

United Cerebral Palsy of Sacramento and Northern California Transit Vehicle Facility

Addendum No. 2 to the California Plaza Phase II Environmental Impact Report (SCH# 1990020516)

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1.0 INTRODUCTION

United Cerebral Palsy of Sacramento and Northern California (UCP) Transit Storage is requesting a Conditional Use Permit (CUP) from the City of Sacramento (City) to allow for construction of a new secure vehicle yard for UCP transit vehicle storage and maintenance. The yard is proposed to be constructed on 1.1 acres of undeveloped land within a 5.44-acre parcel at 2150 Harvard Street, Sacramento, 95815 (Assessor's Parcel Number: 277-0153-016-0000). The parcel is zoned for Office (OB) and is developed with a currently vacant office building and surface parking lot. To initiate the permitting process, UCP Transit Storage has submitted to the City a request for a 1) CUP to establish a Transit Vehicle-service, repair, and storage use; and 2) a site plan and design review for 72 bus/van parking stalls, a 6,000 gallon above ground fueling tank, and associated site improvements. The submitted CUP application acts as a trigger for CEQA compliance.

The project purpose, discussion of CEQA process, and background of the site's entitlement and environmental review history is included below. A complete description of the proposed Project is included in Chapter 2, while the remaining sections include the CEQA findings from the 2003 Environmental Impact Report (EIR) and 2012 Addendum #1 (both in Chapter 3), the CEQA findings from this CEQA Addendum #2 (Chapter 4), and a summary conclusion in Chapter 5.

1.1 PURPOSE OF PROJECT

UCP is a local non-profit leader serving the community for 70 years providing essential programs and services that improve the independence and quality of life for more than 3,600 individuals and families with disabilities throughout the Greater Sacramento Region.

UCP currently is the region's largest specialized, non-public transportation provider for individuals with developmental disabilities in Sacramento County. Local residents rely on UCP transportation to maintain their independence and connection with their local community. The importance of UCP's services is documented in [SACOG's Coordinated Plan](#) (updated June 2024).

UCP has outgrown its current transportation facility at 2501 Florin Rd, Sacramento, CA 95822, and is searching for a new suitable location to support UCP's transportation services and other administrative support staff. The current facility has limited administrative office space and shop space for repair and maintenance of transit vehicles. UCP's use of the existing office building and proposed vehicle yard at 2150 Harvard Street is intended to modernize services and improve support for local residences and businesses in the area and throughout the county.

1.2 USE OF CEQA ADDENDUM

CEQA allows for the preparation of an Addendum to a certified EIR (Section 15164 of the CEQA Guidelines, Addendum to an EIR or Negative Declaration) to document minor changes in the project characteristics or environmental conditions under which the project will be

developed. This Addendum to the Certified 2003 EIR for the California Plaza Phase II Project (California State Clearinghouse [SCH]# 1990020516; City of Sacramento [City] Resolution Number [No.] 2004-258, dated April 8, 2004; hereinafter referred to as the "Project" or "proposed Project") has been prepared in accordance with the provisions of CEQA (PRC, Sections 21000 et seq.); the State CEQA Guidelines (Title 14, *California Code of Regulations*, Sections 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as adopted by the City in Resolution No. 91-892 in 1991. Section 15164(b) of the State CEQA Guidelines states that "an addendum... may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred". Pursuant to Section 15162 of the CEQA Guidelines,

...no subsequent EIR "shall" be required for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that one or more of the following conditions are met:

- A. *When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
1. *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
 3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*
 - a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - c. *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

- d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

In accordance with Sections 15162 and 15164 of the State CEQA Guidelines, based on the analysis and substantial evidence presented in this Addendum, the City has determined there are no new significant environmental impacts resulting from the proposed Project. The City has determined that there are no substantial increases in the severity of any previously identified significant environmental impacts and no new mitigation measures are required for the implementation of the proposed Project; there are no changes in circumstances under which the proposed Project would be undertaken that would result in new or more severe significant environmental impacts; and there is no new information of substantial importance that would result in one or more new or substantially more severe significant impacts. Therefore, an Addendum is the appropriate environmental documentation for the proposed Project and requested approvals.

Pursuant to Section 15050 of the State CEQA Guidelines, the City is the lead agency for the proposed Project and has the authority for Project approval and approval of the accompanying environmental documentation (i.e., this Addendum). This addendum evaluates the adequacy of the existing EIR and the associated Mitigation and Monitoring Plan (MMP) against the impacts associated with the proposed Project to determine if any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, or if the existing analysis conclusions and MMP remain adequate.

In addition to the approvals identified above, the proposed Project would be subject to other approvals and ministerial actions by the City as part of project implementation. These approvals include, but are not limited to, grading permits, sign permits, and building permits.

1.3 PROJECT ENTITLEMENT AND CEQA COMPLIANCE

BACKGROUND

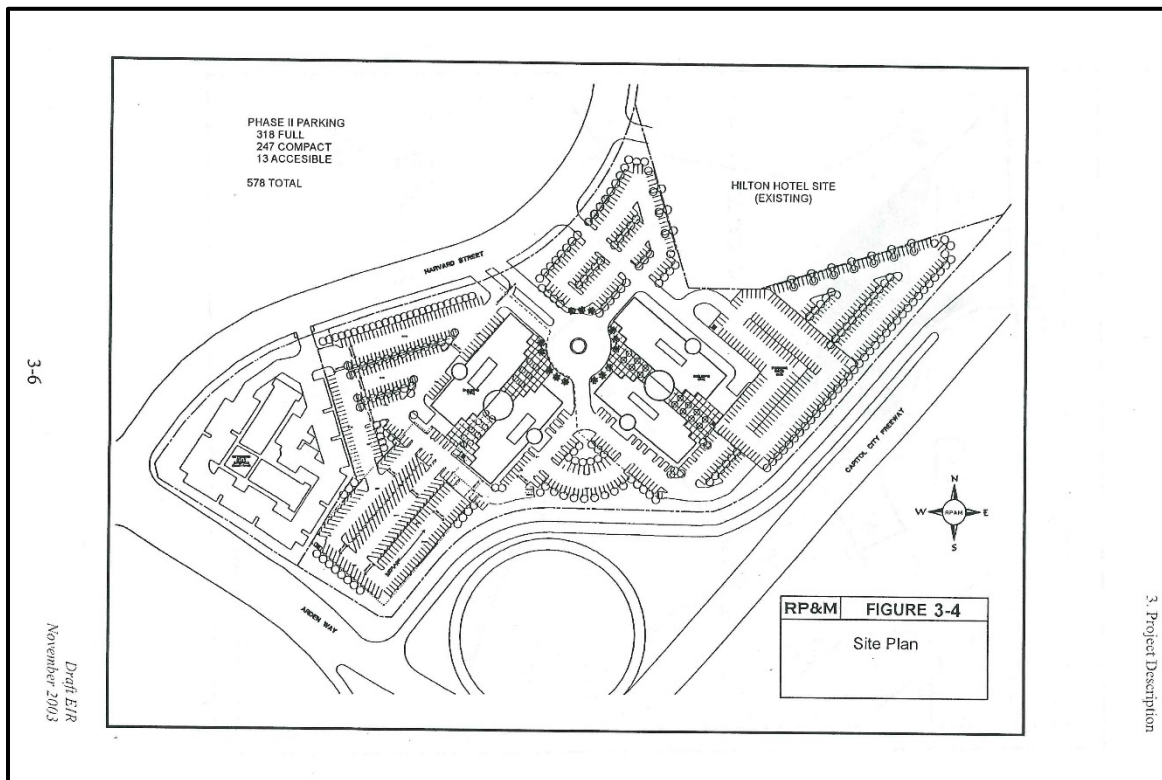
1.3.1 PROJECT PERMITTING AND CEQA ENVIRONMENTAL REVIEW – 1984 TO 2003

On January 31, 1984, the City Council approved a tentative map to divide a 12.87-acre property on Harvard Street in Sacramento into two parcels (P83-402). Five years later, on May 11, 1989, the City Planning Commission approved a special permit and plan review to develop the northern of the two parcels (2180 Harvard Street) with a 162,235 square foot office building and 630 parking spaces (P89-130); this project was identified as California Plaza – Phase I and was completed in summer 1991.

On June 27, 1991, the City approved a special permit ([P90-009](#)) and certified an EIR (State Clearinghouse [SCH] #1990020516) to construct a second 162,235 square foot, five story office building with 630 parking spaces (390 within a parking structure and 240 surface) on

the southern parcel (2150 Harvard Street); this project was identified as California Plaza – Phase II. In the permit application, the proposed Phase II office building was to be a mirror image of the California Plaza – Phase I building constructed in 1991 and would have a total disturbance area of 212,130 square feet (sf). A one-year time extension was granted to the applicant in 1993 (P93-001), and a two-year extension was approved in 1994 (P94-086). Due to delays in construction of the project, a new special permit for the same design was approved in 1996 (P96-003) and the City Zoning Administrator granted a time extension to the project in 1998 (Z98-031). However, the project entitlements expired in 1999. In 2001, the City approved a new special permit request for the California Plaza Phase II project (P01-139) at the same project site. The proposed project remained a five-story 162,235-sf building with a three-level parking structure and other surface parking facilities.. The total disturbance area for the P01-139 project increased to 284,085 sf from the 1991 P90-009-approved area of 212,130 sf. Due to the length of time that had passed since the approval of the previous EIR in 1991, the change in total disturbance area, and the potential changes to the existing environmental setting, particularly changes to traffic and circulation, the City determined that an updated environmental document would be necessary for consideration of the project by the Planning Commission. As a result, the proposed Project was evaluated in 2003 to 2004 with a second EIR under the same SCH #1990020516; the project and CEQA documentation was approved and adopted on April 8, 2004, with Resolution No. 2004-258. Figure 1 shows the proposed site plan for the 2001 P01-139 California Plaza - Phase II project. However, the construction never occurred and the development entitlements for the site again expired.

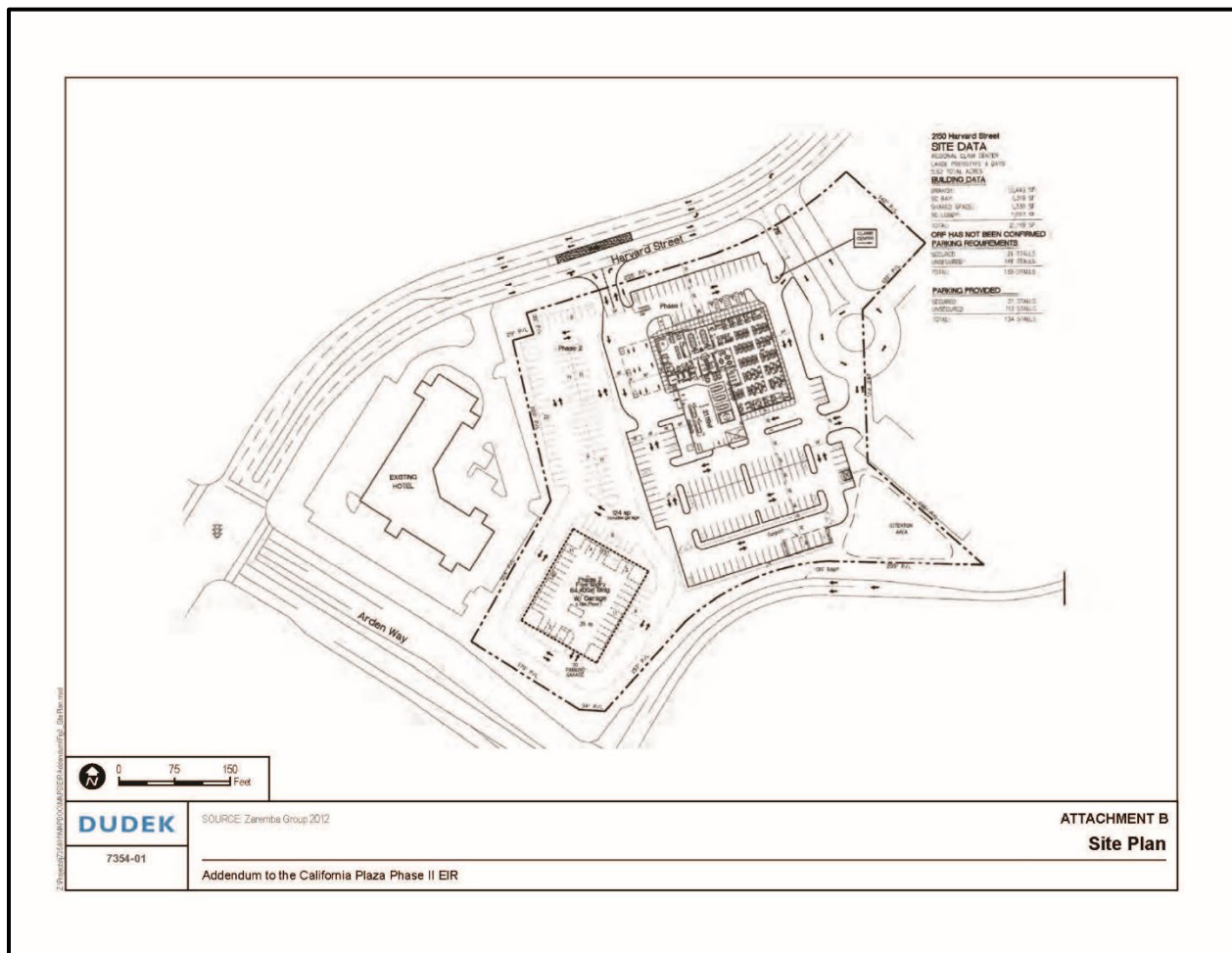
FIGURE 1: 2003 CALIFORNIA PLAZA PHASE II SITE PLAN



1.3.2 P12-019 PROPOSED PROJECT AND ADDENDUM #1 TO THE EIR - 2012

In 2012, the applicant at the time (Progressive Insurance) sought new entitlements (P12-019) to include construction of two office buildings at the approximately 5.6-acre undeveloped project site across two phases of construction that would provide a total of approximately 85,520 sf of office space, parking, and an onsite detention basin for stormwater treatment. The project comprised a total construction disturbance area of approximately 195,115 sf (4.48 acres), a portion of which included the permanent addition of 168,115 sf of new pavement. Figure 2 shows the proposed P12-019 site plan from the 2012 EIR Addendum #1.

FIGURE 2: 2012 CALIFORNIA PLAZA PHASE II SITE PLAN



As noted, the P12-019 proposed project split the California Plaza Phase II project again into two separate phases of construction, which we refer to as Phases 1 and 2 in this report. Phase 1 of the California Plaza Phase II project proposed construction comprised a 21,120-sf building, 134 surface parking spaces, and the stormwater detention basin (Table 3). The total proposed disturbance area was 135,000 sf (3.1 acres), with a total of 108,000 sf (2.5 acres) of new impervious surface (Table 2). These Phase 1 facilities were constructed in November 2013 (Tables 1, 2 and 3; Figure 3).

Proposed construction for Phase 2 of the California Plaza Phase II project, as defined in the P12-019 permit application, consisted of a separate 12,880-sf five-story building with parking on the 1st floor (35 spaces) and office space on the other four floors, along with an additional 85 surface parking spaces to fill the remaining open area (Tables 2 and 3; Figure 3). However, the Phase 2 construction never occurred and since then, no additional proposals for the remaining approximately 3.1-acre site have been approved by the City.

Table 1 provides a timeline summarizing the full history of entitlements and CEQA compliance activities attributable to both the California Plaza – Phase I and California Plaza – Phase II projects.

TABLE 1
CALIFORNIA PLAZA PROJECT ENTITLEMENTS AND
CEQA COMPLIANCE TIMELINE

Year	Reference No.	Project	Activity Description
1984	P83-402	Harvard Street parcel split	12.87-acre property split into two parcels (2180 Harvard [north parcel] and 2150 Harvard [south parcel])
1989	P89-130	CA Plaza – Phase I	Council approves 2180 Harvard Street (north parcel) development permit
1991	P89-130	CA Plaza – Phase I	2180 Harvard Street construction completed
1991	P90-009	CA Plaza - Phase II	Council approves 2150 Harvard Street (south parcel) development permit with same design as 2180 Harvard Street
1991	SCH# 1990020516	CA Plaza – Phase II	Council approves and certifies EIR in support of P90-009 design
1993	P93-001	CA Plaza – Phase II	One-year time extension – no change in design
1994	P94-086	CA Plaza – Phase II	Two-year time extension – no change in design
1996	P96-003	CA Plaza – Phase II	New special permit – no change in design
1998	Z98-031	CA Plaza – Phase II	One-year time extension – no change in design
1999	P96-003	CA Plaza – Phase II	Project entitlements expire
2001	P01-139	CA Plaza – Phase II	New special permit – new design with 5-story office building and 3-level parking garage
2004	SCH# 1990020516	CA Plaza Ph II	Council approves and certifies EIR in support of P01-139 design
2012	P12-019 and EIR Addendum #1	CA Plaza Ph II	New special permit – new design with 2 phases of construction. Phase 1 with office building, 134 parking spaces, and stormwater detention basin. Phase 2 with 5-story building; 1 st floor parking and other floors office, plus 85 surface parking spaces.
2013	P12-019	CA Plaza Ph II, Phase 1	Phase 1 office building, detention basin and surface parking spaces construction complete
2026	EIR Addendum #2	CA Plaza Ph II, Phase 2	Application submitted for new special permit for Phase 2 for UCP transit vehicle storage and maintenance facility

Tables 2 and 3 provide summaries of the total construction disturbance areas attributable to each new California Plaza – Phase II permit application and design review from 1991 to 2012 (Table 2), as well as the corresponding changes in proposed office building square footage and number of parking spaces (Table 3).

TABLE 2
CALIFORNIA PLAZA – PHASE II TOTAL PROPOSED CONSTRUCTION
DISTURBANCE AREA AND NEW PAVEMENT BY PERMIT DESIGN

Year	Special Permit No.	Plan Title	Total Proposed Disturbance Area (sf)	Total Existing Paved Area (sf)	New Paved Area (sf)
1991	P90-009	CA Plaza - Ph II	212,130	0	212,130
2001	P01-139	CA Plaza - Ph II	284,085	0	284,085
2012*	P12-019	CA Plaza Ph II; Phase 1	135,000	0	108,000
2012*	P12-019	CA Plaza Ph II; Phase 2	60,115	0	60,115
2013	P12-019	CA Plaza Ph II; Phase 1 as constructed	135,000	0	127,533
* Phases 1 and 2 were combined in P12-019 permit; displayed here separately to show proposed disturbance areas by individual phase since construction of Phase 1 was completed in 2013 and current proposed project comprises only Phase 2.					

TABLE 3
CALIFORNIA PLAZA – PHASE II TOTAL PROPOSED OFFICE BUILDING
SIZE AND PARKING SPACES BY PERMIT DESIGN

Year	Special Permit No.	Plan Title	Office Building Size (sf)	Parking Area (sf)	Parking – Surface Spaces	Parking – Building Spaces
1991	P90-009	CA Plaza - Ph II	162,235	121,850	240	390
2001	P01-139	CA Plaza - Ph II	162,235	121,850	242	346
2012*	P12-019	CA Plaza Ph II; Phase 1	21,120		134	n/a
2012*	P12-019	CA Plaza Ph II; Phase 2	12,880		85	35
2013	P12-019	CA Plaza Ph II; Phase 1 as constructed	21,120		134	n/a
* Phases 1 and 2 were combined in P12-019 permit; displayed here separately to show proposed disturbance areas by individual phase since construction of Phase 1 was completed in 2013 and current proposed project comprises only Phase 2.						

2.0 PROJECT DESCRIPTION AND SETTING

2.1 PROJECT LOCATION

The proposed project site (2150 Harvard Street; APN: 277-0153-016-0000) is generally bounded by Harvard Street to the north, an Extended Stay America Hotel to the west, the Capital City Freeway Arden Way southbound off ramp and Arden Way to the south, and the California Plaza Phase I building and surface parking to the east. The project site is located in the Arden Arcade Community Plan area, just west of the Capital City Freeway, near the intersection of Arden Way and Harvard Street in Sacramento California (Figure 3 Vicinity Map; Figure 4 Project Site Existing Conditions).

2.2 EXISTING SITE CHARACTERISTICS

The approximately 1.1-acre proposed project site is within an approximately 3.1-acre undeveloped fallow field dominated by non-native grasses with ornamental tree plantings along the southwest, north, and northeast edges. A small stand of eucalyptus and oak trees is located in the western corner of the property. No trees are proposed for removal. The project site is currently designated Employment Center Midrise (ECMR) in the City's 2040 General Plan and zoned OB.

FIGURE 3: PROJECT VICINITY MAP



FIGURE 4: PROJECT SITE - EXISTING CONDITIONS

2.3 PROPOSED PROJECT DESCRIPTION

UCP proposes to develop a portion of the remaining property for UCP Transit vehicle storage, service, and repair. UCP's Site Plan includes no changes (other than signage) to the exterior of the California Plaza Phase I building that was constructed in 2013. General office use will continue at the building. The existing 14,417 sf of office space will be used for transportation administrative staff, general office, and meeting space. Based on a general average of 200 sf per member of staff, this office space could allow for up to approximately 72 employees. The existing 6,949 sf shop space is planned for repair and maintenance of transit vehicles.

As part of the Project, UCP also proposes construction of a new secure transit vehicle yard in the southwest undeveloped portion of the property for approximately 75 transit vehicles. Construction of the yard includes the addition of a 6,000 gallon above-ground petroleum storage tank (gasoline) at the south end of the property in an existing secured parking area. The area will be re-fenced to connect the new transit vehicle yard to the existing secure lot (See Attachment A *UCP Sacramento Transit Building Overall Site Plan*). The total proposed disturbance area is approximately 60,500 sf (1.4 acres), which includes temporary construction disturbance on 20,038 sf of the existing impervious surface area that was paved

during Phase 1 construction, and new paving of approximately 40,075 sf (.92 acre) of undeveloped land (Table 2 *California Plaza – Phase II Total Proposed Disturbance Area and New Impervious Pavement by Plan Year* in Section 1.3.2).

Table 4 provides a comparison of the total disturbance area and new impervious pavement estimates associated with the proposed project with the previously approved permits.

TABLE 4
CEQA DOCUMENTATION COMPARISON OF TOTAL DISTURBANCE AND
PROPOSED NEW PAVEMENT 1991 TO 2026

Year	Special Permit No.	Total Proposed Disturbance Area (sf/acres)	Total Proposed New Paved Area (sf/acres)
1991	P90-009	212,130/4.87	212,130/4.87
2001	P01-139	284,085/6.52	284,085/6.52
2012	P12-019; includes both phases as proposed	195,115/4.48	168,115/3.86
2026	tba; includes P12-019 Phase 1 as built + new Phase 2 proposed project	175,075/4.02	167,608/3.85
2026	2026 proposed project total impact area as compared to previous years' permits	LESS	LESS

2.3.1 CIRCULATION AND PARKING

Vehicular access to the development will be provided via an existing driveway off Harvard Street. Staff parking would occur at the existing parking area constructed in 2013.

2.3.2 PROJECT CONSTRUCTION

Site improvements include excavation, grading and paving at unpaved areas, installation of a new 6,000 gallon above-ground fuel tank and plumbing of a new storm drain collection system for the new project area only. The overall project site has access to all utilities – water, sewer hookups, electricity – from construction completed in Phase I. Surface water from new impervious areas will not be connected to the existing stormwater detention basin in the southeast corner of the property. Rather, it will be treated separately in an underground detention system and water quality box (Attachment B UCP Sacramento Transit Building Proposed Utility Plan Sheet). Attachment C presents the proposed post-construction storm water quality plan, with designated pervious surface areas.

Construction will be conducted in compliance with applicable City, State, and federal requirements, including the City of Sacramento Municipal Code, the current California Building Standards Code, and the City of Sacramento Standard Specifications for Public Construction. Project construction is anticipated to be completed in four to six months from the start of grading. No night or weekend work is proposed. During construction, all

equipment and material will be staged on site. Staging of materials on site will not interfere with emergency access for first responders. Construction fence and gates will be installed along the perimeter limits of the Project improvements.

2.3.3 OPERATIONS

UCP's proposed operations consists of a team of 55 drivers and aides and 12 administrative and support staff. Drivers and aids report to work onsite but do not remain onsite during the workday. Existing parking spaces from Phase I construction (134 spaces) provide ample employee parking for drivers, aides, and administrative staff.

UCP currently operates a fleet of 66 vehicles, approximately 40 of those vehicles are larger buses with the remaining 16 vehicles comprising of smaller buses and vans. Transit vehicle operations typically occur between 5:45 AM and 7:00 PM. UCP administrative offices and shop operations typically occur between 7:30 AM and 6:00 PM. UCP currently dispatches 35–45 transit vehicles per weekday with minimal services on holidays and weekends.

The total number of vehicles, including transit vehicles and employee vehicles, expected to come and leave the site per day is estimated at 120. Peak vehicle activity in the morning is between 6:30 AM to 7:30 AM as drivers arrive at work and depart in UCP transit vehicles. Peak vehicle activity in the evening is between 5:30 PM to 7:00 PM when drivers return transit vehicles to the yard and return home.

3.0 PREVIOUS CEQA FINDINGS

3.1 2003 CALIFORNIA PLAZA PHASE II CEQA EIR FINDINGS

The analysis for the 2003 California Plaza Phase II Draft EIR used the format of a CEQA Initial Study (CEQA Guidelines, Appendix G); Table 5 summarizes the findings for those resources found to result in no impacts, have less than significant impacts, or less than significant impacts with mitigation incorporated without need for additional analyses. Three topics – Land Use, Traffic and Circulation, and Air Quality – were evaluated in more depth; the detailed findings for these three resources follow Table 5.

**TABLE 5
CALIFORNIA PLAZA PHASE II DRAFT EIR
RESOURCE AREA FINDINGS**

Resource Area	Finding	Description*
Aesthetics	LTSM	While the proposed project site is vacant, the surrounding properties are developed and, therefore, the proposed project would not significantly change the current view. Nonetheless, the proposed project would add light and glare to those traveling southbound on Business-80. Materials used in construction would minimize impacts of glare. However, drivers using the on- and off-ramps near Arden Way could be impacted. <i>MM I-1: Landscaping for the project site shall provide a visual barrier between buildings and vehicles on Business-80 on- and off-ramps. Based on geometry of the site and adjacent ramps, a visual screen of 20 feet in height shall be constructed using tall trees (Completed).</i>
Agriculture	NI	No loss of agricultural land.
Biological Resources	LTSM	Project area is surrounded by urbanized development. The project site does not contain suitable habitat for most animals and is not a wildlife corridor. The site does not have wetlands and is not identified in the 1987 City of Sacramento General Plan EIR as a wetlands habitat. However, the project site has some trees on site that may be removed or damaged during construction. <i>MM IV-2: Existing trees shall be preserved and protected to the maximum extent feasible, as determined by City Arborist. A tree protection plan shall be developed consistent with City Ordinance 93-066. An ISA Certified Arborist shall be retained to monitor tree protection plan and make weekly inspections of the project site during construction. (Specific street tree protections also defined; plan completed and applied).</i> <i>MM IV-3: If street tree avoidance and/or preservation are not feasible, street trees may be removed and replaced consistent with City Ordinance 93-066. (Applied).</i>

TABLE 5
CALIFORNIA PLAZA PHASE II DRAFT EIR
RESOURCE AREA FINDINGS

Resource Area	Finding	Description*
Cultural Resources	LTSM	While project site is not identified as a site for cultural or historical resources, some cultural resources could be uncovered during grading or construction operations. <i>MM V-4: If any buried cultural resources are discovered, all work shall be halted and a qualified archaeologist consulted in order to determine whether the find is an isolated example. The consulting archaeologist, in coordination with the City, shall determine appropriate actions to be taken. (Applied).</i> <i>MM V-5: Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition is made by the Coroner. Should remains be determined to be of Native American descent, then the NAHC shall be consulted to determine the appropriate disposition of such remains. (Applied).</i>
Geology and Soils	NI	The City of Sacramento General Plan (1986 – 2006) did not reveal any dangerous soil or geology conditions within the project site.
Hazards and Hazardous Materials	LTS	The project site is not involved with the transportation or handling of hazardous materials. The site does not contain any known hazardous materials and is not near a hazardous material site.
Hydrology and Water Quality	LTSM	The proposed project site is not within the 100-year flood plain and the City of Sacramento has sufficient water to supply the project. During construction, soil could erode due to rain, which would reduce water quality. However, with the implementation of the Grading, Erosion, and Sediment Control Ordinance (Chapter 15.88), the impacts from erosion should be minimized or eliminated. Nonetheless, the proposed project would involve the creation of impervious surfaces where none currently exist. <i>MM VIII-6: Project proponent shall construct a surface drainage system that connects to the street drainage system by means of a storm service tap. The surface drainage system shall include an onsite storage basin. All on-site systems shall be designed to the standard for private storm drainage systems. (Completed; will be updated).</i> <i>MM VIII-7: Prior to construction, the proponent shall conduct a drainage study and prepare a shed map. (Completed).</i> <i>MM VIII-8: The applicant shall develop a Stormwater Pollution Plan (SWPPP) for the project. This site is not served by a regional water quality treatment facility. Onsite source and treatment control measures will be developed and approved by the City Department of Utilities. (Completed; will be updated).</i>
Mineral Resources	NI	Mineral resources not identified within the project area.

TABLE 5
CALIFORNIA PLAZA PHASE II DRAFT EIR
RESOURCE AREA FINDINGS

Resource Area	Finding	Description*
Noise and Vibration	LTS	The proposed project is adjacent to Business-80 and could be impacted by the vehicle noise. However, with implementation of BMPs, the noise level within the building should not be significant. However, during construction, the noise level could impact the temporary residents at the Extended Stay America Resident Inn to the west and the Hilton Hotel to the north. <i>MM XI-9: Construction activities shall be scheduled to have the least impact on noise sensitive receptors in the area. Construction activity shall be scheduled to occur during the least noise sensitive hours, that is, between 7:00 a.m. and 6:00 p.m. on weekdays and Saturdays, and 9:00 a.m. and 6:00 p.m. on Sundays, as set forth in the City's Noise Ordinance. (Applied).</i>
Population and Housing	NI	The proposed project does not propose housing and project site is not designated for residential development. Commercial development has an indirect impact on housing need. Compliance with the City of Sacramento's Housing Trust Fund, as required, would ensure a less-than-significant housing impact and no mitigation is required.
Public Services	LTS	The proposed project is an office building and would not add to the present population and would, therefore, not need additional public services. Additionally, appropriate fees would be paid to the City which would lessen the effect of proposed project.
Recreation	NI	The proposed project would not add a permanent population to the project site. Therefore, additional park facilities are not required.
Utilities and Service Systems	LTS	Sacramento Regional County Sanitation District (SCSD) and Sacramento County Sanitation District 1 (CSD-1) will issue sewer permits to connect the project to the system if it is determined that capacity is available and the property has met all other requirements for service. Once connected, the property has the entitlement to use the system. The proposed project is responsible for adding a stormwater drainage system to the project site. The lack of a stormwater drainage system onsite is a potentially significant impact. <i>MM XVI-10: Implement MM VIII-6 to VIII-8. (Applied).</i>
NI=No Impact; LTS=Less than Significant Impacts; LTSM=Less than Significant with Mitigation Applied * The applicability of each 2003 mitigation measure listed here to the 2026 proposed project is noted in parentheses following text of measure.		

Resources identified for further study in the 2003 Draft EIR included Land Use, Traffic and Circulation, and Air Quality. Summaries of the findings are included in subsections below.

3.1.1 LAND USE

As part of the 2003 proposed project, the applicant requested (and received) a zoning change from Heavy Industrial (M-2) to Office (OB). Per Section 17.188.040 of the Zoning Ordinance, a payment of a Housing Fee is required by developers of non-residential projects.

The analysis found that the use of the space would be consistent with the General Plan's Regional Commercial and Office designation. The City's goal of providing adequate off-street parking for new development would be supported by construction of 630 parking spaces; the minimum required by the Zoning Ordinance active in 1991 would have been 406 spaces (1 space per 400 sf of office space). The project would also include the installation of 15 bicycle lockers and 15 Class II bike racks, thereby supporting the City's goals.

3.1.2 TRAFFIC AND CIRCULATION

Intersections

Traffic operations were analyzed during the a.m. and p.m. peak hours using the intersection geometries and traffic volumes calculated for the analysis. Using the Level of Service (LOS) model, under existing conditions plus the proposed project, intersection levels of service were found to not change when compared to existing no project conditions. All intersections except one would remain at LOC C or better during both peak hours. For the Auburn Boulevard/Van Ness Street/Frienza Avenue intersection, the LOS for the p.m. peak hour was "F" and the average delay for the northeast Auburn Boulevard approach increased by about 25 seconds for the proposed project. Implementation of *Mitigation Measure (MM) 5.3-1* would be required to reduce the potential for impacts to less than significant.

*MM 5.3-1: The applicant shall install a traffic signal and construct northbound and southbound left-turn pockets at the Auburn Boulevard/Van Ness Street/Frienza Avenue intersection prior to occupancy of the project site. (Note: **mitigation completed**)*

Freeways

The proposed project would not cause any off-ramp vehicle queues to extend into the off-ramp deceleration area or onto the Capital City Freeway. Therefore, impact was found to be less than significant.

Bicycle, Pedestrian, and Transit Facilities

The proposed project would not eliminate or adversely affect the existing bicycle facilities within the project vicinity, nor would it interfere with the planned bikeways for the City/County 2010 Bicycle Master Plan. Further it would not adversely affect or result in unsafe conditions for pedestrians. Finally, sufficient capacity exists on existing transit service routes. Therefore, implementation of the proposed project was found to have no impact.

Parking Facilities

The project site would have 1 parking space per 258 sf of the proposed project total square footage, which was consistent with the City's parking code in 1991 at the time of the permit application (that is, parking within range of one space per 275 to 400 sf). Therefore, impact was found to be less than significant.

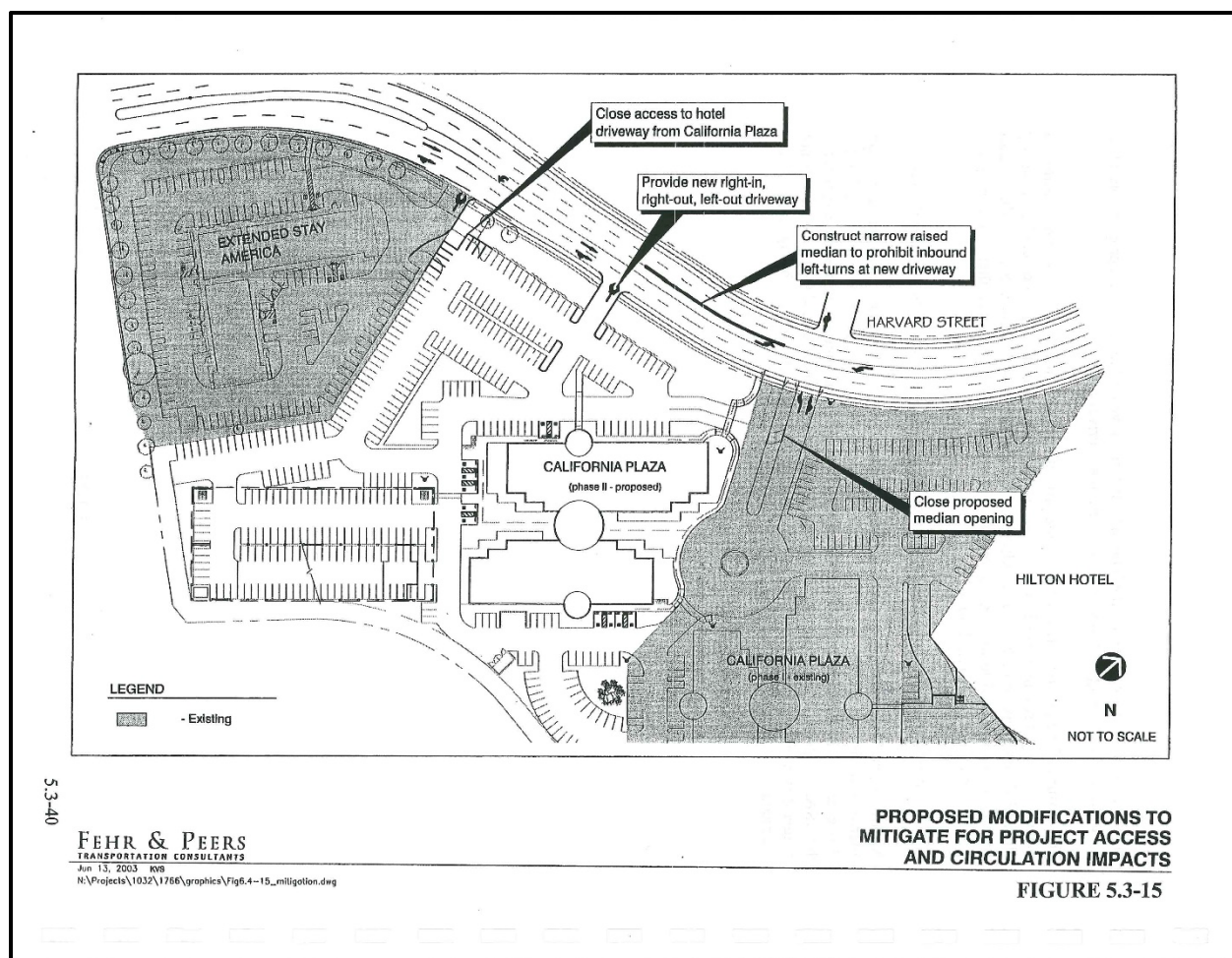
Project Access and Circulation

Traffic volumes generated by the project would exceed the storage provided for exiting vehicles at the existing driveways. The Hotel Driveway provides storage for one vehicle and the CA Plaza Driveway provides two vehicles. The minimum required throat depth is 9 vehicles at the Hotel Driveway and 5 vehicles at the CA Plaza Driveway. Therefore, the addition of project traffic to this location would cause on-site circulation impacts, causing queues in the p.m. peak hour that are longer than the available throat depth. The queues would block circulation resulting in a significant impact. Implementation of MM 5.3-7 would reduce potential impacts to less than significant. Figure 5 is the plan for access and circulation mitigation as proposed in 2003 EIR.

MM 5.3-7: Modify access and on-site circulation as follows:

- *Do not provide access to the project site from the Hotel Driveway (Note: **mitigation completed**)*
- *Construct a new driveway to be located approximately 200 feet south of the California Plaza Driveway. The new driveway should permit inbound and outbound right-turn movements and outbound left-turns. (Note: **mitigation completed** EXCEPT does not allow for outbound left-turns from new driveway)*
- *Construct a raised median on Harvard Street between the new driveway and the existing California Plaza driveway to prohibit inbound left-turns to the new driveway, as required by the Public Works Department. (Note: **mitigation completed**)*
- *Close the proposed opening of the on-site median at the California Plaza Driveway. (Note: **mitigation completed**)*

FIGURE 5: 2003 PROPOSED MODIFICATIONS TO MITIGATE FOR PROJECT ACCESS AND CIRCULATION IMPACTS



3.1.3 AIR QUALITY

The analysis was prepared using methodologies and assumptions recommended within the indirect source review guidelines of the Sacramento Metropolitan Air Quality Management District. Assessment of construction-related impacts, direct and indirect emissions associated with the project and the impacts of these emissions on both the local and regional scale. The analysis was completed by Donald Ballanti, Certified Consulting Meteorologist.

The environmental setting section identified the most problematic pollutants in Sacramento as being ozone and particulate matter. Health effects and major sources of these pollutants are further described in the 2003 California Plaza Phase II Draft EIR (City of Sacramento 2002).

Per the 2003 California Plaza Phase II Draft EIR analysis, industrial and commercial areas were identified as those land uses least sensitive to air pollution. Exposure periods are relatively short and intermittent because most workers spend the majority of their time indoors (or offsite). Sensitive receptors would include local residences, schools, and public

gathering places in the vicinity of the proposed project site. The USAA Child Development Center north of the site and on the opposite side of Harvard Street, was identified as the closest sensitive receptor¹, approximately 230 feet from the project site; long-term residential areas do not exist in the immediate vicinity of the site.

Nonattainment criteria pollutant (ozone, carbon monoxide, and PM₁₀) emission impacts were evaluated for the proposed project against the below standards of significance using the “Transportation Project-Level Carbon Monoxide Protocol” and the URBEMIS-2001 emissions program.

Construction Grading Emissions and Construction Emissions

Findings noted that the project area was adjacent to a public park, public gathering areas, and pedestrian travel areas, and short-term, localized dust impacts may be perceived as significant during construction. Construction grading activities would generate PM₁₀, NO_x, and ROG emissions. The level of emissions was considered less than the SMAQMD thresholds of significance, but could potentially cause a localized nuisance, resulting in a potentially significant impact. Implementation of *MM 5.4-1(a)* and *MM 5.4-1 (b)* would reduce potential impacts to less than significant

Construction emissions would be primarily associated with asphalt paving operations, diesel-powered mobile construction and stationary construction equipment, and architectural coatings, that could also generate PM₁₀, NO_x, and ROG emissions. These emissions would not exceed the SMAQMD thresholds and would result in less-than-significant impacts. Although impact would be less than significant, the proponent included additional measures to further reduce emissions, including *MM 5.4-2 (a)*, *MM 5.4-2 (b)* and *MM 5.4-2 (c)* described below.

MM 5.4-1(a): Strict compliance with the Sacramento City Code Section 15.40.050 and the SMAQMD’s Rule 403 shall be written into construction contracts including a provision requiring excavation to cease when winds exceed 20 mph averaged over one hour. (Mitigation applied)

MM 5.4-1(b): A dust abatement plan to include (Mitigation applied):

- *Water all construction areas at least twice daily*
- *Wash dirt off construction vehicles and equipment within the staging area prior to leaving the construction site*
- *Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard*
- *Pave, apply water three times daily, or apply (non-stick) soil stabilizers on all unpaved access roads, parking areas and staging areas*

¹ USAA Child Development Center is no longer at location. The Alta California Regional Center [Whole Person Care Clinic] is now at the location [2201 Harvard Street], where short-term recuperative care and enhanced care management is provided; up to 130 beds available for short-term care.

- Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas.

MM 5.4-2(a): Heavy-duty (>50 horsepower) off-road vehicles will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction. **(Mitigation applied)**

MM 5.4-2(b): project representative shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. **(Mitigation applied)**

MM 5.4-2(c): Contract specifications shall ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. Weekly and monthly visual surveys are also required. **(Mitigation applied)**

Regional Pollutant Emissions

The City Developer Trip Reduction Ordinance #88-082 requires that developers provide a Transportation Systems Management Plan (TSM) that would achieve a 35 percent reduction in vehicle trips. Releases of NO_x modeled for the proposed project did not exceed the SMAQMD thresholds of significance. Therefore, a less-than-significant impact was found to occur.

Carbon Monoxide Impacts

Vehicle trips generated by the project would generate CO emissions that would contribute to local CO concentrations along surface streets in the vicinity of the project site. Project traffic was modeled to increase CO concentrations by up to 0.3 ppm, but neither the one-hour (20 ppm) nor 8-hour (9 ppm) CO ambient air quality standards would be exceeded. Therefore, a less-than-significant impact was found to occur.

3.2 2012 CALIFORNIA PLAZA PHASE II, ADDENDUM #1 CEQA FINDINGS

The findings of Addendum #1 to the 2012 California Plaza Phase II EIR, including both phases of construction, were generally consistent with the 2003 California Plaza Phase II Draft EIR findings previously displayed in Table 1. Table 6 summarizes findings for both the 2003 EIR and the 2012 EIR Addendum #1; also provided are notes on any additional findings and/or mitigation measures identified during the 2012 analysis.

TABLE 6
SUMMARY OF RESOURCE FINDINGS FOR 2003 CALIFORNIA
PLAZA PHASE II DRAFT EIR AND 2012 CALIFORNIA PLAZA
PHASE II EIR ADDENDUM #1

Resource Area	2003 EIR Findings and Applicable Mitigation Measures	2012 EIR Addendum #1 Findings and New Mitigation Measures
Aesthetics	LTSM <i>MM I-1</i>	Consistent with previous findings. 2003 mitigation measures applicable.
Air Quality	LTSM <i>MM's 5.4-1(a), 5.4-1(b), 5.4-2(a), 5.4-2(b), 5.4-2(c)</i>	Consistent with previous findings for many questions. Added analysis and findings for toxic air contaminants from diesel particulate emissions for short term construction only (LTS) and operations (LTS); added discussion of greenhouse gas emissions, stating that emissions under updated project description would be substantially less than those analyzed in EIR since project approximately half size of original project (LTS). 2003 mitigation measures applicable.
Agriculture	NI	Consistent with previous findings.
Biological Resources	LTSM <i>MM's IV-2 and IV-3</i>	Consistent with previous findings; proposed buildings considerably smaller than building proposed under 2003 EIR. New nesting study conducted identified no raptor nests or remnants of raptor nests being observed, along with no other avian nests. 2003 mitigation measures applicable.
Cultural Resources	LTSM <i>MM's V-4 and V-5</i>	Consistent with previous findings; the amount of land to be disturbed is less than what was previously analyzed as part of the larger California Plaza Phase II project. 2003 mitigation measures applicable.
Geology and Soils	NI	Consistent with previous findings.
Hazards and Hazardous Materials	LTS	Consistent with previous findings.
Hydrology and Water Quality	LTSM <i>MM's VIII-6, VIII-7 and VIII-8</i>	Consistent with previous findings. 2003 mitigation measures applicable.
Land Use	LTS	Consistent with previous findings.
Mineral Resources	NI	Consistent with previous findings.
Noise and Vibration	LTSM <i>MM XI-9</i>	Consistent with previous findings. 2003 mitigation measures applicable.

TABLE 6
SUMMARY OF RESOURCE FINDINGS FOR 2003 CALIFORNIA
PLAZA PHASE II DRAFT EIR AND 2012 CALIFORNIA PLAZA
PHASE II EIR ADDENDUM #1

Resource Area	2003 EIR Findings and Applicable Mitigation Measures	2012 EIR Addendum #1 Findings and New Mitigation Measures
Population and Housing	NI	The proposed project does not propose housing and project site is not designated for residential development. Commercial development has an indirect impact on housing need. Compliance with the City of Sacramento's Housing Trust Fund, as required, would ensure a less-than-significant housing impact and no mitigation is required.
Public Services	LTS	Consistent with previous findings.
Recreation	NI	Consistent with previous findings.
Transportation and Circulation	LTSM <i>MM 5.3-1 (as revised): The applicant shall pay a fair share towards installation of a traffic signal at the Auburn Boulevard/ Van Ness Street/Frienza Avenue intersection. The fair share payment has to be made prior to issuing the building permit of the project</i> <i>MM 5.3-7 (as revised): Modify access and on-site circulation as follows:</i> • Do not provide access to the project site from the Hotel Driveway • Construct a new driveway south of the existing California Plaza Driveway. The new driveway should permit inbound and outbound right-turn movements only. • Construct a raised median on Harvard Street between the new driveway and the existing California Plaza driveway to prohibit inbound and outbound left-turns to the new driveway, as required by the Public Works Department. • Close the proposed opening of the on-site median at the California Plaza Driveway.	Consistent with previous findings. Since certification of the previous EIR, the City of Sacramento adopted a new 2030 General Plan which includes new traffic policies and thresholds. According to the City's Transportation Division, because the project is consistent with the underlying General Plan land use designation and zoning; a roadway segment analysis was not required. 2003 mitigation measures applicable.

TABLE 6
SUMMARY OF RESOURCE FINDINGS FOR 2003 CALIFORNIA
PLAZA PHASE II DRAFT EIR AND 2012 CALIFORNIA PLAZA
PHASE II EIR ADDENDUM #1

Resource Area	2003 EIR Findings and Applicable Mitigation Measures	2012 EIR Addendum #1 Findings and New Mitigation Measures
Utilities and Service Systems	LTSM <i>MM XVI-10</i>	The City's 2030 General Plan Master EIR (certified in 2009) incorporated the proposed project in its projection of utility and service system demands from anticipated growth through 2030. The 2009 Master EIR determined that the City's existing water right permits and contracts would be sufficient to meet the total retail and wholesale water demand projected for future development. Additionally, PG&E stated that it can supply natural gas upon build out of the General Plan without jeopardizing other existing or projected service commitments (City of Sacramento 2008). Therefore, the proposed project would not generate an increase in demand for water, wastewater, solid waste disposal or natural gas/electricity that would exceed existing or proposed capacity. Land disturbance to connect to the utilities has been addressed previously as part of the California Plaza Phase II EIR.

4.0 UPDATED ADDENDUM #2 ENVIRONMENTAL IMPACT ANALYSIS

This Addendum #2 evaluates whether any of the conditions requiring preparation of a Subsequent Environmental Impact Report (EIR), pursuant to Section 15162 of the CEQA Guidelines, are met, and whether there are new significant impacts resulting from the proposed Project, as compared to the impacts previously approved and analyzed in the 2003 California Plaza Phase II EIR and the 2012 EIR Addendum #1. The analysis contained within this Addendum relies upon and incorporates by reference the said EIR (i.e., 2003 EIR; SCH# 1990020516) and the 2012 EIR Addendum #1. This Addendum uses Appendix G of the Environmental Checklist Form, pursuant to 15063(d)(3) of the CEQA Guidelines, that compares the anticipated environmental effects of the proposed Project with those previously addressed.

Summaries of the environmental analysis conclusions from the 2003 EIR and 2012 EIR Addendum #1 are provided in Sections 3.1 and 3.2, respectively. The 2012 EIR Addendum (Section 3.2) did not include any mitigation measures beyond what was included in the 2003 EIR (Section 3.1), as the potential impacts were either considered less than significant requiring no mitigation measures, or the mitigation measures included in the 2003 EIR had been sufficient to reduce the potential for effects to less than significant previously.

An analysis for the proposed Project is presented below. This document is Addendum #2 to the adopted 2003 EIR and demonstrates that there are no changes to the previous information or analysis, nor are there changes in circumstances, that would substantially increase significant environmental impacts or create any new significant impacts. Additionally, this Addendum demonstrates that no new mitigation measures are required.

4.1 AESTHETICS

The aesthetic impacts associated with the proposed Project are comparable to or less than those evaluated in the 2003 Environmental Impact Report (EIR) and the 2012 EIR Addendum #1. According to the revised project description, the second phase of the California Plaza Phase II Project will not involve the construction of a new building; instead, the site will contain a surface-level transit vehicle lot. Additionally, the area affected by disturbance is smaller than previously analyzed for California Plaza Phase II (Table 4 *CEQA Documentation Comparison of Total Disturbance and Proposed New Pavement 1991 to 2026*).

There are no scenic trees or vistas, rock outcropping, historic buildings, or state scenic highways on or adjacent to this area. Construction activities will be temporary and will not result in a substantial degradation to the project site, surrounding area, or significant aesthetic resources. Therefore, impacts to aesthetic resources will be less than significant, and the impact conclusions from the 2003 EIR and 2012 EIR Addendum #1 remain unchanged.

4.2 **AGRICULTURE AND FORESTRY RESOURCES**

The agriculture and forestry resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No changes to the agriculture and forestry resources analysis is required.

4.3 **AIR QUALITY**

The air quality impacts associated with the proposed Project are comparable to or less than those evaluated in the 2003 Environmental Impact Report (EIR) and the 2012 EIR Addendum #1. The 2012 EIR Addendum #1 evaluated the P01-139 project, which included construction of a new office building and a parking structure with spaces for up to 630 additional vehicles. Per the revised project description, this Phase 2 of the California Plaza Phase II Project will not involve the construction of a new building or additional staff parking; instead, construction would be limited to a storage lot for up to 75 transit vehicles, installation of a fuel tank, and replacement of peripheral fencing. Staff working at the proposed facility would use the existing surface area parking that was constructed in Phase 1 of the California Phase II project. Additionally, the area affected by disturbance is smaller than previously analyzed for California Plaza Phase II (Table 4 *CEQA Documentation Comparison of Total Disturbance and Proposed New Pavement 1991 to 2026*).

Construction of the new transit vehicle facility would have a shorter construction duration and the types of activities and equipment necessary for construction would be limited as compared to the previously permitted project. As such, temporary construction emissions would be less than those estimated in the previous analyses. Further, per Sacramento Metropolitan Air Quality Management District (SMAQMD), the proposed project will be required to incorporate construction air quality best management practices (BMPs) such that substantial concentrations of pollutants will not occur. Sensitive receptors will not be exposed to substantial pollutant concentrations, and odors will be dispersed by prevailing meteorological conditions. Air quality impacts during construction will be less than those estimated in the previous CEQA documentation, and the impact conclusions from the 2003 EIR and 2012 EIR Addendum #1 remain unchanged.

SMAQMD [Rule 201](#) requires a business to obtain an Authority to Construct and Permit to Operate before installing or operating new equipment that may release air pollutants, including a fuel storage tank. As part of the regulatory process, SMAQMD would review the specific equipment specifications and proximity to sensitive receptors to ensure compliance with local rules and state toxics regulations prior to issuing the Authority to Construct for installation of the tank. Following installation, a SMAQMD inspector must verify that the tank system matches the permit and issue the business a Permit to Operate prior to dispensing fuel. UCP's mandatory compliance with Rule 201 procedures will ensure that air quality impacts from operations would be less than significant.

For these reasons, no major revisions to the air quality analysis provided in the 2003 EIR are required. Mitigation measures identified in previous plans will apply to the new construction.

4.4 **BIOLOGICAL RESOURCES**

The biological resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. Per the 2012 EIR Addendum #1, the City of Sacramento General Plan (1986 – 2006), General Plan Policy ER (Environmental Resources) 2.1.10 *Habitat Assessments* would be required for project implementation. The policy required preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species be conducted prior to construction and provided further requirements for protocol-level surveys and agency reporting if suitable habitat and/or sensitive species were present. No additional mitigation measure(s) were deemed necessary. In the City's 2040 General Plan, the policy has been reassigned as Policy ERC (Environmental Resources and Constraints)-2.9 *Habitat Assessments* ([Sacramento 2040 General Plan](#)) and would remain applicable to the proposed project. No changes to the biological resources analysis is required.

4.5 **CULTURAL RESOURCES**

The cultural resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No substantial changes to the cultural resources analysis is required. Mitigation measures identified in previous plans will apply to the new construction.

4.6 **ENERGY**

The 2003 EIR and 2012 EIR Addendum #1 did not directly address energy impacts, because energy analysis was not part of the required CEQA Checklist analysis at the time that the 2003 EIR was adopted. Effective December 28, 2018, the State adopted amendments to the State CEQA Guidelines requiring the analysis of and mitigation for energy, as separate topic, in CEQA documents.

Although energy resources were not addressed as a standalone section, the previous analyses did include an analysis of the impacts on other public services and utilities, which included electricity and natural gas. As concluded in the 2003 EIR and 2012 Addendum #1, impacts to electricity and natural gas services were found to be less than significant. The electricity and natural gas analysis did not address the specific questions now included in Appendix G of the State CEQA Guidelines. However, the analysis as applicable and is carried through to this new energy section for context, discussion, and comparison purposes.

Energy demands resulting from implementation of the proposed project would be adequately met by current infrastructure as well as compliance with the energy conservation measures contained in the State's Title 24, Building Standards and CALGreen Requirements, which would reduce the amount of energy needed for the operation of any buildings.

Lastly, discussion of energy resources does not constitute "new information" requiring additional environmental review nor does it affect the assessment of the Project's environmental impacts or mitigation measures compared to those analyzed in the 2003 EIR.

The potential environmental impacts regarding energy resources associated with the proposed project was known at the time the 2003 EIR was certified.

4.6.1 ENERGY CONSUMPTION DURING CONSTRUCTION

Construction activities would require energy for activities such as the manufacturing and transportation of materials, demolition and grading activities, building construction, and paving.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the Project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the Project site would conservatively be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, Vehicle Miles Traveled (VMT), the fuel efficiency of the vehicles, and the travel mode.

The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. In addition, energy used in the construction of the Project's residential uses will comply with the latest energy efficiency standards adopted by the State of the California. As such, fuel consumption during construction would not be inefficient, wasteful, or unnecessary.

4.6.2 ENERGY USE DURING OPERATIONS

Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project.

The Project would comply with the current CALGreen Code and the Energy Efficiency Code regarding energy conservation and green building standards, which is accounted for in this analysis. Based on the negligible increase in annual electricity consumption, it is assumed that PG&E has sufficient resources that would be adequate to serve the Project.

Electrical and natural gas demand associated with Project operations at the facility would not be considered inefficient, wasteful, or unnecessary. The Project would be required to adhere to all federal, State, and local requirements for energy efficiency, which would substantially reduce energy usage. The Project would not cause or result in the need for additional electrical or natural gas energy facilities or an additional or expanded delivery system. SMAQMD permits required for the installation and operation of the proposed 6,000-gallon fuel storage tank for the transit vehicle fleet are discussed in Section 4.3 *Air Quality*. UCP's compliance with the SMAQMD permits would ensure no inefficient, wasteful, or unnecessary use of vehicle fuel during operations. As such, the Project would not create a new significant impact pertaining to energy that was not previously analyzed, and no new mitigation measures are required.

The proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, (1) no substantial changes are proposed as part of the proposed Project that would result in new significant effects or an increase in severity of previous effects; (2) no substantial changes in circumstances have occurred that would result in new significant effects; and (3) no new information has become known that was not previously known that would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures that are considerably different from those analyzed in the 2003 EIR. For these reasons, no major revisions to the energy analysis provided in the 2003 EIR or 2012 EIR Addendum #1 are required.

4.7 GEOLOGY AND SOILS

The geology and soils resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No substantial changes to the geology and soils resources analysis is required.

4.8 GREENHOUSE GAS EMISSIONS

Although the topic of greenhouse gas emissions was not part of the Appendix G of CEQA Guidelines at the time the 2003 EIR was prepared, the issue of GHG emissions and climate change impacts is not new information that was not known or could not have been known at the time of the certification of the 2003 EIR. The United Nations Framework Convention on Climate Change (UNFCCC) was established in 1992. The regulation of GHG emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s. The studies and analyses of this issue resulted in the adoption of the Kyoto Protocol in 1997. At the same time as the City adopted the 2040 General Plan, City Council adopted the Sacramento Climate Action and Adaptation Plan (CAAP) to set greenhouse gas emissions reduction targets and track progress towards these goals. The City reports each year on their progress towards meeting reduction goals, with the last report presented to the City's Planning and Design Commission on April 23, 2026.

Per the revised project description, the second phase of the California Plaza Phase II Project will not involve the construction of a new building or parking facilities for up to an additional 630 vehicles; instead, the site is designated for a single-level transit vehicle lot that will host up to 75 transit vehicles that are already in commission and no additional staff parking is proposed. As such, the area affected by disturbance during construction is smaller than previously analyzed for California Plaza Phase II.

Further, the transit vehicles that will be housed at the proposed storage and maintenance lot are currently in service to the community and no expansion of services is proposed, so greenhouse gas emissions from operations of the vehicle fleet would not change from current levels.

4.8.1 CONSTRUCTION GREENHOUSE GAS EMISSIONS

Demolition and construction activities associated with the proposed Project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Construction of the new transit vehicle facility reduces the construction duration from previously permitted levels and does not substantially change construction activities. Temporary construction emissions will be similar to or less than those estimated in the previous analyses. Further, the proposed project will incorporate construction air quality best management practices (BMPs) such that substantial concentrations of pollutants will not occur.

4.8.2 OPERATIONAL GREENHOUSE GAS EMISSIONS

The project involves relocating UCP's transit vehicle storage and maintenance hub without creating new or expanding existing public services. The larger size of the building could allow for increases in administrative or maintenance staff in the future; however, there is currently no plan for expansion of transit services, so staffing fluctuations would be anticipated to be minor. In addition, modernizing the maintenance shop as part of the proposed Project would have the potential to reduce operational emissions by improving energy efficiency and optimizing facility layout. As a result, operational greenhouse gas emissions would remain unchanged and impacts would be less than significant. Additionally, the continuation of UCP's public transit service aligns with the City's CAAP goals and helps achieve its targets.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Construction activities associated with the proposed Project would require the transport and use of standard construction equipment and materials, some of which may involve a hazardous component such as transport and storage of fuels. In addition, the project includes the permanent installation of a 6,000-gallon fuel tank at the proposed vehicle yard. Installation of a fuel tank of this size in California would trigger three regulatory oversight programs, including:

1. Development of a Hazardous Materials Business Plan ([Sacramento County Environmental Management](#)) for storage of 55 gallons or more of liquid hazardous materials, inclusive of an emergency response plan and employee training program;
2. Reporting to the California Environmental Reporting System as mandated by the Aboveground Petroleum Storage Act program ([APSA](#)) for a tank that is 1,320 gallons or greater; and

3. Compliance with the federal Spill Prevention, Control, and Countermeasure (SPCC) program (40 CFR Part 112), which is triggered because the system falls under the State's APSA regulations.

The proposed project exceeds the tank size thresholds noted, and as such, the UPC will be required by State and federal regulations to comply with the reporting and management requirements listed above. By meeting these requirements, the potential for adverse effects on hazards and hazardous materials resources would be reduced to less than significant. As a result, impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1 and no mitigation beyond what is required by regulation is required.

4.10 HYDROLOGY AND WATER QUALITY

The 2003 EIR determined that the implementation of the proposed project could result in an increase in pollutants in storm water and wastewater. However, water quality standards and waste discharge requirements would not be violated with compliance with regulations including, but not limited to, the State Water Resources Control Board Construction General Permit and preparation and implementation of Stormwater Pollution Prevention Plan (SWPPP) required for compliance with the NPDES General Construction Stormwater Activity Permit. Impacts to violations of any water quality standards or waste discharge requirements were deemed less than significant. As noted in Table 5, the existing SWPPP would be updated to be consistent with current project description and revisions would be approved by the City Department of Utilities.

Regarding drainage and erosion, the 2003 EIR stated that implementation of the proposed project could alter the existing drainage pattern of the project area and potentially result in erosion and siltation. However, implementation of BMPs would reduce the risk of short-term erosion resulting from drainage alterations during construction and operations to less than significant. Further, the 2026 proposed project reduces the amount of new impervious surface to be constructed, thereby reducing resulting impacts.

As a result, the hydrology and water quality resources impacts of the proposed Project would be less than or consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No substantial changes to the analysis is required.

4.11 LAND USE AND PLANNING

The land use and planning resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. As part of the 2001 P01-139, the project site was rezoned from M-2 (heavy industrial) to OB (office business) to be consistent with the site's land use designation at that time. Since then, the land use and zoning designations have remained consistent and no changes have been proposed or required. The proposed project remains consistent with these designations and no substantial changes to the analysis is required.

4.12 MINERAL RESOURCES

The mineral resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No substantial changes to the analysis is required.

4.13 NOISE

The noise impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. Further, proposed construction will occur over less time and with a reduced footprint, reducing the potential for impacts from previous plans. No substantial changes to the analysis is required.

4.14 POPULATION AND HOUSING

The population and housing impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No substantial changes to the analysis is required.

4.15 PUBLIC SERVICES

The public services impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. Further, proposed construction will occur over less time and there are no new buildings with public service requirements included in the proposed project, reducing the potential for impacts from previous plans. Compliance with regulations regarding installation of the proposed aboveground storage tank is discussed in Section 4.9 *Hazards and Hazardous Materials*, and no additional public services are required to support installation. No substantial changes to the analysis is required.

4.16 RECREATION

The recreation impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No substantial changes to the analysis is required.

4.17 TRANSPORTATION

The transportation impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. Further, no additional office space is being constructed, reducing the potential for impacts from previous plans. There will be new transit vehicles arriving and leaving from the facility, but the number is low (UCP currently dispatches 35-45 transit vehicles per weekday between 5:45 a.m. and 7 p.m., with minimal services on holidays and weekends [Section 2.3.3 *Operations*]) and will not significantly

affect local traffic circulation; further, the services are currently be provided and there is no change in geographic scope.

Level of Service (LOS), used in both the 2003 EIR and 2012 EIR Addendum #1, is no longer the metric by which CEQA transportation impacts are analyzed; appendix G of the CEQA Guidelines has been updated to measure impacts by way of VMT (see Section 4.6.1 *Energy Consumption During Construction*), which is defined as “the amount and distance of automobile travel attributable to a project” (CEQA Guidelines Section 15064.3 (a)). The proposed use of the project site is consistent with the zoning and land use (Section 4.11 *Land Use and Planning*) and would not result in any VMT impacts beyond which was analyzed in the 2040 General Plan Master EIR. The proposed project will not conflict with transportation plans or programs, increase operational vehicle miles traveled, induce hazards due to design features, or otherwise result in emergency access. As such, no substantial changes to the analysis is required.

4.18 TRIBAL CULTURAL RESOURCES

The tribal cultural resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1 in the discussion of Cultural Resources. In 2003 and 2012, Tribal Cultural Resources were not evaluated as a standalone CEQA Guidelines Appendix G subject but were considered as part of assessment of Cultural Resources. Mitigation measures for Cultural Resources addressed inadvertent discovery of subsurface artifacts and remains (Measures MM-V4 and MM-V5 described in Table 5 *California Plaza Phase II Draft EIR Resource Area Findings*). No substantial changes to the tribal cultural resources analysis is required. Mitigation measures identified in previous plans will apply to the new construction.

4.19 UTILITIES AND SERVICE SYSTEMS

The utilities and service systems resources impacts of the proposed Project would be consistent with the impacts identified in the 2003 EIR and 2012 EIR Addendum #1. No substantial changes to the analysis are required. No new connections to public utilities are required as all were incorporated into previous project phases.

4.20 WILDFIRE

Effective December 28, 2018, the State adopted amendments to the State CEQA Guidelines requiring the analysis and mitigation of wildfire as a separate topic in CEQA documents. The 2003 EIR and 2012 EIR Amendment #1 were adopted prior to the 2018 State CEQA Guidelines amendments, and as such, response to wildfire as a separate topic was not addressed.

However, the 2003 EIR addressed exposure of structures to a significant risk of loss, injury, or death involving wildland fires, in Hazards and Hazardous Materials.

The proposed Project is not within a State responsibility area or designated as occurring within a Very High Fire Hazard Severity Zone,, as defined by CAL FIRE. Project construction would not involve full closure of any public roadway during construction. Additionally, because Checklist Response thresholds 3.20a through 3.20d apply only to those projects that are “located in or near state responsibility areas or lands classified as very high fire hazard severity zones”, no impacts related to these thresholds would occur, and no mitigation is required. Therefore, the Project would not create a new significant impact to emergency response plans or emergency evacuation plans, and no mitigation measures are required.

5.0 CONCLUSIONS

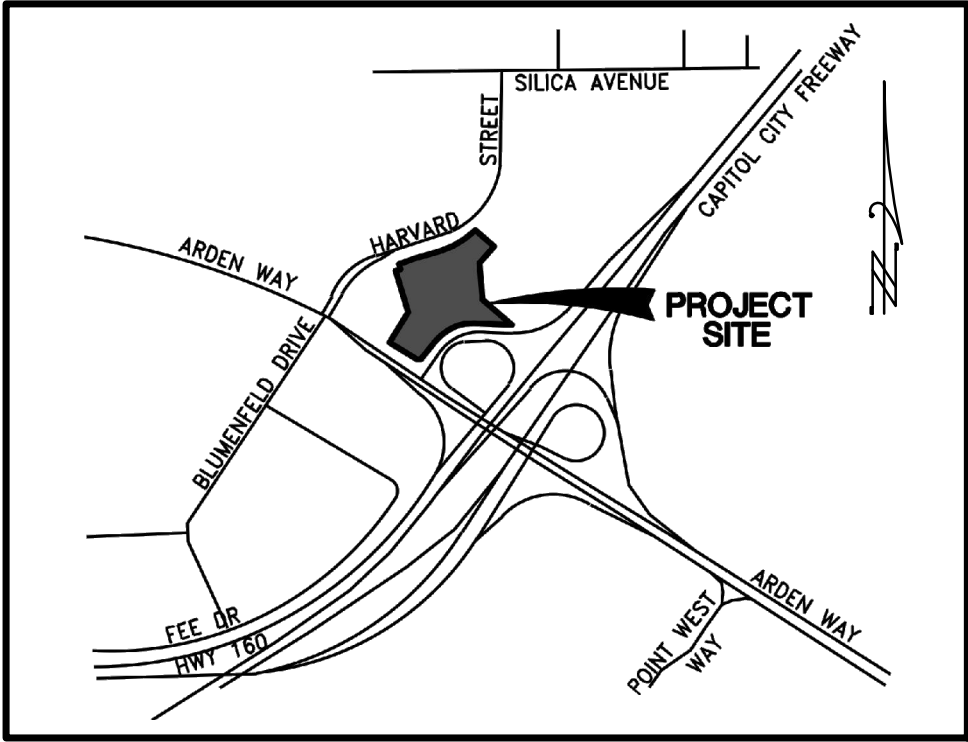
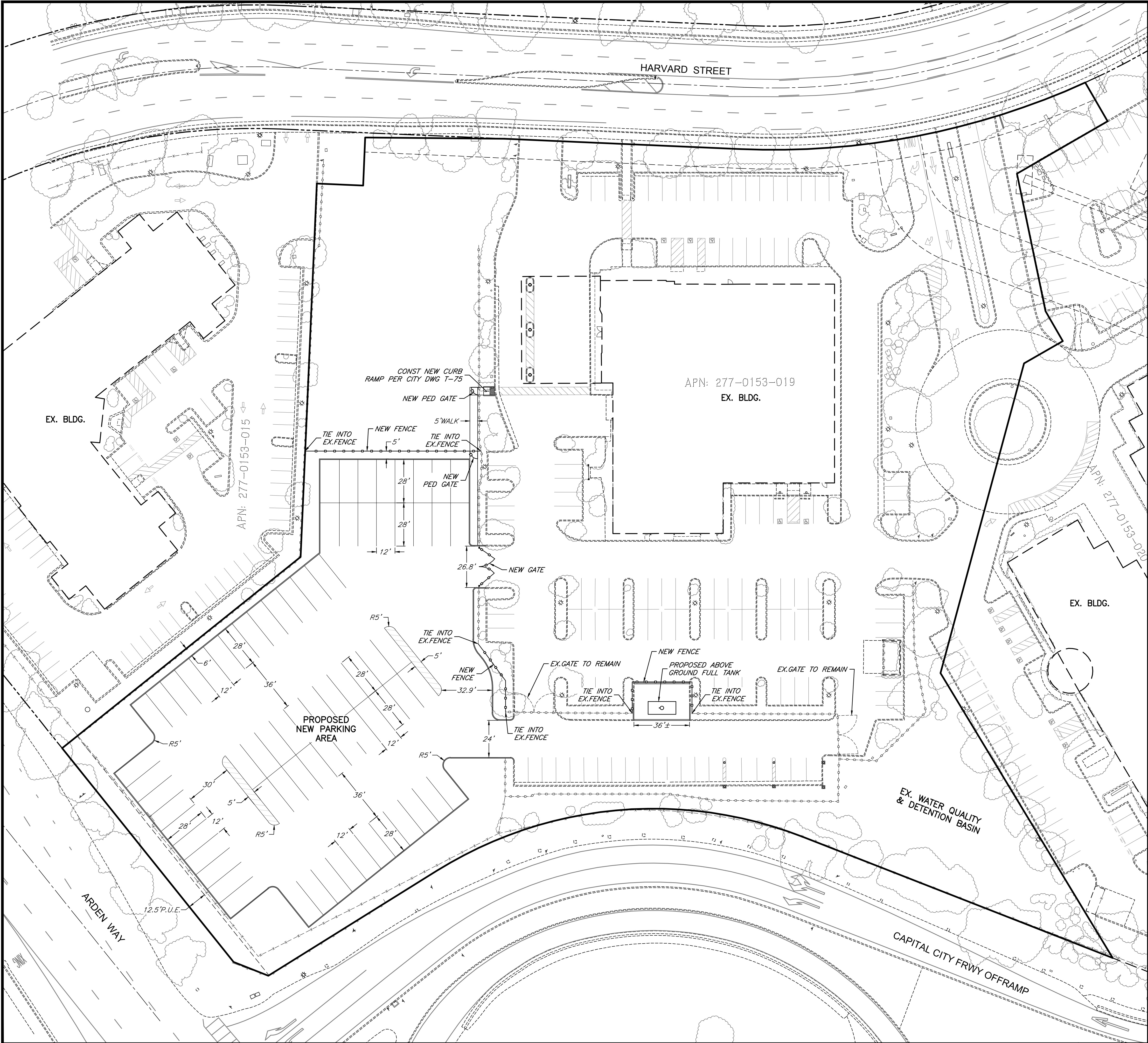
Based on the analysis provided in this Addendum, there is substantial evidence to determine that (1) the proposed Project does not represent a substantial change from the previously approved project evaluated in the 2006 EIR; (2) no substantial changes have occurred with respect to the circumstances under which the proposed Project is undertaken; and (3) the proposed Project has not introduced new information of substantial importance that was not previously known. The proposed Project would not have any new or substantially more severe impacts than what was evaluated in the 2003 EIR or the 2012 EIR Addendum #1. The 2003 EIR and 2012 EIR Addendum #1, when considered in conjunction with this Addendum, provides adequate documentation, pursuant to the CEQA for the Project.

6.0 REFERENCES

- Air Resources Board, GHG Emission Inventory Summary (1990-2004)
http://www.arb.ca.gov/app/ghg/ghg_sector_data_php
- City of Sacramento, 1987. *City of Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR)*, March 1987.
- City of Sacramento, 2000. *Comprehensive Zoning Ordinance*, December 1997.
- City of Sacramento, 2000. *City of Sacramento General Plan updated and adopted January 1988*.
- City of Sacramento, 2009. *2030 General Plan*.
- City of Sacramento, 2008. *Sacramento 2030 General Plan Master Environmental Impact Report*
- City of Sacramento. 2003. *Environmental Impact Report: California Plaza Phase II*. Draft. SCH No. 1990020516. Sacramento, California. November 2003.
- Fehr & Peers. 2012. *Focused Traffic and Access Study for Progressive Insurance Project Located on Harvard Street in the City of Sacramento*. April 27, 2012.
- FEMA (Federal Emergency Management Agency). 2009. "Flood Insurance Rate Map: Sacramento City/Sacramento County." [map]. 1:500. Accessed May 3, 2012.
<https://msc.fema.gov/webapp/wcs/stores/servlet/MapSearchResult?storeId=10001&catalogId=10001&langId=-1&userType=G&panelIDs=0602660185G&Type=pbp&nonprinted=&unmapped=>.
- Sacramento Area Council of Governments (SACOG), 2002. *Metropolitan Transportation Plan for 2025*.
- Sacramento Metropolitan Air Quality Management District (SMAQMD) 2004. *Guide to Air Quality Assessment in Sacramento County*.
- Wallace Kuhl & Associates. 2012. *Geotechnical Engineering Report: Progressive Insurance Claim Center, Sacramento*. April 24, 2012.

Attachment A

UCP Sacramento Transit Building Overall Site Plan



VICINITY MAP
NOT TO SCALE

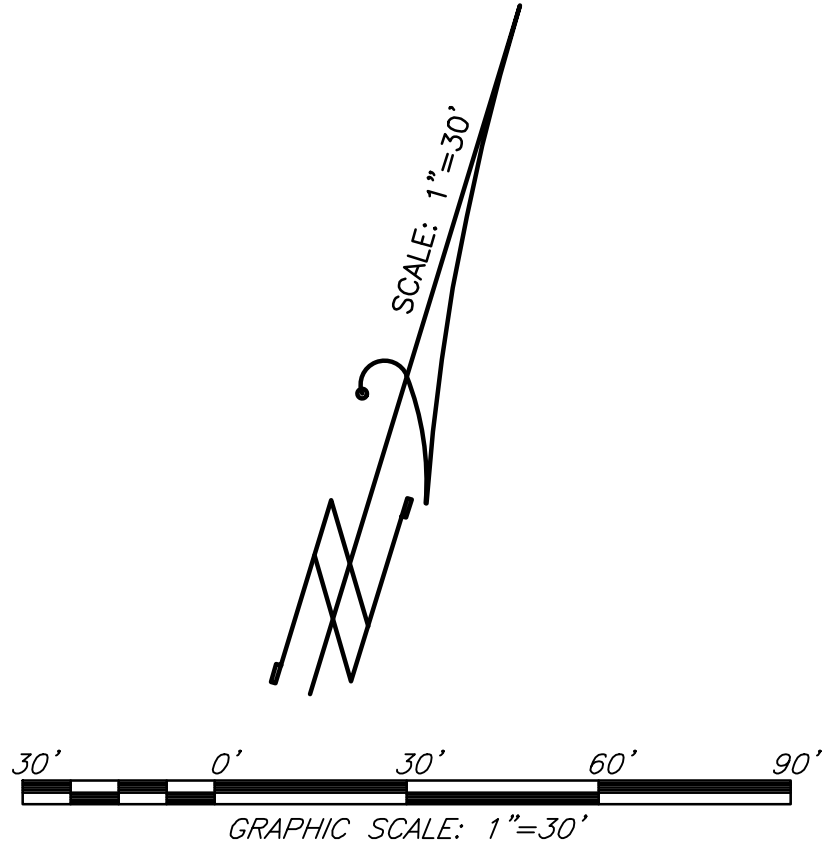
- SHEET INDEX:**
- C1.0 OVERALL SITE PLAN
 - C2.0 GENERAL NOTES & DETAILS
 - C3.0 DEMOLITION PLAN
 - C4.0 UTILITY PLAN
 - C5.0 UTILITY DETAILS
 - C6.0 GRADING SECTIONS & DETAILS
 - C7.0 GRADING, EROSION & SEDIMENT CONTROL PLAN
 - C8.0 EROSION & SEDIMENT CONTROL NOTES & DETAILS
 - C9.0 POST-CONSTRUCTION STORM WATER QUALITY PLAN

PROJECT DATA:
FEMA MAP: 06067C0181H
FLOOD ZONE: X-500

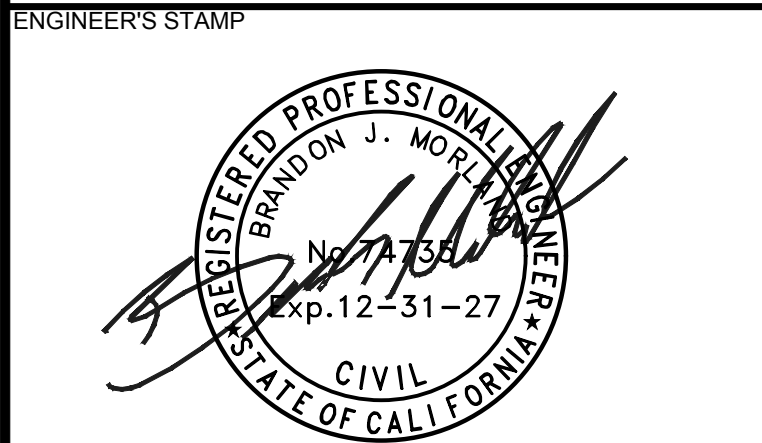
BENCH MARK: 277-J7A
ELEVATION: 40.388'
DATUM: NGVD88

PARCEL 1 OF 120 P.M. 7
APN: 277-0153-019
DISTURBED AREA: 1.3± AC

WDID:	
CONSTRUCTION START DATE:	TBD
FINAL STABILIZATION DATE:	TBD
AREA OF DISTURBANCE (AC):	1.3±
VOL. OF CUT (CY): TBD	VOL. OF FILL (CY): TBD
POST-CONST. STORMWATER BMP'S REQ? (Y/N): Y	



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(916) 933-7650 F



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BAKER-WILLIAMS ENGINEERING GROUP
6939 Sunrise Blvd., Suite 112 (916) 331-4336
Citrus Heights, CA 95610 Fax (916) 331-4430

PROJECT NAME
**UCP SACRAMENTO
TRANSIT BUILDING**

PROJECT ADDRESS
**2150 HARVARD STREET
SACRAMENTO, CA 95815
CITY OF SACRAMENTO**

DRAWING NAME
OVERALL SITE PLAN

SUBMITTAL	DATE

NO	DATE	REVISION
△		
△		
△		
△		
△		
△		

DRAWN BY: S.F.L.	CHECKED BY: B.J.M.
DATE: 4-23-2026	SCALE: NOTED

PROJECT NUMBER: 25-12-043

DRAWING NUMBER:

C1.0

OVERALL SITE PLAN

1"=30'

1

Attachment B

**UCP Sacramento Transit Building
Proposed Utility Plan Sheet**

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UCP SACRAMENTO
TRANSIT BUILDING

2150 HARVARD STREET
SACRAMENTO, CA 95815
CITY OF SACRAMENTO

UTILITY PLAN

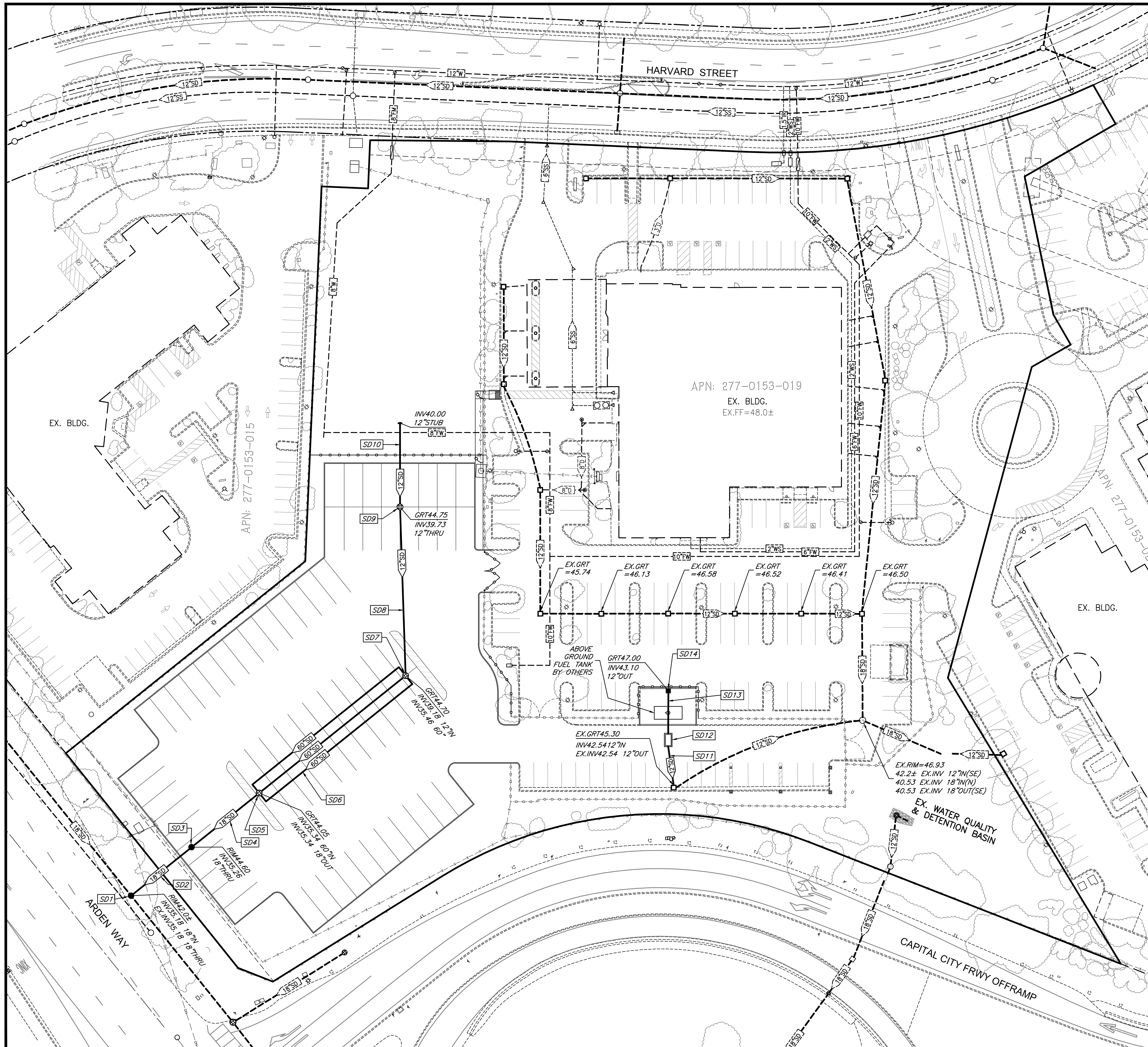
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DRAWN BY: S.F.L.	CHECKED BY: B.J.M.
DATE: 4-23-2026	SCALE: NOTED

PROJECT NUMBER: 25-12-043

DRAWING NUMBER:

C4.0

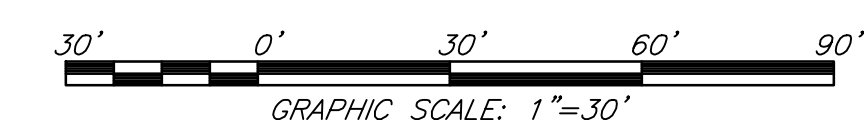


STORM DRAIN CONSTRUCTION NOTES:

- STW1** PLACE 48" Ø SDMH PER CITY DWG. S-70.
- SD2** PLACE 50 LF OF 18" PVC SDR-26 @ 0.0015.
- SD3** CONSTAT. FLAT TOP MH WITH ECCENTRIC LID. AND FULL TRAP CHASURE (STORMTEK STD) WITH OFFICE & WEIR. SEE SHEET C5.0 FOR DETAILS.
- SD4** PLACE 55 LF OF 18" PVC SDR-26 @ 0.0015.
- SD5** PLACE 24" CORRUGATED HDPE RISER WITH GRATE.
- SD6** PLACE 60" Ø ADS LANDXAM 3 CHAMBER SYSTEM WITH 121 LF @ S=0.0010. SEE DETAILS ON SHEET C5.0.
- SD7** PLACE ____" CORRUGATED HDPE RISER WITH GRATE.
- SD8** PLACE 110 LF OF 12" PVC SDR-35 @ 0.0050.
- SD9** PLACE 48" Ø SDMH WITH GRATE TOP PER CITY DWG. S-70.
- SD10** PLACE 50 LF OF 12" PVC SDR-35 @ 0.0026.
- SD11** PLACE 25 LF OF 12" PVC SDR-35 @ 0.0074.
- SD12** PLACE 1,000 GALLON GREASE INTERCEPTOR PER DETAIL ON SHEET C5.0. RM=48.80
INV 12'IN=42.97, INV 12'OUT=42.72
- SD13** PLACE 25 LF OF 12" PVC SDR-35 @ 0.0050.
- SD14** PLACE JENNET 24"x24" DROP INLET PER DETAIL ON SHEET C5.0.

EX. WATER QUALITY
& DETENTION BASIN

SCALE: 1"=30'



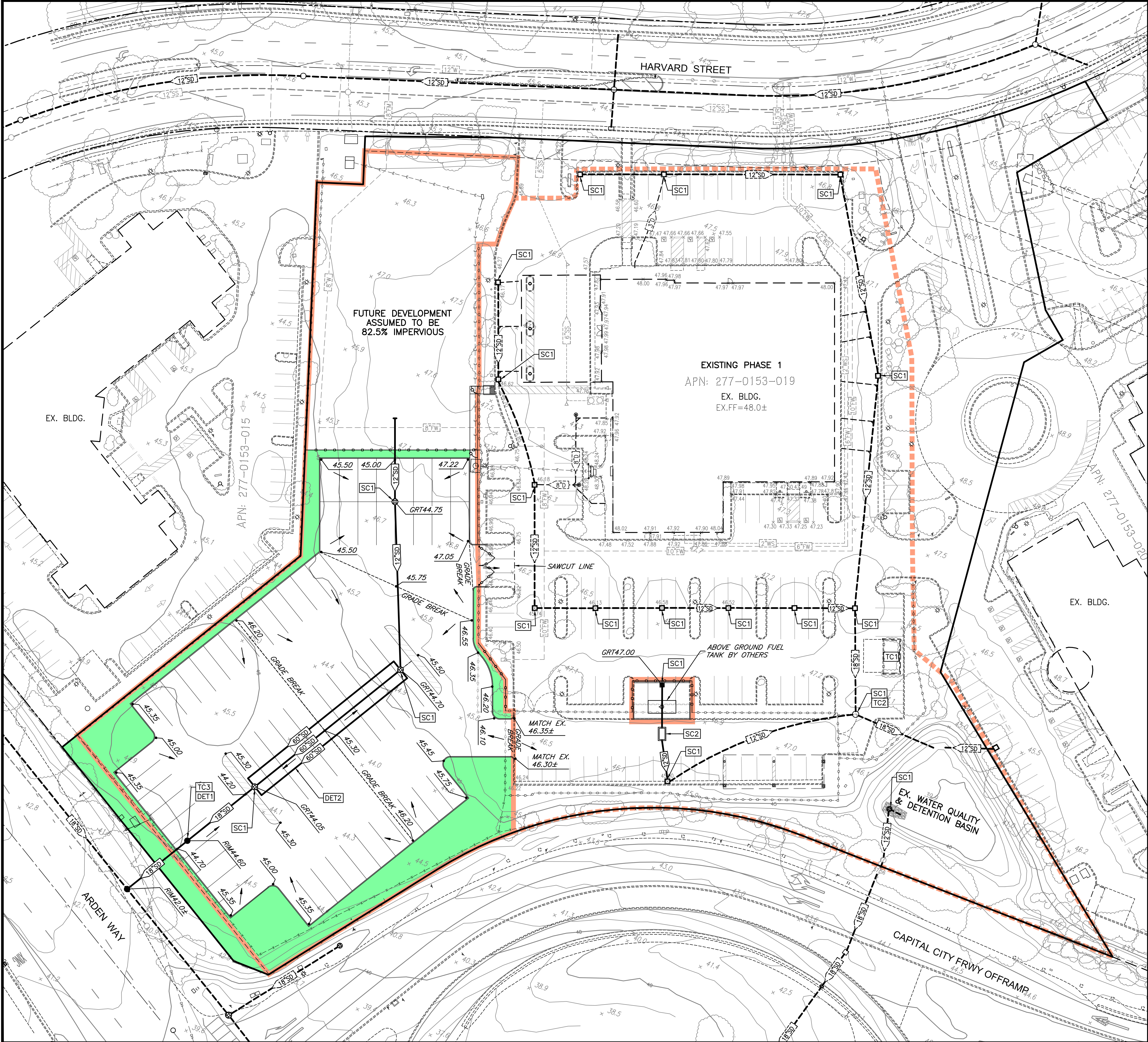
UTILITY PLAN

1"=30'

1

Attachment C

UCP Sacramento Transit Building Post-Construction Storm Water Quality Plan



TRASH CAPTURE NOTES:

- TC1 EXISTING TRASH ENCLOSURE TO REMAIN.
- TC2 CONTRACTOR TO VERIFY IF TRASH CAPTURE DEVICE IS INSTALLED ON OUTLET PIPE OF EXISTING MANHOLE. IF NONE IS FOUND, INSTALL STORMTEK MODEL ST3G ON OUTLET PIPE.
- TC3 INSTALL STORMTEK MODEL ST3G TRASH CAPTURE DEVICE IN METERING MANHOLE PER DETAIL ON SHEET C5.0.

SOURCE CONTROL NOTES:

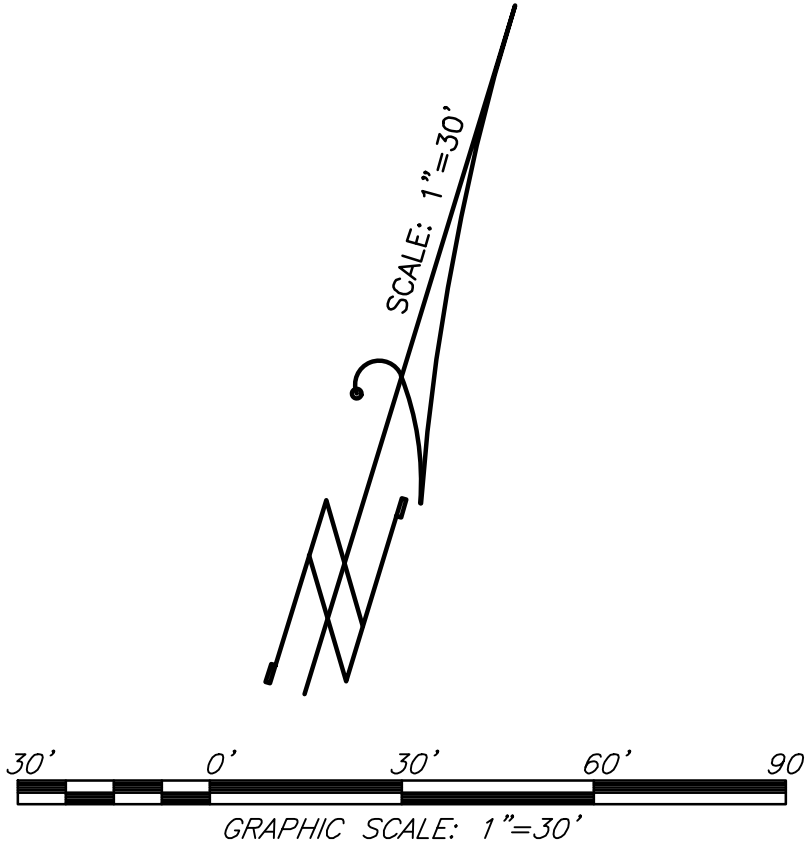
- SC1 PLACE "NO DUMPING-FLOWS TO CREEK" PLACARD/PRINT/STAMP ON EXISTING OR PROPOSED DRAIN INLETS & MANHOLES PER DETAIL Q-70 ON SHEET C8.0.
- SC2 PLACE 1,000 GALLON GREASE INTERCEPTOR TO CAPTURE ANY SPILLS FROM ABOVE GROUND FUEL AREA.

DETENTION NOTES:

- DET1 METERING MANHOLE WITH WEIR & ORIFICE TO HOLD BACK 7,515 CF OF STORAGE RELEASED AT A RATE OF 0.38 CFS.
- DET2 ADS LANDMARK RETENTION/DETENTION SYSTEM PROVIDES (144.64 LID POINTS) FOR INFILTRATION.

PCSWQ LEGEND:

- EXISTING SHED BOUNDARY
- SHED BOUNDARY
- PERVIOUS AREA (0.35 AC)
- IMPERVIOUS AREA (1.65 AC)



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BRANDON J. MORFITT
Exp. 12-31-27
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CITY OF SACRAMENTO

DRAWING NAME
POST-CONSTRUCTION
STORM WATER
QUALITY PLAN

SUBMITTAL	DATE

NO	DATE	REVISION
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DRAWN BY: S.F.L.	CHECKED BY: B.J.M
DATE: 4-23-2026	SCALE: NOTED
PROJECT NUMBER: 25-12-043	
DRAWING NUMBER:	

C9.0