

City of
SACRAMENTO
Community Development

ADDENDUM TO AN ADOPTED ENVIRONMENTAL IMPACT REPORT

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

Project Name and Number: 7800 West Stockton Boulevard Apartments (P18-075)

Original Project: College Square Planned Unit Development (P00-147)

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Addendum, would have a significant effect on the environment beyond that which was evaluated in the attached EIR. A Subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California) (CEQA).

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

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

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

By: Scott Johnson

Date: 8-21-19

**7800 West Stockton Boulevard Apartments (P18-075)
Addendum to the College Square Planned Unit Development
Environmental Impact Report
(SCH 2002122088)**

Project Name/File Number: 7800 West Stockton Boulevard Apartments (P18-075)

Project Location: The proposed project is located at 7800 West Stockton Blvd., City of Sacramento, CA 95758 (see Attachment A, 7800 West Stockton Boulevard Apartments Site Plan), within the College Square Planned Unit Development, in the South Sacramento Community Plan Area of the City of Sacramento, CA. (the “Project”)

Existing General Plan Designation and Zoning: The 2035 General Plan land use designation for the Project site is Suburban Center. The Project falls within the Valley Hi / North Laguna Subarea of the South Area Community Plan. The South Area Community Plan designates the site as Suburban Center. The current zoning designation for the project site is General Commercial, Planned Unit Development (C-2-PUD). Multi-unit dwelling is included as a permitted use in the C-2-PUD zone.

Project Discussion:

A planning application was received by the City of Sacramento for the Project proposing development of 92 market-rate rental apartment units on 2.7 acres of vacant land located at 7800 West Stockton Boulevard (Assessor Parcel Number 117-1460-028) adjacent to the existing Golden Corral restaurant. The 7800 West Stockton Boulevard Apartments will be a single, four-story building with tuck-under garages, carports, and covered parking for residents and guests, totaling 122 parking spaces. The building will have 92 apartment units, a leasing office and 4,346 square feet (SF) of commercial space. This project meets the allowed Floor Area Ratio (FAR) of 0.5 – 2.0.

The 7800 West Stockton Boulevard Apartments application would require the following entitlements:

1. Planned Unit Development Schematic Plan and Guidelines Amendment
2. Site Plan and Design Review

The Project is located within the larger planning area known as the College Square Planned Unit Development (PUD) (P00-147). The College Square PUD project was approved and the associated EIR was certified by City Council on January 27, 2004 (Resolution No. 2004-053). Further details regarding the original College Square PUD project and EIR, as well as the proposed modifications to the affected parcel are provided below.

College Square PUD Project Background

The College Square PUD project was approved and the associated EIR was certified by City Council on January 27, 2004. Resolution No. 2004-053 includes the adopted Findings of Fact, Mitigation Monitoring Plan (MMP), and Statement of Overriding Considerations. The project approval established a PUD covering the entire project site. The EIR and City Council Resolutions are available online at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

The College Square PUD EIR was prepared in compliance with CEQA and evaluated the relevant technical issues in terms of whether the College Square PUD project, as proposed, would cause significant effects on the environment. The MMP included in Resolution No. 2004-053 (Attachment B) identified the mitigation measures set forth within the project EIR that are required to reduce significant effects. Significant and unavoidable impacts identified in the EIR included impacts related to the following: the State Route (SR) 99 southbound off-ramp/Cosumnes Boulevard intersection under year 2025 conditions; short-term construction emissions of reactive organic gases (ROG), oxides of nitrogen (NOX), and particulate matter less than 10 microns in diameter (PM10); long-term regional (operational) emissions of ROG, NOX, and PM10; local mobile source carbon monoxide (CO) concentration emissions; cumulative air quality impacts; long term mobile source noise; compatibility of the proposed land uses with projected onsite noise levels; noise impacts (cumulative); and cumulative impacts on biological resources.

The original College Square PUD project was approved for an overall total of 724 residential units, 270,256 SF of commercial/retail/office uses, 2,094 parking spaces, common area, a City pond, and streets on approximately 63 acres of land located in the South Sacramento Community Plan area of the City of Sacramento. The College Square PUD project includes two primary components: commercial and residential.

The commercial component included approximately 28 gross acres with approximately 238,257 SF of neighborhood and community commercial uses (e.g., supermarket, small lot retail, restaurants, bank, coffee house, pharmacy, gas station, car wash), 20,000 SF of office, 12,000 SF of child care, and 1,384 parking spaces. The buildings would range in height up to 45 feet, with the exception of residential care facilities, which are permitted to be five stories tall.

The residential component included 724 multi-family residential units located on approximately 26 gross acres zoned for residential uses, and 710 parking spaces. Approximately 26 apartment buildings and ancillary buildings would be constructed, which would range from one to three stories.

The 7800 West Stockton Boulevard Apartments Project (the "Project") is proposed on parcel 28 within the College Square PUD. The zoning designation for Lot 28 is General Commercial (C-2 PUD). As described above, the College Square PUD contemplated a total of 724 residential units within the PUD area, which the proposed project will exceed. Multi-unit dwelling is a permitted use in the C-2 PUD zoning designation and the proposed 92 units within approximately ½ mile of a light rail station would be less intensive than additional commercial uses allowed within the C-2 PUD zoning. The 92 units and 5,400 SF of commercial space with a FAR 1.47 also falls within the allowable FAR range of 0.5 – 2.00 for the parcel.

CEQA Analysis Approach

In the case of a project proposal requiring discretionary approval by the City on a project for which the City has certified an EIR for the overall project, as here, the City must determine whether a supplemental or subsequent EIR is required. The CEQA Guidelines provide guidance in this process by requiring an examination of whether, since the certification of the EIR and approval of the project, changes in the project or conditions have been made to such an extent that the proposal may result in substantial changes in physical conditions that are considered significant under CEQA. If so, the City would be required to prepare a subsequent EIR or supplement to the EIR. The examination of impacts is the first step taken by the City in reviewing the CEQA treatment of the proposed project.

The following review proceeds with the requirements of CEQA Guidelines Section 15162 in mind. Section 15162 is discussed in detail below. The following discussion concludes that the conditions set forth in Section 15162 were not present, and that an addendum would be prepared for the project pursuant to CEQA Guidelines Section 15164.

The discussion in this Addendum confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that the project is “exempt” from CEQA review, which is not the case. Rather, the determination here is that the project’s impacts have been considered in an EIR (i.e., the College Square PUD EIR) that was reviewed and certified by the City Council, and that the EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed project. An addendum is the appropriate environmental document. For purposes of this Addendum, the College Square PUD EIR is hereinafter referred to as the previous EIR.

Discussion

An Addendum to a certified EIR may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in Section 15162(a) as they relate to the project:

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 or negative declaration;
- 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.

Section 15162 provides that the lead agency's role in project approval is completed upon certification of the EIR and approval of the project, unless further discretionary action is required. The approvals requested as part of the proposed project are considered discretionary actions, and CEQA review, is therefore required.

"Substantial Changes in the Project" Standard

The proposed Project would not alter the uses originally proposed for the site. While the Proposed project would increase the number of residential units planned within the entirety of the College Square PUD, the proposed project would not result in an increase in intensity of development or environmental effects of the College Square PUD as contemplated and evaluated in the College Square PUD EIR. The proposed project is consistent with the existing General Plan designation for the site. The General Plan designation for the project site is Suburban Center, allowing an allowable FAR of 0.5 to 2.00. The proposed project would be consistent with the Suburban Center land use designation with a FAR of 1.47. The proposed project would include an amendment to the College Square Planned Unit Development (PUD) guidelines to:

1. *Include multi-family on lot 28 along with commercial.* The previous EIR analyzed Lot 28 for commercial use. The maximum FAR for commercial use permitted by the College Square PUD in the C-2 zone and by the General Plan in the Suburban Center land use designation is 2.0. The proposed Project net acreage of 2.57 acres would allow a maximum commercial development of 223,898 SF. The impacts identified in the previous EIR for Lot 28 will be reduced by the development of 92 multi-dwelling units and approximately 4,346 SF of commercial rather than the maximum allowable commercial only project.
2. *Remove the maximum three-story building height standard* (College Square Design Guidelines Section VI., paragraph C.). This proposed change is consistent with the underlying land use designation of Suburban Center which allows a four-story maximum for residential structures.
3. *Remove the maximum 724 total unit count* (College Square Design Guidelines Section IV., paragraph C.). This proposed change does not negatively affect or result in an increase in intensity of development.

Overall, development of the proposed project would not result in any substantial changes from what has been previously analyzed and would not involve new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts. The proposal, therefore, does not constitute a substantial change in the project.

“Substantial Changes in the Circumstances” Standard

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this section presents a discussion of whether changes to the project site or the vicinity (environmental setting) have occurred subsequent to the certification of the previous EIR that would result in new significant impacts or a substantial increase in the severity of a previously identified significant impact that were not evaluated and mitigated by the previous EIR.

Physical changes that have occurred throughout the College Square PUD area and in the vicinity of the proposed project site include some construction of development consistent with the College Square PUD project, infrastructure, and roadways. The Copperstone Village Phase II Project (part of the College Marketplace project included in the previous EIR) located south of the project site has been constructed. Several of the commercial phases of the College Square PUD have been constructed, including the Neighborhood Retail Center and commercial pad buildings (Phases 1 and 2) between Cosumnes River Boulevard and W. Stockton Boulevard, and portions of the phase 3 and 4 commercial areas. The Strawberry Creek Centre, a destination and community-serving retail located to the north of the project site at the northeast corner of Cosumnes River Boulevard has also been completed (the Strawberry Creek Centre was considered in the cumulative analysis of the previous EIR). Most of the residential units as described in the College Square PUD have been approved or are in the process of being reviewed. The approved Bruceville Apartments (P18-073) project that will develop 351 multi-family dwelling units fulfills the 724 residential units described in the College Square PUD. As discussed in this addendum, the increase in number of residential units within the College Square PUD, through implementation of the proposed project, would not result in any new or more severe environmental effects not considered or evaluated in the College Square PUD EIR.

Street-side improvements (sidewalks, landscaping, etc.) have been completed along West Stockton Boulevard and Kastanis Way to the east of the project site. The project site itself has recently been disked and is currently dominated by nonnative grasses and ruderal weeds. The only trees and shrubs on the site are those associated with street-side landscaping.

The College Square PUD EIR described the College Square PUD area as regularly disked vacant land consisting mainly of non-native annual grassland with some scattered trees. The project site is in relatively similar conditions as originally analyzed in the College Square PUD EIR, with the exception that frontage improvements along West Stockton Blvd. in front of the project site have been developed, including curb, gutter, and separated sidewalk with landscaping. Based on the environmental baseline identified in the College Square PUD EIR, the physical changes to the project site that have occurred are consistent with the analysis of the previous EIR and the cumulative projects considered in the previous EIR. Thus, there have been no substantial changes in the circumstances of the project as considered in the previous EIR. For this reason, the proposed project would not result in any substantial physical changes to the project site from what was included in the original project approval that would affect any issue of environmental significance.

One of the requirements of CEQA is the examination of whether a proposed project would conflict with existing plans and regulations, including the General Plan, zoning regulations, and other planning documents. Inconsistencies may suggest that a project would have environmental effects that have not been identified in advance, and for which planning, or analysis has not occurred. The proposed project would require the Planned Unit Development Schematic Plan to

be amended to reflect the proposed use, building height and site design on the proposed Project site; however, the proposed modifications would not require any amendments related to the General Plan or zoning designations for the site and would be within the limits of what was previously analyzed within the College Square PUD EIR. Accordingly, City staff has determined that the proposed project would be consistent with the General Plan and zoning district.

Based on the above, the proposed project would not result in any new circumstances that would result in new significant impacts or substantially more severe impacts from what has been anticipated for the site in the previous environmental document.

“New Information of Substantial Importance” Standard

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this section includes a discussion of whether the proposed project would result in 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. New information of substantial importance includes:

1. One or more significant effects not discussed in the previous EIR;
2. Significant effects previously examined that are substantially more severe than shown in the previous EIR;
3. 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
4. Mitigation measures or alternatives that 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.

Based on the proposed project, the City of Sacramento deemed additional in-depth analysis to not be necessary for any environmental factor. However, the project’s impacts on environmental resource areas are discussed briefly below. Where new information of substantial importance was not identified, new or additional mitigation would not be necessary.

The requirements of site plan and design review, prior to construction and operation, are requirements that apply to activities generally on the project site, and do not reflect inconsistency with the City’s regulations that have been approved on the College Square PUD site. The analysis in the EIR, to the extent the analysis relied on review and approval of a project that would follow the standards and requirements as set forth in planning documents, is unchanged and valid.

Environmental Factors

Aesthetics, Light, and Glare

The previous EIR identified impacts related to light during construction on existing sensitive land uses during operation as less than significant with mitigation incorporated. Impacts related to visual change were found to be less than significant. The proposed Project would involve development consistent with the type, general location, and intensity of land uses anticipated for the site. Despite the proposed increase in maximum building height from three stories to four

stories, the proposed building would not exceed the maximum four-story height limit allowed under the General Plan Suburban Center land use designation and less than the maximum five story limit allowed under the College Square PUD for residential structures immediately adjacent to the Rapid Transit Park and Ride.

The proposed project would not involve any land uses or operations that would cause an increase in the potential for light and/or glare impacts beyond what was analyzed in the previous EIR. Therefore, the proposed project would not result in any changes to the College Square PUD project or EIR associated with light/glare. Thus, impact conclusions related to aesthetics, light, and glare identified within the previous EIR would remain adequate for the proposed project and any applicable mitigation measures set forth within the previous EIR would still be required for the proposed project.

Air Quality

As stated above, the proposed project would construct 92 multi-family residential units and 4,346 SF of commercial space in the General Commercial (C-2 PUD) zone of the College Square PUD. The previous EIR contemplated and evaluated commercial uses on the subject site with a FAR of 2.0 which is larger than the proposed project's FAR of 1.47. Therefore, the proposed project which includes residential units and commercial use on land zoned to permit such uses is within the scope of development contemplated and evaluated in the previous EIR. The proposed project is located approximately ½ mile to the existing light rail transit stop. Residential projects are transit supportive land uses and based upon the proximity could encourage alternative modes of transportation such as light rail. This could result in reduction of vehicle trips and have the potential to improve traffic and therefore air quality impacts as compared to the previous EIR. Based on the above, the proposed project would not result in construction or operational air emissions beyond what was previously anticipated for the development of the site per the previous EIR. The proposed project would not result in new significant impacts or substantially more severe impacts related to air quality and any applicable mitigation measures set forth within the previous EIR would still be required for the proposed project.

Biological Resources

The proposed project would develop lot 28 for residential land uses consistent but significantly less impactful with respect to the type, general location, and intensity of land uses analyzed in the previous EIR. Although the project would require an amendment to the College Square PUD to allow a four-story building, the proposed project would not result in increased lot coverage from what was contemplated in the previous EIR, and conversely, would result in a decrease in lot coverage from what was contemplated in the previous EIR.

The previous EIR identified potential impacts to "Heritage Trees" (now referred to in the City's Tree Ordinance as "Private Protected Trees") and included appropriate mitigation measures. A qualified arborist evaluated the project site and vicinity. No Private Protected Trees are located on the project site.

The proposed project would not cause any new impacts, or previously identified impacts to become more severe than previously analyzed, related to biological resources. Applicable mitigation measures set forth within the previous EIR would be required for the proposed project.

Cultural Resources

No significant cultural resources, including prehistoric or historic archaeological resources, were identified in or adjacent to the project site. The proposed project would involve development consistent with the type, general location, and intensity of land uses anticipated for the site. In addition, the proposed project would involve ground disturbance substantially the same or less than as was considered in the previous EIR. The associated potential of encountering previously unknown cultural resources during site development would not increase as a result of the proposed project. Thus, impact conclusions related to cultural resources identified within the previous EIR would remain adequate for the proposed project and any applicable mitigation measures set forth within the previous EIR related to cultural resources would still be required for the proposed project.

Assembly Bill (AB) 52, passed in 2014, requires environmental review documents to disclose and analyze potential significant impacts to tribal cultural resources including sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Lead agencies are also required to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the tribe requests to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

AB 52 applies to projects that have a Notice of Preparation (NOP), a notice of negative declaration filed, or mitigated negative declaration filed on or after July 1, 2015. The NOP for the College Square PUD EIR was filed on December 17, 2002, prior to implementation of AB 52. Therefore, AB 52 is not applicable to the proposed project. In addition, no cultural resources associated with California Native American tribes were identified in the previous EIR, and no comment letters were received from tribal representatives regarding the NOP or the College Square PUD Draft EIR.

Greenhouse Gas Emissions

GHG emissions were not directly addressed in the previous EIR. However, potential impacts related to GHG emissions do not constitute “new information” as defined by CEQA, as GHG emissions were known as potential environmental issues before 1994. Since the time the College Square PUD EIR was certified, the City has taken numerous actions towards promoting sustainability within the City, including efforts aimed at reducing GHG emissions. On February 14, 2012, the City adopted the City of Sacramento Climate Action Plan (CAP), which identified how the City and the broader community could reduce Sacramento’s GHG emissions and included reduction targets, strategies, and specific actions.

The City has since adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, of the General Plan Update. Appendix B includes all City-Wide policies and programs that are supportive of reducing GHG emissions. The General Plan CAP Policies and Programs per the General Plan Update supersede the City’s CAP. Rather than compliance and consistency with the CAP, all proposed projects must now be compliant and consistent with the General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update. As such, the proposed

project would be required to comply with the General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update.

In addition to the City's General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update, a number of regulations have been enacted since the previous EIR was certified for the purpose of, or with an underlying goal for, reducing GHG emissions, such as the California Green Building Standards Code (CALGreen Code) and the California Building Energy Efficiency Standards Code. Such regulations have become increasingly stringent since the previous EIR was certified. The proposed project would be required to comply with all current applicable regulations associated with GHG emissions, including the CALGreen Code and California Building Energy Efficiency Standards Code.

Hydrology and Water Quality

The proposed project would involve development consistent with the type, general location, and intensity of land uses anticipated for the site. The proposed project would not involve any land uses or operations that would cause an increase in runoff levels beyond what was analyzed in the previous EIR. Accordingly, the amount of stormwater runoff potential would be similar to or less than levels identified within the previous EIR, and no new or increased impacts related to hydrology and water quality would result.

Hazards and Hazardous Materials

The proposed project would involve development consistent with the type, general location, and intensity of land uses anticipated for the site. The proposed project would not involve any land uses or operations that would involve an increase in the use, transport, or disposal of hazardous materials from what was analyzed in the previous EIR. The proposed project would not result in new significant impacts or substantially more severe impacts related to hazards and hazardous materials and the applicable mitigation measures set forth within the previous EIR would still be required for the proposed project.

Noise

The proposed project would involve multi-family residential development consistent with the general location and intensity of land uses anticipated for the site. Residential noise sources include mechanical equipment (HVAC) and off-site traffic, in addition to short-term construction noise. The residential uses included in the proposed project would not involve any operations that would cause a significant increase in noise levels from what was analyzed in the previous EIR. The proposed project would not result in new significant impacts or substantially more severe impacts related to noise and any applicable mitigation measures set forth within the previous EIR would still be required for the proposed project.

Population and Housing

The original College Square PUD project planned for 724 residential units on residential zoned land included within the College Square PUD area. The proposed project would add an additional 92 residential units within the College Square PUD. This would be an increase in the total number

of units contemplated for the College Square PUD Area in the previous EIR; however, the increase in the number of residential units would remain consistent with land use designations of the site and would not result in any additional, new, or more severe impacts than what was identified in the previous EIR. The project would not displace any existing housing or prevent other housing from being constructed. The proposed project would involve development consistent with the type, general location, and intensity of land uses anticipated for the site. The proposed project would not result in any changes to the College Square PUD EIR associated with population and housing.

Public Services and Utilities (School, Water, and Solid Waste)

The previous EIR found impacts to public services and utilities to be less than significant. The proposed project would include 92 multi-family units on a parcel zoned to allow multi-unit dwelling within the College Square PUD area. The development of the proposed project is consistent with the zoning and land use designation and would not result in any greater demand for public services and utilities. Pursuant to SB 50, the development would be required to pay applicable school fees, which are deemed full and complete mitigation for impacts on schools. The proposed project's impacts related to schools, water supply, and solid waste generation and disposal services would not be expected to increase in a significant manner as a result of the proposed project. The proposed project would not result in new significant impacts.

Traffic

The traffic-related impacts associated with buildout of the site were analyzed in the previous EIR. Vehicular trip generation estimates of the project and all PUD elements have been estimated based on the traffic counts recorded at eight driveway locations and ITE Trip Generation, Tenth Edition.

Trips generated by the College Square PUD were analyzed in regard to the surrounding transportation system with the study focusing on nine nearby roadways including State Route 99, West Stockton Boulevard, and 7800 Road as well as ten nearby intersections. Potential impacts to traffic in the surrounding transportation system were identified and feasible mitigation measures identified to reduce impacts to the maximum extent practicable.

Transportation Analysis conducted for the project, concluded that with the proposed project, the overall and peak hour trips would be reduced from what was described in the College Square PUD EIR. Additionally, the proposed project is within approximately a ½ mile to the existing light rail stop. This could encourage use of transit helping to reduce the number of vehicle trips and vehicle miles travelled, thereby reducing traffic impacts. Thus, the project has the potential to reduce traffic-related impacts as compared to what was analyzed in the previous EIR. Because of this, the project would not be expected to increase the total number of trips or vehicle miles travelled from the College Square PUD area. The proposed project would not result in new significant impacts or substantially more severe impacts related to transportation and any applicable mitigation measures set forth within the previous EIR would still be required for the proposed project.

Environmental Findings

Based on the above discussions, the proposed project would not cause any new impacts, or previously identified impacts to become more severe than previously analyzed. The feasibility of mitigation measures or alternatives previously identified would not be modified with implementation of the proposed project, and different mitigation measures or alternatives from those previously identified are not proposed or necessary as a result of the proposed project. As a result, new information of substantial importance, which was not known and could not have been known at the time the previous CEQA documents were prepared, has not come to light from what has been previously analyzed.

Conclusion

As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project nor have any substantial changes occurred that would require major revisions to previous EIR. Impacts beyond those identified and analyzed in the previous EIR would not be expected to occur as a result of the proposed project. Overall, the proposed modifications to the project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the original project in the EIR. Therefore, the Community Development Department concludes that the analyses conducted, and the conclusions reached in the EIR certified on January 27, 2004, remain valid. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and supplemental environmental review or a subsequent EIR is not required for the proposed project modifications. Again, it should be noted that the proposed project would be subject to all applicable previously required mitigation measures from the College Square PUD EIR.

Based on the above analysis, this Addendum to the previously adopted EIR for the project has been prepared.

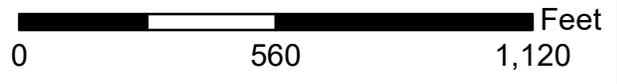
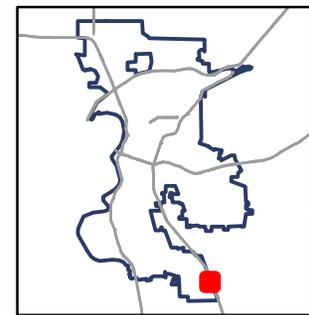
Attachments:

- A) Location – Land Use Map
- B) 7800 West Stockton Boulevard Apartments Site Plan
- C) Resolution No. 2004-053
- D) Focused Transportation Analysis – 7800 West Stockton Boulevard College Square PUD

ATTACHMENT A
LOCATION – LAND USE MAP



Project Location



P18-075
Land Use Map
7800 West Stockton Boulevard

ATTACHMENT B

7800 WEST STOCKTON BOULEVARD APARTMENTS SITE PLAN

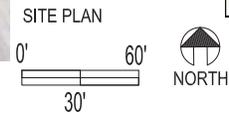


| 4-STORY-URBAN WCOMMERCIAL & TUCK UNDER GARAGES | | | | | | | | | |
|------------------------------------------------|-----------|------------|-------------|----------|-----------|-------------|---------------|---------------|--|
| UNIT | UNIT TYPE | NET S.F. | BAL. S.F. | GR. S.F. | NO. | % | TL. NET | TL. GR. S.F. | |
| A1 | 1BR/1BA | 667 | 81 | 748 | 25 | 27% | 16,675 | 18,700 | |
| A2 | 1BR/1BA | 711 | 0 | 711 | 7 | 8% | 4,977 | 4,977 | |
| A2-ALT | 1BR/1BA | 694 | 75 | 769 | 8 | 9% | 5,552 | 6,152 | |
| B1 | 2BR/2BA | 1,049 | 63 | 1,112 | 12 | 13% | 12,588 | 13,344 | |
| B2 | 2BR/2BA | 1,103 | 81 | 1,184 | 22 | 24% | 24,266 | 26,048 | |
| B2-ALT1 | 2BR/2BA | 1,103 | 81 | 1,184 | 4 | 4% | 4,412 | 4,736 | |
| B2-ALT2 | 2BR/2BA | 1,070 | 81 | 1,151 | 8 | 9% | 8,560 | 9,208 | |
| B3 | 2BR/2BA | 1,106 | 81 | 1,187 | 3 | 3% | 3,318 | 3,561 | |
| C1 | 3BR/2BA | 1,297 | 61 | 1,358 | 3 | 3% | 3,891 | 4,074 | |
| TOTAL | | | | | 92 | 100% | 84,239 | 90,800 | |
| AVERAGE NET UNIT SIZE: | | 916 | S.F. | | | | | | |
| AVERAGE GROSS UNIT SIZE: | | 987 | S.F. | | | | | | |

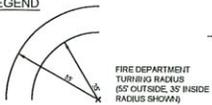
| | | |
|-------------------------------------|----------------|--------------|
| SITE AREA: | 2.57 | AC |
| TOTAL UNITS: | 92 | UNITS |
| DENSITY: | 35.8 | DU/AC |
| TOTAL NET RENTABLE: | 84,239 | S.F. |
| TOTAL BALCONIES: | 6,561 | S.F. |
| LEASING: | 2,796 | S.F. |
| CLUB: | 4,835 | S.F. |
| COMMERCIAL: | 4,346 | S.F. |
| GARAGE: | 4,033 | S.F. |
| TRASH ROOM LV-1: | 415 | S.F. |
| BIKE ROOM LV-1: | 902 | S.F. |
| CORR/STOR./STAIRS/ELEC/MAIL: | 16,879 | S.F. |
| TOTAL GROSS BLDG: | 125,006 | S.F. |

| | | |
|---------------------------------|------------|---------------|
| PARKING REQ.: | | |
| RES. REQ. @ 1/UNIT: | 92 | SPACES |
| COMMERCIAL @ 1/400 S.F.: | 11 | SPACES |
| TOTAL REQ.: | 103 | SPACES |
| PARKING PROVIDED: | | |
| TUCK UNDER GARAGES: | 13 | SPACES |
| CARPORTS: | 77 | SPACES |
| SURFACE: | 28 | SPACES |
| TOTAL: | 118 | SPACES |
| BICYCLE PARKING: | 93 | BIKES |

| | | |
|-----------------------------------|---------------|-------------|
| OPEN SPACE PROVIDED: | | |
| COURTYARD: | 5,588 | S.F. |
| CLUB ROOM: | 1,821 | S.F. |
| FITNESS ROOM: | 954 | S.F. |
| TOTAL COMMON OPEN SPACE: | 8,363 | S.F. |
| BALCONIES: | 6,561 | S.F. |
| PRIVATE TERRACE: | 2,035 | S.F. |
| TOTAL PRIVATE OPEN SPACE: | 8,596 | S.F. |
| TOTAL OPEN SPACE PROVIDED: | 16,959 | S.F. |

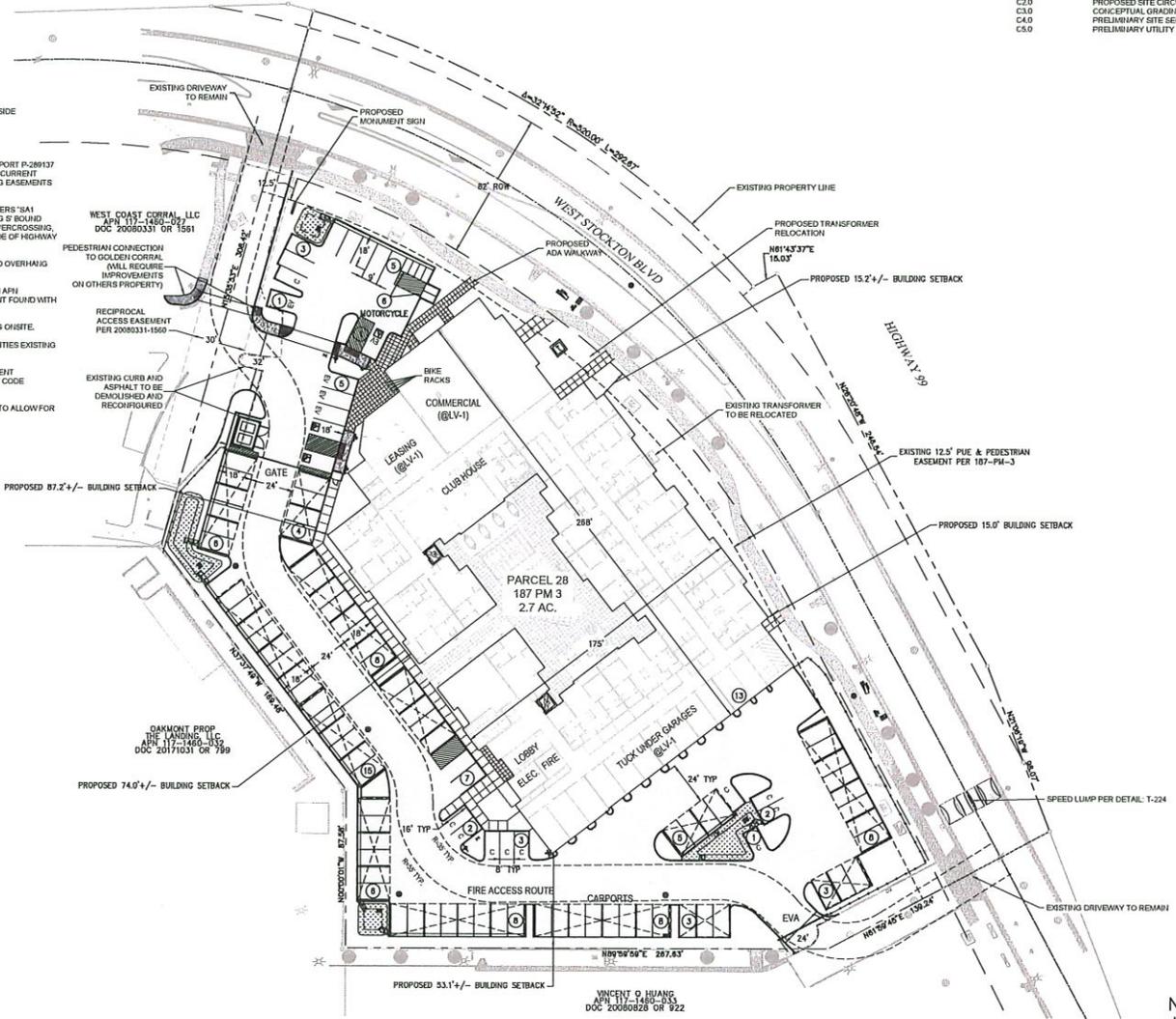


LEGEND



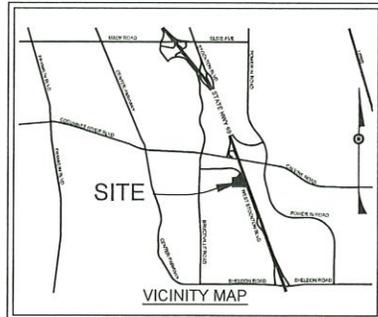
NOTES:

1. PLACER TITLE COMPANY PRELIMINARY TITLE REPORT P-289137 DATED AUGUST 9, 2018 WAS USED IN VERIFYING CURRENT OWNERSHIP, LEGAL DESCRIPTION, AND EXISTING EASEMENTS OF RECORD.
2. 3-1/2" BRASS DISK, U.S. ARMY CORPS OF ENGINEERS 'S&I' 3-24-1997; 1" IN BULLDOZE OF ISLAND SEPARATING S' BOUND HIGHWAY 99 OIL RAMP & COSUMES RIVER OVERCROSSING, SOUTH SIDE OF COSUMES RIVER BLVD. & W SIDE OF HIGHWAY 99 (ELEV=35.165, DATUM=NGVD2005).
3. PARKING STALL DIMENSIONS UTILIZE 2' ALLOWED OVERHANG WHEN ADJACENT TO LANDSCAPE OF SIDEWALK.
4. A RECIPROCAL ACCESS EASEMENT EXISTS WITH APN 117-146-027. NO RECIPROCAL ACCESS EASEMENT FOUND WITH APN 117-146-033.
5. NO DRAINAGE COURSES, CREEKS, ETC. EXISTING ON-SITE.
6. NO WATER SOURCE(S), SUPPLY, STORAGE FACILITIES EXISTING ON-SITE.
7. PROJECT WILL COMPLY WITH THE WATER EFFICIENT LANDSCAPE REQUIREMENTS CONTAINED IN CITY CODE SECTION 15.62.
8. A KNOX BOX IS TO BE PROVIDED AT EACH GATE TO ALLOW FOR AFTER HOURS ACCESS BY POLICE.



CIVIL DRAWING INDEX:

- C1.0 SITE PLAN
- C2.0 PROPOSED SITE CIRCULATION PLAN
- C3.0 CONCEPTUAL GRADING AND DRAINAGE PLAN
- C4.0 PRELIMINARY SITE SECTIONS
- C5.0 PRELIMINARY UTILITY PLAN



LEGEND

| FEATURE | EXISTING | PROPOSED |
|---------------------------|----------|----------|
| EXISTING CENTERLINE | --- | --- |
| EXISTING PROPERTY LINE | --- | --- |
| PROPOSED LOT LINE | --- | --- |
| EXISTING OFFSITE LOT LINE | --- | --- |
| TREE TO BE REMOVED | (X) | |
| TREE TO REMAIN | (O) | |

PROJECT INFORMATION

OWNER: REAL SAET HOLDINGS LLC
235 W MARKET STREET
SAN DIEGO, CA 92101
CONTACT: STEVE ORTIZ, JR.

PLANNER: THE PLANNING ASSOCIATES GROUP
9600 IRVINE CENTER DR., STE
IRVINE, CA 92618
CONTACT: HOWARD HARDIN (949) 328-9777 EXT. 105

ENGINEER: FRAY & DESIGN GROUP, INC.
1540 ELREKA ROAD, SUITE 100
ROSEVILLE, CA 95661
CONTACT: JASON REED (916) 782-3000

ARCHITECT: HUMPHREYS & PARTNERS ARCHITECTS, L.P.
2300 BE BRISTOL STREET, STE 300
NEWPORT BEACH, CA 92660
CONTACT: REBECCA CALBERT (949) 955-9400

ASSESSOR'S PARCEL NO.: 117-146-028-0000

TOTAL ACREAGE: 2.74 AC

EXISTING ZONE: C-2-PUD, GENERAL COMMERCIAL / PLANNED UNIT DEVELOPMENT

GENERAL PLAN: SUBURBAN CENTER

BUILDING AREA (PROPOSED): ± 34,959-sf (GROUND FLOOR)

PROJECT PARKING REQUIRED:

| | |
|--------------------------------------------|--------------|
| BUILDING - 12 UNITS x 1 SPACE PER UNIT | = 92 |
| COMMERCIAL - 4,346 SF x 1 SPACE PER 400 SF | = 11 |
| TOTAL PARKING REQUIRED | = 103 |

PROJECT PARKING PROVIDED:

| | |
|------------------------------------|--------------|
| REGULAR STALLS | = 14 |
| COVERED STALLS | = 77 |
| COMPACT STALLS | = 9 |
| GARAGE STALLS | = 13 |
| MOTORCYCLE STALLS | = 6 |
| HANDICAP STALLS | = 12 |
| VEHICLE PARKING STALL TOTAL | = 132 |

SHORT TERM BIKE PARKING TOTAL = 8
RESIDENT BIKE PARKING TOTAL = 93

SERVICE PROVIDERS

SANITARY SEWER: SACRAMENTO AREA SEWER DISTRICT

DOMESTIC WATER: CITY OF SACRAMENTO

STORM DRAIN: DEPARTMENT OF PUBLIC WORKS-CITY OF SACRAMENTO

ELECTRICITY: SNU&D

GAS: PACIFIC GAS & ELECTRIC CO.

SOLID WASTE: RECOLOGY SACRAMENTO COUNTY

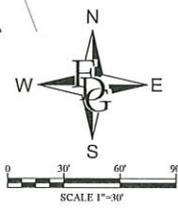
TELEPHONE: AT&T

FRAYJI
DESIGN GROUP, INC.
1540 Elreka Road Ste. 100 (916) 782-3000 Phone
Roseville, CA 95661 (916) 782-3955 Fax
CIVIL ENGINEERING • PLANNING • SURVEYING



Site Plan
7800 West Stockton Blvd

City of Sacramento, California July 30, 2019



ATTACHMENT C
Resolution No. 2004-053

**ATTACHMENT C
RESOLUTION NO. 2004-053**

RESOLUTION NO. 2004-053

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF JAN 27 2004

A RESOLUTION ADOPTING THE NOTICE OF DECISION AND FINDINGS OF FACT FOR NEGATIVE DECLARATION, MITIGATION MONITORING PLAN, AND THE INCLUSIONARY HOUSING PLAN FOR COLLEGE SQUARE, LOCATED AT THE SOUTHEAST CORNER OF BRUCEVILLE ROAD AND COSUMNES RIVER BOULEVARD, SACRAMENTO, CALIFORNIA.

(P00-147) (APN: 117-0182-001, 003, 024, 025, 028, 029, & 030)

WHEREAS, the City Council conducted a public hearing on the above date, concerning the above project and based on documentary and oral evidence submitted at the public hearing, the Council hereby adopts the Notice of Decision and Findings of Fact, as set forth herein.

NOTICE OF DECISION

At the regular meeting on the above date, the City Council heard and considered evidence in the above-entitled matter. Based on verbal and documentary evidence at said hearing, the Council took the following actions for the location listed above:

- A. **Environmental Determination:** Environmental Impact Report;
- B. **Approved the Mitigation Monitoring Plan;**
- C. **Approved the Statement of Overriding Considerations;**
- D. **Approved the inclusionary housing plan**

These actions were made based upon the following findings of fact:

FINDINGS OF FACT

- A. **Environmental Impact Report:** The City Council certifies the Environmental Impact

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Report (the Environmental Impact Report is certified), based upon the following findings:

1. See **Exhibit 1A** of this Resolution

B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is approved based upon the following findings of fact:

1. One or more mitigation measures have been added to the above-identified project;
2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as **(Exhibit 1B)**;
3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.

C. Statement of Overriding Considerations: The Statement of Overriding Considerations is approved based on the following findings of fact:

1. See **Exhibit 1A** of this Resolution

D. Inclusionary Housing Plan: The Inclusionary Housing Plan is approved based on the following findings of fact:

1. The plan implements the Housing Element of the General Plan and the Mixed Income Ordinance in that it provides for inclusion of housing affordable to low and very low income families.
2. The plan provides for on-site construction of ownership and rental units in the following quantities: 37 units (five percent of the project total) will be affordable to low income households, and 73 units (ten percent of the project total) will be affordable to very low income households.

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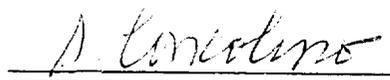
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3. The inclusionary units are proposed to be disbursed throughout the project site so as to avoid over-concentration of inclusionary units in compliance with Ordinance requirements.
4. The plan provides for an appropriate variety of unit sizes as required by the Ordinance in that the Planning Director, upon recommendation of the SHRA director, has determined that two and three bedroom units are appropriate for an ownership housing type in multi-family residential developments.
5. The conditions of approval provide that the exterior appearance of the inclusionary units be compatible with market rate units in that external building materials and finishes of the inclusionary units will be of the same type and quality as the market rate units.
6. The conditions of approval provide that the units shall comply with all applicable development standards.
7. The plan phases the construction of inclusionary units to ensure that each phase of market-rate units subject to the Mixed Income Ordinance will not be completed without the construction of the inclusionary units.
8. A condition has been placed on the Tentative Map to ensure recordation of the Inclusionary Housing Agreement prior to filing of the Final Map.


MAYOR

ATTEST:


CITY CLERK

P00-147

Attachments:

Exhibit 1A – CEQA Findings of Fact
Exhibit 1B – Mitigation Monitoring Plan
Exhibit 1C – Inclusionary Housing Plan

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Exhibit 1A – CEQA Findings of Fact

**CEQA FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING INTERESTS**

FOR

**COLLEGE SQUARE PROJECT
SACRAMENTO, CALIFORNIA**

(State Clearinghouse Number 2002122088)

Prepared By:

**Planning Division City of Sacramento
City of Sacramento Planning and Building Department**

December 2003

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RESOLUTION NO.: 2004-053

DATE ADOPTED: JAN 27 2004

The City Council of the City of Sacramento does hereby find, determine, and resolve as follows:

I. CEQA FINDINGS

1. The City Council finds that the Environmental Impact Report for the College Square project (herein EIR) which consists of the Draft EIR, and Final EIR (Response to Comments) and Appendices, has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), and the State CEQA Guidelines.
2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, and the State CEQA Guidelines, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in accordance with the requirements of CEQA, and the State CEQA Guidelines.
3. The City Council certifies that the EIR has been presented to it and that the Planning Commission has reviewed it and considered the information contained therein prior to acting on the proposed project and that the EIR reflects the independent judgment and analysis of the City.
4. Pursuant to CEQA Guidelines Section 15093, and in support of its approval of the College Square project, the City Council hereby adopts the attached Findings of Fact and a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented.

II. PROCEDURAL FINDINGS

1. The City of Sacramento caused an Environmental Impact Report ("EIR") on the Project to be prepared pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000 et seq. (CEQA), the CEQA Guidelines, Code of California Regulations, Title XIV, Section 15000 et seq.
2. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research on December 17, 2002 and was circulated for public comment from December 17, 2002 to January 30, 2003.
3. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the State Clearinghouse on September 9, 2003, to those public agencies that have jurisdiction by law with respect to the Project, and to other interested parties and agencies. The comments of such persons and agencies were sought.
4. An official forty-five (45) day public review period for the Draft EIR was established by the State Clearinghouse. The public review period began on September 9, 2003.
5. A Notice of Availability (NOA) was distributed to all interested groups, organizations, and individuals on September 9, 2003, for the Draft EIR. The Notice of Availability stated that the City of Sacramento

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had completed the Draft EIR and that copies were available at the City of Sacramento, 1231 I Street, Room 300, Sacramento, California 95814. The letter also indicated that the official forty-five day public review period for the Draft EIR would end on October 23, 2003.

6. A public notice was placed in the Daily Recorder on September 9, 2003 which stated that the College Square Draft EIR was available for public review and comment. A public notice was posted with the Sacramento County Clerk/Recorder's Office on September 9, 2003. A public notice was also posted at the Sacramento City Hall on September 9, 2003.
7. Following closure of the public comment period, the Draft EIR was supplemented to incorporate comments received and the City's responses to said comments. The modifications to the College Square Draft EIR do not significantly change the EIR or the analysis. Therefore, in accordance with CEQA Guidelines, Section 15088.5, recirculation of the EIR is not required.
8. Following notice duly and regularly given as required by law, and all interested parties expressing a desire to comment thereon or object thereto having been heard, the EIR and comments and responses thereto having been considered, the City Council makes the following determinations:
 - A. The EIR consists of the Draft EIR, and Final EIR (Responses to Comments) and appendices.
 - B. The EIR was prepared and completed in compliance with CEQA.
 - C. The EIR has been presented to the City Council which reviewed and considered the information therein prior to acting on the College Square project, and they find that the EIR reflects the independent judgment and analysis of the City of Sacramento.
9. The following information is incorporated by reference and made part of the record supporting these findings:
 - A. The Draft and Final EIR and all documents relied upon or incorporated by reference as listed in Chapter 12, References, of the College Square Draft EIR.
 - B. The Mitigation Monitoring Plan dated December 2003.
 - C. Testimony, documentary evidence and all correspondence submitted or delivered to the City in connection with the Planning Commission hearing on this project and associated EIR.
 - D. All staff reports, memoranda, maps, letters, minutes of meetings and other documents relied upon or prepared by City staff relating to the project (e.g. references contained in Chapter 12 of the DEIR), including but not limited to, City of Sacramento General Plan and the Draft and Final EIR for the City of Sacramento General Plan Update.

III. FINDINGS OF FACT REGARDING THE ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED COLLEGE SQUARE PROJECT

The Environmental Impact Report for the College Square project, prepared in compliance with the California Environmental Quality Act, evaluates the potentially significant and significant adverse environmental impacts that could result from adoption of the project or alternatives to the project.

The subject project is located in the southern part of the City of Sacramento, at the southeast corner of

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Cosumnes Boulevard and Bruceville Road (APNs 117-0182 -001,003,0019,020,021,024,025,028,029, and 030; 117-0184-001 and 002). The project consists of mixed-use development including residential, commercial and office. This would include 724 multi-family units and approximately 270,300 square feet of commercial/office space. The project also includes extension of West Stockton Blvd. through the project site to Bruceville Road, including widening

Because the EIR indicates that implementation of the project (or project alternatives) would result in certain adverse impacts, the City is required under CEQA and the State to make certain findings with respect to these impacts. The required findings appear in the following sections of this document. This document lists all identified potentially significant and significant impacts of the project, as identified in the EIR. The following identifies the significant impacts that can be avoided due to implementation of mitigation measures and the significant impacts that cannot be avoided. These findings are supported by substantial evidence in the record of proceedings before the City as stated below.

1. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED IN THE EIR

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

In this section of the Findings of Fact for the proposed College Square, the City, as authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Sections 15091, 15092, and 15093, identifies the significant impacts that can be reduced through mitigation measures to a less-than-significant level. These mitigation measures are hereby incorporated into the description of the project and their implementation will be tracked through the College Square Mitigation Monitoring Program.

These findings are supported by substantial evidence in the record.

1. Impact 6.2-1: Bruceville Road/Cosumnes River Boulevard – Base Year

a. Potentially Significant Impact

The addition of the proposed project and Park-and-Ride Alternative would add more than 5 seconds of delay to a.m. and p.m. (LOS D) operations, resulting in a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.2-1 Improve the northbound approach of Bruceville Road/Cosumnes River Boulevard intersection to provide an exclusive left-turn lane, two through lanes and an exclusive right turn lane.

2. Impact 6.2-2: Bruceville Road/Cosumnes River College Driveway – Base Year

a. Potentially Significant Impact

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The addition of the proposed project and Park-and-Ride Alternative would degrade intersection operations from LOS A to LOS F during the p.m. peak hour, resulting in a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

- 6.2-2 Install a traffic signal at the intersection of Bruceville Road/Cosumnes River College Driveway and improve the southbound approach to provide a single through lane and exclusive right-turn lane.

3. **Impact 6.2-3: Bruceville Road/Timberlake Way/Alpine Frost Drive – Year 2025**

a. Potentially Significant Impact

The addition of the proposed project would degrade operations from LOS C to LOS D during the p.m. peak hour, resulting in a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

- 6.2-3 Provide an exclusive right-turn lane on the northbound approach to the Bruceville Road/Timberlake Way/Alpine Frost Drive intersection if not built by others.

4. **Impact 6.2-4: Bruceville Road/Cosumnes River Boulevard – Year 2025**

a. Potentially Significant Impact

The addition of the proposed project and Park-and-Ride Alternative would add more than 5 seconds of delay to a.m. and p.m. (LOS F) operations, resulting in a significant impact

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

- 6.2-4 Provide a third left-turn lane on the westbound approach to the Bruceville Road/Cosumnes River Boulevard intersection

5. **Impact 6.2-6: Driveway 7**

a. Potentially Significant Impact

The addition of the proposed project and Park-and-Ride Alternative would result in a maximum queue of 100 feet, which would exceed the provided storage of 50 feet, resulting in a significant impact.

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b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

- 6.2-6 In addition to relocating Driveway 7, as discussed in Section 6.2, reconfigure the drive aisle to provide 100-foot minimum of storage between West Stockton Boulevard and the internal circulation aisle.

6. **Impact 6.2-7: North-South Road/West Stockton Boulevard Storage Requirements**

a. Potentially Significant Impact

The addition of the proposed project would result in a 95th percentile queue of 360 feet for the eastbound left-turn movement during the p.m. peak hour, which would exceed the provided storage of 100 feet. In addition, the 95th percentile queue for the northbound left-turn movement (250 feet) during the p.m. peak hour would extend past the driveways on the west side of the North-South Road, which would restrict vehicles from exiting, resulting in a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

- 6.2-7 Extend the eastbound left-turn pocket to provide 250 feet of storage and provide an additional 150-foot left-turn ingress lane at the driveway immediately west of the North-South Road (Driveway 4).

Provide a left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach.

Relocate the two driveways on the west side of the North-South Road 50 feet to the south, OR replace the driveways with one driveway opposite to the Child Care facility driveway.

7. **Impact 6.4-1: Short-Term Construction Noise**

a. Potentially Significant Impact

The simultaneous operation of onsite construction equipment could potentially result in combined intermittent noise levels of approximately 93 dBA at 50 feet from the project site. Based on these equipment noise levels and assuming a noise attenuation rate of 6 dBA per doubling of distance from the source to receptor, exterior noise levels at the sensitive receptors located within approximately 2,300 feet of the project site could potentially exceed 60 dBA without feasible noise control. Construction operations that occur between the hours of 7 a.m. and 6 p.m. Monday through Saturday and 9 a.m. and 6 p.m. on Sunday are exempt from the applicable standards. However, if construction operations were to occur during the noise-sensitive hours of 6 p.m. to 7 a.m. Monday through Saturday or 6 p.m. to 9 a.m. on Sunday, the applicable noise standards could potentially be exceeded at nearby noise-sensitive receptors (i.e., senior housing northwest of the project site, single-family residential units south of the project site). In addition, construction operations occurring during the evening and nighttime hours could result in annoyance and/or sleep disruption to occupants of the nearby residential dwellings. A significant impact could occur.

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b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

- 6.4-1 To the extent feasible, construction equipment shall be properly maintained and equipped with noise control, such as mufflers and shrouds, in accordance with manufacturers' specifications.

Construction operations involved with the proposed project shall be limited to the hours between 7 a.m. and 6 p.m. Monday through Saturday and 9 a.m. and 6 p.m. on Sunday. During such hours, these activities are exempt from the noise levels identified in the applicable standards

8. **Impact 6.4-2 Long-Term Area and Stationary Source Noise**

a. Potentially Significant Impact

Loading area noise from the commercial uses proposed within the northwest portion of the project site could exceed both the daytime and nighttime outdoor stationary source noise thresholds for stationary noise sources of 55 dBA daytime and 50 dBA nighttime at the senior housing. This would represent a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

- 6.4-2 Loading activities (loading, unloading, truck movement and idling) at the proposed drug store shall occur on the southeast rather than the northwest side of the drug store building. Alternatively, the loading area for the proposed drug store shall be enclosed by a noise wall designed in conjunction with a noise consultant, and/or some other solution shall be identified by a noise consultant, to avoid significant loading activity noise impacts on the senior housing north of Cosumnes River Boulevard.

- Landscape maintenance (use of leaf blowers and lawn mowers) within the portion of the proposed commercial uses located north of the northernmost Bruceville driveway shall be limited to the use of electric- rather than fuel-powered equipment.
- At the time of submittal of the special permits for each of the individual project components, when the exact project design would be known, a detailed analysis of noise reduction requirements must be made by an acoustical engineer. Required noise reduction features included in the project design that would most effectively comply with the City of Sacramento and the State of California maximum acceptable interior and exterior noise levels for new development and the City's noise ordinance standards with respect to existing noise-sensitive receptors. Such noise reduction requirements may include, but are not necessarily limited to wall construction with resilient channels, staggered studs or double-stud walls, use of dual-glazed windows with laminated glass, limitation of the number and size of windows along walls located close to major noise sources, grouting or caulking to ensure exterior

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construction joist are air-tight, and the construction of soundwalls or berms.

9. **Impact 6.5-2 Drainage**

a. Potentially Significant Impact

The project applicant has proposed two alternatives for the proposed storm drain system. Alternative 1 would size the proposed storm drain facilities assuming detention within the 54-acre up-stream, off-site portion of watershed #1 (i.e., be designed with less capacity). Alternative 2 would size the proposed storm drain facilities assuming no upstream detention (i.e., be designed with greater capacity). Implementing Alternative 1 without the upstream detention could result in on-site or downstream flooding which would represent a significant impact.

b. Facts in Support of Finding

6.5-2: The project applicant shall size the proposed Bruceville Road trunk storm drain, West Stockton Boulevard storm drain, and the outfall to Union House Creek assuming no onsite detention within the parcels upstream of the project site within Watershed #1 (i.e., implement the larger pipes as called for under the Alternative 2 storm drain system).

10. **Impact 6.7-1 Light and Glare Impacts during Construction**

a. Potentially Significant Impact

If construction site security lighting were to be located close to the existing residences or along SR 99, it could result in a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.7-1: To the degree possible, the project applicant and construction contractors shall locate lit construction sites and construction storage areas away from existing adjacent residential uses and the SR 99 frontage. All construction security lighting shall be shielded, focused downward, and focused away from residential areas and public streets.

11. **Impact 6.7-2 Light Impacts on Existing Sensitive Land Uses (Operation**

a. Potentially Significant Impact

The lack of proposed vegetative or other visual screening along the southern boundary of the project site could result in a potentially significant light impact to the existing residences to the south.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

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6.7-2: The project applicant shall ensure that the landscaping concepts shown in the landscape plan are extended to the residential component of the project and that the southern boundary of the project receives the same landscape treatment as shown in the landscape plan along the eastern, northern, and western boundaries of the project site. The project applicant also shall ensure that all project lighting is shielded, focused downward, and focused away from residential areas and public streets. Finally, the project lighting shall comply with all other applicable requirements of the City's Zoning Ordinance and other light regulations

12. Impact 6.9-1 Loss of Burrowing Owl

a. Potentially Significant Impact

If burrowing owls are present in construction areas, occupied burrows could be destroyed under the proposed project and the development alternatives. This would represent a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.9-1: The project applicant shall undertake the following:

1. Prior to construction activity, focused pre-construction surveys would be conducted by a qualified biologist for burrowing owls where suitable habitat is present within 250 feet of the proposed construction areas. Surveys would be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys would be conducted in accordance with CDFG protocol.
2. If no occupied burrows are found on the project site, a letter report documenting survey methods and findings prepare by the qualified biologist would be submitted to CDFG for review and approval, and no further mitigation would be necessary.
3. If occupied burrows are found, impacts to them would be avoided by providing a construction buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). If construction occurs during the breeding season, the applicant would ensure that a minimum of 6.5 acres of contiguous foraging habitat is available surrounding the occupied burrowing owl nest burrow.
4. If adverse affects to occupied burrows (direct removal or construction within the buffer zone as defined in #3 above) are unavoidable, onsite passive relocation techniques approved by CDFG would be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows would be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs would follow guidelines provided in the California Burrowing Owl Consortium Guidelines (1993) which range from 6.5 to

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19.5 acres per pair

13. Impact 6.9-2 Removal of Swainson's Hawk Foraging and Nesting Habitat

a. Potentially Significant Impact

Approximately 63 acres of grassland and seasonal wetland habitat that provide foraging habitat for Swainson's hawk would be removed as a result of the implementation of the proposed project or development alternatives. In addition, several trees which provide marginal Swainson's hawk nesting habitat would be removed under the proposed project and each of the development alternatives. While abundant foraging and nesting habitat still occur in the surrounding areas, habitat for this species is being removed at a rapid rate. A significant impact would occur.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.9-2: In order to reduce the impacts of the loss of foraging and nesting habitat for Swainson's hawk, the following mitigation measures shall be implemented by the project applicant.

For foraging impact: The following mitigation ratios were taken from the CDFG Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California, November 1994.

1. Preserve similar habitat within a 10-mile radius of the project site to be protected through fee title or conservation easement acceptable to CDFG through the payment of fees to a Swainson's hawk foraging habitat mitigation bank. Preservation ratios are as follows:
 - 0.5 acres preserved for every acre lost if project site is located between 5 and 10 miles from a nest.
 - 0.75 acres preserved for every acre lost if project site is located between 1 and 5 miles from a nest.
 - acres preserved for every acre lost if project site is located within 1 mile of a nest.

For nesting impact:

2. Pre-construction surveys shall be conducted by a qualified biologist to identify active nests within 1/2 mile of the project site. The surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of construction of each phase of the proposed project. To the extent feasible, guidelines provided in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley shall be followed.
 - If nests are not found, no further mitigation would be required.
 - If active nests are found, construction should not occur within 0.5 mile of the active nest during the breeding season (March 1 – September 15).

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- If construction must occur during these months, the nests would be protected by establishing appropriate buffers around each nest. CDFG guidelines recommend implementation of 0.25- or 0.5-mile buffers, but the size of the buffer may be adjusted if a qualified biologist and CDFG determine it would not be likely to adversely affect the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. Monitoring of the nest by a qualified biologist may be required if the activity could adversely affect the nesting Swainson's hawk.

14. Impact 6.9-3: Loss of Jurisdictional Waters of the United States

a. Potentially Significant Impact

Construction of the project would result in the removal of 4.9 acres of wetlands, including 2.5 acres of vernal pools and 2.4 acres of seasonal marsh/wetland, and would have indirect effects on 1.85 acres of constructed wetland and 0.29 acre of seasonal marsh that occur just offsite. The indirect effects would be associated with diversion of natural surface flow into the offsite wetlands which are known to contain federally listed invertebrates. The above would represent a significant impact.

These wetland areas also provide potential habitat for California linderiella and Midvalley fairy shrimp, both federal species of special concern. As a result of this project or the development alternatives, a total of 4.9 acres of habitat for special-status invertebrates would be removed/filled and 2.14 acres of wetlands (offsite) would be indirectly impacted. The onsite habitat would become unsuitable for invertebrates as a result of the proposed action and the offsite habitat would become less suitable. This loss of this habitat would be considered a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.9-3 To mitigate direct and indirect impacts on wetlands, a minimum of 11.35 acres of wetlands shall be created and 16.28 acres of wetland shall be preserved by the project applicant.

An individual permit for discharge activities into jurisdictional waters of the United States, including wetlands, is required from the USACE under Section 404 of the Clean Water Act to fill onsite wetlands. In addition, Regional Water Quality Control Board Certification is required, pursuant to Section 401 of the Clean Water Act.

The applicant shall consult with the ACOE to determine if there are additional jurisdictional wetlands on the site. Any required permitting (individual permit, written authorization under a Nationwide permit or a written statement that no further action is required) shall be obtained prior to the development of the site. Implementation of any ACOE mitigation measures may be phased with the project in accordance with the ACOE permit conditions.

12. Impact 6.9-7: Disturbance of Raptor Nests

a. Potentially Significant Impact

Grassland and approximately 10 trees that could provide raptor nest habitat would be removed with the implementation of the proposed project and development alternatives. Disturbance to nesting raptors would be considered a significant impact.

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b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.9-7: The following measures shall be implemented by the project applicant to reduce potential impacts to active raptor nests to a less-than-significant level:

1. To the extent feasible, all grading and tree removal shall occur outside the raptor nesting season (September to January). If grading or tree removal is avoided during the raptor nesting season, no further mitigation shall be necessary. This measure applies to any heavy equipment activities that would occur within 500 feet of trees in or adjacent to the project site.
2. If grading or tree removal is proposed to take place during the raptor nesting season, a focused survey for raptor nests shall be conducted by a qualified biologist during the nesting season to identify active nests on the project site. The survey would be conducted no more than 30 days prior to the beginning of grading or tree removal. The results of the survey would be summarized in a written report to be submitted to CDFG and the City of Sacramento Planning Department prior to the beginning of grading.
3. If active nests are found, no remediation or other construction activity shall take place within 500 feet of the nest until the young have fledged (as determined by a qualified biologist). If no active nests are found during the focused survey, no further mitigation would be required.

13. Impact 6.9-8 Loss of Heritage Trees

a. Potentially Significant Impact

A tree survey shall be conducted on the project site to determine if heritage trees are present as defined by the City of Sacramento Heritage Tree Ordinance. If no heritage trees are present onsite, no further mitigation is required.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.9-8 If heritage trees are present onsite, preserve the trees by installing temporary fencing 5 feet beyond the drip line of protected trees to minimize disturbance to the trees and their root zones in accordance with the Sacramento City Code, Chapter 12.64 Heritage Trees. Fences shall be maintained until all project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within fenced areas.

If removal of the heritage trees or construction within 5 feet of the drip line cannot be avoided, a permit under Chapter 12.64.050 of the Heritage Tree Ordinance shall be obtained. All requirements of the permit shall be implemented.

14. Impact 6.9-10 Cumulative Impacts on Biological Resources

a. Potentially Significant Impact

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The proposed project would result in significant biological resources impacts before mitigation associated with loss of burrowing owl, removal of Swainson's hawk nesting and foraging habitat, loss of jurisdictional Waters of the U.S., loss of habitat for vernal pool invertebrates, disturbance of raptor nests, and loss of heritage trees. These impacts would be reduced to less-than-significant levels with implementation of the mitigation recommended in this section.

Given the presence of the above listed biological resources in the vicinity of the project site, the South Sacramento Community Plan (SSCP) area, and the greater City of Sacramento, it is anticipated that cumulative development within these areas would significantly impact the above listed biological resources before mitigation, but that on a project-by-project basis, some or all of these impacts could be avoided. Still, cumulative development within the vicinity of the project site, the SSCP area, and the greater City of Sacramento would result in a large net reduction in listed species, sensitive species, the habitats of listed species and sensitive species, wetlands, waters of the United States and the State, and heritage trees. A significant unavoidable cumulative impact could occur.

b. Facts in Support of Finding

Cumulative development should implement Mitigation Measures 6.9-1, 6.9-2, 6.9-3, 6.9-7 and 6.9-8, and should conduct rare plant surveys and implement required mitigation.

15. Impact 6.10-2: Undiscovered Archaeological Resources

a. Potentially Significant Impact

There exists the possibility for the presence of undiscovered archaeological resources on the project site. Development would require grading and excavation that could disturb or damage any as-yet-undiscovered cultural resource that may be present at the project site. A significant impact could occur. The degree of the impact would likely be similar between the proposed project and the development alternative because a similar area would be disturbed under each.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

Future development on the project site shall comply with the following measures:

- ▶ If subsurface prehistoric or historical archaeological remains are identified during construction, work in the affected areas shall immediately stop until the find can be evaluated by a qualified archaeologist. If the find is determined to be of significance, mitigation shall consist of avoidance, and/or mitigation through data recovery.

In accordance with §7050.5 of the Health and Safety Code and §5097.94 and §5097.98 of the Public Resources Code, if human remains are discovered at the project site during excavation, work shall immediately stop at the construction site, the county coroner shall be contacted, and the Native American Heritage Commission shall be contacted. If the remains are determined to be Native American in origin, they shall be left intact, and the most likely descendants shall be notified.

16. Impact 6.11-1 Hazardous Materials – Soil Contamination

a. Potentially Significant Impact

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The Phase I Environmental Site Assessment (ESA) conducted for the project indicates that there is no documented known or suspected soil contamination at the project site. However, there is the potential that as of yet undiscovered soil contamination may exist at the site which could be unearthed during construction-related earth-moving activities and potentially expose persons to contamination. Any exposure of people to contaminated soil during construction is considered a significant impact.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.11-1 If discolored soil, storage tanks or other evidence of potential soil contamination is unearthed during construction-related earth work, or if noxious odors are encountered during said earth work, construction activities shall immediately cease at the construction site. A qualified environmental consultant shall collect and analyze soil samples from the construction site. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County EMD for direction on appropriate remediation measures and procedures prior to the commencement of construction activities.

17. Impact 6.11-3 Hazardous Materials – Cumulative Impacts

a. Potentially Significant Impact

Cumulative development in conjunction with the proposed project could increase the potential exposure hazard to unknown preexisting contaminants. If Phase I ESAs are not prepared for this cumulative development, and if any mitigation measures identified in these ESAs that are required to avoid potential exposure hazards to any preexisting hazardous contamination are not implemented, a potentially significant impact could occur

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measure provided in the College Square EIR:

6.11-2 The applicants of the cumulative projects shall have prepared Phase I Environmental Site Assessments (ESAs) for their projects and shall implement any mitigation measures recommended in those ESAs to avoid potential exposure hazards to any preexisting hazardous materials contamination on the cumulative development sites.

3. SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED

In this section of the Findings of Fact for the proposed College Square, the City identifies the significant impacts that cannot be reduced through mitigation measures to a less-than-significant level.

1. Impact 6.2-5: SR 99 Southbound Off-Ramp/Cosumnes Boulevard – Year 2025

a. Significant and Unavoidable Impact

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The addition of the proposed project and Park-and-Ride Alternative would add more than 5 seconds of delay to a.m. (LOS D) and p.m. (LOS E) operations, resulting in a significant impact.

b. Facts in Support of Finding

Provide an additional right-turn lane on the SR 99 southbound off-ramp to Cosumnes River Boulevard.

To implement this mitigation measure, Caltrans approval is required and additional right-of-way to construct a bridge may be needed. Because the applicant has no control over right-of-way, this measure is infeasible.

2. **Impact 6.3-1: Short-Term Construction Emissions of ROG, NO_x, and PM₁₀**

a. Significant and Unavoidable Impact

Construction of 724 residential units and 270,256 square feet of commercial and office space would temporarily generate emissions of ROG, NO_x, and PM₁₀ due to site grading and excavation, paving, application of architectural coatings, motor vehicle exhaust associated with construction equipment and employee commute trips, material transport (especially on unpaved surfaces), and other construction operations.

The site preparation phase for the proposed project would result in unmitigated daily emissions of approximately 8.66 pounds per day (lbs/day) of ROG, 59.11 lbs/day of NO_x, and 125.41 lbs/day of PM₁₀. The actual construction of the proposed project would result in unmitigated daily emissions of approximately 203.60 lbs/day of ROG, 508.01 lbs/day of NO_x, and 31.92 lbs/day of PM₁₀.

Daily unmitigated emissions of NO_x would exceed the SMAQMD's significance threshold of 85 lbs/day. In addition, because the Sacramento County portion of the SVAB is currently designated as non-attainment for the state and national ambient ozone and PM₁₀ standards, construction emissions of ozone precursors (ROG and NO_x) and PM₁₀ would potentially contribute to a violation in the NAAQS and CAAQS. As a result, project construction-generated emissions, would be considered to have a significant, short-term air quality impact.

b. Facts in Support of Finding

In accordance with the recommendations of the SMAQMD, the applicant shall implement the following mitigation measures to reduce temporary construction emissions. In addition to the mitigation measures identified below, construction of the proposed project is required to comply with all applicable SMAQMD rules and regulations, specifically Rule 403 regarding fugitive dust, Rule 442 regarding architectural coatings, and Rule 453 regarding asphalt paving. The applicant shall also submit to the SMAQMD a Construction Emission/Dust Control Plan and receive approval prior to groundbreaking.

To reduce NO_x and visible emissions from heavy-duty diesel equipment the following measures are recommended by the SMAQMD:

- ▶ The project shall provide a plan for approval by the City of Sacramento and SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent California ARB fleet average at the time of construction; and the project representative shall submit a comprehensive inventory of all off-road construction equipment, equal to or greater

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than 50 horsepower, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the City of Sacramento and SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and onsite foreman. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or other options as they become available.

- ▶ The project shall ensure that emissions from off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringlemann 2.0) shall be repaired immediately, and the City of Sacramento and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The City of Sacramento and SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. The above recommendations shall not supercede other SMAQMD or state rules and regulations.
- ▶ The primary contractor shall be responsible to ensure that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.

To reduce fugitive dust emissions, in compliance with Rule 403, the following mitigation measures are recommended by the SMAQMD:

- ▶ All disturbed areas, including storage piles that are not being actively used for construction purposes shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover.
- ▶ All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.
- ▶ When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.
- ▶ All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.
- ▶ Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer/suppressant.
- ▶ Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.
- ▶ Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site.
- ▶ Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%.

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- ▶ Excavation and grading activities shall be suspended when winds exceed 20 mph.
- ▶ The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.

Implementation of the above recommended mitigation measures would result in a 20% reduction in NO_x emissions and a 45% reduction visible emissions from heavy-duty diesel equipment. In addition, compliance with Rule 403 would result in a 75% reduction in fugitive dust emissions. However, daily construction emissions associated with the proposed project and each of the development alternatives would still exceed the SMAQMD's significance threshold of 85 lbs/day for NO_x and thus would potentially contribute to a violation in the NAAQS and CAAQS.

3. Impact 6.3-2: Long-Term Regional (Operational) Emissions of ROG, NO_x, and PM₁₀

a. Significant and Unavoidable Impact

The operation of the proposed project would result in unmitigated long-term regional emissions of approximately 197.88 lbs/day of ROG, 165.61 lbs/day of NO_x, and 82.42 lbs/day of PM₁₀.

Implementation of the proposed project would require General Plan Amendments and Rezoning to permit the proposed land uses. According to the transportation analysis, the operation of the proposed project would result in more vehicle trips and VMT than if the project site was developed under the current designation. Thus, an increase in VMT, which would lead to an increase in mobile source emissions, may conflict with the SMAQMD's air quality planning efforts. Consequently, an increase in VMT beyond projections in local plans could potentially result in a significant adverse incremental effect on the region's ability to attain and/or maintain state and national ambient air quality standards.

Daily unmitigated emissions of ROG and NO_x would exceed the SMAQMD's significance threshold of 65 lbs/day. Thus, because the Sacramento County portion of the SVAB is currently designated as non-attainment for the state and national ambient ozone and PM₁₀ standards, regional emissions of ozone precursors (ROG and NO_x) and PM₁₀ would potentially contribute to a violation in the NAAQS and CAAQS. In addition, implementation of the proposed project may conflict with applicable air quality plans. A significant impact would occur.

b. Facts in Support of Finding

In accordance with the recommendations of the SMAQMD, the applicant shall implement the following mitigation measures to reduce long-term regional area- and mobile-source emissions of ROG, NO_x, and PM₁₀.

- ▶ Orient buildings north/south
- ▶ All electric landscape maintenance equipment
- ▶ Central water heaters
- ▶ Increase insulation beyond Title 24
- ▶ Provide street artwork and furniture
- ▶ Provide transit shelters, benches, etc.

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- ▶ Provide route signs and displays
- ▶ Provide pedestrian signalization and signage
- ▶ Provide articulated storefronts (display windows for visual interest)
- ▶ Do not place long uninterrupted walls along pedestrian access routes
- ▶ Provide secure bike parking
- ▶ Provide employee lockers and showers
- ▶ Provide compressed work schedule (e.g. 9/80)

Implementation of the above recommended mitigation measures would reduce long-term regional emissions. However, daily mitigated emissions of ROG and NO_x would still exceed the SMAQMD's significance threshold of 65 lbs/day and thus would potentially contribute to a violation in the NAAQS and CAAQS under the proposed project.

4. Impact 6.3-3: Local Mobile Source Carbon Monoxide Concentration Emissions

a. Significant and Unavoidable Impact

Implementation of the proposed project would result in maximum 1-hour and 8-hour CO concentrations of 60.4 ppm and 36.2 ppm at the Bruceville Road/Cosumnes River Boulevard intersection. This would exceed the state 1-hour or 8-hour CO ambient air quality standards of 20 parts per million (ppm) or 9 ppm, respectively. A significant impact would occur.

b. Facts in Support of Finding

Implementation of the recommended mitigation measures identified in the traffic section of the EIR (Section 6.2) would reduce local mobile source emissions. However, local mobile source CO would still be anticipated to result in or contribute to CO concentrations that exceed the state 1-hour or 8-hour CO ambient air quality standards of 20 parts per million (ppm) or 9 ppm, respectively.

5. Impact 6.3-7: Cumulative Air Quality Impacts

a. Significant and Unavoidable Impact

Implementing the proposed project would result in significant air quality impacts before mitigation associated with short-term construction emissions, long-term regional emissions, and local mobile source carbon monoxide concentration emissions. These would be reduced but would remain significant after mitigation.

b. Facts in Support of Finding

The project should implement Mitigation Measures 6.3-1, 6.3-2, and 6.3-3. These mitigation measures would reduce cumulative air quality impacts, but not to less-than-significant levels

6. Impact 6.4-3: Long Term Mobile Source Noise

a. Significant and Unavoidable Impact

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The project would result in a noticeable increase in traffic noise along (1) West Stockton Boulevard between the project site and Shasta Avenue; and (2) West Stockton Boulevard between Shasta Avenue and Jacinto Road. In addition, truck traffic from delivery to and from the nonresidential land uses on the local roadways (West Stockton Boulevard) could result in noise levels that exceed the applicable threshold due to tire/pavement contact, brake application, engine and exhaust noise. These increases in traffic noise along segments of West Stockton Boulevard would adversely impact the existing residences along West Stockton Boulevard from the southern boundary of the project site to Jacinto Road, and the proposed residential units along Stockton Boulevard and adjacent to the commercial, office and child care uses proposed along the south side of West Stockton Boulevard. A significant impact would occur.

b. Facts in Support of Finding

Onsite truck traffic and associated loading area operations shall be limited to the less noise-sensitive daytime hours of 6:00 a.m. to 8:00 p.m. Monday through Friday or 7:00 a.m. to 8:00 p.m. on Saturday and Sunday.

At the time of submittal of the special permits for each of the individual project components, when the exact project design would be known, a detailed analysis of noise reduction requirements must be made by an acoustical engineer. Required noise reduction features included in the project design that would most effectively comply with the City of Sacramento and the State of California maximum acceptable interior and exterior noise levels for new development and the City's noise ordinance standards with respect to existing noise-sensitive receptors. Such noise reduction requirements may include, but are not necessarily limited to wall construction with resilient channels, staggered studs or double-stud walls, use of dual-glazed windows with laminated glass, limitation of the number and size of windows along walls located close to major noise sources, grouting or caulking to ensure exterior construction joints are air-tight, and the construction of soundwalls or berms.

Because the project applicant does not have control of offsite parcels, the development of a noise wall along the west side of West Stockton Boulevard from the southern boundary of the project site to Jacinto Road, which would be required to avoid significant project traffic noise impacts on the existing residences along this segment of West Stockton Boulevard, is not possible.

7. **Impact 6.4-4: Compatibility of the Proposed Land Uses with Projected Onsite Noise Levels**

a. Significant and Unavoidable Impact

The nearest proposed onsite sensitive noise receptors to SR 99 would be the proposed senior housing to be located in the southeast corner of the project site. This housing would be located within approximately 60 feet, and well within the 70 dBA noise contour of SR 99 (which would extend approximately 500 feet into the eastern portion of the project site). The maximum interior and exterior noise levels for new multifamily land uses are 45 dB and 60 dB in common outdoor use areas. Based on the above, noise from SR 99 would exceed the City's acceptable noise exposure standards. This would represent a significant impact.

The nearest proposed onsite sensitive noise receptors to Bruceville Road would be the proposed multifamily housing to be located in the southwest portion of the project site. This housing would be located within approximately 20 feet, and within the well within the 70 dBA noise contour of Bruceville Road (which would extend approximately 102 feet into the western portion of the project site). The maximum acceptable interior and exterior noise levels for new multifamily land uses are

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45 dB and 60 dB in common outdoor use areas. Based on the above, noise from Bruceville Road would exceed the City's normally acceptable noise exposure standard. This would represent a significant impact.

b. Facts in Support of Finding

At the time of submission of the special permits for each of the individual project components, when the exact project design would be known, a detailed analysis of noise reduction requirements must be made by an acoustical engineer. Required noise reduction features included in the project design that would most effectively comply with the City of Sacramento and the State of California maximum acceptable interior and exterior noise levels for new development. Such noise reduction requirements measures could include, but are not necessarily limited to wall construction with resilient channels, staggered studs or double-stud walls, use of dual-glazed windows with laminated glass, limitation of the number and size of windows along wall located close to major noise sources, grouting or caulking to ensure exterior construction joist are air-tight, and the construction of soundwalls or berms.

Even with implementation of the above mitigation, exterior noise levels at the proposed on-site senior housing and multifamily residential uses, especially along SR 99, would still likely exceed City noise compatibility standards, especially at the upper stories.

8. **6.4-5 Noise Impacts (Cumulative)**

a. Significant and Unavoidable Impact

The anticipated cumulative increases in short-term construction noise and long-term area and stationary sources noise is more problematic in that feasible mitigation is usually available to mitigate this type of noise given the low rise and nonindustrial nature of the type of cumulative development that would occur in the area. Without appropriate mitigation, cumulative development in the area could potentially result in significant short-term construction noise and long-term area and stationary sources noise. However, it is anticipated that adequate mitigation would be provided during the CEQA review of these cumulative projects to result in an overall less-than-significant cumulative impact.

Because of the proximity of the local area to major long-term mobile noise sources (i.e., SR 99, Cosumnes River Boulevard, Bruceville Road), and because cumulative development would result in an increase in traffic volumes and associated traffic noise from these sources, it is anticipated the cumulative long-term mobile source noise and noise compatibility impacts on existing and proposed future noise-sensitive land uses in the area would represent a significant and unavoidable cumulative impact. The proposed project would contribute to this impact.

b. Facts in Support of Finding

Cumulative development should implement Mitigation Measures 6.4-1 through 6.4-4 to the extent that these measures are applicable.

Implementation of the above mitigation would reduce cumulative construction and long-term area/stationary source noise to less-than-significant levels. This mitigation would also reduce long-term mobile source noise and noise compatibility issues, but not to less-than-significant levels.

9. **6.9-10 Cumulative Impacts on Biological Resources**

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a. Significant and Unavoidable Impact

Cumulative development within the vicinity of the project site, the SSCP area, and the greater City of Sacramento would result in a large net reduction in listed species, sensitive species, the habitats of listed species and sensitive species, wetlands, waters of the United States and the State, and heritage trees. A significant unavoidable cumulative impact could occur. Although on a project basis, the proposed project and the development alternatives (Alternatives AB and AC) would not result in any significant impacts to biological resources after mitigation, they would contribute to this cumulative impact.

b. Facts in Support of Finding

Cumulative development should implement Mitigation Measures 6.9-1, 6.9-2, 6.9-3, 6.9-7 and 6.9-8, and should conduct rare plant surveys and implement required mitigation (similar to the proposed project and the development alternatives

4. REJECTION OF ALTERNATIVES

CEQA mandates that every EIR evaluate a no-project alternative, plus a range of alternatives to the project or its location. Alternatives provide a basis of comparison to the project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of a project. For the reasons documented in the EIR and summarized below, the City finds that approval and implementation of the project as approved is appropriate, and rejects each one and any combination of project alternatives. The evidence supporting these findings is presented in Sections 4 and 6.2 through 6.11 of the Draft EIR.

A. Alternative A: No Project Alternative

Under the No Project Alternative, the City of Sacramento would not approve the development plans for the proposed College Square project. The property would remain in its current state and would not be available for construction.

Finding

Specific economic, social, or other considerations make infeasible the No Project Alternative identified in the EIR and described above.

Facts in Support of Finding

1. Alternative A would not meet any of the goals and objectives of the proposed project.
2. The No Project Alternative would not achieve the basic goals and objectives of the proposed project and would leave the site underutilized.
3. The No Project Alternative would not achieve the basic goals and objectives of the developer to develop an economically feasible project that meets the highest and best use of the property.
4. Significant effects of the proposed project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

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STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the City has determined pursuant to Section 15093 of the CEQA Guidelines that the benefits of the project outweigh the adverse impacts, and the proposed project shall be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the City has determined that the proposed project would contribute to the environmental impacts which are considered significant and adverse, as disclosed in the EIR prepared for the proposed project.

Under CEQA, the City must balance the benefits of the Project against its unavoidable environmental risks in determining whether to approve the Project. If the benefits of a Project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (CEQA Guidelines Section 15093[a]). However, CEQA requires the City to support, in writing, the specific reasons for considering a Project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093[b]). Those reasons are provided below as the "Statement of Overriding Considerations."

The City finds that the economic, social, or other benefits of the Project outweigh the unavoidable environmental impacts and that the Alternatives are rejected based upon the following legal, environmental, social, technological and other considerations.

The City specifically finds, and therefore makes this Statement of Overriding Considerations, that as a part of the process of obtaining project approval, all significant effects on the environment with implementation of the Proposed Project have been eliminated or substantially lessened where feasible. Furthermore, the City has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding considerations described below:

1. The College Square project is designed to encourage non-vehicular modes of travel (i.e., transit, walk and bike). It is anticipated that the vehicle trip generation of the project would be lower than in a typical suburban area. The General Plan goal to promote a well designed and heavily patronized light rail system (Section 5-22, Goal A), which is accomplished by the plan through increases housing and employment opportunities within walking distance of the bus transfer facility and light rail transit station.
2. The College Square project will result in a balanced circulation system for vehicles, pedestrians and bicyclists to create attractive, convenient and safe movement to, from, and throughout the project area. The creation of a balanced transportation system is consistent with the General Plan goal to increase the commute vehicle occupancy rate by fifty percent (Section 5-18, Goal A) and the supporting policy (Policy 1) to support actions/ordinance/development /agreements that reduce peak hour trips. The increased congestion and travel times will further encourage use of alternative modes of transportation including walking, biking and transit.
3. The public has made a \$200 million investment in the LRT system and intensive mixed uses are necessary to support transit rider ship and reduce congestion. The General Plan, Section 2-15, Goal C, Policy 1, provided directions to identify areas where increased densities, land uses changes

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or mixed uses would help support existing services, transportation facilities, transit and light rail. This policy encourages development, such as this project, that provides a combination of transit oriented development and transit supportive programs because such development can help achieve per household reductions in vehicle miles traveled, air quality emissions, transit ridership and improve regional mobility. This project will capture a significant amount of work trips by rail by constructing a mixture of residential land uses and workplaces near the proposed College Square light rail station. This project will place both residents and workers near light rail and thereby create a critical mass of potential light rail riders.

4. The College Square project will result in a balanced circulation system for vehicles, pedestrians and bicyclists to create attractive, convenient and safe movement to, from, and throughout the transit village area. Improvements to pedestrian and bikeway infrastructure to provide for a balanced circulation system may result in reduced convenience in vehicle movement. These improvements will result in increased use of walking, bicycling and transit modes of transportation, placing them more in balance with use of the single occupant vehicle.
5. Many traffic mitigation measures are infeasible due to unavailability of right-of-way or prohibitive costs of the improvements. The creation of a balanced transportation system is consistent with the General Plan goal to increase the commute vehicle occupancy rate. The increased congestion and travel times will further encourage use of alternative modes of transportation including walking, biking and transit and at the same time result in reduced per household vehicle miles traveled and air quality emissions.
6. The College Square project provides an alternative to the consequences of low-density suburban sprawl and automobile dominated land use patterns and implements the City of Sacramento's General Plan Smart Growth Principles (Resolution 2001-805) including the following:
 - Mix land uses and support vibrant city centers giving preference to transit oriented development within existing transportation corridors by supporting increased densities, intensities and mixes of commercial and residential uses proximate to existing transit facilities;
 - foster walkable, close knit neighborhoods through a system of fully connected activity centers, streets, pedestrian paths and bike routes by providing plans and policies to support increased infrastructure and supporting land uses;
 - concentrate new development and target infrastructure investments within the urban core of the region to allow for efficient use of existing facilities, infill and reuse areas by creating an implementation plan that identifies investment measures to support transit oriented development within the proposed transit village;
 - create a range of housing opportunities and choices with a diversity of affordable housing near employment centers by providing opportunities for a range of housing types and densities, as well as supportive uses and infrastructure.
7. Existing policies in the General Plan encourage transit oriented development through the following goals and policies:
 - a. **Provide the opportunity for mixture of housing with other uses in the same building or site at selected locations to capitalize on advantages of close-in living.** The Plan provides new opportunities for housing and mixed use development and provides flexibility for both vertical and horizontal integration

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**CITY OF SACRAMENTO
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared by the City of Sacramento Planning and Building Department, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines section 15097.

Project Description

Project Name/File Number: College Square /P00-147

City of Sacramento Contact Person: City of Sacramento, Planning and Building Department
1231 I Street, Room 300
Sacramento, California 95814
(916) 264-7601

Applicant: Richard Sambucetti, Borges Architectural Group, Inc.

Address: 1512 Eureka Road, Suite 240
Roseville, CA 95661

Project Site

Southern part of the City of Sacramento, at the southeast corner of Cosumnes Boulevard and Bruceville Road, APNs 117-0182-001,003,0019,020,021,024,025,028,029, and 030; 117-0184-001 and 002

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Mitigation Monitoring Plan

Introduction

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the

Mitigation Measures

The mitigation measures are taken from the College Square Draft Environmental Impact Report. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP Components

The components of each monitoring form are addressed briefly, below.

Mitigation Measure: All mitigation measures that were identified in the College Square Draft Environmental Impact Report are presented, and numbered accordingly.

Monitoring: For every mitigation measure, one or more action is described. These are the center of the MMP, as they delineate the means by which College Square Draft Environmental Impact Report measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Parties Responsible for Implementing Measure: This item identifies the entity that will undertake the required action.

Entity Responsible for Ensuring Compliance: The City of Sacramento is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, a number of departments and divisions will have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the City are identified. These parties are referred to as "Responsible Agencies" by CEQA.

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Mitigation Measure: Transportation

6.2-1 Bruceville Road/Cosumnes River Boulevard – Base Year

Improve the northbound approach of Bruceville Road/Cosumnes River Boulevard intersection to provide an exclusive left-turn lane, two through lanes and an exclusive right turn lane.

6.2-2 Bruceville Road/Cosumnes River College Driveway – Base Year

Install a traffic signal at the intersection of Bruceville Road/Cosumnes River College Driveway and improve the southbound approach to provide a single through lane and exclusive right-turn lane.

6.2-6 Driveway 7

In addition to relocating Driveway 7, as discussed in Section 6.2, reconfigure the drive aisle to provide 100-foot minimum of storage between West Stockton Boulevard and the internal circulation aisle.

6.2-7 North-South Road/West Stockton Boulevard Storage Requirements

Extend the eastbound left-turn pocket to provide 250 feet of storage and provide an additional 150-foot left-turn ingress lane at the driveway immediately west of the North-South Road (Driveway 4).

Provide a left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach.

Relocate the two driveways on the west side of the North-South Road 50 feet to the south, OR replace the driveways with one driveway opposite to the Child Care facility driveway.

6.2-3 Bruceville Road/Timberlake Way/Alpine Frost Drive – Year 2025

Provide an exclusive right-turn lane on the northbound approach to the Bruceville Road/Timberlake Way/Alpine Frost Drive intersection if not built by others.

6.2-4 Bruceville Road/Cosumnes River Boulevard – Year 2025

Provide a third left-turn lane on the westbound approach to the Bruceville Road/Cosumnes River Boulevard intersection. The improvement shall be in place prior to the completion of the Park & Ride lot.

Monitoring Program:

All improvements shall be shown on the public improvement plans.

Timing:

Prior to issuance of the first building permit, except as otherwise noted.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Department of Public Works.

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6.4-1 Short-Term Construction Noise

To the extent feasible, construction equipment shall be properly maintained and equipped with noise control, such as mufflers and shrouds, in accordance with manufacturers' specifications.

Construction operations involved with the proposed project shall be limited to the hours between 7 a.m. and 6 p.m. Monday through Saturday and 9 a.m. and 6 p.m. on Sunday

6.4-2 Long-Term Area and Stationary Source Noise

Loading activities (loading, unloading, truck movement and idling) at the proposed drug store shall occur on the southeast rather than the northwest side of the drug store building. Alternatively, the loading area for the proposed drug store shall be enclosed by a noise wall designed in conjunction with a noise consultant, and/or some other solution shall be identified by a noise consultant, to avoid significant loading activity noise impacts on the senior housing north of Cosumnes River Boulevard.

Landscape maintenance (use of leaf blowers and lawn mowers) within the portion of the proposed commercial uses located north of the northernmost Bruceville driveway shall be limited to the use of electric- rather than fuel-powered equipment.

Monitoring: At the time of submittal of the special permits for each of the individual project components, when the exact project design would be known, a detailed analysis of noise education requirements must be made by an acoustical engineer. Required noise reduction features included in the project design that would most effectively comply with the City of Sacramento and the State of California maximum acceptable interior and exterior noise levels for new development and the City's noise ordinance standards with respect to existing noise-sensitive receptors. Such noise reduction requirements may include, but are not necessarily limited to wall construction with resilient channels, staggered studs or double-stud walls, use of dual-glazed windows with laminated glass, limitation of the number and size of windows along walls located close to major noise sources, grouting or caulking to ensure exterior construction joist are air-tight, and the construction of soundwalls or berms.

Timing:
Prior to issuance of a Special Permit.

Parties Responsible for Implementing Measure:
Project developer/contractor.

Entities Responsible for Ensuring Compliance:
City of Sacramento, Planning and Building Department.

6.4-1 Short-Term Construction Noise

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Loading activities (loading, unloading, truck movement and idling) at the proposed drug store shall occur on the southeast rather than the northwest side of the drug store building. Alternatively, the loading area for the proposed drug store shall be enclosed by a noise wall designed in conjunction with a noise consultant, and/or some other solution shall be identified by a noise consultant, to avoid significant

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loading activity noise impacts on the senior housing north of Cosumnes River Boulevard.

Landscape maintenance (use of leaf blowers and lawn mowers) within the portion of the proposed commercial uses located north of the northernmost Bruceville driveway shall be limited to the use of electric- rather than fuel-powered equipment.

Monitoring:

At the time of submittal of the special permits for each of the individual project components, when the exact project design would be known, a detailed analysis of noise reduction requirements must be made by an acoustical engineer.

Timing:

Prior to issuance of a Special Permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department.

6.5-2 Drainage

The project applicant shall size the proposed Bruceville Road trunk storm drain, West Stockton Boulevard storm drain, and the outfall to Union House Creek assuming no onsite detention within the parcels upstream of the project site within Watershed #1 (i.e., implement the larger pipes as called for under the Alternative 2 storm drain system).

Monitoring :

All required drainage improvements shall be shown on the Final Drainage Plan.

Timing:

Prior to recordation of the Final Map.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Utilities Department

6.7-1 Light and Glare Impacts during Construction

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To the degree possible, the project applicant and construction contractors shall locate lit construction sites and construction storage areas away from existing adjacent residential uses and the SR 99 frontage. All construction security lighting shall be shielded, focused downward, and focused away from residential areas and public streets.

Monitoring:

Provide verification of location of lighted construction and storage areas.

Timing:

Prior to issuance of grading permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.7-2 Light Impacts on Existing Sensitive Land Uses (Operation)

The project applicant shall ensure that the landscaping concepts shown in the landscape plan are extended to the residential component of the project and that the southern boundary of the project receives the same landscape treatment as shown in the landscape plan along the eastern, northern, and western boundaries of the project site. The project applicant also shall ensure that all project lighting is shielded, focused downward, and focused away from residential areas and public streets. Finally, the project lighting shall comply with all other applicable requirements of the City's Zoning Ordinance and other light regulations.

Monitoring:

Measure shall be included in the approved PUD Guidelines.

Timing:

Prior to issuance of Special Permits..

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.9-1 Loss of Burrowing Owl

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1. Prior to construction activity, focused pre-construction surveys would be conducted by a qualified biologist for burrowing owls where suitable habitat is present within 250 feet of the proposed construction areas. Surveys would be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys would be conducted in accordance with CDFG protocol.
2. If no occupied burrows are found on the project site, a letter report documenting survey methods and findings prepared by the qualified biologist would be submitted to CDFG for review and approval, and no further mitigation would be necessary.
3. If occupied burrows are found, impacts to them would be avoided by providing a construction buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). If construction occurs during the breeding season, the applicant would ensure that a minimum of 6.5 acres of contiguous foraging habitat is available surrounding the occupied burrowing owl nest burrow.
4. If adverse effects to occupied burrows (direct removal or construction within the buffer zone as defined in #3 above) are unavoidable, onsite passive relocation techniques approved by CDFG would be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows would be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs would follow guidelines provided in the California Burrowing Owl Consortium Guidelines (1993) which range from 6.5 to 19.5 acres per pair.

Monitoring: A letter from a certified biologist shall be submitted verifying compliance.

Timing: Prior to the issuance of grading permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.9-2 Removal of Swainson's Hawk Foraging and Nesting Habitat

In order to reduce the impacts of the loss of foraging and nesting habitat for Swainson's hawk, the following mitigation measures shall be implemented by the project applicant.

For foraging impact: The following mitigation ratios were taken from the CDFG Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California, November 1994.

- Preserve similar habitat within a 10-mile radius of the project site to be protected through fee title or conservation easement acceptable to CDFG through the payment of fees to a Swainson's hawk foraging habitat mitigation bank. Preservation ratios are as follows:
- 0.5 acres preserved for every acre lost if project site is located between 5 and 10 miles from a nest.

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- 0.75 acres preserved for every acre lost if project site is located between 1 and 5 miles from a nest.
- acres preserved for every acre lost if project site is located within 1 mile of a nest.

For nesting impact:

- pre-construction surveys shall be conducted by a qualified biologist to identify active nests within ½ mile of the project site. The surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of construction of each phase of the proposed project. To the extent feasible, guidelines provided in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley shall be followed.
- If nests are not found, no further mitigation would be required.
- If active nests are found, construction should not occur within 0.5 mile of the active nest during the breeding season (March 1 – September 15).

If construction must occur during these months, the nests would be protected by establishing appropriate buffers around each nest. CDFG guidelines recommend implementation of 0.25- or 0.5-mile buffers, but the size of the buffer may be adjusted if a qualified biologist and CDFG determine it would not be likely to adversely affect the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. Monitoring of the nest by a qualified biologist may be required if the activity could adversely affect the nesting Swainson's hawk.

Monitoring: A letter from a certified biologist shall be submitted verifying compliance.

Timing: Prior to the issuance of grading permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.9-3: Loss of Jurisdictional Waters of the United States

To mitigate direct and indirect impacts on wetlands, a minimum of 11.35 acres of wetlands shall be created and 16.28 acres of wetland shall be preserved by the project applicant.

An individual permit for discharge activities into jurisdictional waters of the United States, including wetlands, is required from the USACE under Section 404 of the Clean Water Act to fill onsite wetlands

The applicant shall consult with the ACOE to determine if there are additional jurisdictional wetlands on the site. Any required permitting (individual permit, written authorization under a Nationwide permit or a written statement that no further action is required) shall be obtained prior

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to the development of the site. Implementation of any ACOE mitigation measures may be phased with the project in accordance with the ACOE permit conditions.

Monitoring Program:

Applicant shall submit a copy of the individual permit for discharge activities into jurisdictional waters of the United States, including wetlands, from the USACE under Section 404 of the Clean Water Act to fill onsite wetlands

Timing:

Prior to the issuance of grading permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.9-7: Disturbance of Raptor Nests

The following measures shall be implemented by the project applicant to reduce potential impacts to active raptor nests to a less-than-significant level:

1. To the extent feasible, all grading and tree removal shall occur outside the raptor nesting season (September to January). If grading or tree removal is avoided during the raptor nesting season, no further mitigation shall be necessary. This measure applies to any heavy equipment activities that would occur within 500 feet of trees in or adjacent to the project site.
2. If grading or tree removal is proposed to take place during the raptor nesting season, a focused survey for raptor nests shall be conducted by a qualified biologist during the nesting season to identify active nests on the project site. The survey would be conducted no more than 30 days prior to the beginning of grading or tree removal. The results of the survey would be summarized in a written report to be submitted to CDFG and the City of Sacramento Planning Department prior to the beginning of grading.
3. If active nests are found, no remediation or other construction activity shall take place within 500 feet of the nest until the young have fledged (as determined by a qualified biologist). If no active nests are found during the focused survey, no further mitigation would be required.

Monitoring: A letter from a certified biologist shall be submitted verifying compliance.

Timing: Prior to the issuance of grading permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

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Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.9-8 Loss of Heritage Trees

If heritage trees are present onsite, preserve the trees by installing temporary fencing 5 feet beyond the drip line of protected trees to minimize disturbance to the trees and their root zones in accordance with the Sacramento City Code, Chapter 12.64 Heritage Trees. Fences shall be maintained until all project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within fenced areas.

If removal of the heritage trees or construction within 5 feet of the drip line cannot be avoided, a permit under Chapter 12.64.050 of the Heritage Tree Ordinance shall be obtained. All requirements of the permit shall be implemented.

Monitoring:

Timing:

Prior to the issuance of grading permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.10-2: Undiscovered Archaeological Resources

Future development on the project site shall comply with the following measures:

- If subsurface prehistoric or historical archaeological remains are identified during construction, work in the affected areas shall immediately stop until the find can be evaluated by a qualified archaeologist. If the find is determined to be of significance, mitigation shall consist of avoidance, and/or mitigation through data recovery.

In accordance with §7050.5 of the Health and Safety Code and §5097.94 and §5097.98 of the Public Resources Code, if human remains are discovered at the project site during excavation, work shall immediately stop at the construction site, the county coroner shall be contacted, and the Native American Heritage Commission shall be contacted. If the remains are determined to be Native American in origin, they shall be left intact, and the most likely descendants shall be notified.

Timing:

Prior to the issuance of grading permit.

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Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.11-1 Hazardous Materials – Soil Contamination

If discolored soil, storage tanks or other evidence of potential soil contamination is unearthed during construction-related earth work, or if noxious odors are encountered during said earth work, construction activities shall immediately cease at the construction site. A qualified environmental consultant shall collect and analyze soil samples from the construction site. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County EMD for direction on appropriate remediation measures and procedures prior to the commencement of construction activities.

Timing:

Prior to the issuance of Special Permits

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

City of Sacramento, Planning and Building Department

6.11-2 Hazardous Materials – Cumulative Impacts

The applicants of the cumulative projects shall have prepared Phase I Environmental Site Assessments (ESAs) for their projects and shall implement any mitigation measures recommended in those ESAs to avoid potential exposure hazards to any preexisting hazardous materials contamination on the cumulative development sites.

Timing:

Prior to the issuance of grading permit.

Parties Responsible for Implementing Measure:

Project developer/contractor.

Entities Responsible for Ensuring Compliance:

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Exhibit 1C – Inclusionary Housing Plan

**Inclusionary Housing Plan
College Square**

November 26, 2003

Proposed Project

College Marketplace LLC is the owner and developer (Developer) of certain real property in the City of Sacramento on which it proposes to develop and construct the College Square residential community (Project). The 64+ acre (gross) project is located south of Cosumnes River Blvd, between Highway 99 and Bruceville Rd. The Project consists of 724 residential units, and 270,000 square feet of retail commercial and office space. Of the 724 units, 252 units will be senior housing (including 120 assisted living units and 132 independent living units) and 472 units will be multi-family units, townhouses and/or condominiums.

Mixed Income Housing Policy

The Project site is subject to the City's Mixed Income Housing Policy. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City's Mixed-Income Housing Ordinance, City of Sacramento City Code Chapter 17.190 requires that ten percent (10%) of the units in a Residential Project be affordable to very low income households and five percent (5%) to low income households (the "Inclusionary Requirement" and "Inclusionary Units").

Pursuant to the City Code section 17.190.110 (B), an Inclusionary Housing Plan ("Plan") must be approved prior to or concurrent with the approval of legislative entitlements for the Project. City code section 17.190.110(A) sets forth the number, unit mix, location, structure type, affordability and phasing of the inclusionary Units in the Project. This document constitutes the Plan, and, as supplemented and amended from time to time, is intended to begin implementation of the Inclusionary Requirement for the Project. All future approvals for the Project shall be consistent with this Inclusionary Housing Plan.

The Inclusionary Requirement for the Project will be set forth in more detail in the Inclusionary Housing Agreement executed by Developer and the Sacramento Housing and Redevelopment Agency ("SHRA") and recorded against all the residential lots. The Inclusionary Housing Agreement shall be executed and recorded no later than the approval of the first final map for the residential area subdivision or residential construction phase. The Inclusionary Housing Agreement will describe with particularity the site and building schematics and financial arrangements for the construction and financing of the Inclusionary Units, pursuant Section 17.190.110 (C). The Inclusionary Housing Agreement shall be consistent with this Plan.

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Number of Inclusionary Units

The Developer, or its successors and assignees, shall construct or cause to be constructed a number of dwelling units affordable to Very Low Income Households (“Very Low Income Units”) and Low Income Households (“Low Income Units”) as defined in the Sacramento City Code section 17.190.020, equal to ten percent (10%) and five percent (5%) of the total number of housing units approved for the Residential Project, respectively.

Based on the current Project proposal of 724 residential units, the Inclusionary Requirement for the Project is 73 Very Low Income Units (10%) and 37 Low Income Units (5%).

| | | |
|--------------------------------------------------|-----|-----------|
| Total Number of residential Units within Project | | 724 Units |
| Very Low Income Units | 10% | 73 Units |
| Low Income Units | 5% | 37 Units |
| Total Number of Inclusionary Units | | 110 Units |

If the Project approvals are amended to Increase the number of units in the Project, this Plan will be amended to reflect a number of equal to ten percent (10%) of the increased total residential units in the amended entitlements for Very Low Income units and five percent (5%) for Low Income units. If the Project approvals are amended to decrease the number of residential units in the Project, this Plan will be amended to reflect a number equal to ten percent (10%) of the decreased total residential units in the amended entitlements for Very Low Income units and five percent (5%) for Low Income units. However, after a building permit has been issued for a structure to contain Inclusionary Units, those Units will be constructed and maintained as Inclusionary Units pursuant to the terms of Chapter 17.190 of the City Code regardless of any subsequent reduction in the number of approved total residential units.

Units by Type and Tenure

The Inclusionary Housing Units shall consist of 110 total units of types consisting of rental and ownership units. At least 24 units shall be sold as ownership units (5% of the 472 non-senior units). A portion of the senior units shall be affordable to low and/or very low income households.

Size and Bedroom Count

To provide housing affordable to families, seniors and students, there shall be a mix of 1, 2 and 3

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bedroom units, based on the mix of units within the project. At least 20 units shall have 3 bedrooms. A portion of the 3 bedroom units shall be ownership units and a portion shall be rental. Studio units may also be provided.

Location of Inclusionary Units within Project

Inclusionary units shall be located on-site within the proposed development area of the College Square Project as part of the multi-family and townhouse single-family residential development.

Inclusionary Units will be dispersed throughout the project. The inclusionary units are to be geographically distributed throughout the Project and located so that the ratio of inclusionary units to market rate units is consistent among phases of the Project.

A schematic plan amendment will be required to add the residential site plan(s) to the PUD. At the time of the schematic plan amendment, this plan shall be amended to designate specific locations for inclusionary unit types.

The location of the inclusionary units within the Project is subject to Amendment, consistent with Section 17.190.110 B (1) of the Mixed Income Ordinance.

Affordability requirements

The inclusionary housing units will be both leased and owned. The leased units will meet the requirements of Section 17.190.030 regarding number and affordability of units, their location, timing of development, unit sizes, exterior appearance and development standards. The leased units will be available to low and very low income households. Monthly Affordable Rents (including utility allowances) of the Inclusionary Units shall be restricted to Low Income Households and Very Low Income Households. A unit whose occupancy is restricted to a Low Income Household has a monthly rent that does not exceed one-twelfth of thirty percent (30%) of eighty percent (80%) of the Sacramento area median income, adjusted for family size. A unit whose occupancy is restricted to a Very Low Income Household has a monthly rent that does not exceed one-twelfth of thirty percent (30%) of fifty percent (50%) of the Sacramento area median income, adjusted for family size. Median income figures are those published annually by the United States Department of Housing and Urban Development. With respect to each Inclusionary Unit, the affordability requirements of this Section shall continue for no less than thirty (30) years from the recordation of the Inclusionary Housing Agreement.

Sale and occupancy of the for-sale Inclusionary Units shall be restricted to households with incomes, at the time of initial occupancy, that do not exceed eighty percent (80%) of the median income for Sacramento County, adjusted for actual household size for Low Income households. Median income figures are those published annually by the United States Department of Housing

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and Urban Development.

The sales price of the units will be set so that low income households can qualify for the purchase of the units. The sales price will be set such that no more than thirty percent (30%) of the gross annual household income of the given income group will be allocated to housing costs.

As part of the Inclusionary Housing Agreement, SHRA will provide the Developer with a schedule of maximum sales prices affordable to income ranges.

Sales prices of units will be outlined in the Inclusionary Housing Agreement. The units will be sold initially at an affordable housing price to a low income household with a first-time homebuyer. An SHRA 30-year note will govern the home's resale, allowing SHRA ninety days to refer an income-eligible buyer after notification of the owner's intent to sell. If an income-eligible purchaser is not found, the home may be resold at market price to a household that is not low income, provided that SHRA recaptures the difference between the home's market value and its affordable housing price, a portion of the appreciation of the home as well as other City or SHRA contributions. The owner-occupant will receive his or her initial equity in the home and a portion of the home's appreciated value. The terms of this arrangement are outlined in the SHRA Guidelines for the sale of Inclusionary Housing.

The developer or builder may seek incentives, assistance, or subsidies pursuant to Section 17.190.040. One such incentive is the allowance for fee waivers and/or deferrals for those units fulfilling the Inclusionary Requirement. The developers will work with the City to determine the fee reductions and other incentives available.

Phasing of Development of the Inclusionary Units

The Inclusionary Units shall be developed concurrently with the development of the remaining units in the Project and at any time at developer's election related to the development of the commercial retail, as may be further defined in Sacramento City Code section 17.190.020. The nature of the concurrency is defined by a series of linkages between approvals of the market rate units and the development of the Inclusionary Units.

Market Rate Housing/Inclusionary Unit Linkages

The following describes the relationship of market rate development activity to the activity of inclusionary unit development activity. These milestones are outlined to ensure that the development of affordable units occurs concurrent with development of market rate units:

- The Inclusionary Housing Plan shall be approved concurrent with the approval of the Project's tentative map.
- The Inclusionary Housing Agreement shall be executed and recorded prior to recordation of the Project's first final map for the residential component of the

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project.

- Rental inclusionary units shall be built concurrently with the market-rate units within the residential project.
- Up to 65% of the building permits for for-sale residential units in any phase of the Project with inclusionary units may be issued prior to issuance of building permits for all for-sale inclusionary units in that same phase. The remaining 35% of for-sale residential units in any phase with inclusionary units may be issued after issuance of all building permits for the for-sale inclusionary units in that same phase.
- Marketing of inclusionary units within the Project shall occur concurrently with the marketing of market rate units.

Amendment and administration of the Inclusionary Housing Plan

The Planning Director, with the advice of the Executive Director of SHRA, shall administer this Inclusionary Housing Plan. The Planning Director may make minor administrative amendments to the text of this Plan as provided in Sacramento City Code section 17.190.110B (1).

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ATTACHMENT D
FOCUSED TRANSPORTATION ANALYSIS



Focused Transportation Analysis
7800 West Stockton Boulevard
College Square PUD
Prepared for
City of Sacramento

March 12, 2019



8950 Cal Center Drive, Suite 340
Sacramento, California 95628
(916) 368-2000

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INTRODUCTION

This focused transportation analysis addresses transportation and circulation conditions associated with the proposed 7800 West Stockton Boulevard (College Square PUD) project. The analysis focuses on the project's relationship to the City street system, including nearby freeway ramp intersections, the proposed access points, and on-site circulation. The analysis includes consideration of motorized vehicle traffic impacts on roadway capacity. Quantitative transportation analyses have been conducted for the following scenarios:

- Existing (2019)
- Existing Plus Approved But Unbuilt Plus Baseline
- Existing Plus Approved But Unbuilt Plus Baseline Plus Project

PROJECT DESCRIPTION

As illustrated in Figure 1, the project is located on a 2.7-acre (approximate) site on the southwest side of West Stockton Boulevard approximately 1,900 feet west of Bruceville Road. The site currently is vacant. The site is bordered by apartments to the south and west, a Golden Corral Restaurant to the northwest, vacant land to the north across West Stockton Boulevard, and the SR 99 freeway to the east across West Stockton Boulevard.

The project is part of the College Square PUD, also illustrated on Figure 1. The College Square PUD consists of approximately 63 acres at the southeast corner of Cosumnes River Boulevard and Bruceville Road.

The project consists of 92 residential units (apartments) and 4,346 square feet of commercial space. The site plan is illustrated in Figure 2. Primary access will be provided via a reciprocal access easement with the Golden Corral Restaurant driveway to the northwest. Emergency access will be provided on the south edge of the property, sharing an emergency access driveway with the adjacent apartments.

ENVIRONMENTAL SETTING

The roadway, transit, bicycle, and pedestrian transportation systems within the study area are described below. Figure 1 illustrates the roadway system near the project site.

ROADWAY SYSTEM

Regional access to the site is provided primarily by **SR 99**. SR 99 is a north-south limited-access freeway, with three through travel lanes in each direction near the site. A full interchange with Calvine Road is located near the site. To the north, SR 99 continues to Central City Sacramento. To the south, SR 99 provides access to Elk Grove, southern Sacramento County, and communities to the south in the Central Valley.



Figure 1
Project Location

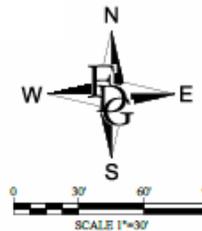
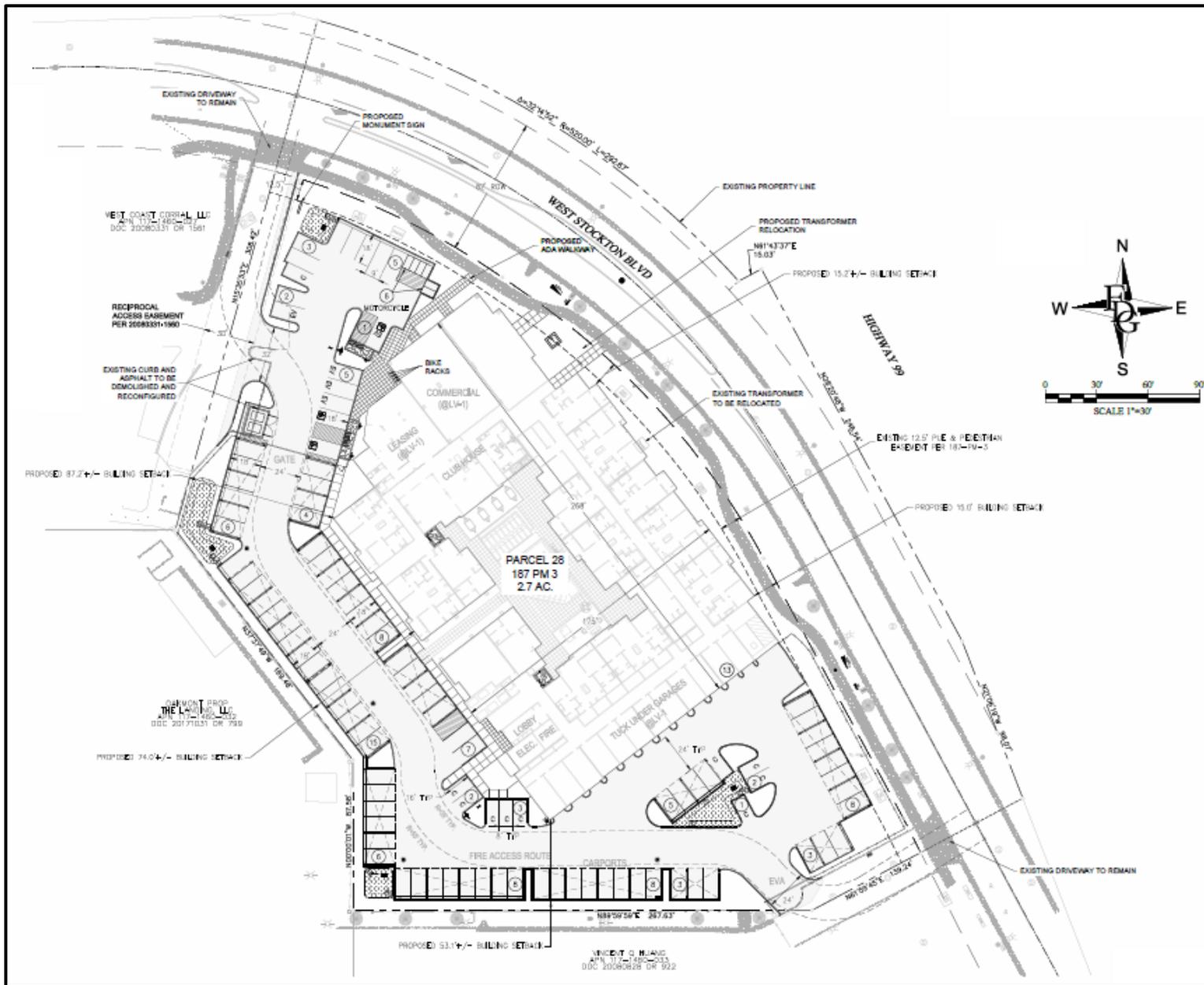


Figure 2
Site Plan

Local access is proposed via **West Stockton Boulevard, Bruceville Road, and Calvine Road.**

West Stockton Boulevard is a local roadway in the City of Sacramento which parallels the west side of SR 99. It has one travel lane in each direction adjacent to the site. This section of West Stockton Boulevard ends at Sheldon Road to the south of the site. To the northwest, it continues to Bruceville Road.

Bruceville Road is a north-south arterial roadway in the City of Sacramento. It has three travel lanes in each direction in the vicinity of the site. To the north, Bruceville Road continues north and west to Valley Hi Drive. To the south, Bruceville Road continues through the City of Elk Grove into unincorporated Sacramento County.

Calvine Road is an east-west arterial roadway in the City of Sacramento. It has three travel lanes in each direction in the vicinity of the site. West of Bruceville Road, it becomes Cosumnes River Boulevard and continues to I-5. To the east, Calvine Road provides access to SR 99 and continues to Grant Line Road in unincorporated Sacramento County.

EXISTING PEDESTRIAN SYSTEM

Near the site, sidewalks are provided along the project frontage on West Stockton Boulevard. To the south, these sidewalks extend for about 400 feet across the frontage of the adjacent apartment complex. To the west, sidewalks extend to Bruceville Road. About 400 feet west of the site, there are sidewalks on both sides of West Stockton Boulevard, and marked crosswalks providing access to the FoodsCo shopping center.

There are sidewalks on both sides of Bruceville Road near the site, along with crosswalks at the signalized intersections with Calvine Road / Cosumnes River Boulevard, West Stockton Boulevard, and Imagination Parkway / Cosumnes River College Entrance. This sidewalk system provides a continuous path from the site to Cosumnes River College and the Cosumnes River College Light Rail Station.

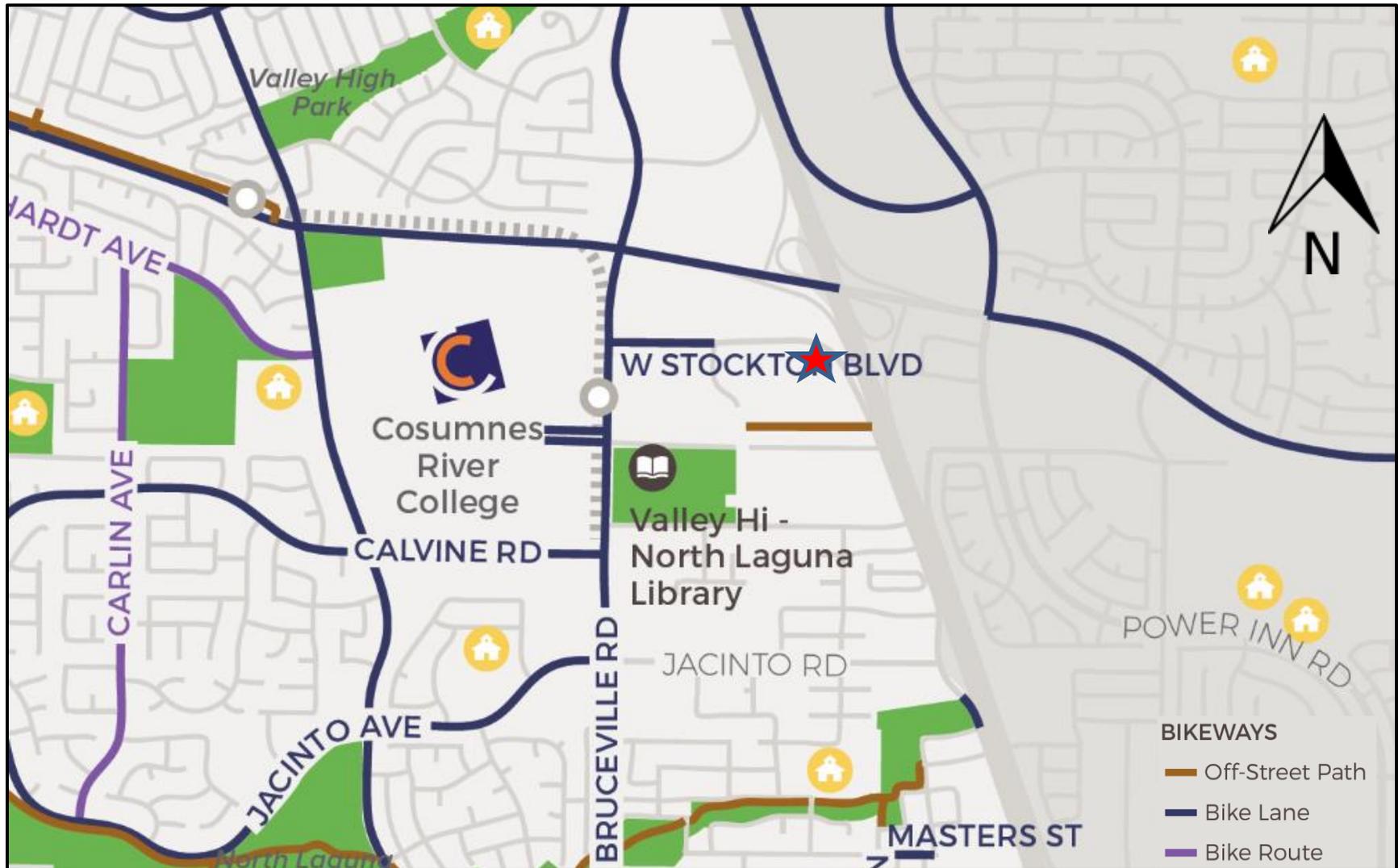
EXISTING BICYCLE SYSTEM

Figure 3 illustrates the existing bicycle system in the site vicinity. There are existing bike lanes along both sides of Bruceville Road and Cosumnes River Boulevard in the site vicinity. On Calvine Road, bike lanes are not continuous through the SR 99 interchange. There are bike lanes on West Stockton Boulevard beginning about 400 feet west of the site.

EXISTING TRANSIT SYSTEM

Sacramento Regional Transit

Sacramento Regional Transit (RT) provides light rail and bus service in the vicinity of the site. Figure 4 illustrates RT service.



Source: City of Sacramento Bikeway User Map, Released 2016.

Figure 3
Bikeways

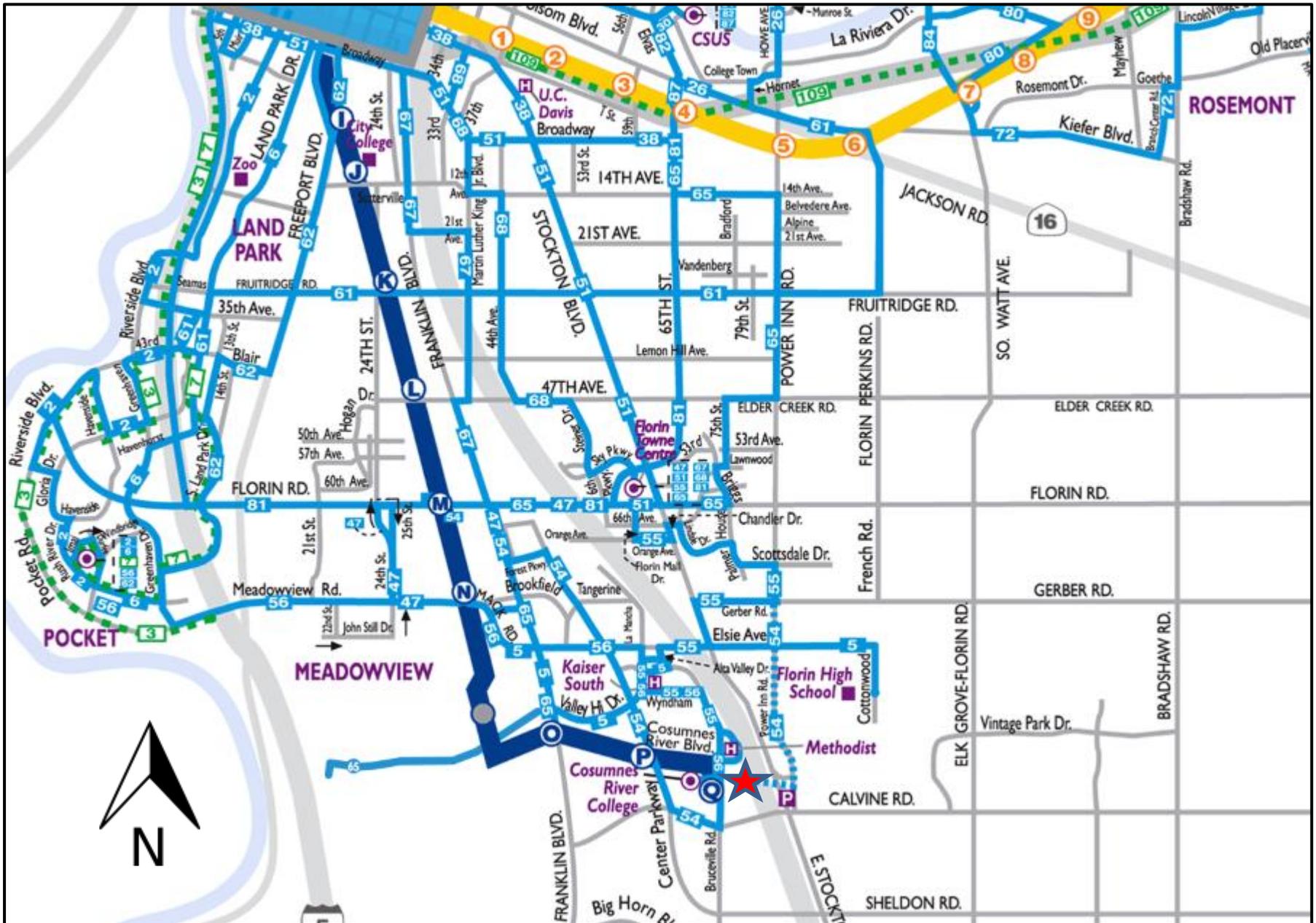


Figure 4
Regional Transit Routes

The Cosumnes River College Light Rail Station is the southerly terminus of the Blue Line. The Blue Line provides service to Downtown Sacramento, where connections can be made to other light rail lines and many bus lines. The Blue Line continues northerly from Downtown to the Watt & I-80 Light Rail Station.

RT Bus Route 54 (Center Parkway) begins at the Cosumnes River College Light Rail Station and continues along Bruceville Road, Center Parkway, Franklin Road, and Florin Road to the Florin Light Rail Station.

RT Bus Route 55 (Scottsdale) begins at the Cosumnes River College Light Rail Station and continues northerly along Bruceville Road. It serves Methodist Hospital, Kaiser Hospital South, and continues to Florin Towne Center Transit Center.

RT Bus Route 56 (Pocket – CRC) - begins at the Cosumnes River College Light Rail Station and continues northerly along Bruceville Road. It serves Methodist Hospital, Kaiser Hospital South, and continues westerly via Mack Road and Meadowview Road to the Meadowview Light Rail Station and the Pocket Area.

City of Elk Grove e-Trans

The City of Elk Grove operates a bus transit system that serves Elk Grove and connects to Downtown Sacramento and the Cosumnes River Transit Light Rail Station (see Figure 5).

e-Trans Bus Route 110 (Promenade Parkway & Kaiser to Cosumnes River College) begins at the Cosumnes River College Light Rail Station and continues southerly along Bruceville Road, Big Horn Boulevard, and Promenade Parkway to the Kaiser Permanente Elk Grove Promenade Medical Office.

e-Trans Bus Route 114 (Vaux Avenue & Laguna Main Street to Armand George Way and Calvine Road) is a primarily east-west route that begins at the Apple facility on Laguna Boulevard to the west. It continues on Laguna Boulevard, Franklin Boulevard, Big Horn Boulevard, and Bruceville Road to the Cosumnes River College Light Rail Station. It then continues east along Calvine Road to Turquoise Way.

e-Trans Bus Route 115 (Elk Grove Boulevard & Clarke Farms Drive to Cosumnes River College) begins at the Cosumnes River College Light Rail Station and continues easterly along Calvine Road, Power Inn Road, Sheldon Road, Elk Grove Florin Road, Bond Road, Bradshaw Road, and Elk Grove Boulevard to Clarke Farms Drive.

e-Trans Bus Route 116 (Elk Grove Boulevard & Clarke Farms Drive to Cosumnes River College) begins at the Cosumnes River College Light Rail Station and continues southerly along Bruceville Road to Elk Grove Boulevard to Clarke Farms Drive.

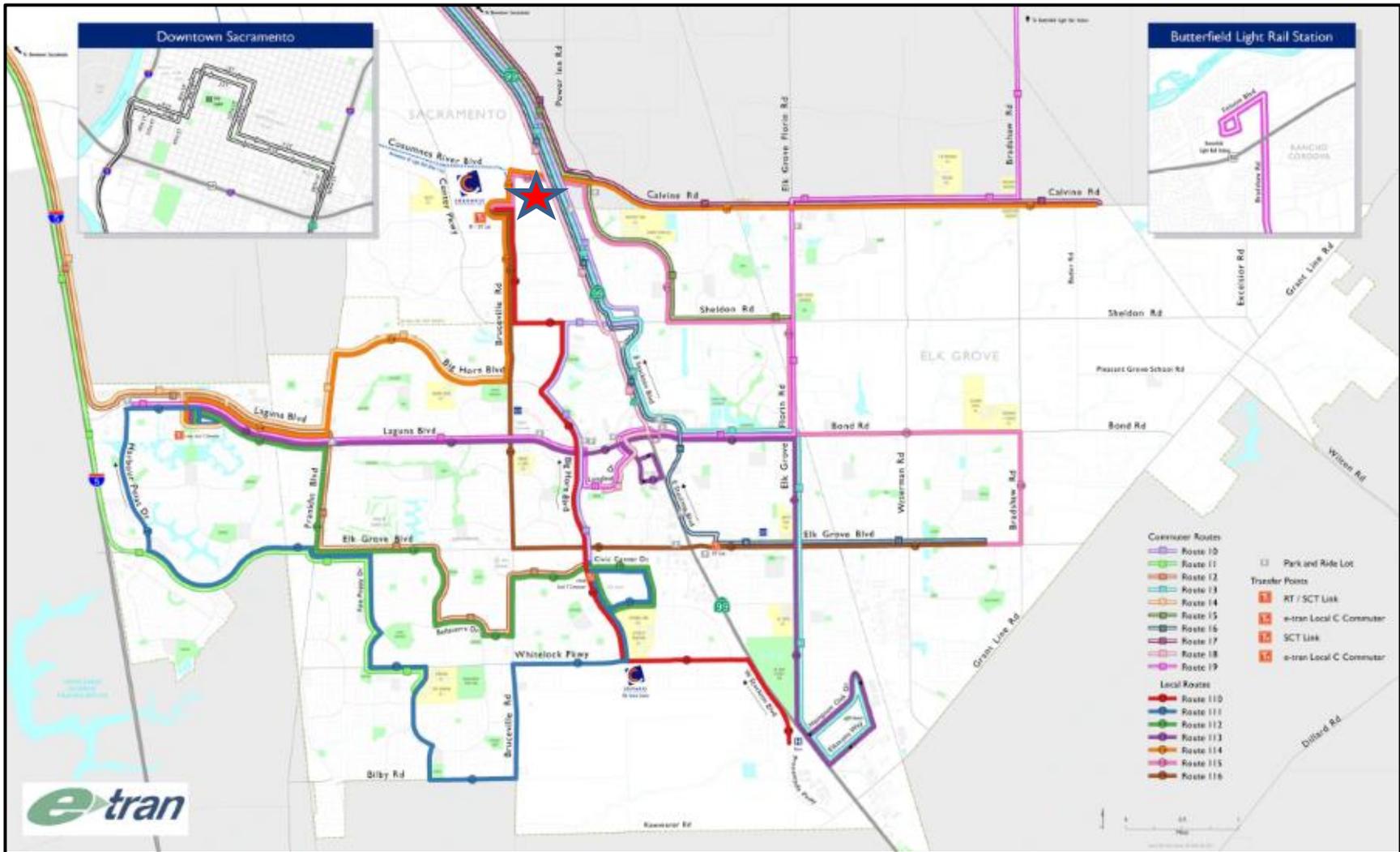


Figure 5
e-Tran Routes

STUDY AREA

The following intersections are included in the study area:

1. Calvine Road and SR 99 Northbound Ramps
2. Calvine Road and SR 99 Southbound Ramps
3. West Stockton Boulevard and Golden Corral / Project Driveway

EXISTING INTERSECTION GEOMETRY

Existing intersection geometry (number of approach lanes and traffic control) is illustrated in Figure 6.

EXISTING TRAFFIC VOLUMES AND QUEUES

Peak period intersection turning movement counts were conducted for the a.m. weekday peak period (7:00 to 9:00 a.m.) and the p.m. weekday peak period (4:00 to 6:00 p.m.) on Tuesday, February 12, 2018. Traffic counts were scheduled while public schools and Cosumnes River College were in session.

Figure 6 illustrates the peak hour traffic volumes used in the analysis. Detailed traffic count data is included in the technical appendix.

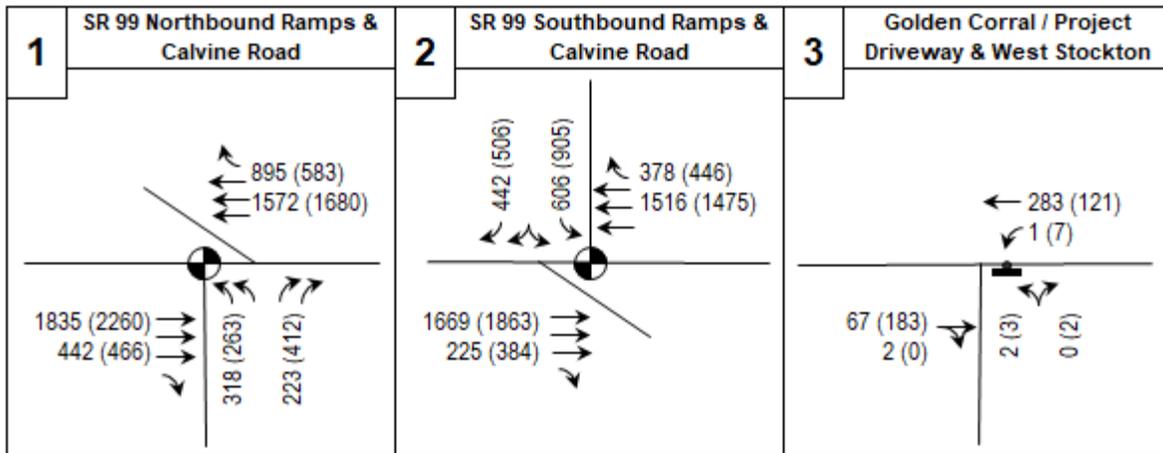
REGULATORY SETTING

City of Sacramento

The Mobility Element of the *Sacramento 2035 General Plan* outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The following level of service policy has been used in this study, as amended on January 23, 2018:

Policy M 1.2.2 Level of Service (LOS) Standard. The City shall implement a flexible context sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below and mapped on Figure M-1:

- A. Core Area (Central City Community Plan Area) - LOS F allowed
- B. Priority Investment Areas – LOS F allowed



KEY

31 (27) = AM (PM) peak hour traffic volume

⊙ = Signalized intersection

↙ = Intersection approach lane

⊣ = Stop sign control

○ = Roundabout

N-S St. & E-W St. = North-south street / east-west street



C. LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 65th Street: Elvas Avenue to 14th Avenue
- Arden Way: Royal Oaks Drive to I-80 Business
- Broadway: Stockton Boulevard to 65th Street
- College Town Drive: Hornet Drive to La Rivera Drive
- El Camino Avenue: I-80 Business to Howe Avenue
- Elder Creek Road: Stockton Boulevard to Florin Perkins Road
- Elder Creek Road: South Watt Avenue to Hedge Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Fruitridge Road: SR 99 to 44th Street
- Howe Avenue: El Camino Avenue to Auburn Boulevard
- Sutterville Road: Riverside Boulevard to Freeport Boulevard

LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.

D. Other LOS F Roadways - LOS F is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 47th Avenue: State Route 99 to Stockton Boulevard
- Arcade Boulevard: Marysville Boulevard to Roseville Road
- Carlson Drive: Moddison Avenue to H Street
- Duckhorn Drive: Arena Boulevard to San Juan Road
- El Camino Avenue: Grove Avenue to Del Paso Boulevard
- Elvas Avenue: J Street to Folsom Boulevard
- Elvas Avenue/56th Street: 52nd Street to H Street
- Florin Road: Havenside Drive to Interstate 5
- Florin Road: Freeport Boulevard to Franklin Boulevard
- Florin Road: Interstate 5 to Freeport Boulevard
- Folsom Boulevard: 47th Street to 65th Street
- Folsom Boulevard: Howe Avenue to Jackson Highway
- Folsom Boulevard: US 50 to Howe Avenue
- Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South)
- Freeport Boulevard: 21st Street to Sutterville Road (North)

- Freeport Boulevard: Broadway to 21st Street
 - Garden Highway: Truxel Road to Northgate Boulevard
 - H Street: Alhambra Boulevard to 45th Street
 - H Street 45th: Street to Carlson Drive
 - Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard
 - Howe Avenue: US 50 to Fair Oaks Boulevard
 - Howe Avenue: US 50 to 14th Avenue
 - Raley Boulevard: Bell Avenue to Interstate 80
 - San Juan Road: Duckhorn Drive to Truxel Road
 - South Watt Avenue: US 50 to Kiefer Boulevard
 - West El Camino Avenue: Northgate Boulevard to Grove Avenue
- E. If maintaining the above LOS standards would, in the City’s judgment be infeasible and/or conflict with the achievement of other goals, LOS E or F conditions may be accepted provided that provisions are made to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city-initiated project. Additionally, the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).

Sacramento County

The Sacramento County General Plan of 2005 – 2030, Amended November 9, 2011, Circulation Element provides goals, policies, and implementation measures to provide greater mobility through a balanced transportation system. The following policy applies to the transportation analysis of facilities in the unincorporated County:

Policy CI-9. Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or mitigation measures that would achieve LOS D on rural roadways or LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.

Caltrans

In the Caltrans’ State Route 99 & Interstate 5 Corridor System Management Plan, the 20-year concept level of service is “F”.

LEVEL OF SERVICE ANALYSIS AND METHODOLOGY

Field reconnaissance was undertaken to ascertain the traffic control characteristics of each of the study area intersections and roadway segments. Determination of roadway operating conditions is based upon comparison of known or projected traffic volumes during peak hours to roadway capacity. In an urban setting, roadway capacity is generally governed by intersection characteristics, and intersection delay is used to determine “levels of service.” Levels of service (LOS) describe roadway operating conditions. LOS is a qualitative measure of the effect of several factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, delay, and operating costs. LOS are designated A through F from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced flow conditions.

Based upon the level of service policies, LOS E was utilized as the appropriate criteria for intersection 1 (Sacramento County, Urban). LOS D was utilized for intersections 1 and 2 (City of Sacramento). The Caltrans concept LOS F for SR 99 was not utilized as it is less conservative than the City of Sacramento and Sacramento County policies.

Intersection Analysis

Intersection analyses were conducted using a methodology outlined in the Transportation Research Board’s Special Report 209, Highway Capacity Manual 2010 (HCM 2010) (TRB 2010). The methodology utilized is known as “operational analysis.” This procedure calculates an average control delay per vehicle at an intersection and assigns a level of service designation based upon the delay. Table 1 presents the level of service criteria for intersections in accordance with the HCM 2010 methodology. In accordance with City of Sacramento policy, at unsignalized intersection, the intersection average delay / LOS is used to determine conformity with City policies.

| TABLE 1 INTERSECTION LEVEL OF SERVICE CRITERIA | | |
|-----------------------------------------------------------|------------------------------------------|---------------------|
| Level of Service (LOS) | Total Delay Per Vehicle (seconds) | |
| | Signalized | Unsignalized |
| A | ≤ 10 | ≤ 10 |
| B | > 10 and ≤ 20 | > 10 and ≤ 15 |
| C | > 20 and ≤ 35 | > 15 and ≤ 25 |
| D | > 35 and ≤ 55 | > 25 and ≤ 35 |
| E | > 55 and ≤ 80 | > 35 and ≤ 50 |
| F | > 80 | > 50 |

Source: Highway Capacity Manual 2010, Transportation Research Board.

RESULTS OF EXISTING CONDITION ANALYSIS

Table 2 summarizes the existing a.m. and p.m. peak hour operating conditions at the study area intersections. All the intersections meet the LOS goals.

| TABLE 2 EXISTING INTERSECTION OPERATING CONDITIONS | | | | |
|--------------------------------------------------------------------|----------------------------|------------|----------------------------|------------|
| Intersection | A.M. Peak Hour | | P.M. Peak Hour | |
| | Delay (Seconds) | LOS | Delay (Seconds) | LOS |
| 1. Calvine Road and SR 99 Northbound Ramps | 8.4 | A | 10.8 | B |
| 2. Calvine Road and SR 99 Southbound Ramps | 13.9 | B | 20.0 | B |
| 3. West Stockton Boulevard and Golden Corral / Project Driveway | 0.1 | A | 0.3 | A |
| - Northbound | 10.6 | B | 9.9 | A |
| - Westbound Left | 7.4 | A | 7.6 | A |
| <i>Source: DKS Associates, 2019.</i> | | | | |

PROJECT TRAVEL CHARACTERISTICS

PROJECT CONTEXT WITHIN COLLEGE SQUARE PUD

The College Square PUD consists of approximately 63 acres at the southeast corner of Cosumnes River Boulevard and Bruceville Road. The PUD DEIR¹ analyzed commercial (270,256 square feet) and residential (724 dwelling units) land use.

Following the approval of the PUD, several individual projects have been approved or proposed as part of the PUD. Table 3 summarizes the individual project land use.

- College Square (First Phase) – P04-072 – 229,528 square feet of commercial space was approved. To date, 160,417 square feet have been constructed, leaving 69,111 square feet unbuilt. Of the 69,111 square feet, 20,000 square feet of commercial space was approved on the 7800 West Stockton Boulevard site.
- Copperstone Villages I, II, and III – P07-124 and 125 – 373 residential units were approved and constructed.

¹ Draft Environmental Impact Report, College Square Planned Unit Development, Prepared by EDAW, September 9, 2003.

**TABLE 3
PUD ELEMENTS**

| Project | Land Use Category | | | | |
|-------------------------------------------------------------------|---------------------------------------------------|-------------------------------------|-----------------------|------------------------------------------------|-----------------------------------------------------------------|
| | Existing | Approved but Unbuilt | Baseline | Project | Total |
| 1. College Square (First Phase) (P04-072) | 160,417 s.f. commercial | 69,111 s.f. commercial ¹ | | | 229,528 s.f. commercial ¹ |
| 2. Copperstone Villages I, II, and III (P07-124 and 125) | 373 residential units | | | | 373 residential units |
| 3. College Square South (P15-168) | 2,284 s.f. commercial | 13,926 s.f. commercial | | | 16,210 s.f. commercial |
| 4. Quick Quack Car Wash (P17-073) | | 3,595 s.f. commercial | | | 3,595 s.f. commercial |
| 5. Subtotal Existing and Approved but Unbuilt (sum 1. through 4.) | 162,701 s.f. commercial, 373 residential units | 86,632 s.f. commercial ¹ | | | 249,333 s.f. commercial ¹ , 373 residential units |
| 6. Bruceville Apartments (P18-073) | | | 351 residential units | | 351 residential units |
| 7. 7800 West Stockton Boulevard (P18-075) | | | | 4,346 s.f. commercial, 92 residential units | 4,346 s.f. commercial, 92 residential units |

**TABLE 3
PUD ELEMENTS**

| Project | Land Use Category | | | | |
|-----------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------|-----------------------|---------------------------------------------|--------------------------------------------------------------|
| | Existing | Approved but Unbuilt | Baseline | Project | Total |
| 8. Total Existing, Approved but Unbuilt, Baseline, and Project (sum 5. Through 7) | 162,701 s.f. commercial, 373 residential units | 86,632 s.f. commercial ¹ | 351 residential units | 4,346 s.f. commercial, 92 residential units | 253,679 s.f. commercial ¹ , 816 residential units |
| 9. Approved College Square EIR PUD Total | | | | | 270,256 s.f. commercial, 724 residential units |

1. Includes 20,000 s.f. on 7800 West Stockton Boulevard site.

Source: DKS Associates, 2019.

- College Square South – P15-068 – 16,210 square feet of commercial space was approved. To date, 2,284 square feet have been constructed (Taco Bell), leaving 13,926 square feet unbuilt.
- Quick Quack Car Wash – P17-073 – 3,595 square feet of commercial space was approved but has not been constructed.
- Bruceville Apartments – P18-073 – 351 residential units have been proposed. This is considered a baseline project, as it preceded the 7800 West Stockton Boulevard project.
- 7800 West Stockton Boulevard – P18-075 – 4,346 square feet of commercial and 92 residential units have been proposed.

TRIP GENERATION

Vehicular trip generation estimates of the project and all PUD elements have been estimated as follows:

- Existing Land Use – Traffic counts recorded at eight driveway locations on Tuesday, February 12, 2019.

- Approved But Unbuilt, Baseline, and Project Land Use – ITE Trip Generation, Tenth Edition, with adjustments in accordance with the College Square PUD DEIR.

Details of the trip generation methodology and calculations are included in the Trip Generation Memorandum included in the technical appendices to this report.

The estimated combined trip generation is summarized in Table 4. It consists of the existing trip generation (from the traffic counts), the trip generation of the approved but unbuilt development, the trip generation of the baseline project, and the trip generation of the 7800 West Stockton Boulevard project. Table 4 also presents a comparison to the trip generation presented in the PUD DEIR.

| Source | Land Use | Number of Trips | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------|----------------|------|-------|----------------|------|-------|
| | | Daily | A.M. Peak Hour | | | P.M. Peak Hour | | |
| | | | Enter | Exit | Total | Enter | Exit | Total |
| Traffic Counts | 1. Driveway (Counts) | 15,253 ¹ | 287 | 285 | 572 | 692 | 632 | 1,324 |
| | 2. Estimated Pass-By | -3,803 | -73 | -46 | -119 | -171 | -168 | -339 |
| | 3. Net Trips (1. plus 2.) | 11,450 | 214 | 239 | 453 | 521 | 464 | 985 |
| ITE Estimate | 4. Approved but Unbuilt | 1,375 | 13 | 8 | 21 | 67 | 73 | 140 |
| | 5. Baseline | 1,459 | 23 | 66 | 89 | 69 | 44 | 113 |
| | 6. Project | 467 | 7 | 20 | 27 | 22 | 17 | 40 |
| Estimate | 7. Combined (sum of 3. through 6.) | 14,751 | 257 | 333 | 590 | 679 | 598 | 1,278 |
| Approved College Square EIR PUD Total | 8. Total | 15,139 | 415 | 443 | 858 | 785 | 773 | 1,558 |
| Difference | 9. PUD minus Combined (8. minus 7.) | 388 | 158 | 110 | 268 | 106 | 175 | 280 |
| <p><i>1. Estimated based on ITE data ratio of peak hour trips to daily trips.</i> Source: DKS Associates, 2019.</p> | | | | | | | | |

Compared to the total trip generation presented in the DEIR, the estimated combined trip generation varies as follows:

- Daily, the combined trip generation is about 3 percent lower than the PUD DEIR value for the entire PUD (388 trips)

- During the a.m. peak hour, the combined trip generation is about 31 percent lower than the PUD DEIR value for the entire PUD (268 trips)
- During the p.m. peak hour, the combined trip generation is about 18 percent lower than the PUD DEIR value for the entire PUD (280 trips)

TRIP DISTRIBUTION

The distribution of trips associated with the College Square PUD are based upon local travel patterns and the projections of the PUD DEIR. Figure 7 illustrates the trip distribution.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, thresholds of significance adopted by the governing jurisdictions in applicable general plans and previous environmental documents, and professional judgement, a significant impact would occur if the proposed project would:

INTERSECTIONS – CITY OF SACRAMENTO

- The traffic generated by the project degrades LOS from an acceptable LOS (without the project) to an unacceptable LOS (with the project),
- The LOS (without project) is unacceptable and project generated traffic increases the average vehicle delay by 5 seconds or more.

Note: General Plan Mobility Element Policy M 1.2.2 sets forth definitions for what is considered an acceptable LOS. As previously discussed, Policy M 1.2.2 applies to the study area roadway facilities as follows:

- Intersections 2 and 3 - LOS A-D is always to be maintained; provided, LOS E or F may be acceptable if improvements are made to the overall transportation system and/or non-vehicular transportation and transit are promoted as part of the project or a City-initiated project.

INTERSECTIONS – COUNTY OF SACRAMENTO

- The traffic generated by the project degrades LOS from an acceptable LOS (without the project) to an unacceptable LOS (with the project),
- The LOS (without project) is unacceptable and project generated traffic increases the average vehicle delay by more than 5 seconds.

As noted previously, LOS E is the County's goal at Intersection 1.



Entering - %
 Exiting - %

Figure 7
 Project Trip Distribution

TRANSIT

- Adversely affect public transit operations,
- Fail to adequately provide access to transit.

BICYCLE FACILITIES

- Adversely affect existing or planned bicycle facilities,
- Fail to adequately provide for access by bicycle.

PEDESTRIAN CIRCULATION

- Adversely affect existing or planned pedestrian facilities,
- Fail to adequately provide for access by pedestrians.

CONSTRUCTION-RELATED TRAFFIC IMPACTS

- Degrade an intersection or roadway to an unacceptable level,
- Cause inconveniences to motorists due to prolonged road closures, or
- Result in increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

PROJECT TRAFFIC CONDITIONS

This section summarizes traffic conditions for the following scenarios:

- Existing Plus Approved But Unbuilt Plus Baseline
- Existing Plus Approved But Unbuilt Plus Baseline Plus Project

Figure 8 illustrates a.m. peak hour and p.m. peak hour traffic volumes and intersection geometry associated with these scenarios. Table 5 summarizes the results of the intersection LOS analysis.

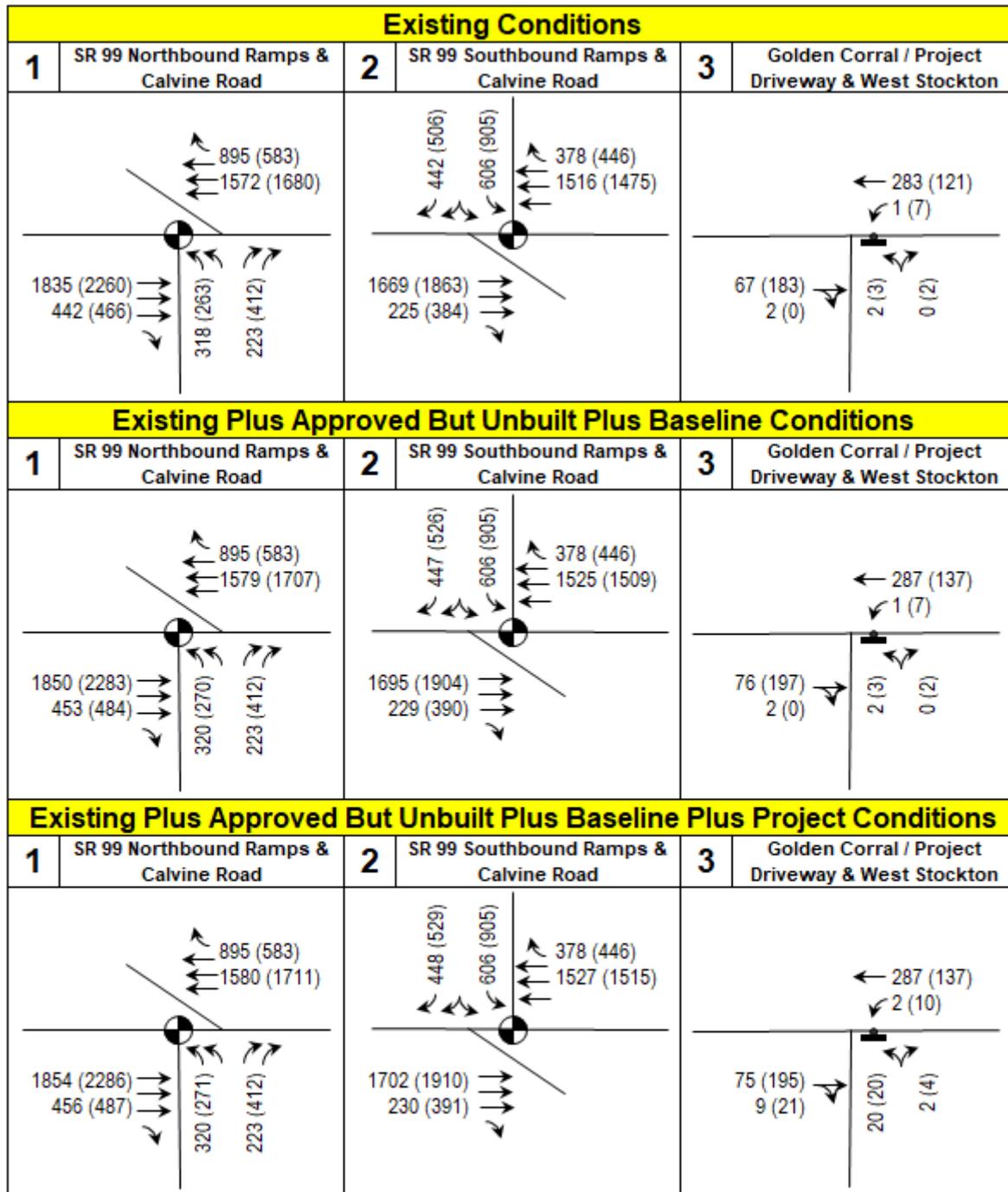
IMPACTS AND MITIGATION MEASURES

Impact 1: **The proposed project could cause potentially significant impacts to study area intersections under the existing plus project scenario. Based on the analysis below, the impact is less than significant.**

As summarized in Table 4, the project would increase traffic volumes and average delay at the study area intersections. Changes in level of service and average intersection delay are minimal.

Mitigation Measure 1

None required.



KEY

31 (27) = AM (PM) peak hour traffic volume

⊙ = Signalized intersection

↖ = Intersection approach lane

⊣ = Stop sign control

○ = Roundabout

N-S St. & E-W St. = North-south street / east-west street



**TABLE 5
INTERSECTION OPERATING CONDITIONS**

| Intersection | A.M. Peak Hour | | P.M. Peak Hour | |
|---------------------------------------------------------------------------------|-----------------|-----|-----------------|-----|
| | Delay (Seconds) | LOS | Delay (Seconds) | LOS |
| Existing Conditions | | | | |
| 1. Calvine Road and SR 99 Northbound Ramps | 8.4 | A | 10.8 | B |
| 2. Calvine Road and SR 99 Southbound Ramps | 13.9 | B | 20.0 | B |
| 3. West Stockton Boulevard and Golden Corral / Project Driveway | 0.1 | A | 0.3 | A |
| - Northbound | 10.6 | B | 9.9 | A |
| - Westbound Left | 7.4 | A | 7.6 | A |
| Existing Plus Approved But Unbuilt Plus Baseline Conditions | | | | |
| 1. Calvine Road and SR 99 Northbound Ramps | 8.4 | A | 10.9 | B |
| 2. Calvine Road and SR 99 Southbound Ramps | 14.0 | B | 21.0 | B |
| 3. West Stockton Boulevard and Golden Corral / Project Driveway | 0.1 | A | 0.3 | A |
| - Northbound | 10.7 | B | 10.1 | B |
| - Westbound Left | 7.4 | A | 7.6 | A |
| Existing Plus Approved But Unbuilt Plus Baseline Plus Project Conditions | | | | |
| 1. Calvine Road and SR 99 Northbound Ramps | 8.4 | A | 10.9 | B |
| 2. Calvine Road and SR 99 Southbound Ramps | 14.0 | B | 21.2 | C |
| 3. West Stockton Boulevard and Golden Corral / Project Driveway | 0.7 | A | 0.9 | A |
| - Northbound | 10.7 | B | 10.7 | B |
| - Westbound Left | 7.4 | A | 7.7 | A |
| <i>Source: DKS Associates, 2019.</i> | | | | |

Impact 2: The proposed project could cause potentially significant impacts to transit. Based on the analysis below, the impact is less than significant.

The project would not disrupt transit operations. Access to light rail and bus transit are provided within walking distance at the Cosumnes River College Light Rail Station.

Mitigation Measure 2

None required.

Impact 3: The proposed project could cause potentially significant impacts to pedestrian facilities. Based on the analysis below, the impact is less than significant.

The project would not disrupt pedestrian facilities. The project would maintain sidewalks along the project frontage. The project would not affect existing crosswalks.

Mitigation Measure 3

None required.

Impact 4: The proposed project could cause potentially significant impacts to bicycle facilities. Based on the analysis below, the impact is less than significant.

The project would not affect any existing bicycle facility.

Mitigation Measure 4

None required.

Impact 5: The proposed project could cause potentially significant impacts due to construction-related activities. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

The applicant will be required to provide a construction traffic control plan per City Code 12.20.030 to the satisfaction of the City Traffic Engineer.

Mitigation Measure 5

None required.

FREEWAY INFORMATION

As summarized previously in Table 5, the freeway intersections at the Calvin Road interchange with SR 99 will continue to operate at acceptable levels of service with the addition of project traffic. Table 6 summarizes queuing on the exit ramps from SR 99 at the signalized intersections. All the queues are projected to remain within the available storage space and should not affect freeway mainline operations.

**TABLE 6
FREEWAY EXIT RAMP QUEUEING
SR 99 AT CALVINE ROAD**

| Direction | Movement | Available Storage Length (feet / lane) | 95th Percentile Queue Length (feet / lane) | |
|----------------------------------------------------------------------------------------------------------|----------|----------------------------------------|--------------------------------------------|----------------|
| | | | A.M. Peak Hour | P.M. Peak Hour |
| Existing Conditions | | | | |
| Northbound | Left | 215 | 80 | 60 |
| | Right | 215 | 65 | 105 |
| Southbound | Left | 500 | 155 | 270 |
| | Right | 500 | 225 | 335 |
| Existing Plus Approved But Unbuilt Plus Baseline Conditions | | | | |
| Northbound | Left | 215 | 80 | 60 |
| | Right | 215 | 65 | 105 |
| Southbound | Left | 500 | 155 | 275 |
| | Right | 500 | 230 | 340 |
| Existing Plus Approved But Unbuilt Plus Baseline Plus Project Conditions | | | | |
| Northbound | Left | 215 | 80 | 60 |
| | Right | 215 | 65 | 105 |
| Southbound | Left | 500 | 155 | 275 |
| | Right | 500 | 230 | 340 |
| <p><i>Note: Queues rounded up to the nearest 5 feet.</i></p> <p><i>Source: DKS Associates, 2019.</i></p> | | | | |

Caltrans traffic volume information for 2017 indicates that SR 99 accommodates 159,000 daily vehicles north of Calvine Road, and 142,000 daily vehicles south of Calvine Road. It is estimated that the 7800 West Stockton Boulevard project would add about 70 vehicles to the freeway mainline north of Calvine Road, and about 23 vehicles south of Calvine Road daily. This is an increase of less than 0.05 percent.

ON-SITE OPERATIONS REVIEW AND QUEUEING

Figure 2 illustrates the project site plan. The site plan was reviewed for conformity with accepted traffic engineering principles as well as queueing effects.

DRIVEWAY LOCATION

The proposed driveway is proposed as the fourth leg of an existing onsite intersection. The project will share access with the Golden Corral Restaurant via the existing easterly driveway. Intersection queuing analysis indicates that the existing throat depth of this driveway at West Stockton Boulevard will be adequate in the weekday peak commuter hours more than 95 percent of the time. The estimated 95th percentile queue length is 25 feet.

At the existing driveway intersection with West Stockton Boulevard, there is an existing left turn lane, with approximately 100 feet of storage. Intersection queuing analysis indicates that the existing storage will be adequate in the weekday peak commuter hours more than 95 percent of the time. The estimated 95th percentile queue length is 25 feet.

The existing driveway intersection with West Stockton Boulevard is on a curve. Sight distance at the intersection appears adequate for the posted 35 mph speed limit. The final site design should be reviewed to ensure that adequate sight triangles are maintained at this intersection.

ENTRY GATES

Based upon the site plan, the entry driveway leads to a gated entry. City Code 17.508.070.A prohibits vehicles from backing out into roadways. The proposed site plan assures that a vehicle that cannot enter the gated entries has a means to reverse direction without impacting City street / sidewalk operations.

It is assumed that the gated entries would operate like entry gates at parking garages. The City of Sacramento typically assumes a 7-second average service time for such gates based upon observations at similar locations. Queueing analyses were conducted to review the stacking distance required in advance of the gates. The stacking distance has been calculated based upon the p.m. peak hour entry volume, conservatively assuming that all vehicles would enter the gate. Queueing analysis indicates that storage space for one vehicle (about 25 feet) would be adequate over 99 percent of the time. This distance is provided at the entry gate.