 to 18 mgd) and stormwater from low-intensity storms. During moderate to large storms when the CSS flows are greater than 60 mgd, the flows greater than 60 mgd are routed to Combined Wastewater Treatment Plant (CWTP), Pioneer Reservoir, and other facilities for temporary storage. When flows exceed storage capacity, the excess flows are released to the Sacramento River after receiving primary treatment, including chlorination and de-chlorination. When the storage and treatment capacities are reached, additional CSS flows are discharged directly to the Sacramento River from Sump 1 and/or Sump 2.

Other City facilities include an off-line storage facility known a Pioneer Reservoir that also serves as a primary treatment plant and the CWTP, which is another primary treatment plant with a capacity of 130 mgd. Pioneer Reservoir has a peak hydraulic capacity of approximately 350 mgd and a treatment capacity of about 250 mgd.

The City uses surface water from the Sacramento and American Rivers, and groundwater pumped from the North American and South American Subbasins to meet its water demands. However, the City does not pump a substantial amount of groundwater south of the American River. The City brings over 46 billion gallons of water to over 132,000 customers. The City operates and maintains two water intakes and treatment plants, 1500 miles of pipelines, and fire hydrants, valves, and backflow devices. The projected water demand for the City of Sacramento is 256,886 acre feet per year (AFA), which is less than the amount authorized under the City's water right permits and USBR contract of 326,800 AFA.[9]

In addition, the City assumes responsibility for solid waste removal and disposal. The Sacramento General Plan Master EIR indicates that the City landfills have sufficient capacity for full buildout.

STANDARDS OF SIGNIFICANCE

For the purposes of this environmental document, an impact would be considered significant if the proposed project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2030 General Plan:

- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments; or

[9] City of Sacramento. *Sacramento 2030 General Plan Draft Master EIR*. July 2008.

- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.11 of the Master EIR evaluated the effects of development under the 2030 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. The Master EIR evaluated the policies in the general plan would generally reduce the impacts of increased demand for water that would occur with development under the 2030 General Plan to a less-than-significant level (see Impact 6.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5). Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

Policies

U 1.1.1 **Provision of Adequate Utilities.** The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services utility services to areas in the city currently receiving these services from the City, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of the infrastructure necessary to provide these City services.

U 1.1.2 **Citywide Level of Service Standards.** The City shall establish and maintain service standards (Levels of Service [LOS]) for water, wastewater, stormwater drainage, and solid waste services.

U 1.1.3 **Sustainable Facilities and Services.** The City shall continue to provide sustainable utility services and infrastructure in a cost-efficient manner.

U 1.1.4 **Service Districts.** The City shall review existing adjacent and overlapping service districts and consider whether annexation, consolidation, and/or retention of existing service districts for drainage, wastewater, and solid waste is needed to increase efficiency and the quality of service and delivery.

U 1.1.5 **Timing of Urban Expansion.** The City shall assure that new public facilities and services are phased in conjunction with the approved urban development it is intended to service.

U 1.1.6 **Growth and Level of Service.** The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth.

U 1.1.7 **Infrastructure Finance.** The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to

mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas.

U 1.1.8 **Infill Areas.** The City shall identify and prioritize infill areas for infrastructure improvements.

U 1.1.9 **Joint Use Facilities.** The City shall support the development of joint use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.

U 1.1.10 **Safe, Attractive, and Compatible Utility Designs.** The City shall ensure that public utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses.

U 1.1.11 **Underground Utilities.** The City shall require undergrounding of all new publicly owned utility lines, encourage undergrounding of all privately owned utility lines in new developments, and work with electricity and telecommunications providers to underground existing overhead lines.

U 1.1.12 **Impacts to Environmentally Sensitive Lands.** The City shall locate and design utilities to avoid or minimize impacts to environmentally-sensitive areas and habitats.

U 2.1.1 **Exercise and Protect Water Rights.** The City shall exercise and protect its water rights and entitlements into perpetuity.

U 2.1.2 **Optimize Capacity.** The City shall optimize storage, treatment, and distribution capacity of its water system.

U 2.1.3 **Water Treatment Capacity and Infrastructure.** The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.

U 2.1.4 **Priority for Water Infrastructure.** The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life.

U 2.1.5 **Comprehensive Water Supply Plans.** The City shall prepare, implement, and maintain long-term, comprehensive water supply plans.

U 2.1.6 **High Quality Service Provision.** The City shall provide water service that meets or exceeds State and Federal drinking water standards.

U 2.1.7 **Water Supply During Emergencies.** The City shall, to the extent feasible, maintain and adequate water supply during emergency situations.

U 2.1.8 **New Development.** The City shall ensure that water supply capacity is in place prior to granting building permits for new development.

U 2.1.9 **Conservation Programs.** The City shall implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures.

U 2.1.10 **Landscaping.** The City shall continue to require the use of water-efficient landscaping in all new development.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR

Chapter 17 of the MTP/SCS EIR evaluated potential impact to utilities and service systems that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a-c,e-g. Utilities and Service System Infrastructure

The MTP/SCS EIR analyzed the potential impacts related to wastewater, storm water, and solid waste (Impact USS-3). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measure USS-3, which would ensure adequate public services and utilities would be available to satisfy levels identified in local general plans or service master plans, the impact would be ***potentially significant***.

d. Water Supply

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS having sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed (Impacts USS-1 and USS-2). The MTP/SCS EIR determined with the implementation of MTP/SCS EIR Mitigation Measures USS-1 and USS-2, which would ensure adequate public services and utilities would be available to satisfy levels identified in local general plans or service master plans, the impact would be ***potentially significant***.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT APPLY TO THE PROJECT

Compliance with the applicable policies, regulations, and implementation of following mitigation measures, would reduce the project-level impacts related to utilities and service systems to a *less-than-significant* level.

MM USS-1 Implement Mitigation Measure PS-1.

MM USS-2 Implement Mitigation Measure PS-1.

MM USS-3 The implementing agency should undertake project-level review as necessary to provide CEQA clearance for new wastewater treatment plants, landfills, and similar large utility facilities.

The MTP/SCS EIR considers Impacts USS-1, USS-2, and USS-3 to be significant and unavoidable because SACOG cannot require an implementing agency to adopt these mitigation

measures, and the lead agency is ultimately responsible to adopt mitigation. However, MTP/SCS EIR Mitigation Measures USS-1, USS-2, and USS-3 are applicable to the proposed project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as requirements of the project.

PROJECT SPECIFIC IMPACT DISCUSSION

a. The proposed project includes a 214-unit, five-story, multi-family housing complex with ground floor commercial and parking garage, on the corner of Stockton Boulevard and T Street. In addition, the proposed project includes construction of approximately 24 single-family homes between S Street and US 50. The project is consistent with the City of Sacramento 2030 General Plan and associated Master EIR and the MTP/SCS and associated EIR. The 2030 General Plan Master EIR examined potential impacts to wastewater treatments facilities, water quality, and potential exceedances of the CVRWQCB requirements at full buildout of the Master EIR study area. The proposed project is consistent with the General Plan and the Master EIR determined that buildout of the area would not result in exceeded wastewater treatment requirements of the CVRWQCB; therefore, the project would have a ***less-than-significant*** impact.

b,c,e. A Sewer Study has been prepared specifically for the proposed project by RSC Engineering, dated August 27, 2014 and submitted to the City of Sacramento. At the time of this analysis, the Sewer Study has yet to be reviewed and approved by the City of Sacramento's Department of Utilities. The 4.9-acre site currently comprises of a vacant 120,000 sf office building and associated parking lot.

Wastewater

Wastewater infrastructure currently exists under the parking lot, including a connection to the existing CSS. According to the Sewer Study, the existing office building generates 25 equivalent dwelling units (EDUs) to the City's CSS. The proposed project would be removing the existing office building and parking lot and constructing 24 single-family units and mixed use buildings with 214 multi-family units and ground floor commercial. Therefore, the proposed project is proposing to include the construction of new CSS lines, which would be reviewed by the City of Sacramento's Department of Utilities. The Department of Utilities would deem the proposed CSS lines sufficient, or require changes to the proposed CSS lines to serve the proposed project.

According to the Sewer Study the proposed mixed-use building would produce 167.75 EDUs. The proposed mixed-use building would have three separate sewer services. One of the services would contribute 55.75 EDUs to the existing 8" line in the S Street Alley, while the remaining two services would contribute 112.0 EDUs to the new 8" line in S Street. The 24 single-family homes would contribute 24 EDUs to the proposed 8" line in S Street; therefore, the total EDUs generated by the project would be 191.75. The proposed EDUs would increase the demand on the existing system by 166.75 EDUs above the current demand.[10]

The additional demand on the system would be addressed by construction of the new 8" CSS line in S Street and the replacement of 330 feet of existing 10" CSS line with 12" line. The replacement would occur within the S Street Alley to the east of the project and would

[10] RCS Engineering. *Sewer Study For: T Street Mixed Use*. August 27, 2014.

span from the existing manhole (Node 109) roughly 160 feet west of 40th Street to the existing manhole (Node 112) roughly 170 feet east of 40th Street. However, according to the Sewer Study prepared for the project site, the existing CSS pipes have not been field surveyed.

Stormwater

The project site is currently developed and contains impervious services, all the stormwater that falls on the project site flows to existing drains and also feeds into the existing City CSS. Post construction, the proposed project would include the same amount of impervious services and the storm drainage would continue to flow into the City's CSS.

Conclusion

The proposed project includes improvements to the existing CSS lines to handle the increase in EDUs generated from project implementation. However, according to the Sewer Study prepared specifically for the project site, by RSC Engineering the existing CSS pipes have not been field surveyed. As a result, the project would have a ***potentially significant*** impact related to stormwater, and wastewater.

d. As noted above, the City uses surface water from the Sacramento and American Rivers, and groundwater pumped from the North American and South American Subbasins to meet its water demands. However, the City does not pump a substantial amount of groundwater south of the American River. The demand from the proposed project was accounted for in the City's General Plan, and Master EIR, as the project is consistent with the General Plan land use designation and City zoning. The Master EIR concluded that the City's existing water right permits and United States Bureau of Reclamation (USBR) contract are sufficient to meet the total water demand projected for buildout of the proposed 2030 General Plan, including the proposed project site. In addition, based on the 2010 Sacramento Urban Water Management Plan (UWMP), Table 21 provides estimates of the projected multiple-dry year water demand condition. Supply totals represent the City's total surface and groundwater entitlements, while demand totals represent the City's maximum projected demands (including retail, wholesale, and wheeling deliveries).

The multiple-dry year assumptions are as follows:

- First Year
  - Sacramento River, 81,800 AFY available
  - American River, 245,000 AFY available
  - Groundwater, 20,000 AFY available

- Second Year
  - Sacramento River, 81,800 AFY available
  - American River, 245,000 AFY available
  - Groundwater, 20,000 AFY available

- Third Year
  - Sacramento River, 81,800 AFY available
  - American River, 245,000 AFY available
  - Groundwater, 20,000 AFY available

Table 21
Water Supply and Demand Comparison – Multiple-Dry Year

	2015	2020	2025	2030	2035
Multiple-Dry Year First Year Supply					
Supply Totals	290,800	310,300	329,800	346,800	346,800
Demand Totals[1]	172,589	185,788	217,886	249,984	260,984
Difference	118,211	124,512	111,914	96,816	85,816
Difference as Percent of Supply	41%	40%	34%	28%	25%
Difference as Percent of Demand	68%	67%	51%	39%	33%
Multiple-Dry Year Second Year Supply					
Supply Totals	290,800	310,300	329,800	346,800	346,800
Demand Totals[1]	172,589	185,788	217,886	249,984	260,984
Difference	118,211	124,512	111,914	96,816	85,816
Difference as Percent of Supply	41%	40%	34%	28%	25%
Difference as Percent of Demand	68%	67%	51%	39%	33%
Multiple-Dry Year Third Year Supply					
Supply Totals	290,800	310,300	329,800	346,800	346,800
Demand Totals[1]	172,589	185,788	217,886	249,984	260,984
Difference	118,211	124,512	111,914	96,816	85,816
Difference as Percent of Supply	41%	40%	34%	28%	25%
Difference as Percent of Demand	68%	67%	51%	39%	33%

Note:
1. Includes Retail and Maximum Wholesale/Wheeling Deliveries.

Source: City of Sacramento, 2010 Urban Water Management Plan, October 2011.

According to the 2010 UWMP, and as shown in Table 21, the City of Sacramento has long-term surface water entitlements that exceed current demand during the multiple-dry years through 2035. The proposed project is consistent with the General Plan and the City would have adequate capacity of water supply at buildout of the General Plan. Therefore, the project would have a ***less-than-significant*** impact related to water supply.

f, g. The proposed project includes the construction of a 214-unit, five-story, multi-family housing complex with ground floor commercial and approximately 24 single-family homes. The proposed project would generate an increased amount of solid waste from what is currently on-site; however, the projected solid waste generation of the proposed project was included in the Sacramento Master EIR, which concluded that at full buildout of the 2030 General Plan. Therefore, the capacities at the Lockwood and Kiefer landfills would not be exceeded. The Master EIR determined that the remaining capacity and expected lifespan at the Lockwood and Kiefer Landfills, combined with the use of the existing transfer stations and development of one new transfer station in the North Sacramento area would not exceed the capacity of the landfills at full buildout of the 2030 General Plan. Because the proposed project is consistent with the General Plan land use designation for the site, impacts related to solid waste from the project have already been accounted for in the Master EIR, and determined to be insignificant. In addition, the proposed project would be required to comply with Title 17.72 of the City of Sacramento City Code which addresses recycling and solid waste disposal requirements for new and existing developments. Such requirements include compliance with all federal, State, and local statutes and regulations related to waste reduction and recycling, including the requirement that all planning documents prepared for the project be submitted to the City

Solid Waste Division for approval. Therefore, a ***less-than-significant*** impact would occur related to solid waste disposal.

PROJECT SPECIFIC MITIGATION MEASURES

XII-1. *Prior to the design of the new pipelines recommended in the Sewer Study prepared specifically for the proposed project by RSC Engineering, or approval of any improvement plans, a field survey shall be conducted of the existing CSS pipelines. If, upon field verification, the existing CSS pipes are discovered to have slopes that are less than the minimum allowable, the pipes shall be re-evaluated based on the calculated sewer flows and the field measurements.*

FINDINGS

All additional significant environmental effects of the proposed project relating to utilities and service systems would be mitigated to a *less-than-significant* level with the implementation of Mitigation Measures USS-1, USS-2, USS-3, and SCEA IS Mitigation Measure XII-1.

XIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☐	☒	☐
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

PROJECT SPECIFIC IMPACT DISCUSSION

a. As described in Section II, Biological Resources, and Section III, Cultural Resources, of this SCEA IS, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 with the implementation of the included mitigation measures. Therefore, the impact would be ***less than significant***.

b, c. The proposed project was anticipated by and would be consistent with the City of Sacramento 2030 General Plan, 2030 General Plan Master EIR, the MTP/SCS, and the MTP/SCS EIR. As such, buildout of the proposed project was anticipated and has been analyzed. As presented throughout this SCEA IS, all potential impacts associated with the project would be reduced to less-than-significant levels with implementation of the identified mitigation measures. Thus, the project would not be expected to result in a considerable cumulative contribution to impacts on the environment; therefore, the proposed project would also result in a ***less-than-significant*** cumulative impact.

d. The only potentially significant impacts associated with the proposed project's effects on human beings are related to air quality, noise, and transportation. However, as discussed in Section I Air Quality, Section VIII Noise, and Section XI Transportation and Traffic of

this SCEA IS, with implementation of the identified mitigation measures, all impacts would be reduces to less-than-significant levels. Therefore, the proposed project's impact associated with effects on human beings would be ***less than significant***.

PROJECT SPECIFIC MITIGATION MEASURES

None.

FINDINGS

All additional significant environmental effects of the proposed project would be mitigated to a *less-than-significant* level with the implementation of the mitigation measures identified within this SCEA IS.

SOURCES

All the technical reports and modeling results prepared for the project analysis are available upon request at the City of Sacramento City of Sacramento Community Development Department. The following documents are referenced information sources utilized for purposes of this SCEA IS:

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6. City of Sacramento. *City of Sacramento 2013-2021 Housing Element*. Adopted December 17, 2013.
7. City of Sacramento. *City of Sacramento Parks and Recreation Master Plan 2005-2010*. Adopted April 21, 2009.
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21. Sacramento Metropolitan Air Quality Management District. *Basic Construction Emission Control Practices*. September 2010. Available at:

http://www.airquality.org/ceqa/cequguideupdate/Ch3BasicConstructionEmissionControlPracticesFINAL.pdf. Accessed October 2014.

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24. Sacramento Metropolitan Air Quality Management District. *Rules and Regulations*. April 10, 2014. Available at: http://www.airquality.org/rules/index.shtml. Accessed October 2014.
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