City of SACRAMENTO
Community Development

300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Help Line: 916-264-5011
CityofSacramento.org/dsd

DATE: September 10, 2013

SUBJECT: **NOTICE OF SUBSEQUENT PROJECT WITHIN THE SCOPE OF THE MASTER ENVIRONMENTAL IMPACT REPORT FOR THE 2030 GENERAL PLAN: SACRAMENTO CENTER FOR INNOVATION SPECIFIC PLAN (LR13-009)**

PROJECT LOCATION: The project site is located seven miles east of downtown Sacramento. The area is generally defined on the north by US Highway 50, on the west by the Union Pacific Rail tracks, on the south by 14th Avenue, and on the east by Power Inn Road and comprises approximately 240 acres.

COMMENT PERIOD: **30 days beginning September 11, 2013 and ending October 10, 2013**

The City of Sacramento, Department of Community Development, Environmental Planning Services has determined, pursuant to CEQA Guidelines section 15177, that the Sacramento Center For Innovation Specific Plan (LR13-009) is a subsequent project within the scope of the Master EIR for the City of Sacramento 2030 General Plan, certified by the City as lead agency on March 3, 2009, and that no additional environmental review for the project is required. The City has prepared an Initial Study for the project and has determined that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR. No new additional mitigation measures or alternatives are required.

A copy of the Initial Study is attached to this Notice. The Master EIR is available for review on the City's web site at http://www.sacgp.org/MasterEIR.html. The document is also available for review at the offices of the Community Development Department, 300 Richards Boulevard, Sacramento, California during public counter hours and at the offices of the Sacramento County Clerk Recorder.

The Sacramento Center for Innovation Specific Plan and accompanying Finance Plan will serve to guide future decisions regarding land use, intensity of development, circulation, public services, and the necessary infrastructure improvements to support innovative business. The Plan provides a mechanism for ensuring that future development and infrastructure will be feasible, coordinated, and efficient.

Comments regarding the project may be submitted to:

Remi Mendoza
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-5003
Email: RMendoza@cityofsacramento.org

Comments must be submitted no later than October 10, 2013 at 5:00 p.m.

# SACRAMENTO CENTER FOR INNOVATION SPECIFIC PLAN (LR13-009)

## INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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### ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

**SECTION I - BACKGROUND:** Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**SECTION II - PROJECT DESCRIPTION:** Includes a detailed description of the proposed project.

**SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Identifies which environmental factors were determined to have additional significant environmental effects.

**SECTION V - DETERMINATION:** States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

**REFERENCES CITED:** Identifies source materials that have been consulted in the preparation of the Initial Study.

## SECTION I - BACKGROUND

| | |
|---|---|
| Project Name and File Number: | Sacramento Center for Innovation Specific Plan |
| Project Location: | The project site is located seven miles east of downtown Sacramento. The area is generally defined on the north by US Highway 50, on the west by the Union Pacific Rail tracks, on the south by 14th Avenue, and on the east by Power Inn Road and comprises approximately 240 acres. |
| Project Applicant: | City of Sacramento<br>Community Development Department |
| Project Planner: | Remi Mendoza<br>(916) 808-5003<br>RMendoza@cityofsacramento.org |
| Environmental Planner: | Scott Johnson, Associate Planner<br>(916) 808-5842<br>srjohnson@cityofsacramento.org |
| Date Initial Study Completed: | August 13, 2014 |

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR

(CEQA Guidelines Section 15177(d)) The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Interested persons and agencies may comment on this Initial Study and the City's determination regarding environmental effects.

Please send written comments to:

Remi Mendoza
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5003
RMendoza@cityofsacramento.org

# SECTION II - PROJECT DESCRIPTION

## Introduction

The Sacramento Center for Innovation Specific Plan establishes planning and development standards for the redevelopment of 240 acres, located seven miles east of downtown Sacramento. The area is generally defined on the north by US Highway 50, on the west by the Union Pacific Rail tracks, on the south by 14th Avenue, and on the east by Power Inn Road. The land is mostly developed and divided into approximately 300 separate parcels held by over 150 property owners.

## Project Background

The Sacramento Center for Innovation area is adjacent to California State University Sacramento (Sacramento State) to the north and the Granite Regional Park Development Area to the east (refer to Figure 1). Granite Regional Park has Class A office space and a popular 93-acre regional park. Also in the vicinity are the Sacramento Municipal Utility District (SMUD), the Sacramento Area Regional Technology Alliance (SARTA), a resource center and incubator for innovation and entrepreneurship, and the UC Davis Medical Center.

The Specific Plan area is served by US Highway 50 as well as by Regional Transit's Gold Line, a light rail line stretching from Downtown Sacramento to Folsom. Two light rail stations – the University/65th Street and Power Inn stations-- are located on either side of the Specific Plan boundary. The area is also located within the City's Clean Technology Zone, an enterprise zone that provides hiring and tax incentives for businesses.

The Specific Plan area is comprised of an assortment of retail, industrial, manufacturing businesses and offices. The area has developed more slowly than other areas of the City due to its relative isolation and its eclectic mix of uses, which at one time included a California Youth Authority (CYA) facility. However, the area is poised for future growth and redevelopment due to several factors. First, the extension of Ramona Avenue, which will be completed in 2015, will directly connect the area to Folsom Boulevard and to the entrance for California State University Sacramento. Second, the University has made major investments in the area including the purchase of Folsom Hall (the home of its nursing program) at the north end of the Specific Plan area and the purchase and remediation of the 25-acre former California Youth Authority site.
The Sacramento Center for Innovation as envisioned in the Specific Plan will be a hub for pioneering businesses in the region. Anchored by Sacramento State, SMUD and SARTA, the area will be an attractive, well-designed center of innovation with retail, office, flex space, research and development as well as advanced manufacturing that builds off of the ingenuity and research of the University, SMUD, and the new businesses born from SARTA's incubator programs.

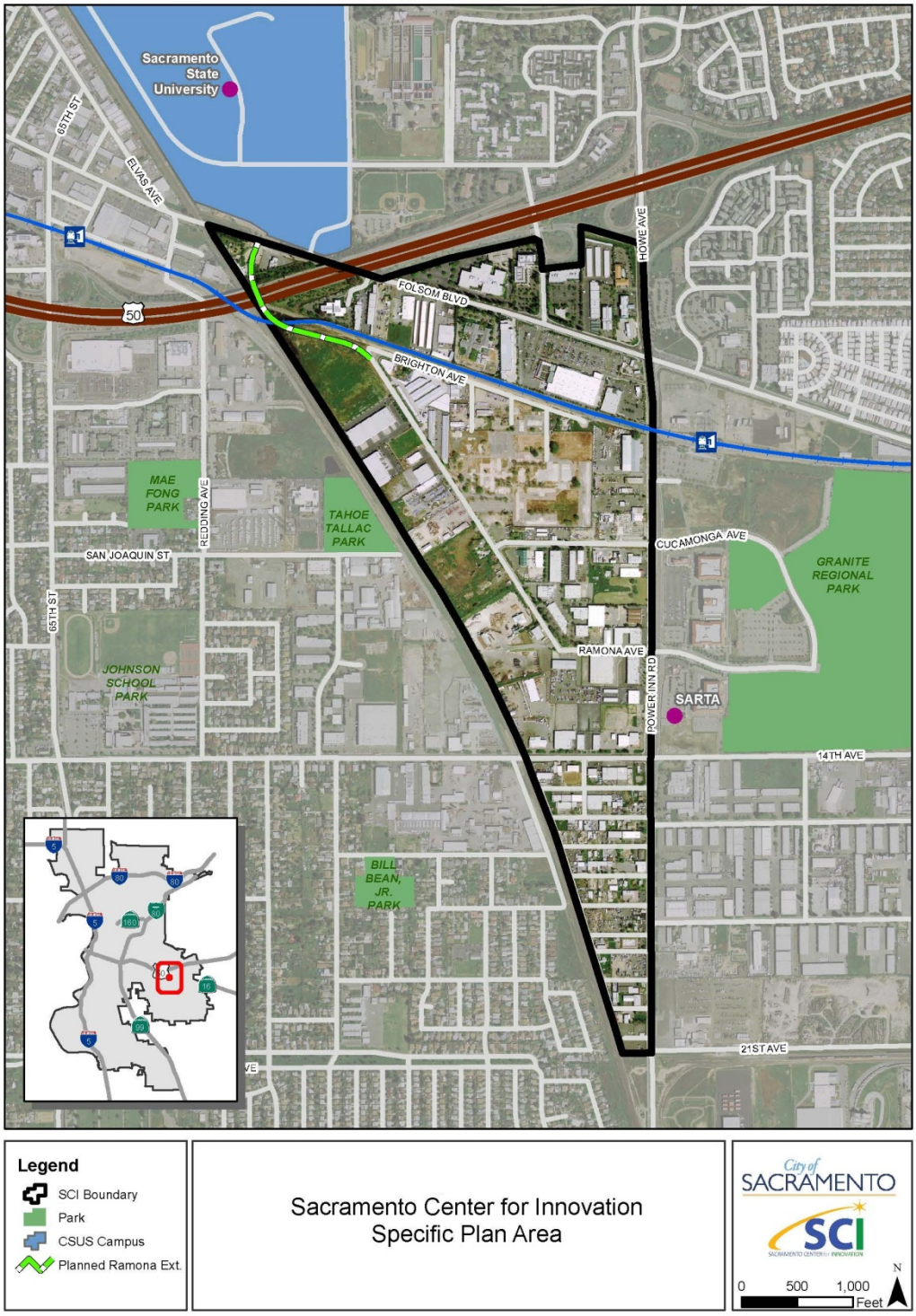
## Project Description

The Sacramento Center for Innovation Specific Plan and accompanying Finance Plan will serve to guide future decisions regarding land use, intensity of development, circulation, public services, and the necessary infrastructure improvements to support innovative business. The

Plan provides a mechanism for ensuring that future development and infrastructure will be feasible, coordinated, and efficient.

**Figures**

# Figure 1
## VICINITY MAP



# SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

## LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

### Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

### Discussion

Land Use

The project site has three General Plan land use designations(refer to Figure 2). The northern area centered on the Folsom Blvd. corridor is designated Urban Corridor low; the area between the light rail tracks and 14$^{th}$ Ave. is designated Employment Center Mid-Rise; the area south of 14$^{th}$ avenue is designated Employment Center Low-Rise.

North of Folsom Blvd the area is zoned General Commercial (C-2) and south of Folsom Blvd. is zoned a mixture of Light Industrial (M-1 (S)) and Heavy Industrial (M-2 (S)) with the exception of one parcel that is zoned for Hospital (H) (refer to Figure 3). The (S) designation indicates a requirement for additional setbacks that include attractive landscaping.

The project site is located in an urbanized portion of the community. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2030 General Plan and Zoning Code, and the proposed development is consistent with these planning designations.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2030 General Plan on agricultural resources. See Master EIR, Chapter 6.2. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2030 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. (Master EIR, page 6.2-13) The Master EIR concluded that the impact of the 2030 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). (NRCS 2010) The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

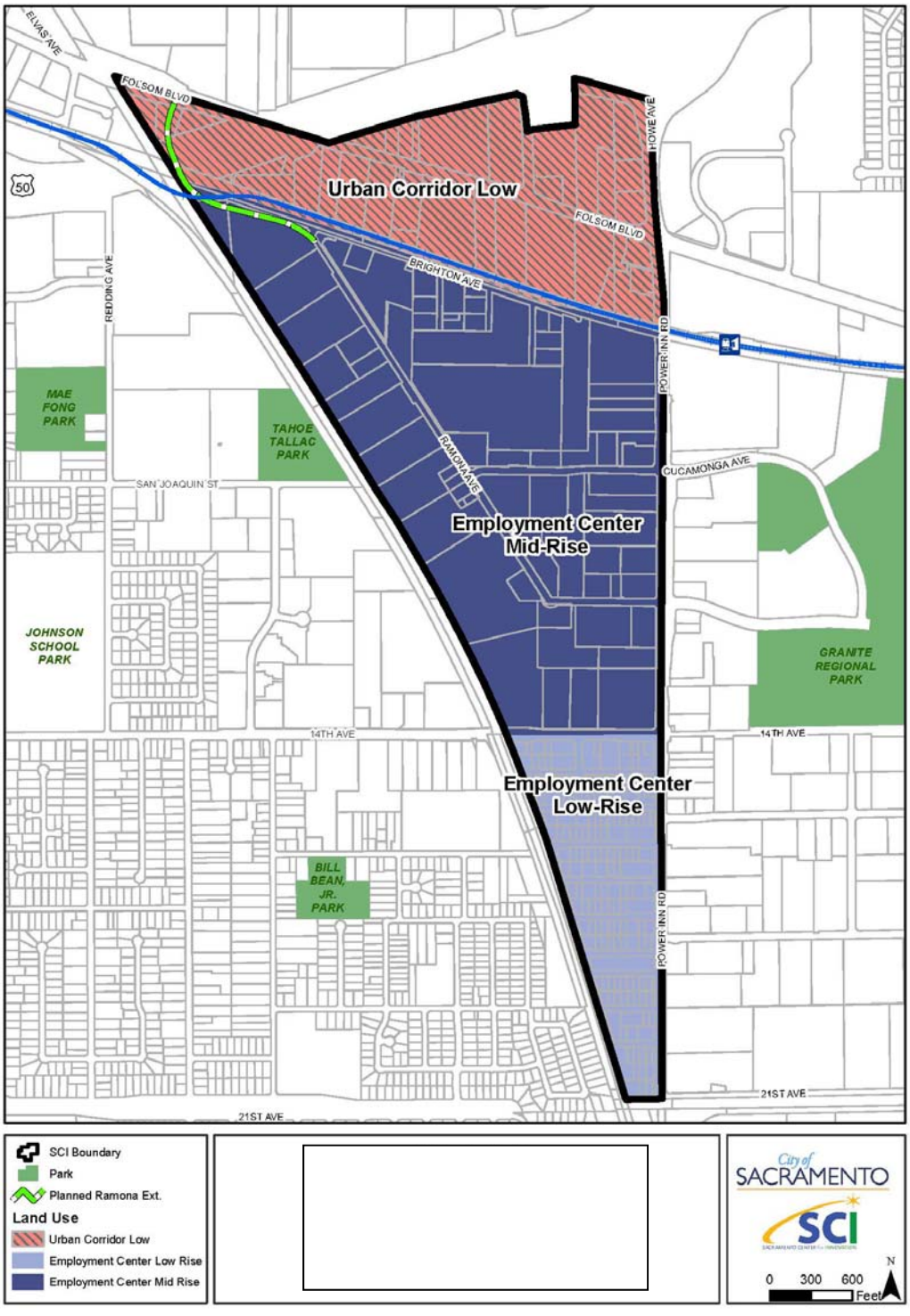
Energy

Structures built as part of the project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2030 general Plan includes policies (see Policies 6.1.10 through 6.1.13) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

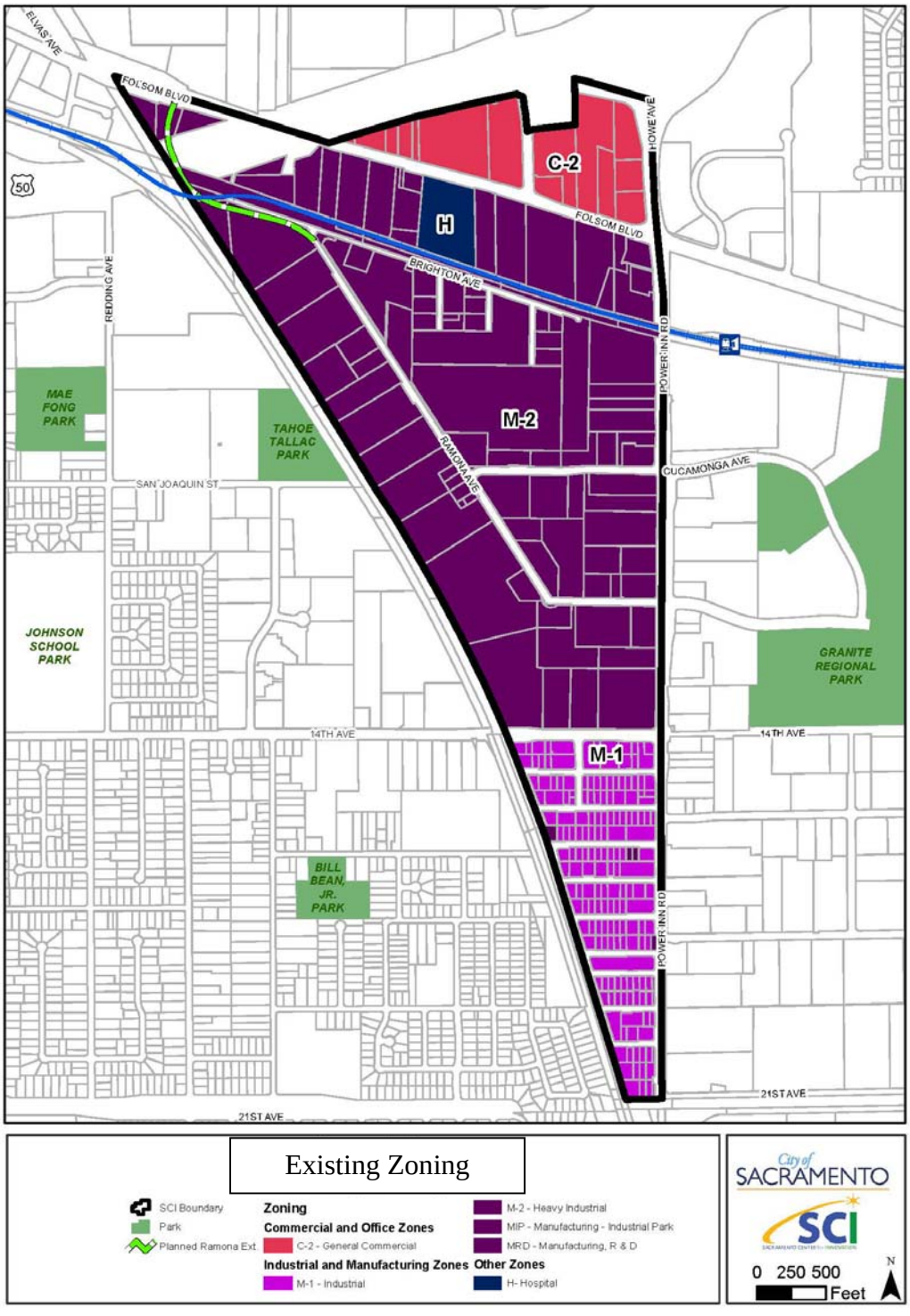
Policies 6.1.6 through 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Policies 6.1.5 and 6.1.12 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. (See Impacts 6.11-9 and 6.11-10) The proposed project would not result in any impacts not identified and evaluated in the Master EIR.

# Figure 2
# General Plan Land Use Map



# Figure 3
# Existing Zoning Map



| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 1. AIR QUALITY<br>*Would the proposal:*<br>A) Result in construction emissions of $NO_x$ above 85 pounds per day? | | | X |
| B) Result in operational emissions of $NO_x$ or ROG above 65 pounds per day? | | | X |
| C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | | X |
| C) Result in $PM_{10}$ 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? | | | X |
| E) Result in 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)? | | | X |
| F) Result in exposure of sensitive receptors to substantial pollutant concentrations? | | | X |
| G) Result in 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? | | | X |
| H) Impede the City or state efforts to meet AB32 standards for the reduction of greenhouse gas emissions? | | | X |

### ENVIRONMENTAL AND REGULATORY SETTING

In December 2006 the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter ($ug/m^3$) for particles less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions.

The City of Sacramento is within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). According to SMAQMD, Sacramento County is a federal severe nonattainment area and State nonattainment area for ozone, a State nonattainment area and federal moderate nonattainment area for $PM_{10}$, and a State and federal nonattainment area for $PM_{2.5}$.

### 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 6.1-6:** Implementation of the 2030 General Plan could result in TAC emissions that could adversely affect sensitive receptors.

*and*

**Impact 6.1-11:** Implementation of the proposed 2030 General Plan, in conjunction with other development in the SVAB, would generate TAC emissions that could adversely affect sensitive receptors.

**Mitigation Measure 6.1.6 - General Plan Policy ER 6.1.5 - Development Near TAC Sources**: The City shall ensure that new development with sensitive uses located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), reduces potential health risks. In its review of these projects, the City shall consider current guidance provided by and consult with the CARB and the Sacramento Metropolitan Air Quality Management District.

### STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts 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 MEIR:

- 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. However, if project emissions of $NO_x$ and ROG are below the emission thresholds given above, then the project would not result in violations of the $PM_{10}$ ambient air quality standards;
- 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**

The Master EIR addressed the potential effects of 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. See Master EIR, Chapter 6.1.

Policies in the 2030 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2030 general Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response. Individual projects in the specific plan area that require discretionary permits would be reviewed for compliance with the Climate Action Plan adopted by the City.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-H**

The proposed Sacramento Center for Innovation Specific Plan is consistent with the 2030 General Plan. Development consistent with the specific plan would not result in overall emissions in excess of those utilized in the Master EIR for analysis of cumulative effects, and the SCI plan would not have additional significant environmental effects.

Decreasing vehicle miles travelled is a key strategy in the City's efforts to reduce greenhouse gas emissions, and the project would support this effort. The cumulative effects of greenhouse gas emissions that could be generated by development under the 2030 General Plan was evaluated in the Master EIR, as noted above, and the project would not impede the City's efforts to comply with statewide mandates for reduction of greenhouse gases. The project would not have any additional significant environmental effect.

**MITIGATION MEASURES**

None required.

**Findings**

The project would have no additional project-specific environmental effects relating to Air Quality.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 2. BIOLOGICAL RESOURCES<br>Would the proposal:<br><br>A) Create 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 | | | X |
| B) Result in 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 | | | X |
| C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)? | | | X |

**ENVIRONMENTAL SETTING**

The Sacramento Center for Innovation area is comprised of three separate parts. In the north is a retail and office corridor along Folsom Boulevard. The second area, south of Brighton Avenue and north of 14th Avenue, is a mix of businesses, such as Inx International, Hilti, and Concrete Structural Imaging, as well as more typical industrial and manufacturing uses such as disposal companies, recycling centers, self-storage and construction material suppliers. The third area, located south of 14th Avenue, is characterized by smaller parcels and a mix of construction equipment suppliers, tow yards, auto-oriented services, and some older homes. All three areas have scattered vacant and underutilized parcels.

**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.

*and*

**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.

*and*

**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.

*and*

**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.

*and*

**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.

*and*

**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.

*and*

**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.

#### STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

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

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

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (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 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 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 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, 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).

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

None.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-C**

None of the components of the project would have any demonstrable effect on biological resources, and the project would have no additional significant effect regarding such resources.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Biological Resources.

| | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|

| Issues: | | | |
|---|---|---|---|
| 3. CULTURAL RESOURCES<br>Would the project:<br><br>A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5? | | | X |
| B) Directly or indirectly destroy a unique paleontological resource? | | | X |

**ENVIRONMENTAL SETTING**

Because of the project's proximity to the American River and the changing location of the riverbed in the past, the Sacramento Center for Innovation Specific Plan area is considered a high sensitivity area for cultural resources though no known archaeological sites are located within the Specific Plan area.

With respect to historic resources, there are two properties listed in the California Register that are being recommended for listing in the Sacramento Register. These include: 1) the Brighton underpass and floodgate, located on Folsom Boulevard at the northwestern corner of the Specific Plan area; and 2) the rail alignment which includes the First Transcontinental Railroad (currently Union Pacific Railroad) located at the western edge of the Specific Plan area as well as the Sacramento Valley Railroad (SVRR), which is currently the light rail alignment that runs adjacent to the north side of Brighton Avenue.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or

2. Directly or indirectly destroy a unique paleontological resource. Answers to Checklist Questions

**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 development under the 2030 General Plan on prehistoric and historic resources. See Chapter 6.4. 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)

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

None.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-B**

The Historic and Cultural Resources element of the 2030 General Plan addresses the treatment of cultural and historic resources if they are encountered as part of development activity. The policies call for identification of such resources, and requires efforts to be undertaken to preserve such resources, with demolition being a last resort. (Policy HCR 2.1.14).

The project is consistent with the 2030 General Plan, and would support the City's efforts to encourage development of neighborhoods that provide a range of services and that minimize vehicle miles traveled. The cumulative effects of the proposed project have been considered in the Master EIR, and the project would have no additional significant environmental effects.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Cultural Resources.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 4.GEOLOGY AND SOILS<br><br>Would the project allow 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? | | | X |

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, 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, erosion, existing mineral resources and paleontological resources 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.

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

None.

**ANSWERS TO CHECKLIST QUESTIONS**

Any specific development proposal within the SCI area would be subject to the City's standard building regulations, including inspection and enforcement of the applicable building code. Implementation of the standard building regulations would ensure that any development would be conducted in a manner that takes proper account of specific geologic or soil conditions at the site.

The Master EIR evaluated the cumulative effects of building that would be allowed under the 2030 General Plan. The proposed project does not propose any development or other change that was not evaluated in the Master EIR, and there would be no additional significant effects due to the project.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Geology and Soils.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 5. HAZARDS<br>Would the project:<br><br>A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities? | | | X |
| B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials? | | | X |
| C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities? | | | X |

**ENVIRONMENTAL SETTING**

Located at the southeastern corner of the Specific Plan area is the 14th Avenue landfill. This 16.67 acre landfill was originally an open-pit gravel mine that was converted to a landfill around 1970. While the landfill is no longer active, it remains a constraint on development in the area south of Ramona Avenue and east of Power Inn Road. The landfill consists of nine separate parcels, and those property owners formed the Power Inn Association to handle costs and work associated with monitoring and eventual closure of the landfill. However, even after proper closure of the landfill any future development on or within 1,000 feet of the boundary must comply with State regulations governing construction on or near former landfills. In addition, development proposals are subject to review by the appropriate regulatory agencies.

**ENVIRONMENTAL AND REGULATORY SETTING**

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 AQMD 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 Rule 902 and Commercial Structures**

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet 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 a 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 it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

**Removal Practices, Removal Plans/Notification and Disposal**

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements 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 Initial Study, 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**

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 6.6. 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 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

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

None.

**ANSWERS TO CHECKLIST QUESTIONS**

The SCI area includes landfills that include / have included organic deposits produce methane and other gases, which can be toxic and explosive at certain concentrations. Landfill gas can migrate through the ground and appear at distant locations.

CSI policies require that any structure within the project boundaries (including but not limited to, buildings, subsurface vaults, utilities, or any other areas where potential landfill gas buildup may cause adverse impacts to the public health or safety or the environment) within 1,000 feet of buried waste or proposed buried waste would be continuously monitored for landfill gas and would be required to follow strict construction standards to prevent landfill gas accumulation in those structures.

Structures located in the SCI project area will be required to comply with policies to test and monitor for landfill gases prior to, during, and after construction.

**POLICIES**

1.) No structure shall be constructed within 1,000 feet of the 14th Avenue landfill

2.) Any structure within the project boundaries (including but not limited to, buildings, subsurface vaults, utilities, or any other areas where potential landfill gas buildup may cause adverse impacts to the public health or safety or the environment) within 1,000 feet of buried waste or proposed buried waste should be continuously monitored by the owner/operator of such structure for landfill gas and adhere to stricter construction standards to prevent landfill gas accumulation in those structures.

3.) Prior to the issuance of building permits for structures to be built within 1,000 feet of waste, the applicant shall commission a methane levels study to be conducted by a licensed civil engineer. Said study shall analyze methane levels along the common property boundary between the subject site and the landfill. If the commissioned study concludes unsafe levels of methane accumulation in structures exists, the applicant shall implement measures to reduce that risk to an acceptable level. Such measures may

include the use of a foundation membrane layer, or continuous gas monitoring of structures, among other options. Notification of potential homebuyers to the possibility of gas migration and the associated dangers should also be considered. However, if the study concludes methane levels pose no safety risk, no mitigation shall be required. The completed study shall be submitted to the City and forwarded to the LEA for review and comment.

4.) All construction within 1,000 feet of the 14th Avenue landfill shall be clearly identified in project plans, and shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building, unless an exemption has been issued by the City's Chief Building Official:

a.) a geomembrane or equivalent system with low permeability to landfill gas shall be installed between the concrete floor slab of the building and subgrade;

b.) a permeable layer of open graded material of clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab;

c.) a geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;

d.) perforated venting pipes shall be installed within the permeable layer, and shall be designed to operate without clogging;

e.) the venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;

f.) automatic methane gas sensors shall be installed within the permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected; and

g.) periodic methane gas monitoring shall be conducted inside all buildings and underground utilities

The policies of the SCI would ensure that adequate monitoring of landfill sites would continue, and that any development within 1,000 feet of landfill deposits would be constructed in compliance with state regulations. No new significant effect would occur.

**MITIGATION MEASURES**

No mitigation is required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Hazards.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 6. HYDROLOGY AND WATER QUALITY<br>Would the project:<br><br>A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project? | | | X |
| B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood ? | | | X |

**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.

*and*

**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 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.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts 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 MEIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, 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, EC 2.1.1, 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.

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

None.

## ANSWERS TO CHECKLIST QUESTIONS

### A-E

Development or redevelopment of any parcel within the project area would be subject to review and approval and would include review of any proposal to increase or divert runoff from the affected site. The cumulative effects of development allowable under the 2030 General Plan were evaluated in the Master EIR, and the proposed project would have no additional significant environmental effects.

The project would not result in an increase in exposure to flood hazards. The Master EIR evaluated such concerns and the project would have no additional significant environmental effects.

## MITIGATION MEASURES

None required.

## FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 7. LIGHT AND GLARE<br>Would the proposal:<br><br>A) Create a source of glare that would cause a public hazard or annoyance? | | | X |
| B) Create a new source of light that would be cast onto oncoming traffic or residential uses? | | | X |

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

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

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

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

The Master EIR described the existing visual conditions in the general plan policy area, and the potential changes to those conditions that could result from development consistent with the 2030 general Plan. See Master EIR, Chapter 6.13, Urban design and Visual Resources.

The Master EIR identified potential impacts for glare (Impact 6.13-1). Mitigation Measure 6.13-1, set forth below, was identified to reduce the effect to a less-than-significant level.

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

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

**Master EIR Mitigation Measure 6.13-1**: *The City shall amend the Zoning Code to prohibit new development from:*

1) *using reflective glass that exceeds 50 percent of any building surface and on the ground three floors:*
2) *using mirrored glass;*
3) *using black glass that exceeds 25 percent of any surface of a building; and,*
4) *using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.*

The Zoning Code has not yet been amended to include the restrictions identified in Mitigation Measure 6.13-1. The restrictions will be applied to the project, if applicable, to ensure that the potential impact identified in the Master EIR is less than significant.

### ANSWERS TO CHECKLIST QUESTIONS

#### QUESTIONS A AND B

Development of the project site as proposed would introduce new reflective surfaces (e.g., window glazing and possibly other building materials) and new sources of night lighting. These sources of lighting would, however, be consistent with the existing lighting of surrounding development and would not adversely affect day or nighttime views.

#### MITIGATION MEASURES

None required.

#### FINDINGS

The project would have no additional project-specific environmental effects relating to light and glare.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 8. NOISE<br>Would the project:<br>A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases? | | | X |
| B) Result in residential interior noise levels of 45 dBA $L_{dn}$ or greater caused by noise level increases due to the project? | | | X |
| C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance? | | | X |
| D) 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? | | | X |
| E) 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? | | | X |
| F) 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? | | | X |

**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.

*and*

**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.

*and*

**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.

#### STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise 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 MEIR:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA $L_{dn}$ or greater caused by noise level increases due to the project;
- 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**

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. The general plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. 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.

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

None.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-F**

The project area is located within the 65 dB CNEL contour. Any development, or redevelopment of parcels that would be encouraged by the project would not result in new sources of substantial noise or vibration. Construction activities at specific sites that were later redeveloped could result in construction noise, but construction noise is regulated by the City Code and is of limited duration. Any effects would be less than significant.

The cumulative effects of development that could occur consistent with the 2030 General Plan were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to noise or vibration.

**MITIGATION MEASURES**

None required.

## Findings

The project would have no additional project-specific environmental effects relating to Noise.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 9. PUBLIC SERVICES<br><br>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan? | | | X |

## Environmental Setting

The Innovation Center is located in an area of the City that is currently well served by public services. As the Center develops uses consistent with the Specific Plan, increased demand for additional police and fire services is not anticipated. However, the level of service can be enhanced through the implementation of the Specific Plan.

### STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services 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 (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

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

None.

### ANSWERS TO CHECKLIST QUESTIONS

The project area is located in an urbanized portion of the City of Sacramento, and is served by

various municipal services. No substantial increase in population is proposed, and the re-use and redevelopment of sites would result in improvements in access, infrastructure and general conditions in the area.

The Master EIR evaluated the cumulative effects of development that could occur under the 2030 General Plan, and the project would result in no additional significant environmental effects.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Public Services.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 10. RECREATION<br>Would the project:<br><br>A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities? | | | X |
| B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan? | | | X |

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- 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 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)

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

None required.

**ANSWERS TO CHECKLIST QUESTIONS**

The project would not result in any substantial increase in population beyond that identified in the 2030 General Plan, and would not increase the demand for existing recreational facilities. The cumulative effects were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to recreation.

### MITIGATION MEASURES

None required.

### FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

| Issues: | Effect remains significant with all identified mitigation | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 11. TRANSPORTATION AND CIRCULATION<br>Would the project:<br><br>A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more. | | | X |
| B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.? | | | X |
| C) Freeway facilities: 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 level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity? | | | X |
| D) Transit: adversely affect public transit operations or fail to adequately provide for access to public? | | | X |
| E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle? | | | X |
| F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians? | | | X |

**ENVIRONMENTAL SETTING**

The existing roadway network within and around the Sacramento Center for Innovation area includes a mix of local roads, collectors, and arterials. Arterials emphasize high mobility for through traffic, while local roads emphasize property access, and collector streets attempt to achieve a balance between mobility and access. Roadway improvements are proposed in the City's General Plan and the 65$^{th}$ Street Transportation Plan preferred scenario (Scenario C-Prime 2030). The roadways within the project area are described below.

- **US Highway 50** is an eight-lane freeway at the 65th Street interchange with four mixed-flow lanes in both the eastbound and westbound directions. Auxiliary lanes are also provided in both the eastbound and westbound directions between 65th Street and Hornet Drive. There are eastbound and westbound exits at Power Inn Road/Howe Avenue that provide direct access to the SCI area. It forms the northern boundary of the SCI area

- **Folsom Boulevard** is an arterial roadway that provides two travel lanes in each direction (east-west) within the project area.

- **Power Inn Road** is an arterial roadway that provides six travel lanes in each direction (north-south) and bounds the SCI area on the east side.

- **14th Avenue** is an east-west collector roadway that provides one travel lane in each direction and bisects the Specific Plan area.

- **Cucamonga Avenue** is a local road with two travel lanes (east-west) and signalized access at Power Inn Road.

- **Ramona Avenue** is a local road with two travel lanes running both north-south (dead-ending at Brighton Avenue) and east-west to Power Inn Road with signalized access at Power Inn Road.

- **Brighton Avenue** is a local road with two travel lanes (east-west) just south of the light rail tracks. It can only be accessed by Ramona Avenue.

The area south of 14th Avenue is also served by Power Inn Road on the east and 14th Avenue on the north. Several local roads serve the individual properties within this area. However, no roadway improvements are proposed as part of the Specific Plan.

**GENERAL PLAN POLICIES**

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR.

**Level of Service 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.

**Roadways Exempt from Level of Service 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

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation 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 MEIR:

Roadway Segments

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

**Freeway Facilities**

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 level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service 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**

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. 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 level of service 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. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

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

New projects in the project area would be subject to Policy M 1.2.2 that calls for the City to allow flexible level of service (LOS) standards. A central theme of the 2030 General Plan is the encouragement of infill projects and the re-use and redevelopment of parcels within the urban core.

Goal 4.2 in the Mobility Element calls for development of a transportation system that balances the diverse needs of the users of the public right-of-way. Policies M 4.2.1 to M 4.2.6 implement this goal and would apply to the project area.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-F**

The proposed Sacramento Center for Innovation Specific Plan does not propose any new development which is not consistent with the 2030 General Plan. The City's roadway infrastructure, including ways of travel for pedestrians and bicycles, is identified in the Master EIR, and any new, expanded or redeveloped uses would be required to adhere to the standards set forth in the 2030 General Plan Mobility Element as part of individual projects.

The project would not have any additional significant environmental effects relating to transportation and circulation.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 12. UTILITIES AND SERVICE SYSTEMS<br>Would the project:<br>A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments? | | | X |
| B) 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? | | | X |

**ENVIRONMENTAL SETTING**

There are several miles of existing water transmission and distribution mains within the Sacramento Center for Innovation Specific Plan area. These mains range in size from 4-inch to 60-inch mains and vary in age from new to 75 years old. Source water is typically provided by the E. A. Fairbairn Water Treatment Plant which is located along the American River adjacent to California State University Sacramento. The current level of service with regard to domestic water pressure and water quality is considered high relative to other areas in Sacramento, given the close proximity of the treatment plant. Existing fire flow delivery capacity is less easily determined and should be established through physical testing; however, the presence of 6 and 8-inch mains suggests the mains are likely undersized to serve future commercial and industrial fire flow demands.

Many of the older distribution mains (under 12-inches in size) within the Sacramento Center for Innovation area are of questionable condition and should be assessed before constructing new sections of road. Thin walled steel, galvanized, and cast iron water mains all have demonstrated a recent history of problems associated with the end of useful service life. Transite water mains, typically installed prior to 1975, continue to provide reliable service unless disturbed, in which case brittle fracture is often the typical mode of failure. Polyvinyl Chloride (PVC) mains are assumed to provide full service for the foreseeable future.

The Sacramento Center for Innovation Specific Plan area receives surface water from 36-inch pipes running from the E. A. Fairbairn Water Treatment Plant through the project area to Power Inn Road. However, the individual parcels within the SCI area are mainly served by mains that are less than 12-inches in diameter, although the northwest portion of Brighton Avenue and Ramona Avenue has 12-inch mains.

Electrical service within Sacramento Center for Innovation is provided by the Sacramento Municipal Utility District (SMUD), which has the exclusive charter to provide electricity within Sacramento County. SMUD is responsible for the generation, transmission and distribution of electrical power to its 900 square mile service area. The Specific Plan area is presently served by two 12 kV primary feeders that run north/south along the railroad tracks and Power Inn Road. There is also a 69kV line running north/south along Power Inn Road and on the northern tip of the Specific Plan area near Sacramento State. Additionally, there is a substation south of 14th Avenue at Amador Avenue and Power Inn Road. SMUD has no plans at this time for any other substation or future line extension. However, with the land uses proposed in the Sacramento

Center for Innovation area, it is possible that a large customer could locate in the area requiring a new substation and/or 69kV service. No such project is proposed at this time, and any improvements would be subject to environmental review.

Natural gas service is provided to the Specific Plan area by Pacific Gas and Electric (PG&E). PG&E owns and operates gas transmission and distribution facilities in the Sacramento Center for Innovation. The existing facilities in the area consist of 4.5-inch to 16-inch pipelines delivering service to all customers that are not served by private propane tanks. As with cable and telephone services, natural gas lines are typically co-located with other utilities in trenches to reduce construction costs and environmental impacts.

### STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the 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
- 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

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. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2030 General Plan. Policies in the general plan would reduce the impact generally 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, 6.11-5Impacts 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.

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

None available.

### ANSWERS TO CHECKLIST QUESTIONS

It is anticipated that the location of new innovative businesses, especially technology businesses, within the Sacramento Center for Innovation area will have relatively high municipal water demands and need robust fire suppression systems. The portion of the Specific Plan area north of 14th Avenue will be required to have a fire flow of 3,000 gallons per minute. The 8-inch distribution mains are generally sufficient for residential use, but may not provide

adequate residual pressure for high volume fire flows. To meet these demands, 12-inch water mains should be installed within the project area. These improvements are part of the City's planned utility infrastructure.

The growth proposed in the Specific Plan could have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution mains, the range of improvements needed to accommodate additional load on the gas system could include regulator stations, odorizer stations, valve lots and distribution and transmission lines.

Improvements to utility infrastructure are a part of long range planning for development, and the cumulative effects of such improvements have been evaluated in the Master EIR. Individual projects that occur would be subject to project-specific environmental review. No new significant effects would occur.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Utilities.

**MANDATORY FINDINGS OF SIGNIFICANCE**

| Issues: | Effect remains significant with all identified mitigation | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|---|---|---|
| 13. MANDATORY FINDINGS OF SIGNIFICANCE<br><br>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? | | | X |
| B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | | | X |
| C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | X |

## Answers to Checklist Questions

### QUESTIONS A THROUGH C

The project includes adoption of policies that would apply to the project area. The policies are consistent with the 2030 General Plan. The cumulative effects, growth-inducing effects and irreversible significant effects that could occur as a result of development allowed under the 2030 General Plan were evaluated in the Master EIR. The project would not result in any significant effects that were not evaluated in the Master EIR.

## SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

| | | | |
|---|---|---|---|
| | Aesthetics | | Hazards |
| | Air Quality | | Noise |
| | Biological Resources | | Public Services |
| | Cultural Resources | | Recreation |
| | Energy and Mineral Resources | | Transportation/Circulation |
| | Geology and Soils | | Utilities and Service Systems |
| | Hydrology and Water Quality | | |
| | | | |
| X | None Identified | | |

## SECTION V - DETERMINATION

**On the basis of the initial study:**

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

Remigio Mendoza
Signature

9/10/13
Date

Remigio Mendoza
Printed Name